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HISTORY  
of  
REVENUE CUTTER SERVICE  
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### THE U. S. REVENUE CUTTER SERVICE.

The transfer of the Revenue Cutter Service from the Treasury Department to the Navy Department, as contemplated by several bills now pending before Congress, suggests that the presentation of some facts relating to the origin and history of that Service might be of interest.

This Service was part of the original financial scheme of the Government as devised and projected by Alexander Hamilton, its first Secretary of the Treasury. It was at first designed only to protect and aid the collection of the revenue from Customs. The scope of its duties has, however, been enlarged with the growth of the country, until at present these duties are many and varied. In their discharge, as they were multiplied, delicate and difficult, and oft-times hazardous as they have been, the Service has acquitted itself in such manner as to reflect credit upon the Government, and to entitle it to position among the most efficient and useful branches of the public service.

Upon the recommendation of Hamilton contained in his report to the House of Representatives, dated April 22, 1790, Congress authorized, by the Act of August 2nd of that year, Sections 62, 63 and 64, the building and equipping of ten boats or vessels of from 35 to 40 feet keel, the cost not to exceed one thousand dollars each; and each to be manned by a captain, first, second and third mate, four mariners and two boys. The compensation provided was, for the captain - thirty dollars per month and the

subistence of a captain in the Army; for the mates, twenty, sixteen, and fourteen dollars, respectively, and the subsistence of a lieutenant in the Army; and for the mariners and boys, eight and four dollars, respectively, and the ration allowed to a soldier in the Army. The original cost and the expense of maintaining these cutters was to be a charge against the revenue derived from imports and tonnage. In framing the law, Congress adopted the recommendations of the Secretary of the Treasury, excepting in one notable particular. Hamilton recommended that the officers of the revenue cutters be commissioned as officers in the Navy; while the law establishing the Service provided that they shall be officers of the customs.

The specific object of the Service was the protection of the revenue from customs, and to aid in its collection. The duties and powers of its officers are defined in section 54 of the Act in question, and are as follows:

"They shall have power and authority to go on board of  
"every ship or vessel which shall arrive within the United States  
"or within four leagues of the coast thereof, if bound for the  
"United States, and to search and examine the same and every  
"part thereof, and to demand and receive and certify the mani-  
"fests and affix and put proper fastenings on the hatches and  
"other communications with the holds of sloops or vessels, and  
"to remain on board the said ships or vessels until they arrive  
"at their place of destination."

This portion of the act is quoted in full for the purpose of showing the precise character of the duties devolved upon the first revenue cutter officers, and to invite attention to the fact that though one hundred years have intervened, the duties of those officers of customs today do not differ in any essential particular from those therein prescribed. Of the ten cutters authorized by this act two were designated for the coasts, bays and harbors of Massachusetts and New Hampshire; one for the Sound between Long Island and Connecticut; one for the Bay of New York; one for the Bay of Delaware; two for the Bay of the Chesapeake; one for the coasts, bays and harbors of North Carolina; one for those of South Carolina, and one for those of Georgia.

Under date of October 1, 1790, the Collectors of Customs at Philadelphia and Boston were authorized to enter into contract for the construction of vessels the cost of which, when completed and fully equipped for service, was not to exceed one thousand dollars. Similar authority was given elsewhere and by the 1st of June, 1791, the Treasury Department had under its control a fleet of ten revenue cutters fully manned and equipped, as follows, viz:

SCAMMEL, built and stationed at Portsmouth, N. H.

MASSACHUSETTS, built and stationed at Boston, Mass.

ARGUS, built and stationed at Providence, R. I.

VIGILANT, built and stationed at New York, N. Y.

GENERAL GREENE, built and stationed at Philadelphia, Pa.

ACTIVE, built and stationed at Baltimore, Md.



VIRGINIA, built and stationed at Hampton, Va.

DILIGENCE, built at New Berns and stationed at Wilmington, N. C.

SOUTH CAROLINA, built and stationed at Charleston, S. C.

GEORGIA, built and stationed at Savannah, Ga.

These vessels as compared with the revenue cutters of the present day were insignificant in the extreme. They varied from 40 to 50 feet keel and in tonnage from 45 to 65, while their complement of officers and men did not exceed eight - though the law provided for ten.

By the Act of March 2, 1793, the compensation of captain was increased to forty dollars per month, and that of the mates to twenty-six, twenty and eighteen, respectively. The crew was increased to not exceeding seven mariners, or seamen, and two dollars per month added to their wages; and by the Act of March 6, 1796, another increase in compensation was provided, so that a captain received fifty, the mates thirty-five, thirty and twenty-five, respectively, and the mariners, not exceeding twenty dollars per month. This Act further provided, that officers who were instrumental in securing them were to receive, pro rata, in addition to their compensation, one half the net amount of fines, penalties and forfeitures. The Act also authorized the President to procure such cutters as he might deem necessary and to dispose of such of them as might become unfit for service. He enjoyed this prerogative until March 3, 1845, when it was repealed by an Act passed over his veto. This was the first instance in the history of the Government in which a bill became a law notwithstanding its

disapproval by the President. The causes which led to this extraordinary action by Congress are of some interest and will appear on a subsequent page.

As the difficulties of our Government with the French Republic developed, it became necessary to provide an armed force of some proportions upon the sea to act as convoys to merchantmen, and for a defense of the coast. Accordingly the President was authorized (Act of July 1, 1797) to increase, in his discretion, the strength of the several revenue cutters, not to exceed thirty mariners and seamen to each cutter, and to employ said cutters to defend the sea coast of the United States, and to repel any hostility to their vessels and commerce. Under authority of previous enactments a number of cutters much larger than any yet in the Service were built, and by the Act of June 22, 1798, it was provided that the complement of these larger vessels should not exceed seventy mariners and seamen.

Early in 1798 the larger cutters were directed to cruise along the coast in company with the naval vessels; and when later in the year it was determined to extend operations to the West Indies, to prey upon French commerce and destroy privateers sailing under authority of the French Republic, the vessels of the Revenue Cutter Service formed no inconsiderable part of the force which proceeded thither. There were eight cutters whose aggregate tonnage was 1140; carrying 96 guns and 416 men as follows:

Sloop,	<u>GENERAL GREENE</u> ,	98	tons,	10	guns,	and	34	men.
Brig,	<u>PICKERING</u> ,	187	"	14	"	"	70	"
"	<u>EAGLE</u> ,	187	"	14	"	"	70	"
Sch'r,	<u>SCAMMEL</u> ,	98	"	10	"	"	34	"
"	<u>GOV. JAY</u> ,	187	"	14	"	"	70	"
"	<u>VIRGINIA</u> ,	187	"	14	"	"	70	"
"	<u>DILIGENCE</u> ,	98	"	10	"	"	34	"
"	<u>SOUTH CAROLINA</u> ,	98	"	10	"	"	34	"

The SCAMMEL was repaired in Philadelphia in June, 1799, and subsequently carried 14 guns and 75 men. In this fleet, numbering about 20 vessels in all, were the historic CONSTITUTION and CONSTELLATION, and among its officers were Barry and Truxton, Nicholson and Preble and Stephen Decatur. The cutters proved themselves valuable auxiliaries to the larger vessels of the Navy. Of the 22 prizes taken during the operations of the next few years, they secured 16 unaided, and assisted in the capture of 2 others. Their officers were spoken of in reports in the highest terms. Several of them were given commissions in the Navy and subsequently won honorable distinction. Three of the cutters were also taken upon the Naval establishment.

The history of the cutter PICKERING, the most active and effective vessel in the entire fleet, had a tragic ending. After having made two cruises to the West Indies and captured 10 prizes, one of which carried 44 guns and 200 men - three times her own force - she sailed a third time, August 20, 1800, from New Castle, Delaware, in company with the frigate INSURGENT, in obedience to

orders to join the squadron off Guadaloupe, and nothing has since been heard of her or her consort. It was supposed, however, at the time, that both were lost in the heavy gales which prevailed about the middle of September of that year.

The Act of March 2, 1799, which superseded all former laws relating to the collection of duties, provided for a continuance of the Revenue Cutter Service, on substantially the same basis as before. It authorized the President to secure and equip as many revenue cutters, not exceeding ten, as might be necessary, to be employed for the protection of the revenue, "The expenses whereof "shall be paid out of the product of the duties on goods," etc. It provided for a captain, three mates and not exceeding seventy nine men, including petty officers, to each vessel. The powers of the officers were somewhat augmented and more clearly defined, while their duties were continued substantially the same excepting that they were made "subject to the direction of such Collectors of Customs as shall be from time to time designated for that purpose." This Act also provided that the cutters should be distinguished by an ensign or pennant, with such distinctive marks thereon as the President might prescribe; that they "shall, when the President "shall so direct, cooperate with the Navy, during which time they "shall be under the direction of the Secretary of the Navy," thus making the Revenue Cutter Service part of the available naval force in times of emergency; and authorizing them to fire upon vessels, subject to seizure or examination, which failed to bring to when requested to do so. By another Act of the same date the compensation

of the officers and men was continued as before, and the term "lieutenant" substituted for that of mate.

The energy and efficiency displayed by the revenue cutters during the French and American difficulties have been continued during the ninety years which have intervened, not alone in war, but also, in peace. The Service has proved itself indispensable, and by being always equal to any emergency, seldom failing to meet expectations, discharging with fidelity and to the utmost of human ability and courage every duty imposed, and by its almost ubiquitous presence wherever along our extended coast line the interests of the Government required protection, it has clearly demonstrated that it is in fact as well as in name "The Coast Guard."

While the law of 1794 (March 22nd) inhibiting the slave trade between the United States and Foreign countries, did not specifically direct the revenue cutters to aid in its enforcement, they were nevertheless instructed to do so; and their connection with the efforts to suppress that traffic, begun under this Act, did not cease until the occasion for such efforts had entirely disappeared. Under the Acts of March 2, 1807, prohibiting the importation of slaves into this country, and that of March 3, 1819, granting a bounty of twenty-five dollars, "for each and every negro, mulatto, or person of color" taken from a slaver and delivered to a United States Marshall, as provided by these and other Acts, the cutters stationed at the ports on the South Atlantic coast captured numerous vessels, having on board in the aggregate 487 negroes intended to be sold in bondage.



While engaged in this service, so creditable to itself, and the country, it took part in a transaction of quite a different character. When in 1854, Anthony Burns, a slave owned by Col. Suttle of Virginia, made his escape and was apprehended in Massachusetts, brought before the U. S. Court in Boston, and, by that tribunal, under the provisions of the fugitive slave law of September 9, 1850, remanded to slavery, the excitement in Boston was such as to render it probable that the people would prevent the execution of the decree of the court. In this emergency the Collector of Customs at that port, under date of May 29th of that year, placed at the disposal of the Marshall the revenue cutter MORRIS, "should her services be required in executing the laws of the United States". Her services were accepted and her commanding officer, Captain John Whitcomb, was directed to report forthwith to the Marshall for instructions. On the 10th of June following, Captain Whitcomb reported to the Secretary of the Treasury from Norfolk, Virginia, his safe arrival at that place, on that date, "With the U. S. Deputy Marshall and four assistants on board with their charge, the returned fugitive, Anthony Burns. x x x "The owner of the slave, Col. Suttle, and his friend, Mr. Blunt, sailed with me from Boston, but owing to pressing engagements "I put them off at Sandy Hook".

To the Collector of Customs at Boston the Secretary of the Treasury, Mr. James Guthrie, wrote on the 11th of the same month relative to this matter. "I have duly received your letter of "the 30th ultimo, and entirely approve of your course in placing

"the cutter MORRIS at the disposal of the Marshall for the purpose  
"of removing the slave, Anthony Burns, out of danger and if necessary  
"to the place from which he escaped".

The piracy which prevailed during the first quarter of the present century in the Gulf, and along the coasts of the territory then recently acquired from France and Spain, owes its suppression chiefly to the Revenue Cutter Service. The officers of that Service waged a relentless war upon the pirates they pursued them into every bay and bayou and to their every resort and rendezvous, and attacked and dispersed them wherever found. On the 31st of August, 1819, the cutters LOUISIANA and ALABAMA were boldly attacked off the southern coast of Florida by the pirate BRAVO, commanded by Jean La Farge, a lieutenant of the notorious Jean La Fitte. The action was of short duration and was terminated by the cutters' boats boarding their enemy and carrying his deck in a hand to hand struggle.

When the vigilance and daring of the cutter officers made it so hazardous for the pirates to continue harboring along the coast or in the numerous bayous of Louisiana, they established themselves on Bretons Island. Here they were followed by the revenue cutters ALABAMA, Captain Cartigan, and LOUISIANA, Captain Loomis, and driven off in their boats, while everything on the island which could afford shelter or make it habitable was destroyed. The destruction of this rendezvous practically put an end to their harboring on the coasts of the United States, but piratical craft from Mexico, Central and South America and Cuba, made frequent visits to these coasts and the

adjoining waters and a number of engagements took place between them and the cutters. And in overhauling and attacking, inferiority in armement or men was not apparently a consideration. There were instances in which pirates were fearlessly attacked and made to strike their colors when greatly the superior in force. The captain of the BOLIVIA affords an illustration. This vessel with her prizes, the ANTOINETTE and ISABELLA, were attacked and taken in the South West Pass by the cutter LOUISIANA, Captain Jackson, July 6, 1821. The BOLIVIA carried 3 guns and 34 men, while the LOUISIANA had about half this force, viz: 16 men and 2 guns, the latter of less calibre than either of those of the pirate.

Congress in making provision for the enforcement of the embargo laws of 1807 and 1808 recognized the efficiency of the revenue cutters, in increasing their number by more than forty. The Secretary of the Treasury recommended an addition of twelve for that purpose. He states in his report respecting the matter that "for the purpose of "carrying into effect laws which prohibit exportations and restrict "importation we want an increase in the number of revenue cutters, "which are better adapted to this purpose than gunboats, or the "larger vessels of the Navy, x x x . We want fast sailing vessels "of easy draft, x x x it seems to me that ten or twelve small "vessels in addition to those in the Navy, will form a very useful "appendage." Not only were the twelve vessels desired by the Secretary authorized by the Act of January 6, 1809, but Congress had so much confidence in the effectiveness of the Service, as equipped, manned and controlled by the Treasury Department, that

the carronades could be brought to bear upon them. Captain Travis, therefore, gave to each of his two muskets with instructions not to open upon the enemy until within pistol shot, which was done. The enemy, however, dashed on, and after a short struggle carried the cutter. Five of her crew were wounded and of the British, three were killed and seven wounded. Lieutenant Grerie considered his opponents to have shown so much bravery that he returned on the following day to Captain Travis his sword, accompanied with a letter in which he says, "Your gallant and desperate attempt to defend your vessel against more than double your number excited such admiration on the part of your opponents as I have seldom witnessed, and induced me to return you the sword you had so ably used in testimony of mine x x . I am at loss which to admire most, the previous arrangement on board the SURVEYOR or the determined manner in which her deck was disputed inch by inch".

Another instance in which persistent determination was exhibited is found in the defense of the cutter EAGLE, Captain Frederick Lee, in Long Island Sound. On the morning of October 11, 1814, this cutter was sighted and pursued by the British brig DISPATCH, 18 guns, tender to the frigate POMONE, and a sloop. The cutter was run ashore near Negro Head, Long Island, stripped of her sails and rigging and her guns dragged up a high bluff, and from there the tender and sloop were fought by her crew from 9 o'clock in the morning until late in the afternoon. When they had exhausted their large shot and fixed ammunition, they tore up

by another Act of the same date it authorized thirty more; thus providing a fleet of forty-two vessels for the Department in addition to the number already on its revenue cutter establishment. It is not clear whether this additional force was called into service. But in all which followed the proclamation of the President of July, 1807, ordering all British armed vessels to leave the ports of the United States, and the laying of the first embargo in December of that year, to the close of the war which ensued, the Service bore an honorable and conspicuous part. The first prize to our marine forces in the struggle was the British trading schooner PATRIOT with a valuable cargo, made by the revenue cutter JEFFERSON, Captain Wm. Ham, June 25, 1812, just one week subsequent to the declaration of war. The MADISON and GALLATIN also made valuable captures. Captain John Cahoon, commander of the cutter VIGILANT, having volunteered, and having received an addition from the naval vessels of 20 men to his own force for the purpose, pursued, attacked and captured, by boarding, the British privateer DART off Newport, R.I.

A further illustration of their bravery and readiness for emergencies and defense against attack is afforded in the capture of the cutter SURVEYOR on the night of June 12, 1813. This vessel was commanded by Captain Wm. Travis. She carried 8 twelve-pound cannonades and a crew of 15 men. On the night of the attack she was lying in the York River near the Chesapeake Bay. Boats from the British frigate NARCISSUS containing about 50 men and commanded by Lieutenant Crerie bore down on her soon after nightfall. Owing to the darkness they approached to within 150 yards before being discovered, and none of



the log book, made cartridges and returned the smaller of the enemies' shot which lodged against the hull. Near evening the enemy withdrew and the next day Captain Lee succeeded in getting his vessel afloat, and was about removing her, when the enemy returned and this time secured their prize. During the engagement the cutter's flag was shot away three times, and was as often replaced by volunteers from the crew on the hull.

In the enforcement of our Government's neutral obligations the Revenue Cutter Service bore a prominent part. By the vigilance, intelligence and tact of the officers, numerous detentions and arrests were made of masters of armed vessels coming into port for supplies of munitions and men without causing strained relations with the Governments under whose duties they were sailing; especially was this the case from 1815 to 1823. It not infrequently happened that armed privateers were arrested, taken into port and held for violations of neutrality laws, whose fighting strength was many times that of the cutter making the arrest. It is proper to add that there is no intimation anywhere, either in official documents or public news, that any of the officers of the Service, at any time, failed to do what they conceived to be their duty with reference to these armed privateers because of their superior force. The writer having examined every available source of information upon this and every other feature of the Service during its entire history, and having also read extensively concerning the efficiency of other contemporaneous branches of the public service, gives it

as his judgment, which he believes is fully warranted by the facts, that in unhesitating determination and fearlessness in the discharge of every duty assigned, the officers of the Revenue Cutter Service during the century of its existence, have had as a class, no superior and but few equals in this or any other government on the globe.

When in 1832 the state of South Carolina threatened to resist the execution and make void the laws of the general Government imposing duties on imports, five of the largest and best equipped of the cutters, commanded by as many of the most capable and experienced officers of the Service, were secretly directed to proceed to Charleston harbor. The Collector at that port was instructed to use the cutters which he found within his collection district, "to take possession of any vessel arriving from a foreign port and defend her against any forcible attempt to dispossess the Customs officers of her custody until all the requirements of the law have been fully complied with." Their arrival had been unannounced. Their presence indicated purpose on the part of the authorities at Washington to execute the law which the State in convention had declared should not be enforced. And while they were not called upon to use any force, the silent influence of their presence undoubtedly aided greatly in the peaceful solution of the then threatened difficulties.

The conspicuous participation of the revenue cutters in the War of 1812, suggested the justice of extending the provisions of the pension laws to that Service, and accordingly the Committee on Naval Affairs of the House was, on the 18th of February, 1813, instructed to inquire into the expediency of such action.

The Committee reported a bill providing that officers and men of the Service, who incurred disabilities in the line of duty while cooperating with the Navy, should be placed upon the Navy pension list. As that Congress expired by limitation on the 4th of March following the date of this report, nothing further was done during the session. The next House referred the matter to a select Committee, February 14, 1814, which Committee reported a bill similar to the one above mentioned, and on the 18th of the following April it became a law; this placing, as early as 1814, the officers and men of the Revenue Cutter Service when cooperating with the Navy, on an equal footing with those of the Navy in respect to pensions. This Act does not, however, extend its benefits to widows or other heirs or dependents of deceased officers or seamen of that Service.

Early in 1839 the officers of the Service generally, petitioned Congress to extend "the provisions of the pension laws to the Revenue Cutter Service," i.e. to pension those of that Service who were disabled in the line of duty whether in war or peace, as is the case in the Navy. Upon these petitions the Senate Committee on Naval Affairs reported adversely, as given in their report, that "the Revenue Cutter Service is a civil service". The agitation of the subject was continued for some years by some of the officers but with no better results.

The subject of a retired list for such officers as incurred permanent disabilities in the line of duty, also received much consideration. It has been frequently recommended by Secretaries

of the Treasury. In 1872 Mr. Boutwell says in his report, "I think it a plain duty to provide a retired list". In 1873 he again recommends the measure in conjunction with that providing pensions "in justice to meritorious officers and seamen, whose lives are spent in the performance of hazardous public duty". Three years later Secretary Morrill in his annual report urges the establishment of a retired list, "on the grounds of humanity and public advantage", and in 1881 Mr. Folger says, "A system for the retirement of officers who have in the line of duty become permanently disabled is desirable." During the 47th Congress the Committee on Commerce of the House reported favorably a bill providing for the establishment of a retired list, and containing other provisions intended to benefit the Service, but in an attempt to pass it under a suspension of the rules, it was defeated.

In 1827, the officers asked an increase of pay which was then the same as fixed by the Act of March 6, 1796. Nine years later, viz: July 2, 1836, the President approved an Act which provided that in lieu of the pay, rations and other allowances now authorized by law, a captain should receive twelve hundred dollars, and the lieutenants nine hundred and sixty, eight hundred and sixty and seven hundred and ninety, respectively, per annum. During the consideration of the bill in the House Mr. Gilbert said, "These officers with their vessels guard the coast from Passamaquoddy to Texas and are out all seasons of the year, they must be on duty at sea amid the storms of the North and the hurricanes of the South.

They must board all vessels which approach our coast, whether there is disease on board or not. They must watch the movements of those who have designs upon the revenue and fly to the relief of the wrecked mariner".

The compensation of the officers was twice increased subsequently: First by the Act of July 25, 1861, by which a captain was allowed eighteen hundred and the lieutenants fourteen hundred, twelve hundred, and nine hundred dollars, respectively, per annum. This Act also provided for waiting orders, or, leave of absence pay, which was fixed at twelve hundred, one thousand, eight hundred and seven hundred dollars for the respective grades as above. And by the Act of February 28, 1867, the compensation was again increased to twenty-five hundred, eighteen hundred, fifteen hundred and twelve hundred dollars, respectively, per annum, and one Navy ration when on duty, and eighteen hundred, fifteen hundred, twelve hundred and nine hundred dollars, respectively, when waiting orders, or on leave of absence. This is the present compensation of the line officers. In the meantime, however, by the law of February 4, 1863, it was provided that appointments to the Revenue Cutter Service should be made "by the President, by and with the advice and consent of the Senate".

In 1844 there were, as we shall see, several steamers being constructed for the service, which would require, upon completion, engineers, and the matter of their appointment was first brought to the attention of Congress by Mr. Huntington, who introduced a bill in the Senate, on the 14th of May of that year, providing for



the appointment of such officers. This bill failed to become a law and no provision was made for their appointment until by amendment to the Naval Appropriation bill for the year ending June 30, 1846, the President was authorized to appoint, by and with the advice and consent of the Senate, six Engineers, and the Secretary of the Treasury, six Assistant Engineers for the Revenue Cutter Service. It will therefore be seen that the appointment of Chief Engineers to the Service required confirmation by the Senate eighteen years before the appointment of line officers was subject to that condition. The Act of February, 1863, already referred to, provided for three grades of Engineers; Chief Engineers, and first and second assistants, whose pay and relative rank were to be that of first, second and third lieutenants, respectively.

The Naval Appropriation bill for the year, 1853, provided that the officers, petty officers and seamen of the Revenue Cutter Service, like those of the Navy, who served on the Pacific coast, from the 28th day of September, 1850, to March 1, 1852, should receive "the same increased or additional compensation as has been by law directed to be paid to the officers and soldiers of the Army." The provisions of the Act relating to the Army here referred to, authorized an increase as follows: "To commissioned officers a per diem in addition to their regular pay and allowances of two dollars each, and to enlisted men a per diem in addition to their present pay and allowances equal to the pay proper of each as established by existing laws." By subsequent enactment the period for which this extra pay was authorized, was made to extend from the

close of the Mexican War to March 1, 1853.

Immediately upon the commencement of hostilities by the Indians in Florida, in January, 1836, the Collectors of Customs at New Orleans, Mobile and Key West ordered, without awaiting instructions from the Department, the Revenue Cutters on those stations to proceed to the scene of action. They were instructed to render such assistance to the inhabitants, and the Army and Navy as was within their power. From that time until the close of the year 1838 from three to five of these vessels were continually on the coast of Florida, and their services were so efficient and helpful as to call forth the following from the officer under whose immediate command they had been operating; "Their prompt and helpful cooperation with the Army has called forth the highest commendation from the commanding generals who take occasion to eulogize the services rendered by the cutters."

While thus cooperating with the Navy the Cutter JEFFERSON was on one occasion under way at sea seventy-five days out of one hundred. The JACKSON, Captain Henry D. Hunter commanding, being on a tour of inspection of lighthouses, and the Customs Service along the coast, arrived in the harbor of Saint Marks, and learning of a threatened attack upon the place, which had then no garrison, Captain Hunter at once removed the Cutter's gun to the shore, with two of his officers and thirty-two of his men, to defend the town. In and about Bay Biscayne and Cape Florida the CAMPBELL was most active in sending detachments along the coast

and inland, and breaking up camps and dispersing their hostile occupants. The Cutters JEFFERSON, MADISON and VAN BUREN were in July, 1841, at the urgent request of the Secretary of the Navy transferred to that Department, their officers being detached "as being better adapted than those of the Navy for use in subjugating the hostiles along the coasts of Florida." (These cutters resumed their relations to the Treasury Department about a year later.)

The Act of Congress, approved December 22, 1837, authorizes the President "to cause a suitable number of public vessels to cruise upon the coast in the severe portions of the weather, to afford aid to distressed Navigators." The performance of this duty from its inception fell upon the Revenue Cutter Service. Frequently reference to this fact is made in their report to Congress by different Secretaries of the Treasury. While recognizing the propriety and great benefit of this "Winter cruising," and bearing testimony to the uniform promptness and efficiency of the officers in its performance, they yet deplore the circumstances which devolve this duty upon that Service. The size and strength of the vessels required for this purpose, they argued, was so great as to make them unsuitable for their legitimate duties, and the cost of maintaining them was considerably greater, hence an increased expense was entailed upon the Service while its efficiency was correspondingly decreased.

Since the close of the late war (War of the Rebellion), and more especially since the thorough reorganization of the Service about twenty years ago, "Winter cruising" has become one of its

most important duties. The entire coast from the Passamaquoddy to the mouth of the Cape Fear River, including Chesapeake Bay and the waters tributary thereto, is patrolled by the Cutters, usually eight in number, stationed at different ports in this reach of coast line, in search of vessels in distress, from December 1st to March 31st, each season. They are designated for this purpose by the President each year, and enter upon their duties, provided with such quantities of fuel, provisions and water as they can conveniently store. They receive on board for distribution as directed, such clothing and other supplies as may be tendered by underwriters, and are directed to cruise diligently as close to the land as the safety of the vessel will permit, to exercise due diligence and discretion in the search for vessels in distress; and not to go into port oftener than compelled by stress of weather, want of supplies or other necessity. They are enjoined to afford, in all cases fallen in with requiring aid or relief, such assistance as may be adapted to their condition and necessities, and as may be in their power to give. The execution of these orders is frequently attended with suffering and the display of heroism and self-denial on the part of the officers and men. Instances illustrative of this, could be multiplied almost without number. The rescue of the survivors of the CITY OF COLUMBUS by the Revenue Steamer DEXTER off Gay Head, Mass., in January, 1884, is yet fresh in the public mind.

During the four months, from December 1, 1887, to March 31, 1888, the Revenue Steamer WOODBURY, stationed at Eastport, Maine,

rendered assistance of greater or less importance to 263 vessels, whose value with their cargoes, was estimated at \$3,339,200.00, and which had on board 2009 persons; while the DALLAS, stationed at Portland, Maine, performed a like service for 126 vessels, whose valuation with cargoes was \$840,169.00, and having on board 667 persons.

During the five years ended June 30, 1889, the Service assisted 1,442 vessels in distress, whose aggregate value with their cargoes was estimated at \$27,146,082.00, and the number of persons on board, whose lives were imperilled, was 13,589. But these figures in cold type, representing so much of assistance to commerce and to the thousands of persons on board the vessels assisted, utterly fail to express the alleviation of human suffering and the saving of life on the one hand, or on the other the self-denying and courageous devotion of officers and men in their conflicts with the elements, without hope of other reward than the consciousness of duty well performed, incident to the making of such a record. It may also be added that in addition to this record the Service actually picked out of the water and saved from drowning during this period, 342 persons.

In 1837, Congress was petitioned for a law authorizing the substitution of steam for sailing vessels, at a number of the ports where Cutters were stationed. Congress, as did also the Secretary of the Treasury, held that under existing law there was ample authority to make the substitution without additional enactment.

or even equalled by any of her successors in the Service. One of the first duties to which she was assigned, was to patrol the entire Atlantic Coast of the United States to prevent violations of the laws prohibiting the slave trade.

When the Government in 1858 determined to send a fleet to Paraguay to require apology and reparation of that nation for having fired upon the U. S. Survey Steamer WATER WITCH, the HARRIET LANE with her officers and men was placed under the control of the Navy Department for the purpose of accompanying the expedition. So efficiently was she managed by her commanding officer, and so helpful and necessary did she prove herself to be to the Naval vessels, that Flag Officer Shubrick, Commanding, took occasion to say of her in his official report, "All the vessels grounded more than once, and it is proper and it gives me pleasure to do so, that I should express my sense of the skill and zeal with which Captain Faunce has used the very efficient vessel under his command extricating us from our difficulties. At one time I feared that the services of the FULTON would be lost altogether to the expedition, and they certainly would have been x x x but for the assistance afforded by the HARRIET LANE."

Again when in April, 1861, it was designed to relieve Fort Sumter, the HARRIET LANE was one of the fleet which proceeded to Charleston. It will also be remembered in this connection, that the Steamer STAR OF THE WEST which carried supplies intended for the Fort and was fired on, on the 8th of the previous January, was commanded by Captain John McGowan, who had been for many years prior

the bill, to which reference has been made, depriving the President of the authority to procure vessels for the Service at his discretion, and when vetoed by him, to pass it notwithstanding - being the first instance of the kind in Congressional history - and that too by the most decisive vote ever recorded on a like occasion, it being in the Senate 41 to 1 and in the House 127 to 30.

The facts connected with this first effort delayed somewhat the adoption of proper measures looking to the construction of suitable steam vessels, and without exception sailing Cutters were used until 1861. An appropriation of \$150,000 having been made for that purpose in February, 1857, a contract was entered into in June following with Mr. Wm. H. Webb, of New York, for the construction of a steamer to cost \$140,000. Naval Constructor Pook was the superintending officer, and was assisted subsequent to December 1st of that year by Captain John Faunce of the Service. It is worthy of note that from this date, Captain Faunce's connection with this vessel did not cease until she was finally transferred to the Navy in 1861, and when subsequent to the close of the war it was desired to bring her from Havana, he was selected for that duty.

The HARRIET LANE was named for the niece of the President (Buchanan) who then with so much grace and elegance presided over the White House. She was the pride of the Service, and to a certain extent, of the Nation. It is doubtful whether the Government possessed another vessel during the period of her short career, that equalled her in all the appointments of a well equipped and efficient cruiser; and it is equally doubtful whether in this respect she has been surpassed

But while the Committee on Commerce of the Senate recommended the exercise of that authority, the Secretary, owing to the greater cost of the construction of steamers and the increased expense of their maintenance, requested special action sanctioning the same. Accordingly bills to that effect passed the Senate of two successive Congresses, but failed in the House. The Secretary thereupon assumed the responsibility and early in 1843 entered into contract for the construction of six iron steamers. They were all to be 160 feet in length and 24 ft. beam. Their tonnage varied from 343 to 409. Four, viz: McLANE, DALLAS, SPENCER, and BIBB were supplied with Lieut. Hunter's horizontal submerged wheels; while the other two - JEFFERSON and LEGARE - were propelled by means of Ericson's propeller. About two years later contracts were made for two side wheel steamers of about the same length, but having 36 feet beam. These were known as the POLK and WALKER. In due time these eight steamers were launched, and fitted out. They were among the first iron hulled vessels afloat. Much was expected of them. They proved to be, without exception, failures. Not one rendered any efficient service, and but few got away from the place of building until expensive repairs and alterations had been made upon them. Within six years from the date on which the first contract was entered into for these vessels, and although more than one million dollars had been expended for the purpose, there was not a single steam Revenue Cutter in the Service. Nothing connected with its entire history so reflected upon the Service as the mismanagement with respect to these steamers. It was this which led Congress to pass



to 1853 an officer of the Revenue Cutter Service, and several months thereafter re-entered it, and is yet one of its honored officers.

For the purpose of accompanying the expedition in April, the HARRIET LANE received orders from the President to cooperate with the Navy, and was continued in this cooperation, taking part in the capture of the fortifications at Hatteras Inlet, August 29, 1861, until the 17th of September following, when by act of Congress she became a Naval vessel. It will be interesting to many to know that after being transferred to the Navy she was attached to the South Atlantic and Gulf blockading fleet; captured by the Confederates off Galveston in 1863; taken to Havana, and in 1867, as already stated brought to New York. She was subsequently transformed into a bark-rigged vessel, and named ELLIOTT RICHIE. Under this name she had an uneventful career, until in the Spring of 1894, when she was abandoned, being water logged, off Pernambuco.

The events which antedated and led to the war with Mexico brought into requisition the Cutters stationed at the ports on the Gulf Coast and at New Orleans. The WOODBURY was on the ground and rendered valuable assistance to General Taylor's army of occupation prior to and during his advance to Brazos and Corpus Christi. When active hostilities were begun, seven of the vessels of the Service were ordered, May 16, 1846, to the Gulf, to cooperate with the Army and to receive orders from Naval officers as they were fallen in with from time to time. Three others, subsequently, received similar orders, but only seven in all reached the theatre of active operations.

These were the FORWARD, EWING, VANBUREN, WOLCOTT, MORRIS and the Steamers MC LANE and LEGARE. They constituted a provisional fleet under the command of Captain J. A. Webster of the Service, who was on account of impaired health, succeeded by Captain Winslow Foster, December 3, 1846. The MC LANE and FORWARD took a prominent part in the operations against Alvarado, Frontera and Tabasco, the first named maintaining a blockade of the River Tabasco for seven months thereafter, while the other vessels rendered such service as directed to the entire satisfaction of the Commanding Generals and Senior Naval officers. They received from these officers the highest commendations for efficiency, discretion and zeal; and when subsequently to the close of the war, three months extra pay was granted to those who participated therein, the officers and men of these Revenue Cutters were included. They also receive the benefits of the law recently enacted granting a pension to the surviving soldiers and sailors of that war.

The Revenue Cutters are also charged with aiding in the protection of the timber reserves of the Government bordering on the coast and navigable rivers; in the enforcement of quarantine laws, not only of the general Government but also of the several States within whose bounds they are stationed, or to which their cruising grounds extend; the laws requiring life saving appliances on board merchant and passenger vessels, and those relating to the display of lights on the same vessels; they suppress mutinies, extinguish fires, in short there is scarcely a law on the statute

books relating to our floating commerce or maritime interests with whose enforcement they are not charged. And they are in addition, always ready to render such assistance to shipping, as may be needed and not otherwise at hand, as is within their power.

It is not generally known that the famous dispatch containing the direction "If any man attempts to haul down the American flag, shoot him on the spot," was called forth by the insubordination and treason of a Captain of the Revenue Cutter Service. On the 9th of January, 1861, just four days subsequent to his appointment as Secretary of the Treasury, General John A. Dix dispatched William Hemphill Jones, a former Revenue Cutter officer, and then Chief Clerk of the 1st Comptroller's Office, to the Gulf coast as his personal representative, to save if possible the Revenue Cutters stationed at several of the ports on that Coast; especially was it desired to save to the Government the ROBERT MC ILLIAND, one of the largest and most efficient of the vessels in the Service, then under the immediate control of the Collector of Customs at New Orleans. Her station was, however, between the forts, 72 miles below the city, and the mouth of the River. Her commanding officer, Captain John C. Breshwood, was, on the 15th of January, ordered by the Collector to bring his vessel to the city. Here Mr. Jones found her upon his arrival on the 29th of that month. He at once directed Captain Breshwood to proceed to New York with his command and report his arrival at that port to the Secretary of the Treasury. The Captain refused in writing to obey this order, declaring at the same time his determination not to obey any instructions emanating from the

Treasury Department. These facts were on the same day reported by telegraph to the Secretary by Mr. Jones, who closed his dispatch with the question, "What shall I do?" This report was received by General Dix at about 7.30 that evening after he had dined, and, as was his custom, returned to the Department. He at once wrote a reply as follows, "Tell Lieutenant Caldwell (First Lieutenant of the MC LELLAND) to arrest Captain Breshwood, assume command of the Cutter and obey the orders I gave through you. If Captain Breshwood after arrest undertakes to interfere with the command of the Cutter, tell Lieutenant Caldwell to consider him as a mutineer and treat him accordingly. If any ~~man~~<sup>one</sup> attempts to haul down the American flag, shoot him on the spot." After showing it to Gen. Holt, then Secretary of War, and General Scott, it was sent over the wires. It did not reach its destination until ten days later. In the meantime not only the MC LELLAND, but the WASHINGTON, also at New Orleans, the HENRY DODGE at Galveston and the LEWIS CASS at Mobile, were surrendered or taken possession of by the State authorities. Of the officers on board these vessels only three remained loyal, viz: Lieutenants A. S. Rogers, C. F. Shoemaker, and Thomas H. Lawrence. In addition to the four Cutters named the AIKEN, stationed at Charleston, and the DUANE undergoing repairs at Norfolk, were lost to the Government by surrender or seizure before active hostilities began.

During the war of the Rebellion the Revenue Cutters were not so conspicuous, but their services were invaluable to the Government. They were then, as in every previous war in which the country became involved, the first to respond, fully armed and equipped, ready for

any duty which might be assigned to them. The limits of this paper forbid giving in detail or even to enumerate the services they performed during these trying times. It will however admit of reference to some of the occurrences in which they took part. The HARRIET LANE, as already stated, accompanied the fleet intended to relieve Fort Sumter, and shared in the capture of Matteredas; the FORWARD was at Annapolis giving support and assistance to Gen. Butler as soon as he himself reached that point; the MIAMI covered the landing of the troops intended for the recapture of Norfolk, at Lynn Haven Bay, while the STEVENS, then commonly known as the NAUGATUCK, took part in the attack on Sewall's Point, and subsequently led the fleet up the James River and participated in the bombardment of Drury's Bluff, June 15, 1862. The WYOMING was most efficient in her assistance to the Army and Navy on the South Atlantic coast, and had the honor to receive on board at Fort McAllister, General Sherman, at the conclusion of his "March to the Sea", and of conveying him to the fleet of gunboats below. The FORWARD, BROWN, AGASSIZ and ANTINETAM rendered important service in the waters of North Carolina, and the JACKSON, HERCULES, TIGER, and PHILIP ALLEN rendered similar service in the Chesapeake and its tributaries.

Officers of the Service were originally selected in the same manner as were the employees of the other civil branches of the Government. As a rule they were designated for the lowest grade and advanced as vacancies occurred. For some years after the establishment of the Service, the custom prevailed of appointing

to certain vessels or stations, and promoting and appointing as vacancies occurred on these stations or vessels. It thus not infrequently happened that a First Lieutenant on one station would not receive his Captain's commission until long after a Third Lieutenant on another station had been advanced to that grade. This method was abandoned, just at what date is not clear, but it was prior to 1830, and promotions by seniority were made and the stations of the officers changed accordingly. This did not, however, necessitate the change of commanding officers, and it was therefore of frequent occurrence that a Captain remained for many years on the same station.

No special evidence of fitness was required of those receiving appointment until Congress interfered by the Act of March 2nd, 1855, which provided that "no person shall be appointed Captain, first, second or third lieutenant of any Revenue Cutter, who does not first adduce competent proof of proficiency and skill in navigation and seamanship." Little or no attention was, however, paid to this law until 1861. With respect to promotions, it was somewhat different. As early as 1843, the subject of making promotions only upon ascertained fitness received consideration, and an examining board, the first in the history of the Service, was convened at the Department August 15th of that year, for the purpose of ascertaining the qualifications of lieutenants for promotion. This board was soon dissolved and five years elapsed before another was convened for a like purpose, which also had but a short existence. These efforts at improvement

in the qualifications of officers were not fruitful of good results, as they lacked system and definite purpose and did not apply to the service as a whole.

In June, 1861, it was determined not only to require applicants for appointment to show evidence of possessing the necessary professional qualifications, but also to test the qualifications of those in the service below the grade of First Lieutenant. Examinations followed, and a number of the officers who failed to show that degree of professional knowledge and skill deemed requisite by the Department, were eliminated from the Service, while those appointed thereto were, as a class, more intelligent and proficient. The scope of these examinations was, from time to time, extended until all the officers were included, and the tests applied were, at the same time, made more exacting. In 1869, a board was convened before which all the officers appeared for examination, and, upon its recommendation, thirty-nine, representing every grade, were dropped from the service because lacking the necessary qualifications to continue therein.

Examinations for promotion have been continued to the present time, with such changes and improvements therein as experience and the necessity for a broader intelligence on the part of the officers suggested. The system now in vogue is one which blends seniority with competitive examinations. Thus a number, from three to six, of the officers at the head of the list of any grade, are designated for examination, and they are subsequently arranged on the list in the order of their merit as ascertained by the examination.

In this way the one standing highest may, after the examination, be at the foot of the list of those designated. If, however, he obtains the minimum percentage necessary to entitle him to continue in the service, his right to promotion in his turn is then secure without further examination or competition with those of his grade not designated with him. This method gives incentive for continued application and improvement to all subordinate officers, and yet preserves to them if outstripped by their more brilliant associates, but yet qualified to remain in the service, the right to promotion by seniority but to a lower number.

Since 1876, entrance to the Service is by the cadet system. The Act of July 31, 1876, provides that "hereafter upon the occurring of a vacancy in the grade of Third Lieutenant in the Revenue Marine Service, the Secretary of the Treasury may appoint a cadet, not less than 18 nor more than 25 years of age, with rank next below that of Third Lieutenant, whose pay shall be three-fourths of that of Third Lieutenant, and who shall not be appointed to a higher grade until he shall have served a satisfactory probationary term of two years and passed the examination required by the regulations of said service; and, upon the promotion of such cadet, another may be appointed in his stead, but the whole number of third lieutenants and cadets shall at no time exceed in number the Third Lieutenants now authorized by law."

The regulations governing appointments under this law require of the applicant proof of good moral character, sound health and vigorous constitution, that he shall not be less than five feet in



stature and possess a good academic education. Those complying with these requirements are designated for examination, which is usually held at the Department, and which is both physical and scholastic. The latter is competitive and can only be taken by those who receive a certificate of sound physical condition from the medical board. Appointments are made from the head of a list made in the order of their merit as determined by the competitive examination. In October, 1885, the regulations were so modified as to require the applicant to "have served at least one and one-half years at sea, not less than one year of which must have been on a square-rigged vessel"; and in March, 1888, this requirement was so changed as to require only "six months service at sea."

Having received his appointment, the cadet serves his probationary term of two years on the school ship, at present the Revenue Bark CHASE, whose station is New Bedford, Massachusetts. The first vessel fitted up by the Department for this purpose was the Cutter DOBBIN, a top-sail schooner. The course of instruction embraces an enlarged academic course, seamanship, navigation, and International Maritime and Revenue Law, with lectures on steam engineering. The theoretical instruction is supplemented by practical experience in seamanship and navigation, obtained in a summer's cruise of about three months duration across the Atlantic and return each year.

At the close of his probationary term, the cadet is again subjected to a rigid physical and professional examination, and, if found qualified, receives his appointment as third lieutenant.

The cadet system has been in operation upwards of thirteen years, and while it has proved its superiority over the methods of obtaining officers for the service formerly pursued, it has not fully met the expectations of its projectors.

Engineers are appointed to the service without being required to serve a probationary term. They must, however, furnish, in addition to the evidence of good moral character and physical soundness required of candidates for cadetships, proof of such academic and professional attainments as, in the judgment of the Department, are essential to the intelligent and capable officer. The ascertainment of these qualifications and rule of preferment in appointing are the same as in the case of the cadets.

By the Act of June 18, 1878, organizing the Life Saving Service, the Revenue Cutter Service is required to cooperate therewith. As a matter of fact, the former service was developed under the care of the latter and those directing its affairs at the Department. In the Act of 1848, making the first appropriation (\$10,000.00) for such a service on the Coast of New Jersey, it was stipulated that the money should be expended under the superintendence of such Revenue Cutter officer as the Secretary of the Treasury should designate. The same proviso was made in the act of the next session of Congress, making a like appropriation, as also in that of 1854, appropriating \$20,000. Captain Ottinger, of the Revenue Cutter Service, is credited in the Report for 1872 of Mr. S. I. Kimball, then, as now, General Superintendent of the Life Saving Service, with the invention of the Metallic Life Car, which occupied such a

prominent place among life-saving appliances some years ago. And Congress, by the Act of February 14, 1859, confirmed his claim to the invention by appropriating \$10,000.00 to be paid to him "for the use of his invention of the Life, or Surf, Car." It was by means of the first and original of these cars, now on exhibition in the National Museum at Washington, that 201 men, women and children were saved from the wreck of the Ship AYERSHIRE January 12, 1850, on the Coast of New Jersey, during a terrific gale.

Since the passage of the Act of 1878, the vessels of the Service convey to stations stores, supplies and appliances, inspectors and district superintendents, while eleven of the officers are detailed and devote their entire time to the discharge of such duties in connection with Life-Saving Service as may be assigned to them by the General Superintendent of that service. And while the credit of bringing the Life-Saving Service of this country to its present state of unequalled efficiency belongs to this official, he has frequently in his reports acknowledged his great indebtedness to the officers of the Revenue Marine for their assistance in achieving this great result.

The acquisition of Alaska by treaty in 1867 was immediately followed by the sailing of the Revenue Steamer LINCOLN to that country with representatives of the government, scientists and other eminent persons, for the exploration of its coast and the collection of data concerning its geography, climate and inhabitants. Since that date one or more vessels of the service have proceeded

thither every season, continuing the collection of information and the exploration of its coasts, and protecting the sea otter hunting grounds, the seal fisheries, and the interests of the Government generally.

These vessels usually proceed as far North as Point Barrow in the Arctic Ocean, and have, on a number of occasions, touched at Urangel and Herald Islands. Scarcely a season has passed that they have not rendered invaluable aid to the fleet of whalers that annually visits these waters in the pursuit of their vocation. And they have frequently returned to San Francisco, at the close of their cruise, with from 40 to 60 seamen on board, whose vessels had been crushed in the ice or driven on the inhospitable shores of the Arctic Ocean. In 1882, at the request of the Navy Department, the Revenue Steamer CORWIN proceeded to St. Lawrence Bay, Siberia, and brought away the officers and crew of the Naval Relief and Exploring Steamer ROGERS, burnt at that place. Did space permit, many thrilling experiences could be cited on the part of the officers and men of the service who have thus navigated those Northern waters and rescued those whose vessels succumbed to the force and treachery of ice and storm. In addition to what has been stated, the visits of these vessels are also of great benefit to the natives, in preventing the introduction of intoxicants and fraud upon them by the unscrupulous adventurer, and subduing lawlessness and crime among themselves.

The discipline and drill of the Navy is maintained on board the Revenue Cutters, which are provided with great guns and small arms. They are thus always prepared to use force if required in the discharge

of their duties. The propriety and necessity for this will be apparent when it is remembered that these vessels constitute the maritime constabulary of the nation, a civil force for the enforcement of civil obligations, not menacing peace, but, by the proper enforcement of legal requirements, preserving peace and order. It must also be remembered that it is the exponent of the authority of the Secretary of the Treasury, to secure obedience to the laws which he is bound by his official oath to execute.

The coastwise cruising of the cutters gives their officers exceptional facilities to become trained and skilled navigators. That they have improved their advantages in this respect with constant and assiduous care is evidenced by the fact that, in their continuous patrolling of our entire coast line, going in and out of ports in every season and under every condition of wind and weather, they have met with but few mishaps of any moment during the entire history of the service, and none for upwards of twenty years.

The number of vessels in the service has varied from time to time. In 1830, there were 22 in commission; in 1840, 18; in 1850, 13; in 1860, 22; and in 1865, 36, which is about the average number since that date. The expense of maintaining the service has increased in a greater ratio than has the number of vessels. In 1830, it was \$163,755.00; in 1840, \$221,910.00; in 1866, it was \$1,777,230.00. This was the maximum expenditure on account of the service during any one year of its history. From 1875 to 1888, the average cost of its maintenance was about \$850,000.00. Since

then the average annual cost has been about \$100,000.00 greater. The best record of work performed by the service in a single year was made in 1887. The establishment at present consists of 38 vessels, 36 captains, 35 first lieutenants, 30 second lieutenants, 25 third lieutenants, 9 cadets, 26 chief engineers, 21 first assistant engineers, and 28 second assistant engineers.

The question of incorporating this service with the Navy is as old as the service itself. Mr. Hamilton originally recommended that its officers be commissioned as officers of the Navy. As early as February 4, 1796, the officers petitioned "to be placed upon the full naval establishment." The matter was not again adverted to until about 1821, when a number of the officers of the Navy were detailed, as an experiment, to serve on some of the Revenue Cutters. The experiment was productive of inharmonious relations between the Custom House officials and these officers of the Cutters, and proved to be otherwise unsatisfactory, and it was discontinued in 1832.

In 1840, the subject of "abolishing the service and using a part of the Navy in that service" received the consideration of Congress, and it continued to be agitated until in February, 1843, when Mr. Huntington, on behalf of the Committee on Commerce of the Senate, reported against the proposed project, and the matter was dropped for a time. In 1854, Mr. Mallory, from the same Committee, in reporting a bill providing for increased pay of officers and men of the service, while cooperating with the Navy, says:

"It was not organized or designed as a branch of the naval defenses of the country, nor has it ever been so regarded." Mr. Howell Cobb, while Secretary of the Treasury, in his reports submitted to Congress January 15, 1859, and December 4, 1860, strongly urges that the service be transferred to the Navy. While the Secretary of the Navy, Mr. Isaac Toucey, in obedience to a request of the Senate for his views upon the proposed transfer, reported to that body February 7, 1859, that in his opinion the transfer would be inexpedient.

It was not until 1882 that the subject was again revived. Hon. William M. Chandler, who was then Secretary of the Navy, in his reports for that and the following year, recommended that the transfer be made. No action was, however, taken by Congress looking to the adoption of these recommendations until near the close of the 50th Congress, viz., February 7, 1889, when Mr. Chandler, then a Senator, introduced a bill having that object in view. During the period intervening between the expiration of the 50th and the organization of the present Congress, the matter received the attention of the officers of the service, their friends, and others. The Secretary of the Navy, in his report for 1889, argues at length the advisability for such transfer. To which, upon a request for his views by the Chairman of the Committee on Commerce of the House, the Secretary of the Treasury gave his concurrence. And there is, at this writing, every indication that a bill to that effect will become a law before the close

of the present session of Congress. Should the contemplated transfer be made, there will be eliminated from the public service, as a distinctive branch thereof, a service which has reflected great credit, and never but once brought anything like reproach, upon the Government; a service always efficient above its compeers, never brilliant it may be, but never failing in duty where success was possible. The wisdom of the transfer as a matter of public policy, experience alone will determine. That the Navy will be benefitted thereby is beyond question; that the service in its new relations will become more efficient and useful is not so certain. That its officers, who, as a whole, constitute one of the best, if not the best, equipped, most thoroughly trained, most industrious, intelligent and faithful bodies of public servants under the Government, merit to the fullest extent the increase of pay and other advantages which may accrue to them by being placed upon the naval establishment, will not be questioned by any one familiar with the great service they have rendered to the Government and to humanity.