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Mr. C. C. Caldwell

PRESERVATION AND RESTORATION OF THE
FRIGATE CONSTELLATION

HEARING

BEFORE THE

COMMITTEE ON NAVAL AFFAIRS
UNITED STATES SENATE

SEVENTY-FOURTH CONGRESS

SECOND SESSION

ON

S. J. Res. 78

A JOINT RESOLUTION FOR THE PRESERVATION AND
RESTORATION OF THE FRIGATE CONSTELLATION
AS A NATIONAL MUSEUM AND MAKING
NEWPORT, R. I., ITS HOME PORT

AND

S. J. Res. 87

A JOINT RESOLUTION AUTHORIZING THE RESTORA-
TION AND PRESERVATION OF THE FRIGATE
CONSTELLATION, AND MAKING
BALTIMORE, MD., HER
HOME PORT

MARCH 3, 1936

Printed for the use of the Committee on Naval Affairs



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PRESERVATION AND RESTORATION OF THE FRIGATE CONSTELLATION

TUESDAY, MARCH 3, 1936

UNITED STATES SENATE,
COMMITTEE ON NAVAL AFFAIRS,
Washington, D. C.

The committee met, pursuant to call, at 10:30 a. m., in room 237, Senate Office Building, Senator Trammell (chairman) presiding.

Present: Senators Trammell (chairman), Walsh, Tydings, Byrd, Gerry, Metcalf, Keyes, and Johnson.

Also present: Senator Radcliffe, of Maryland.

The CHAIRMAN. The committee will please come to order.

We have a quorum of the committee present, and the other Senators will be here in a few moments.

The committee convened today in regular session, but specifically to give hearings on Senate Joint Resolution 87, a resolution introduced by Senators Tydings and Radcliffe relative to the Secretary of the Navy being authorized and directed to restore, as far as may be practical, the frigate *Constellation* to her original condition, and so forth.

We thought, as there was another resolution upon the same subject introduced by Senator Metcalf, which is Senate Joint Resolution 78, we would try to have hearings on both resolutions today. I believe, if it is agreeable, we will take up Resolution 87, introduced by Senators Tydings and Radcliffe, first.

[S. J. Res. 87, 74th Cong., 1st sess.]

JOINT RESOLUTION Authorizing the restoration and preservation of the frigate *Constellation*, and making Baltimore, Maryland, her home port

Whereas the frigate *Constellation* is of great historical interest because of the important part which she played in the early naval history of the United States; and

Whereas the port of Baltimore, Maryland, is the place where said frigate was launched on September 7, 1797, and is near the United States Naval Academy; and

Whereas Fort McHenry, at Baltimore, Maryland, is the birthplace of our national anthem, the Star Spangled Banner: Therefore be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is authorized and directed to restore, as far as may be practicable, the frigate *Constellation* to her original condition, but not for active service, and to accept and use any donations or contributions which may be offered for such purpose; and that said frigate *Constellation*, when restored, shall be kept as a national museum at Fort McHenry, Baltimore, Maryland.

SEC. 2. There is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$, or so much thereof as may be necessary, together with contributions and donations accepted by the Secretary of the Navy, to carry out the provisions of this Act.

The Senate convenes at 12 o'clock and it will be necessary for the committee to try to conclude the hearing by 12 o'clock, unless we have it postponed over to another day, and with that in view it will be necessary to limit the time which the different ones will have to present the matters to the committee.

I see Senator Tydings present, and we will be glad to hear from Senator Tydings.

Senator TYDINGS. Mr. Chairman and gentlemen of the committee, I am not going to transgress on the time of those who are going to speak on this resolution which Senator Radcliffe and I introduced.

I would like to say, however, that the people who come here represent a very large group of people in Maryland, and an overwhelming sentiment in support of this bill. I shall not give you the particular reasons why we think this ship should be sent to Baltimore, as that will be done by other speakers.

What I did want to say, is that this is no movement which just a few people are sponsoring, but it represents the combined opinion and sentiment of the people of Maryland, who will make their arguments known to the committee through four or five speakers that have been agreed upon to present their case.

I do not want to transgress on them, so I shall surrender the occasion to those who have been delegated to speak for the various Maryland groups.

This movement, however, is particularly in charge of Mr. Thomas S. Hauck, who is chairman of the Gavel Club of Baltimore City. I think he was one of the instigators of the movement, or the Gavel Club was, and upon their request largely this meeting was arranged.

They have brought other groups here, including the mayor of Baltimore, and their Representatives in Congress are also here, and our city is solidly back of it for very good reasons which will be presented. I think Mr. Hauck is the first speaker.

The CHAIRMAN. We will be glad to hear Mr. Hauck.

Senator GERRY. Mr. Chairman, I would like to know how much time is going to be required, because naturally Rhode Island also wants to be heard on this question of whether the *Constellation* should be removed from where it is now moored, and feels equally strongly that there are reasons why it should not be done, and I think we ought to have a division of time on these hearings. I know Senator Metcalf agrees with me.

The CHAIRMAN. It was the object of the committee, of course, to have hearings on both bills today if we could possibly get sufficient time at one hearing.

Senator TYDINGS. We have an hour and 20 minutes before 12 o'clock; how much time would you like to have, Senator, half of it?

Senator GERRY. Yes; half of it, I would say.

Senator TYDINGS. That would be 40 minutes to a side.

Senator GERRY. That is entirely agreeable to me.

The CHAIRMAN. We desire, of course, to give ample time to all representatives, but we hope we can expedite the matter so as to get through by the time the Senate should convene at 12 o'clock.

If it is agreeable we will allow 40 minutes to each side, that is, the sponsors of each bill, and the chairman of the Maryland delegation can apportion that time among his speakers.

Senator TYDINGS. Mr. Hauck, will you apportion the time and start the hearing yourself, because time is passing?

STATEMENT OF THOMAS S. HAUCK, CHAIRMAN, GAVEL CLUB OF BALTIMORE

Mr. HAUCK. Senator Trammell, member of the Naval Affairs Committee, I just want to take a very few moments to tell you why this delegation is before you today.

For some time, in fact for a good many years, the State of Maryland, and the city of Baltimore especially, have felt that the *Constellation* belongs in the place she was built, and where she did her best service. For that reason, the Gavel Club, of which there are 25 member clubs in Baltimore, were appointed by our Mayor Jackson as the coordinating body to get together all of the various organizations interested in this work.

We have brought over a delegation with us today which represents, among others, our two Senators, and our six Congressmen.

The State of Maryland is represented, the city of Baltimore is represented, and the following clubs and organizations:

The Kiwanis Club, Civitan Club, the Advertising Club, the American Legion, the Automobile Club of Maryland, the Association of Commerce, the Baltimore Press Club, the Baltimore-Washington Lumber Sales Club, C. W. Galloway Auxiliary No. 1, the Fleet Reserve Association, the Houswives Alliance, the Optimist Club, Quota Club, Reciprocity Club, Society of War of 1812, Sovereign Club, Traffic Club, Veterans of Foreign Wars of the United States, Women's Traffic and Transportation Club, Baltimore & Ohio Railroad, Chesapeake & Potomac Telephone Co., Baltimore Association of Commerce, Federation of Labor, Maryland Historical Society, Women's Society of War of 1812, Daughters of the Revolution, Daughters of the American Revolution, Maryland Society of Colonial Wars, Ancient, Free, and Accepted Masons of Maryland, B'Nai Brith, Knights of Columbus, American Legion Auxiliary, Maryland Society of Sons of American Revolution, the Hotel Men's Association, Municipal Employees' Association, the Fire Board, the Jewish Woman's Association, the Baltimore City Council, the Star Spangled Banner Flag House Association, the Women's Advertising Club, the Drug Exchange, the Southern Maryland Society, the Rotary Club, the East Baltimore Business Men's Association, the U. S. S. *Dixie* Crew Spanish War Veterans, and many others.

Those are all represented here.

Senator TYDINGS. Will you file that list with the stenographer so that it will go in the hearing?

Mr. HAUCK. Yes, sir.

Senator TYDINGS. Just proceed.

Mr. HAUCK. There are many other organizations, of course, that are not able to get here today because we did not have a whole lot of notice to get the organizations together, but we got these together as quickly as we could.

We have four or five speakers who will explain this, and I simply wanted to explain what the delegation was and why we are here.

Senator TYDINGS. The next speaker will be Mayor Howard Jackson of Baltimore City.

STATEMENT OF MAYOR HOWARD JACKSON, BALTIMORE, MD.

Mr. JACKSON. Mr. Chairman and members of the committee, ladies and gentlemen, I am very happy to meet you on this occasion.

I think I can say I speak not only officially for these organizations you have heard enumerated, but I speak the sentiment of the city of Baltimore.

I do understand that New England, and the city of Newport in particular, is trying to retain possession of this child by due process of law. Just why they would not want to return it to its parents I would not understand.

The *Constellation* was built in Baltimore in 1797, and it seems rather strange, as we look upon it as parent and child, that it happens to be built the same year the city was incorporated, Baltimore having been incorporated in 1797.

The *Constellation* was built at the Stoddard Shipyard, which is at a point about where Patterson Park is located today.

The people of Maryland respectfully submit this boat should be returned to its native port. That is where it did its job, and we ask at the hands of this committee favorable consideration of our request.

Senator TYDINGS. The next speaker is Mr. Thomas M. Jenifer, assistant attorney general of Maryland. Mr. Jenifer, we have left 35 minutes, and there are two other speakers after you, so please understand that the time will be allocated between you.

STATEMENT OF THOMAS M. JENIFER, ASSISTANT ATTORNEY GENERAL OF MARYLAND

Mr. JENIFER. Mr. Chairman and members of the committee, I want to express regret that the Governor of Maryland was unable to be here today. He had planned to attend, but because of the calling of an extra session of the legislature, which convenes tomorrow, it was impossible for him to be here.

Likewise it was impossible for the attorney general of Maryland, Mr. O'Connor, to be present.

Both of them have expressed by letter addressed to your committee their entire approval and enthusiastic support of the return of the ship *Constellation* to Maryland. I also regret that other city officials were unable to attend.

We in Maryland are quite proud of the waters that lie within the borders of our State, since the Potomac still belongs to us, I believe, Senator Byrd, and the greater part of the Chesapeake lies also within our borders.

We are proud of Maryland's part in the naval history of the Nation, and the part its sons have played.

We are particularly proud of the Naval Academy still maintained within our State.

The ship *Constellation* is one of great historical interest, and I believe there is a plan contemplated for it to be returned and anchored near Fort McHenry, and certainly there are few forts and few locations that have more historical interest than Fort McHenry, and we feel this plan is most appropriate.

Coming in contact with the various departments of the State as we do in the attorney general's office, I know that there has been

an almost unanimous voluntary support of the return of this ship to Maryland. There has been every effort, so far as I know, on the part of the officials of Maryland, and support has been, as I say, a voluntary one; because of the slight publicity of the possibility of it being returned, people have with one accord lent their support to the return of this ship, and we certainly feel, among the officials of the State, hopeful that this committee in its own discretion and judgment will see fit to return the ship to the port of Baltimore.

Senator TYDINGS. Thank you, Mr. Jenifer. Mr. John W. Farrell, chairman of the Constellation Committee of Baltimore, will be the next speaker.

**STATEMENT OF JOHN W. FARRELL, CHAIRMAN OF THE
CONSTELLATION COMMITTEE OF BALTIMORE**

Mr. FARRELL: Mr. Chairman and members of the committee: The delegation that came down from Baltimore this morning represented, I do not know how many organizations, but the total of those organizations number some 175,000 people of Maryland.

We have in that valise up there, if you would care to see them, 60,000 signed petitions asking for the return of this boat to our home port. We would have had five, six, or seven times that number if we had gone out asking for them, but those petitions were the result of the voluntary, crystallized feeling of the people of Maryland, and we were compelled to print these petitions and have them sent out because of the demands that came upon us.

The petitions we have are something in this nature [exhibiting paper], and if you care to see them they are there in that valise. Just in passing, this is the way the *Constellation* looked in her hey-day. That picture is a picture of her sister ship, the *Constitution*.

The *Constitution*, as you gentlemen know, was returned to her port by a friendly Government, and we feel that it is only fair that the *Constellation*, the ship that took the waves prior to the *Constitution* should be returned to her home port.

The *Constellation* was the first frigate in the United States Navy, and was built in Baltimore and was manned in Baltimore, and fought throughout with Baltimore crews. There are with us today those whose fathers and grandfathers walked the decks of that ship in action.

Senator TYDINGS. Mr. Farrell, have you the number of officers and men that were recruited at Baltimore to compose the crew?

Mr. FARRELL. Mr. Hancock, I think, has the figures.

Senator GERRY. Have you also the figures of those from other States in the crew?

Mr. FARRELL. In the initial crew there was only one member from any other State, according to her history.

Senator GERRY. Not in the initial crew, but in her entire history, I mean.

Mr. FARRELL. No, sir; we haven't that, but in her initial crew there was only one man not from Baltimore, and that was the captain.

Senator GERRY. That is when she was launched?

Mr. FARRELL. Yes, sir; when she was launched.

Gentlemen, we understand there are two reasons why this request of ours is not granted unanimously.

The first reason is that she is now at Newport, and Newport would like to have her stay there.

The second reason is given in a letter from President Roosevelt, in which he stated that it was his idea to get an appropriation through the Senate of the United States of \$100,000 to buy a piece of property in the Potomac Basin and get an appropriation of \$3,500,000 to build a basin and establish a museum here in the Potomac, a naval museum.

In his statement on the authorization of restoration and preservation of the frigate *Constellation* by Claude A. Swanson, he gives as his reason for opposing our measure the fact of the cost, which as he claims, will run into a million four hundred thousand dollars to restore the vessel.

He states that the naval museum at \$3,500,000 plus \$100,000 for the land is only the beginning, that we would have to recondition all of the old boats and tow them into the basin, and the figure would run into 25 or 30 million dollars before it is completed.

We are not asking you to do that. This is not the time to ask you to do that, and we are not asking you to spend a million four hundred thousand dollars to recondition the boat.

We are not asking you to take the old boat and recondition it, which means rebuilding it, and if you rebuild it, it is not the boat. In Baltimore we can build all of the boats like that we might want.

What we want is the old boat as she is, and we want her anchored off Fort McHenry. Fort McHenry is a national shrine for the American people. Fort McHenry was built and given to the United States Government by the people of Maryland. Fort McHenry is the most visited of all of the national shrines.

Gentlemen, I have here the various petitions and resolutions that were sent in from time to time to the President, and to the Members of Congress, but I wanted to call your attention especially to the petitions, or the resolutions rather, signed by the naval organizations of Maryland.

The Fleet Reserve is back of this movement to a man.

The Naval Academy Alumni Association of Maryland is back of it.

The Navy League of Maryland is back of it.

All of the people of Maryland we have been able to see or contact in any way possible, are wholly and wholeheartedly back of this movement.

The State of Oregon received the old battleship *Oregon* as her due. Boston received the *Constitution* as her due.

Maryland, who gave more men and more ships to the early wars of the Republic, is certainly in justice entitled to her due.

Gentlemen, the Governor of Maryland was unable to be here, nevertheless, he is sincerely and really back of this movement, so much so that he was written to every Governor of every State, and most of you Senators who are here, have probably received from your Governor a letter asking for this support.

I am going through these hurriedly and will not take up any more time than is necessary, but I would like to call your attention to the fact that on the petitions representing over 60,000 signatures, there are 30 States represented. We have signatures from 30 States of the Union.

Senator TYDINGS. You mean the Governors?

Mr. FARRELL. No, sir; on our petitions, signatures of individuals. We have them from the District of Columbia, Puerto Rico, and from the Virgin Islands.

Taking up the roll call of this committee in order, or I do not know whether it is in order, but it is in the order given me and if there is any seniority here that is incorrect, I apologize for it.

Giving them in that order, I have a letter here addressed to Governor Nice from Governor Sholtz of Florida stating in part:

I believe that Baltimore's claim to this historic old ship, the *Constellation* is entirely proper and am pleased to have an opportunity to cooperate with you in the matter.

He enclosed a letter which he wrote to the committee.

In addition to that from Florida, we received a letter from the Military Order of the World War signed by Maj. Thomas E. Warren, adjutant, in which he, among other things, sends a resolution to all of the Senators and Representatives of Florida, and he tells us he is very pleased to inform us that he has received word from each of the Members of Congress he sent the resolution to, that they would support the bill in Congress, and we are pleased to know our Senator Trammell is chairman of the Naval Affairs Committee in the Senate, and that Congressman Sears is on the same committee in the House.

From the Commonwealth of Massachusetts, Gov. James M. Curley writes to Governor Nice as follows:

I am in receipt of your communication with reference to the desire on the part of the citizens of Baltimore to have the frigate *Constellation* returned to Baltimore and have been pleased to communicate with the President, Secretary of the Navy, and others with a request that they do all possible to comply with the request.

From the State of South Carolina, Gov. Olin D. Johnston writes to Governor of Maryland as follows:

Your personal letter of January 27 is acknowledged. In compliance with your request, I am enclosing copies of letters I have written to the President, the Secretary of the Navy, and to the Members of Congress from South Carolina.

Assuring you of my interest in your claim, and trusting that your hopes will be realized, I am sincerely yours—

First is a copy of a letter to the Honorable Ellison D. Smith, and copies of other letters are also attached.

From the State of Kansas, Gov. Alf. M. Landon writes to Governor Nice of Maryland as follows:

DEAR GOVERNOR NICE: I am, of course, interested in your claim in the frigate *Constellation*. I have written to Senator Arthur Capper asking that he see what can be done in this connection.

I can well understand the sentimental interest in the ship and I assume that the people of Maryland are a great deal like the people of Kansas in their pride in State history.

From the State of Georgia, Gov. Eugene Talmadge writes as follows:

I am in receipt of your letter of the 27th, and assure you it will be a pleasure to write the letters requested.

I hope the frigate *Constellation* may be restored and returned to Baltimore and Maryland.

Incidentally, at this point, Governor Talmadge was a visitor in our State very recently. He appeared before the Real Estate Board of Baltimore and he was very, very warmly welcomed and a wonderful turn-out met him. The people of Maryland are great admirers of Governor Talmadge.

From the State of Washington, a letter from Gov. Clarence D. Martin says:

MY DEAR GOVERNOR: I have your letter of January 27. I am asking Secretary Swanson to give me a word as to the situation pertaining to the frigate *Constellation*.

I will be very glad to cooperate with you in this matter and will contact the other agency of government as soon as may be practical.

From the Commonwealth of Virginia, Gov. George C. Peery writes to Governor Nice:

DEAR GOVERNOR NICE: I am in receipt of your letter of the 27th ultimo in regard to having the frigate *Constellation* returned to Baltimore.

I am writing a letter to the Secretary of the Navy and also to the Senators from our State, expressing the hope that the request of the people of Maryland may be granted.

From the State of Illinois, Gov. Henry Horner writes as follows:

While the argument of your letter of January 27 regarding the return to Baltimore of the Frigate *Constellation* strongly appealed to me, yet I do not think in view of the number of matters we have before the President and others to whom you asked us to write, that the State of Illinois ought to take any position in the matter. Of course, it would be entirely agreeable to us that the *Constellation* be returned to Baltimore, and have no objection to your saying that in my name.

We have not as yet received a reply from the Governor of Maine, but it may be there this morning.

It was not there when we left.

Out of deference to Rhode Island we did not write to the Governor, because we did not wish to put him on the spot.

However, in our petitions filed here I do wish to say we have the names of several residents of the State of Rhode Island, and if I may be permitted to do so, I would like to read those names. They are as follows:

Paul A. Lloyd, Providence, R. I.; Harold J. Flynn, Cranston, R. I.; Anthony Czwick, Providence, R. I.; John J. Callanan, Woonsocket, R. I.; Wm. E. Lawless, 118 Denver Street, Pawtucket, R. I.; P. J. Hunt, Central Falls, R. I.; Daniel B. Carroll, Providence, R. I.; L. M. Janarelli, Berkley, R. I.; George J. Brennan, East Greenwich, R. I.; A. J. Gettes, Providence, R. I.; John J. McLaughlin, Cumberland, R. I.; John J. Casey, Providence, R. I.

Senator WALSH. What are these names attached to your petition?

Mr. FARRELL. To return the *Constellation* to Baltimore; yes.

Senator JOHNSON. How many Governors have you, Senator?

Senator GERRY. One.

Senator JOHNSON. On the roll call of Governors then, you are beaten.

Senator GERRY. Undoubtedly.

Mr. FARRELL. From the Commonwealth of Pennsylvania, from Gov. George H. Earle, there is the following letter:

MY DEAR GOVERNOR: I have your letter of January 27 and feel that your request to have the frigate *Constellation* returned to its birthplace, Baltimore, is only fair and logical.

I am, therefore, sending you herewith the enclosed letter which I have written to the Secretary of the Navy, Hon. Claude A. Swanson.

The last State on the list is California, which we have not heard from, either.

Briefly, gentlemen, if you will permit it, I will tell you the other States we have heard from.

We have heard virtually from the State of New Hampshire, the State of Missouri, the State of Iowa, the State of Michigan, the State of Arkansas, the State of New Jersey, the State of North Carolina, the State of Nebraska, the State of Alabama, the State of Connecticut, the State of Oklahoma, the State of New Mexico, the State of Tennessee, the State of Idaho, the State of Nevada, the State of Vermont, the State of Colorado, the State of Delaware, the State of North Dakota, the State of Mississippi, the State of West Virginia, the State of Utah, the State of Wisconsin, and the State of New York, and Phoenix, Ariz., also from Louisiana and Michigan, in all, 37 States.

Senator TYDINGS. There are letters from the Governors of those 37 States?

Mr. FARRELL. Yes, sir; the Governors of 37 separate States. Those Governors, with the exception of two—pardon me, that was a mistake, Louisiana is from Mr. A. P. White, since the Governor there just died.

Senator TYDINGS. How about the other cases?

Mr. FARRELL. They were all Governors, but I think one was Acting Governor.

Of the 37 States, only one Governor said he did not think it would be right for him to recommend this, because he did not think, being a Republican Governor, it would help any with Democratic Senators. The others all said they would write either to the President and the Secretary of the Navy, or the Members of Congress, or all of them.

Gentlemen, it strikes me that is a preponderance of the power of States as a union. It shows that the spirit of fair play has not died out. It shows that what rightfully belonged to the mother State should be returned to the mother State.

Now, the State of Maryland are not Indian givers. They gave this ship to the Federal Government; they gave many ships to the Federal Government in the early wars. I think in the War of 1812 they gave something like 248 privateersmen to the Government and gave the services of the men to the Government. They gave Fort McHenry to the Government without cost.

We are not asking you to give the *Constellation* back to us; we want the Federal Government to maintain it as a national shrine. All we are asking you to do is to establish that shrine for her home port.

Senator TYDINGS. Has it not always been an almost unbroken precedent wherever a historical ship has been commissioned out of service and kept as a shrine, has it not always gone to the State where it was built, or the State for which it is named, without exception?

Mr. FARRELL. Yes, sir; without exception, I think.

Senator TYDINGS. So far as I know, that is true.

Senator WALSH. Have not some States reconditioned them?

Senator TYDINGS. Yes; the *Constitution* was, by national subscription, and I subscribed to it.

Mr. FARRELL. So did I, and the people of the State of Maryland subscribed to it, even subscribing through their public schools in our State and a public subscription throughout the State.

Senator TYDINGS. We are not asking that this ship be reconditioned; we are asking that she be towed as she is and anchored off our present town. Is that correct, Mr. Farrell?

Mr. FARRELL. Yes, sir.

Senator TYDINGS. Mr. Hancock is our last speaker. We have used up 25 minutes and have 15 minutes left. Senator Radcliffe would like to say a word, and I would like to say a word, too, in conclusion, and maybe some of the Maryland Congressmen would like to make a statement. Congressman Goldsborough, Congressman Cole, or Congressman Palmisano.

Mr. Hancock is president of the Society of the War of 1812.

The CHAIRMAN. We will be glad to hear Mr. Hancock.

STATEMENT OF JAMES E. HANCOCK, PRESIDENT, SOCIETY OF WAR OF 1812

Mr. HANCOCK. Mr. Chairman and gentlemen of the committee, in outlining the merits of our claim to the *Constellation*, I think it would be well to go back to our origin.

In the development of this Government there were certain deeds done by men, and other work, equally commendable, that was done by a community. The community of Massachusetts undoubtedly precipitated the American Revolution by its revolt against the restrictions of the English on navigation. There was no conception of independence at all in the beginning, but when the idea grew it was Thomas Jefferson who wrote the Declaration of Independence.

Fiske, the historian, said that Maryland laid the foundation of the Federal Union, and he might have added that after the Government was formed, Maryland gave the present District of Columbia to the Nation and freely spent its own money to house the administration when it moved to Washington. At the same time Baltimoreans were trying to revive the oversea's trade that had been disrupted by the Revolution and when England, France, and Algiers began to seize American shipping, Maryland and Baltimore gave every energy and did more than any other State or city to help build the United States Navy to protect American commerce.

British records show that about two-thirds of the shipping between the American colonies and Great Britain in the prerevolutionary period, went out of the Chesapeake. These records also tell us that the Chesapeake section sent large quantities of wheat, corn, and flour to the West Indies.

In those days, the cargoes of the world were carried by vessels that averaged less than 200 tons burthen, and when these little merchantmen went across the ocean or to the West Indies, they usually carried several guns to protect themselves against pirates and other enemies.

Experience on these little ships was the practical training school for a large number of Maryland men who afterward served in the Revolutionary naval forces; and when the Continental Congress saw the urgent need of a navy, it obtained, equipped, and manned its first two vessels in Baltimore. Maryland also built a State navy

of its own for local protection and Capt. James Nicholson—a Baltimorean—who first commanded the Maryland ship *Defense* and then the Continental frigate *Virginia*, which was also built in Baltimore, served as the highest ranking officer of the Continental Navy throughout the Revolution.

In March 1776, Congress called for privateers to supplement its small national fleet, and the records of the court of admiralty show that 248 of these privately armed vessels were registered out of Baltimore. While Boston, Newport, New York, Philadelphia, and other American ports were in the hands of the British, Baltimore privateers brought back large quantities of supplies and ammunition that were badly needed by the American forces, and I doubt that Washington would have been able to hold his troops at Valley Forge if it had not been for the materials that were forwarded from Baltimore.

The great service of the American privateers during the Revolution is also attested by the fact that they not only took many more prisoners than the Continental Navy, but more than was surrendered by the British armies at Trenton, Saratoga, and Yorktown combined.

When the revolution was over, Congress sold or otherwise disposed of the few ships that remained in the Continental Navy, and the Army was reduced to 28 men whose sole duty was to guard public stores. Meanwhile the privateers were turned back into merchantmen by their owners, who again attempted to pick up the broken threads of commerce.

Unfortunately the treaty of peace which ended the revolution excluded the United States from foreign commerce and England and France began to seize American shipping. Congress then planned a small navy, and the launching of the *Constellation* in Baltimore, September 7, 1797, practically marks the beginning of the United States Navy.

In 1798, we drifted into a war with France and the United States Navy Department was created. The first two Secretaries of the United States Navy were Marylanders, and under their administration our two exclusively navel wars were successfully fought. During these wars Baltimore supplied more ships than any other port in the country, and two of these ships were built and given to the Government by the merchants of Baltimore.

Maryland also furnished more officers for that Navy than any other State—more, in fact, than the whole of New England; and the ships that were built in Baltimore during the war with France captured more guns than all the vessels from Boston, New York, Philadelphia, and Charleston combined.

The *Constellation* was not only the first United States frigate to get to sea, but she was the first United States warship that captured a warship of another nation, and her victories over the *Insurgente* and the *Vengeance* had much to do with the favorable conclusion of the war; and it might be said in passing that the U. S. *Baltimore*, which was built in Baltimore, carried the ratified treaty of peace to France. Robert Smith, of Baltimore, was Secretary of the Navy during the war with the Barbary States, and the *Constellation* not only opened the conflict but was in the closing operations of that war which broke the piratical practices of a people who had defied the nations of Europe for centuries; and in that war Stephen

Decatur, another scion of Maryland, performed what Admiral Nelson said was "the bravest act of the age."

It was at this period that the Baltimore clippers were developed. The great reputation of these vessels for speed changed the stereotyped models of ships all over the world, and by 1800, Baltimore dominated the trade with the West Indies. By 1810 three-quarters of American commerce was being carried by Baltimore clippers, and during the War of 1812 one-third of the vessels that were in the United States Navy had been built in Baltimore, and one-fifth of the officers and one-eighth of the men in the Navy were Marylanders.

When Congress again called for privateers, Baltimore furnished about 25 percent of these privately armed vessels, and many that are accredited to other ports were actually built in Baltimore. The naval annals of no country surpass the deeds that were done by American privateers in the War of 1812, and these vessels captured many more prisoners than did the United States Navy, and five times as many as were captured by the United States Army in its several campaigns.

Only two ships are left of the original United States Navy. The *Constitution* has been given to Boston, because she was built there, and by the same token the *Constellation* should be returned to Baltimore. Moreover, the *Constellation* was named for the galaxy of stars in the American flag which Francis Scott Key immortalized as the Star-Spangled Banner in the defense of Baltimore, and 12 guns were taken from Fort McHenry, which had been built by Baltimoreans for their own protection, and mounted on the *Constellation*, and 12 more guns were sent to Philadelphia to help arm the frigate *United States* so that she could get to sea.

The *Constellation* saw service in the Chesapeake during the War of 1812, and after the British had captured and burned the city of Washington in 1814, the high tide of their invasion was stopped at Baltimore—the only large city of the United States that dates from our colonial period over which an enemy flag has never flown. After the War of 1812 the *Constellation* saw service on almost every naval station in the world, and now she has become unserviceable and is lying at Newport, R. I., a city that did not supply a single ship and probably not a single man for the Continental Navy nor for the first United States Navy.

The Navy Department estimates that it will cost \$1,000,000 to rebuild her, but if she is rebuilt she will no longer be the "old *Constellation*." She has seen her day and should be returned to Baltimore and placed in a concrete or sand drydock, where she can be preserved for years to come. We are not asking the Government to give her to Baltimore. We want you to retain possession of her and keep her at a Government reservation that is also a national shrine.

Fort McHenry is the largest-attended national park in the country and is near the center of travel throughout the year. At the cradle of her birth, the *Constellation* will be accessible to a greater number of people who can see her every month in the year, and who will be inspired by her intimate connection with Fort McHenry and be taught lessons of real patriotism that will promote the honor of our Republic and the glory of the flag.

Senator TYDINGS. Thank you very much, Mr. Hancock.

The CHAIRMAN. You have 5 more minutes.

Senator WALSH. Mr. Chairman, I would like to hear why the Navy cannot settle this matter without legislation.

Senator TYDINGS. Simply that the Navy would rather Congress itself pass on it. How was the *Constitution* sent to Boston—did you have a law of Congress?

Senator WALSH. I do not know.

Senator TYDINGS. I think you had a law.

Senator WALSH. Do we pass laws to say where any vessel, old or new, shall be located?

Senator TYDINGS. There was a resolution introduced, and, I think, passed, which led to the *Constitution* being placed at Boston.

Senator WALSH. Perhaps the situation is too embarrassing to the Navy Department, and they hand it to us.

Senator TYDINGS. Senator Radcliffe would like to make a few remarks.

The CHAIRMAN. We will be glad to hear you, Senator.

STATEMENT OF SENATOR GEORGE L. RADCLIFFE, STATE OF MARYLAND

Senator RADCLIFFE. Mr. Chairman and gentlemen, I will be only a moment. What has been said in regard to the association of the *Constellation* and the State of Maryland has been put so emphatically it is not necessary to repeat that.

I want to refer just to one matter, and to do that very briefly. I chance to be the senior vice president of the Maryland Historical Society and the oldest official, in point of service at least, in that organization.

I do not know of anything in my long association with the Maryland Historical Society which has aroused the same amount of interest this matter has. It has made an appeal to the society—it has made an appeal to all of the societies in Maryland—such as I think is entirely beyond comparison.

I do not know of any matter that has come up in Maryland in my lifetime which has made such a widespread appeal to the people of our State as this. Their hearts and souls are in this matter, and we ask that you give it very careful consideration; and we hope you will come to the conclusion that Maryland is the natural home and, in fact, the only real suitable home that the *Constellation* has.

Thank you.

Senator TYDINGS. Mr. Chairman, we have 2 minutes left, and if I might, I will utilize them.

The CHAIRMAN. Certainly.

Senator TYDINGS. I should like to bring out this point: I think every member of this committee will concede that if the ship was built in Baltimore, and that her original crew came from Baltimore, and that her history is so intimately interwoven with Baltimore, that in itself would give us a case that would be very difficult for any other city to match.

If you are going to disregard that important factor, to what other city would you give it? Why not Philadelphia? Why not to New York? Why not to Bangor, Maine? Why not to Newport? Why not to Norfolk?

What reason would there be, if you are not going to give it to the home port where the ship was built, where the men worked in constructing it, where the people who live there today are descendants of the original crew that took it to sea, where the ceremony of launching it was held; if you disregard all of those factors, what reason would there be for giving it to Newport any more than to Philadelphia?

Senator JOHNSON. What troubles me—and I do not want to express an opinion on the other side, because I am not familiar with it—but what troubles me is what power we have to give it to any place, what authority have we to deal with the subject matter?

Senator TYDINGS. I think I am accurate in saying the Navy Department does not want to be forced into the position of taking sides in this matter, and I think the Navy Department would like to have an expression of the representatives of the people in Congress in disposing of a great historical work; and while I think the Navy Department would be glad to give it to Baltimore, and probably glad to give it to Newport, but naturally they do not want to act arbitrarily.

Where the thing is purely historical I think they are anxious to have Congress dispose of it rather than be put in a position where it being extraneous in character rather than a naval operation of passing upon the location of the national shrines.

I want to leave this thought with the committee: If you disregard the historical relationship between the *Constellation* and Baltimore, with a claim stronger than that of any other city or State, then you have no rule in the future, and it will become a political football, a scramble for these shrines.

In the case of the *Constitution*, that was given back to the State where the ship was built and from which the crew was drawn. I only ask for Maryland the same treatment which you have already given to other States, particularly when our claim is so additionally strong that it cannot in justice be given to any other State, because many other States would share equally if Baltimore's claim is eliminated.

Thank you.

The CHAIRMAN. We will further consider at this hearing a resolution introduced by Senator Metcalf, Senate Resolution No. 78.

[S. J. Res. 78, 74th Cong., 1st sess.]

JOINT RESOLUTION For the preservation and restoration of the frigate *Constellation* as a national museum and making Newport, Rhode Island, its home port

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is hereby authorized to repair, equip, and restore the United States ship *Constellation*, as far as may be practicable, to her original condition, but not for active service: *Provided*, That the Secretary of the Navy is further authorized to accept and use any donations or contributions which may be offered for the aforesaid purpose.

SEC. 2. That the Secretary of the Navy be, and he is hereby, directed to make the naval training station at Newport, Rhode Island, the home port of the said United States ship *Constellation*, and to maintain it there as a national museum.

Senator METCALF. You have finished with this other one?

The CHAIRMAN. I think the other program has been concluded in the minimum time of 40 minutes.

Senator TYDINGS. Yes; we have concluded, I think.

Senator METCALF. Now, we want to show the reasons why Newport should keep the vessel there.

Senator WALSH. Do you have any testimony along that line?

Senator METCALF. Yes.

Senator WALSH. The chairman says he is ready to hear that if you will call your witnesses.

The CHAIRMAN. I have a list here on which appears Mayor Wheeler, of Newport, and we will be glad to hear from you.

STATEMENT OF HENRY S. WHEELER, MAYOR OF NEWPORT, R. I.

Mr. WHEELER. Mr. Chairman and members of the committee, my name is Henry S. Wheeler, mayor of Newport, R. I. I speak first for those opposed to the transfer of the *Constellation* from Newport.

Governor Green, who was in Washington last week, conferred with the President and then stopped here to protest.

Speaking favorably of any of the things in Rhode Island and Newport, regarding retaining the *Constellation* at Newport, we have a wealth and a vast amount of objection registered which will be submitted to your committee by the Senators from Rhode Island.

Representing Rhode Island and particularly Newport, we desire to enter a protest against any legislative action that would take this ship away from Newport where she has been identified with our city and Narragansett Bay for more than a century, through her comings and goings there as a training ship, when she was in active service.

She has been located at the Naval Training Station in Newport for nearly 50 years, with the exception of a few trips away. There she lies now, in daily view of the scores of naval officers who study at the Naval War College and the hundreds of young recruits in training, preparatory to going into the fleet.

She has been, and still is, an inspiration to stir their imagination, particularly of those recruits, teaching them more effectively than books or speech a tradition it is well they should know.

Rhode Island, too, has her place in history, and we Rhode Islanders do not care to yield any of it to any other State.

Rhode Island, too, has an enviable tradition dating from the early history of our colony of Rhode Island and Providence Plantations.

The naval station of Narragansett Bay is one of great importance, and it seems only fitting that this, the oldest ship of our Navy in existence, should be the center of this widespread naval activity.

Incidentally, this year is the tercentenary year of our State, and it would be unseemly that this work of our early Navy should be removed at a time when thousands of visitors are coming to our State and to Newport.

Aside from these secondary reasons I would like to invite the attention of the committee to the danger that attends any effort to move the *Constellation*.

At the Navy Department is a report of an inspection made in 1931 at a time when it was suggested the ship be sent to Washington.

A board of inspection composed of several naval officers, after going carefully into the construction of the ship, says:

It is strongly recommended that the ship be not permitted to make a sea trip of any extent, as she is not in seaworthy condition and temporary repairs cannot be made with the ship afloat that would permit her removal for the proposed trip to Washington, D. C.

The ship should never be sent to sea with merely patchwork repairs.

I would like to read from that report three brief paragraphs, the concluding paragraph of a very long detailed survey report, as follows:

To make the ship seaworthy it would be necessary to dock the *Constellation*, strip her down to the second futtock timber, which begins just below the turn of the bilge, and build her up. The transverse framing at the flare is in a very dilapidated condition.

It is strongly recommended that the ship be not permitted to make a sea trip of any extent, as she is not in seaworthy condition, and temporary repairs cannot be made with the ship afloat that would permit her removal for the proposed trip to Washington, D. C. The ship should never be sent to sea with merely patchwork repairs.

To restore the hull structure proper of the *Constellation* would require an expenditure of approximately \$400,000. This is the minimum considered necessary to restore the hull to a condition sufficiently staunch and seaworthy to make any considerable trip with safety. In the years 1906-1907 an attempt was made to repair the *Constitution* afloat, with the ship listed. An expenditure of \$100,000 was made at that time. Due to the fact that the repairs were made afloat, it was impossible, with the ship listed approximately 51 to 20 degrees, to renew the futtock timbers which was necessary to obtain the structural strength required for seaworthiness.

To even move here now from Narragansett Bay, according to estimates of naval officers, would cost at least \$450,000.

Senator GERRY. I would like to call attention to the fact in this connection, that the *Constellation* left Newport, I think, to attend the celebration in 1913, and there was great danger of losing her when she got to sea, and the Navy was very, very much relieved when they got her back to port, because if they had had any bad weather at all, she was leaking so badly that they would have lost the ship.

Senator JOHNSON. Where did she go on that trip?

Senator GERRY. My recollection is she went to Baltimore for the Star-Spangled Banner celebration. I know I was in the House at the time.

Senator WALSH. When was that, 1914 or 1915?

Senator GERRY. It must have been about 1914, because it came up in 1913, and she was then returned to Newport. I know I had the matter up at that time.

Senator TYDINGS. Mr. Mayor, as I understand, as far as you have gone, your opposition to having Baltimore get the ship, is that the ship is not in sufficient seaworthy condition to be moved there.

Mr. WHEELER. Senator, we have the same outlook of tradition on the *Constellation* as Baltimore has.

Senator TYDINGS. How could you, if we built it and furnished the men?

Mr. WHEELER. She was not built there at Newport, but she is a symbol of the old Navy.

Senator TYDINGS. Do you not think every city has that same fine sentiment about the *Constellation*?

Mr. WHEELER. Absolutely.

Senator TYDINGS. What I asked particularly was, up to now your objection to Baltimore having the ship is that ship is not in condition to be moved there. That is a very good objection, but other than that, I have heard no objection so far.

Mr. WHEELER. We, too, as I say, have the sentiment and tradition of Narragansett Bay, after the *Constellation* has been there for more than 50 years, and that she stopped there on her trips before that time. While we admit she was built in Baltimore, we feel Narragansett Bay has the same sentiment and tradition.

Senator GERRY. Is it not true, if you go on the theory that where a ship is built, is where it belongs, if we return any ship in the future, we will have to return them back to the big steel works; for instance, most of the ships are built in Virginia, at Newport News, or in Pennsylvania, at Philadelphia, or New York at the present time.

Mr. WHEELER. Yes.

Senator TYDINGS. Let me ask you two further questions, have you any record of the number of people per day that visit this ship?

Mr. WHEELER. I have not, but they have that at the training station.

Senator TYDINGS. Would you get that and give it to the committee?

Mr. WHEELER. Yes.

Senator TYDINGS. Is it not also a fact that being in the colder latitude, up where the ice is, that has an effect on the number of people that visit the ship?

Mr. WHEELER. I think not, because the ship is tied up to a wharf. We are very fortunate in Narragansett Bay in the fact that the Bay has been open all winter.

Senator TYDINGS. I have understood, and it may be a fact, that a very small minimum number of people visit the ship every day.

Mr. WHEELER. If it was put on an average, it is possibly so, but we have celebrations, and the vessel, instead of being in the stream, is at a wharf available for all who care to go on the vessel, and the naval officers have guides to show them over the ship.

Senator TYDINGS. I would point out to you that we have seven or eight thousand people every day who go to the shrine at Fort McHenry, and I understand that an average of 25 people a day visit the ship at Newport throughout the year.

Mr. WHEELER. I have no information on that. In conclusion, I might say, aside from the sentimental reasons that Newport puts forth in opposing any transfer of this ship from the waters of Narragansett Bay, we fear for the safety of the ship, should any attempt be made to tow her a long distance, in view of her unseaworthiness.

On her last trip home to Newport had rough weather been encountered she undoubtedly would have been lost at sea, according to officers who were aboard her.

It seems to me if the old craft is worth keeping at all, which no one questions, her safety at this time seems to be to have her remain in the quiet haven of Newport harbor, where she now lies, an inspiration to hundreds of officers and men of the Navy and to thousands of visitors who flock to Newport each year, and also the num-

ber of men who train there. It makes a permanent link to the historical tradition of not only Narragansett Bay from a naval point of view but to New England itself.

Thank you.

The CHAIRMAN. The list furnished by you, I believe, shows next Dr. Beck, of the Chamber of Commerce.

Mr. WHEELER. Yes, Dr. Beck.

The CHAIRMAN. We will hear you, Dr. Beck.

**STATEMENT OF DR. HORACE P. BECK, CHAIRMAN OF THE
NAVAL AFFAIRS COMMITTEE OF THE NEWPORT CHAMBER
OF COMMERCE**

Dr. BECK. Mr. Chairman, and members of the committee, ladies, and gentlemen, I am here to speak for the retention of the *Constellation* at Newport, and in starting I would like to say I feel there are two distinct questions in considering this matter, one of which you have heard, and which is the sentimental side.

The other is the actual service which this vessel is now, and has been, ever since her period at Newport carrying on in an active way for the advancement of the United States Navy.

On the sentimental side of it we have heard a great deal about the history of Maryland in connection with the Navy. We of Rhode Island claim we stand second to no one in this country in our past naval history. I am not going into all of that, it would take too much time, but we have talked about this thing, and I would like to bring to your attention the fact that Oliver Hazard Perry lived in Newport, and went from Newport with a crew to fight with his vessels in the Battle of Lake Erie. He took with him ship's carpenters, blacksmiths, and mechanics of all kinds with which to build the ships at Lake Erie, which he did. Those ships were manned by sailors from Newport, and the historical remark came back, "We have met the enemy and they are ours."

I could go on and give you all kinds of historical things about Rhode Island, but that is just one.

This old ship has been talked about too here, in a sentimental way. I have heard all of these reports from various sections of the country, and you men must know that it is a very easy thing in the matter of sentiment to acquire names.

We have taken it up with all New England, and all New England is for the retention of this ship at Newport, R. I.

Our Governor has been down here; our legislature has passed a bill of protest; the National Association of Women of the Moose, in convention here in your own city passed a resolution recently, asking that the ship be retained at Newport.

We are unfortunate in Newport in being so far away from this hearing. It is an easy matter for people from Baltimore to step in here and address your committee, but we can match data for data that has been presented here today in the matter of sentimentality in moving the ship to Baltimore. I am going to say a few words on the service of this ship. That to me is important. It has been attached to this station nearly 50 years from back in the time when Captain McGowan was commandant of the station, and Captain Hunker also was commandant of the station, when one of the first drills the boys at the station had in the morning every day was for them to go up the rigging and over the masts of this ship.

The Newport training station was in existence 36 years before any other training station in this country existed. During the war we trained 60,000 men, and during that period I will say it trained 10 times as many young men in Newport as had been trained at all other places in this country.

During all of that time, all of the thousands of young men who have gone into our service in the Navy, had their inspiration first hand from the old *Constellation* alone, splicing rope, tying knots, and learning the various parts of that old ship, and the inspiration that went with it.

If you go on the training station, you will find it is one of the most beautiful sites in our whole State, presented by the city of Newport to the Navy Department. You go on there, and the first thing you see is the old *Constellation*. Visitors, the Navy officers, Navy personnel, there she is, standing there for the first view, and the boys when they come from the Navy to the station, they first go to see the *Constellation*.

She stands there in front of the Naval War College where all of the thousands of Navy officers can see her daily.

I can say to you that many of these men, while I cannot give you their names because they are under discipline, if allowed to speak, could tell you of hundreds of naval officers who have received inspiration from that old ship, and the men in the college today, when they look out of the window, there she is.

Now, our former speaker, Mr. Hancock, spoke about putting the ship in concrete at Baltimore. The thought is a terrible thought, and if you wish an example of what can happen to a ship in concrete, I ask you to go down to East Dartmouth and see that old whaler which has been put in there by Mr. Green. That ship, from being taken out of the water, today is completely dry rotted, and they do not know what will become of her.

I want to say one or two other things in rebuttal to what has been said here. One of you gentlemen spoke about our cold weather, and I can say I thank God we have not had any cold weather where we have had to go with airplanes and carry food to the people stranded on islands.

You have got 38 miles of frozen-solid ice, and the channel is so narrow you can barely get through it when it is open.

At Newport we are only 4 miles from the open sea, and there has not been a time that the *Constellation*, if she was in condition, could not have gone to sea, as she has always gone.

The last time she was removed from Newport her pumps were worked continually from the time she left Newport until the time she came back, and the report was that it was fortunate she was not lost, because if they had had any blow she would have been lost. The report was further that she was never again to be moved.

Senator TYDINGS. Mr. Beck, can I ask a question there?

Dr. BECK. Yes, sir.

Senator TYDINGS. Are you making the argument that this ship should be stationed at the Naval Academy because she would be an inspiration to the young men of the Navy?

Dr. BECK. I am not making any argument at all, I am showing you the service she is rendering daily to the enlisted personnel.

Here only a few days ago, and this comes right home, there were 350 young boys leaving that station to join the fleet of our country. Those young boys, before they left, were assembled on the deck of that ship, and were given their last talk as to their conduct as seamen and as men of our Navy, and where could a more inspiring thing happen than to send those young men to our Navy from the deck of the old *Constellation*?

You would say that she should be removed to Baltimore for people to look at. They have the same privilege at Newport, but at Newport I want to say she is an actual part of the Navy today, she performs a duty to the Navy today, in her association, in her activity with the fleet when it comes in there, because thousands of boys come in there, and they come back to the station where they were trained, and they go aboard that old ship again.

There are one or two further things I would like to speak about here, if I may take the time.

Senator GERRY. You have plenty of time.

Dr. BECK. I spoke about Governor Green's trip, and the legislature having passed a bill.

Senator TYDINGS. While you are looking up your notes, let me correct the record. There were more ships leaving Baltimore in January and February for foreign ports, than in any two similar months since 1930, and I would like also to point out that Baltimore stands third in exports.

Senator GERRY. How about battleships, how many did you have in Baltimore?

Senator TYDINGS. I could not answer that.

Senator GERRY. You did not have any up there.

Senator TYDINGS. We have them at the Naval Academy but we may not have had any at Baltimore.

Furthermore, Baltimore was an American port, and Newport was a Tory port during the war of 1776.

Dr. BECK. Pardon me?

Senator TYDINGS. I say Baltimore was an American port and Newport was a Tory port during the War of 1776.

Dr. BECK. But let me say this, before the Revolution, and this is of history, Newport was in competition with New York for the shipping of this country. The rivalry was between New York and Newport, but all of this business is foreign to the question of the *Constellation*.

We do not go behind anybody, we do not stand second to anybody, when it comes to the naval tradition of Rhode Island.

I want to say one thing further, then I am through. This ship was removed from Newport, and the last time she was removed—and there have been many requests to have her removed from Newport, but Secretary Daniels, during his term of office as Secretary of the Navy, took a hand in the matter, and our now President Roosevelt, who was then Assistant Secretary of the Navy, took a hand in the matter, and I want to read you here what the Secretary of the Navy, Mr. Daniels, decides for the future location of the *Constitution*, that it was Newport, refusing the request of citizens of the District of Columbia that the old frigate be retained at the Washington Navy Yard.

In denying the request Secretary Daniels said:

The ship serves too many useful purposes at Newport to be spared from the training station there.

Senator TYDINGS. Where did that ship go?

Dr. BECK. She is at Newport now.

Senator TYDINGS. You said the *Constitution*.

Mr. BECK. I meant to say the *Constellation*. It was not the *Constitution*, but it was the *Constellation*.

Secretary Daniels in his letter further stated:

This is a matter that the Department has given serious considerations, and it would be pleased to gratify the wishes of the citizens of the District and of the Honorable Board of Commissioners, but the ship fills an urgent need at the Newport, R. I., Training Station, where some 750 or 800 newly enlisted young seamen apprentices are constantly under training. Her location there affords this constant stream of young men flowing into the naval service an object lesson of the Navy's early and best traditions. She is utilized for a number of purposes connected with the petty officers.

She was at that time in Newport.

I now want to read a letter to Senator Gerry from Franklin D. Roosevelt, then The Assistant Secretary of the Navy, dated February 16, 1914.

Senator GERRY. That was apparently when I was in the House.

Dr. BECK. The letter reads as follows:

MY DEAR CONGRESSMAN: Confirming our talk with the Secretary of the Navy today, I want to assure you that it is the intention of the Department to have the U. S. S. *Constellation* return to the naval training station, Newport, R. I., after she has made the contemplated visit to Baltimore at the time of the "Star Spangled Banner Celebration" next September.

Of course we shall probably want to have her visit various other ports on her way from and to Newport as we feel that the historical record of the ship makes her an object that would interest many thousands of persons if they had a chance to see her.

That is signed "Franklin D. Roosevelt, Assistant Secretary of the Navy."

Senator TYDINGS. May I point out the ship was at that time in active service which she is not in now. She was a training ship in the Navy.

May I ask one question, Dr. Beck, not to be pointed, but in order to show you how we feel about it?

Dr. BECK. Certainly.

Senator TYDINGS. Suppose that ship had been built in Newport, suppose her first crew had come from Newport, and she had gone to sea, and her tradition in the wars had been at Newport, would you not then feel you had a stronger case than Baltimore, if the ship had been located in Baltimore subsequent to that, as a training ship?

Dr. BECK. I will say we have none of our Admiral Perry ships at Newport. You might say the same thing as the Senator has said here, if you start this sort of thing, you do not know where it is going to stop. We feel we have a legitimate practical use for this old ship which does not exist and cannot exist in Baltimore.

Senator GERRY. She is used for the seamen apprentices.

Dr. BECK. Yes; she is used for the seamen apprentices today, and she is visited by visitors and by officers and the men of our Navy.

Senator TYDINGS. Mr. Chairman, for the record here I would like to say I have conferred with the Navy Department, and the *Constitution* was sent to Boston by an act of Congress.

Dr. BECK. Thank you, gentlemen.

Senator GERRY. Congressman O'Connell is unable to be present here today, on account of illness. I should like now to call Congressman Charles Risk, Congressman of the First District of Rhode Island.

STATEMENT OF HON. CHARLES RISK, MEMBER OF THE HOUSE OF REPRESENTATIVES FROM RHODE ISLAND

Mr. RISK. Mr. Chairman and gentlemen, a great deal of ground has been covered here while I have been busy at another committee meeting, and I am not familiar with what has gone on in my absence.

I have heard some of the arguments made at this hearing in favor of keeping this historical ship at Newport, and we know, Mr. Chairman and gentlemen of the committee, that the splendid morale of the United States Navy is largely attributable to the traditions associated with that branch of the service.

We know, as a matter of fact, that the sailor of today, who is enlisting for the first time in the Navy, is better able to absorb, not only the facts of history, but Navy traditions, due, in a large sense to the higher degree of education which is obtained by them before enlisting.

That is caused, as we all know, by the more rigid requirements which are now being practiced by the Navy before a man is accepted for enlistment.

On the lower end of the mainland of Rhode Island is the city of Newport. The city of Newport, Mr. Chairman and gentlemen of the committee, has always been a Navy city, and rightfully so. It fought its way through to become a Navy city. It is steeped in Navy traditions, and so are the citizens of that city.

Not only has Newport been forced to fight to become a Navy city, but since the close of the World War it has been forced to fight to preserve its very existence as an integral part of the United States Navy.

It is a part of the Navy, and the old frigate *Constellation* is as much a part of the city of Newport as the city of Newport is a part of the United States Navy.

You may say that sentimental reasons alone impel the citizens of Newport and the State of Rhode Island as a whole to rise in remonstrance at this proposal to remove this ship from Newport, and to protest. Sentimental reasons alone would suffice, but men better able than I to present them, have told you, and given to you conclusively the true reasons why this ship should not be removed.

To come back to the sentimental situation, just recently Newport has been opened again to train newly enlisted naval recruits, and they have this ship there in her slip, and they are inspired by it, and the splendid officers at Newport are attempting, in addition to keeping the fundamental rules of naval procedure and naval work, to instill in the minds and the hearts of those boys a respect for the American institutions.

The *Constellation* is an American institution, and peculiarly a Newport institution. My reason for saying that is the statement made by Dr. Beck from the record of his notes. It is an institution peculiar to Newport because of the adopted policy of the United States Navy in keeping it in Newport.

As to the benefit which might result in moving this ship from Newport to Baltimore or any other station, would it offset the harm that might result to the country, and the Navy in general, as the result of removing the ship from Newport? Mr. Chairman and gentlemen, if we are to foster and maintain that unswerving, unwavering loyalty and devotion so indispensable in time of war with a great job to perform and equally indispensable in time of peace, to repel the efforts of those who seek to break down our American institutions by the introduction of un-American doctrines, Communistic and otherwise, we can ill afford to do anything which will injure or tend to break down the high morale of the United States Navy.

Thank you.

Senator GERRY. Mr. Edward J. Corcoran, of the Newport Chamber of Commerce, will be the next.

The CHAIRMAN. We will be glad to hear you, Mr. Corcoran.

**STATEMENT OF EDWARD J. CORCORAN, PAST PRESIDENT,
CHAMBER OF COMMERCE, NEWPORT, R. I.**

Mr. CORCORAN. Mr. Chairman and gentlemen, I shall be brief. I merely wish to sum up the arguments as I have heard them today.

The argument which is being made, and possibly a safe argument, I will admit, by representatives from Baltimore, is that the ship was built in that port, and manned by a Baltimore crew we do not deny.

We have also heard of the chapter of Baltimore in the history of this country, which we do not deny; but we also maintain Newport has just as fine a chapter, but I believe you gentlemen are not concerned so much with the sentimental side of the picture.

The thing that has impressed me during this entire hearing is that in court we always raise the question of jurisdiction and it seems to me that is a vital point at the hearing today.

One of you gentlemen, one of the Senators, has very properly asked the jurisdiction of this committee. While the committee has jurisdiction, and while I am sure the Navy Department would respect the wishes of this committee, I believe that, rather than causing embarrassment to the Navy in making a choice, that any decision of this committee taking the *Constellation* away from Newport, would be an embarrassment to the Navy Department.

We have heard about the claims of Baltimore, and we have heard about the various governors of the States of the Union who have very courteously sent in their letters.

Those letters, it seems to me, bespeak a very active managing committee, but nothing more.

We have nothing here from the Navy Department presenting their side. We have presented data from the Navy Department showing this ship should not be removed. We have also presented the fact this ship is a great inspiration to the United States Navy, and as Senator Gerry has properly said the United States Navy does not mass in Baltimore, but the United States Navy visits Narragansett Bay. That is the chief naval establishment of the Atlantic coast, outside of Norfolk, and the ships come in there regularly.

This ship, the *Constellation*, is an inspiration to the men in the Navy. We have a large training station there, to which men come from all over the Nation, and it is an inspiration to those men.

In conclusion I want to say there is another legal argument we could make. Senator Tydings prefaced his remarks by saying to return the child to the parent, and there is another well-recognized law, and that is the law of adoption. Where a child has been reared and kept for years by its adopted parents, there is a law preventing the taking of the child away from those parents.

There is also the law of old age, where a man has grown old and become rooted to a spot, and it is bad and inhuman to take that man from those surroundings.

I say it is inadvisable, for the reasons you have heard, to remove the *Constellation*, and it will be a real hardship to the city of Newport if this ship is removed, and the laws of adoption preclude any such action being taken.

Thank you.

Senator GERRY. I want to say one word in conclusion.

One thing has been brought out, but I want to bring it out more strongly, and that is that in the first place Newport is a great naval base. Narragansett Bay is one of the greatest bases on the Atlantic coast.

That bay is visited constantly by the Navy, and the old *Constellation* is over by the war college and the training station, so that not only the boys have the inspiration of the old Navy which is very important, but also all of the sailers of the fleet, when they come in, see the *Constellation*. In addition, Newport being a great summer resort, it is seen by many visitors.

Whatever may be said about the climate of Maryland in winter, we certainly have it on them in the summer.

Senator TYDINGS. That is right.

Senator GERRY. There is a tremendous number of people who go by that old ship and see it with its full rig, and learn their American history first-hand that way. Possibly they do not go on board but they do see the old ship, and all of the sailors of the fleet are there, when they come in from their cruises.

In that conjunction, I want to say she has been there for 50 years, and she is a landmark, and we know Rhode Island loves her just as much as those in Maryland. She is just as much a part of our naval history as that of Maryland, because after all, a ship's history is the history of the nation.

She is a national ship, and we want her to remain there as an inspiration to those boys at the training station. The young Navy officers coming to Annapolis also have their historic ships there and in Newport we have the old *Constellation*, and we want to keep her.

Thank you, Mr. Chairman.

The CHAIRMAN. Senator Metcalf, do you wish to say anything for the record?

Senator METCALF. I will have nothing to say now.

The CHAIRMAN. The time being 12 o'clock, and the Senate being now about to convene, if agreeable to the committee, we will stand adjourned until call by the Chair, or until the next regular meeting.

(Thereupon, at 12:05 p. m., the hearing was adjourned.)

The Chesapeake, mother of ships and men,
Calls for her frigates to come again;
And she who was first at her country's call
Creeps slowly back to the old sea wall,
She is streaked and torn where the years have pressed;
But the CONSTELLATION comes home to rest.

Juliet Brooke Ballard.

June 22, 1936

Mr. Verne S. Chatelain
Bureau of National Parks
Department of the Interior
Washington, D. C.

Dear Mr. Chatelain:

I have been trying to get over to see you for the past two weeks and am prevented again, today, by other business.

First I would apply, on behalf of the Society of the War of 1812, for the privilege of holding the Defenders Day Exercises at Fort McHenry on the afternoon of September 12th 1936. I have spoken to Mr. Palmer about this and would also remind you that September 12th has been a municipal holiday in Baltimore for over 120 years and the entertainment has always been conducted by our Society.

I also wanted to talk to you about the 3 guns which have been recently remounted from our horse artillery carriages to field carriages, at Fort McHenry. Frankly I had thought that the department was going to supply either sea coast defense or garrison carriages, to which there would have been no objection; although I can see how your advisor, who was evidently not familiar with military conditions around Baltimore during the War of 1812, has gone wrong in the matter.

The facts are that the government, in those days, had a very limited supply of ordnance and depended largely upon the militia. There was however, definite types of gun carriages for sea coast defense and for garrisons. Moreover horse artillery was recommended to supplement sea coast defense and this force was made up of volunteers from the nearby cities, who supplied their own equipment. The carriages for this service were purposely lighter than field carriages to insure quick transport to points that needed immediate protection. This condition prevailed at Baltimore particularly where at least six companies of volunteer artillery supplemented the one company of the U. S. Artillery that was at Fort McHenry.

Mr. Palmer tells me that it now ^{this} proposed to use our carriages for Civil War guns but I would ask you to defer because we feel that the horse artillery carriages are more historically correct for our guns than the field carriage.

Very truly yours,

W. HALL HARRIS
H. OLIVER THOMPSON
W. HALL HARRIS, JR.

HARRIS & THOMPSON
ATTORNEYS AT LAW
433-445 TITLE BUILDING
BALTIMORE, MD.

#

December 1, 1937

Mr. James E. Hancock
2122 St. Paul Street
Baltimore.

My dear Mr. Hancock:

You may recall that, some years since, I contributed my feeble efforts to the good cause of saving Fort McHenry from the clutches of the would-be destroyers.

I am trying to clear up accumulations of papers in my office and it has occurred to me there may be something in this file which would fill a vacancy in yours. If you care to take a look the devouring flames will be restrained.

Yours very truly,

W. Hall Harris. —

JOHN W. FARRELL, CHAIRMAN
925 FIDELITY BLDG.
PLAZA 6934

MRS. J. EDW. STIER
SECOND VICE-CHAIRMAN
130 N. HILTON STREET
GILMOR 3765

J. C. BONDURANT
FIRST VICE-CHAIRMAN
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YEAR 1937



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Address care of The Traffic Club of Baltimore,
Room 307, Lord Baltimore Hotel, Baltimore, Md.

February 2, 1938

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VETERANS OF FOREIGN WARS
OF THE UNITED STATES

Mt. Royal Improvement
Association

AND OTHERS THAT
MAY BE ELECTED

Mr. James E. Hancock, President,
Society of the War of 1812 in Maryland,
521 W. Lombard Street,
Baltimore, Maryland

Dear Mr. Hancock:

Your Special Attention is directed to enclosed regarding
"Why the United States Frigate Constellation should be
returned to her Home Port, Baltimore, and Anchored at Fort
McHenry".

Will you not, with other citizens of the Free State of
Maryland, support our efforts, and will you not memorialize, at this
time,

The President of the United States
The Vice President of the United States (Speaker of the U.S. Senate)
The Speaker of the House of Representatives of the United States
and the respective Chairmen of the Senate and House Naval Affairs
Committees at Washington, D. C. viz,
Honorable David I. Walsh, Chairman, of Massachusetts
Honorable Carl Vinson, Chairman, of Georgia, respectively;
also memorializing all Maryland Senators and Congressmen of the
United States.

Certainly this can be properly considered naught but a duty
cheerfully to be performed.

Perhaps this may be the psychological, opportune moment to
bring about passage of the bills in Congress, in the Senate and
House as mentioned.

"DON'T GIVE UP THE SHIP"

Will you not loyally, NOW, do your part for Baltimore and
the cause of Patriotism and Love of Country?

Thanking you in advance and hoping for your favorable and
early reply,

Faithfully yours,

EDWARD S. KING, Chairman, The Constellation Committee
The Gavel Club of Baltimore - the Official Representa-
tive of the Mayor of Baltimore
First Vice President, The Gavel Club of Baltimore.

J. C. BONDURANT
FIRST VICE-CHAIRMAN
198 E. LEXINGTON STREET
PLAZA 9900

JOHN W. FARRELL, CHAIRMAN
925 FIDELITY BLDG.
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1 YEAR TERM
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THOMAS C. CHASE

Page 2.

bc - Mr. James E. Hancock, President,
Society of War of 1812,
521 W. Lombard Street,
Baltimore, Maryland.

Dear Jim:

Please note in connection with our conversation Monday
night last, Maryland Historical Society. Can you add any
stimulation?

Kindest regards.

Edward S. King

bc Mr. John W. Farrell, President,
The Gavel Club of Baltimore,
9th Floor, Fidelity Building,
Baltimore, Maryland.

Miss Marie O'Dea, Publicity Chairman,
The Constellation Committee,
320 E. Monastery Avenue,
Baltimore, Maryland.

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OF THE UNITED STATES

AND OTHERS THAT
MAY BE ELECTED

C
O
P
Y

MARYLAND HISTORICAL SOCIETY

Anno 1844

201 West Monument Street
Baltimore

February eleventh
1 9 3 8

Mr. Edward S. King, Chairman,
The Constellation Committee,
c/o The Traffic Club,
307 Lord Baltimore Hotel.

Dear Mr. King:

Your letter of the second was presented to the Council of the Society and a copy of the following resolution will be forwarded to each of the various persons named by you.

WHEREAS - The Maryland Historical Society is keenly interested in preserving the historical traditions of the State of Maryland and the City of Baltimore; and in association with the Society of the War of 1812 in Maryland and other historical and patriotic organizations, it has sponsored the several bills that have been introduced in Congress to restore the U.S. Frigate "CONSTELLATION" and return it to Baltimore.

AND WHEREAS - The U.S. Frigate "CONSTELLATION" was largely manned by Maryland men and was armed with cannon from Fort McHenry so that it was the first U.S. Frigate that was equipped to go to sea prepared to fight.

THEREFORE BE IT RESOLVED.- That the Maryland Historical Society continues its plea to Congress and urges the Maryland Delegation therein, to save the U.S. Frigate "CONSTELLATION" and station her at Fort McHenry as a just recognition of the prominent part that was taken by Maryland in founding the U.S. Navy.

Hoping that this action will be of some assistance to your Committee and that you may accomplish your laudable purpose, I am,

Very sincerely,

(signed) Clinton L. Riggs,

President.

JOHN W. FARRELL, CHAIRMAN
925 FIDELITY BLDG.
PLAZA 6934

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SECOND VICE-CHAIRMAN
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THE COUNCIL OF CIVIC CLUBS OF BALTIMORE

Address care of The Traffic Club of Baltimore,
Room 507, Lord Baltimore Hotel, Baltimore, Md.

February 17, 1938

Honorable Millard E. Tydings,
Honorable George L. Radcliffe,
United States Senators from Maryland,
Senate Office Building,
Washington, D. C.

Dear Senators Tydings and Radcliffe:

I have not heard from you gentlemen in reply to my letter of February 3rd as to kindly arranging through the Honorable David I. Walsh and Honorable Carl Vinson the respective chairmen of the two Naval Affairs Committees for hearing with us at Washington as to bringing the Constellation back home to Baltimore.

We have our monthly meeting Monday next and might I ask if you can kindly give me any cheering words in the above connection especially concerning per attaching the "rider" appropriation, the \$50,000 involved, to the Naval Appropriation Bill.

In the Baltimore Evening Sun of yesterday, page 14, first section, the following appears:

"Washington - The U.S.S. Somers, newest of the navy's destroyers, was here today on its first call on a shakedown cruise. The new national budget provides nearly a billion dollars for the naval program. The Somers, 1,650-ton warship, will also visit Havana."

Surely \$50,000 appropriation is a little bit compared with nearly a billion dollars.

Maryland is crying and crying for the Constellation.

Might I also kindly ask you Honorable Gentlemen if anything can be done towards having printed in the Congressional Record the publicity and stimulation as per second paragraph of my communication dated February 3rd?

As more fuel to the fire, I attach copy of letter from Clinton L. Riggs, Esq., President, Maryland Historical Society to myself, dated February 11, 1938, which is self explanatory.

Surely logic and reason are with us.

Most sincerely yours,

Edward S. King
EDWARD S. KING, Chairman, The Constellation Com-
mittee, The Gavel Club of Baltimore,
First Vice President, The Gavel Club of Baltimore

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OF THE UNITED STATES

AND OTHERS THAT
MAY BE ELECTED

P.S.
Might I ask for a few additional copies of S.J.R. 15?

Feb. 22nd, 1938.

Mr. Edward S. King,
Freight Department,
B. & O. Bldg.,
Balto. & Charles Sts.,
Baltimore, Md.

Dear King:-

Referring to yours of February 17th, I am inclosing in this the resolutions that were passed by The Society of the War of 1812 in Maryland, Thursday February 15th, as follows:

Whereas - The port of Baltimore did furnish and equip the first two warships and the frigate "Virginia", the first frigate for the Continental Navy and did also equip and maintain a fleet of 248 registered privateers during the War for American Independence.

And whereas - The port of Baltimore did furnish and equip more warships, including the frigate "Constellation", the first frigate of the U. S. Navy; and the State of Maryland did supply more officers for this first U. S. Navy than any other city in the United States.

And whereas - During the War of 1812, nearly one third of the warships that were in the U. S. Navy, had been built in Baltimore and one fifth of the officers and one eighth of the men in the U. S. Navy at that period were Maryland men.

Therefore be it resolved - That the Society of the War of 1812 in Maryland again pleads with Congress to save the U. S. Frigate "Constellation" and station her at Fort McHenry, near her birthplace, as a just recognition of the valuable part that was taken by Maryland in founding the U. S. Navy.

Very truly yours,

President.

Feb. 24th, 1938.

Hon. Millard E. Tydings,
Senate Office Bldg.,
Washington, D. C.

Dear Senator:-

For over twenty-five years The Society of the War of 1812 in Maryland has hoped and worked for the return of the U. S. Frigate "Constellation" to Baltimore and I am now requested by its board to include in this a copy of the following recent resolutions that were passed at its February meeting:

Whereas - The port of Baltimore did furnish and equip the first two warships and the frigate "Virginia", the first frigate for the Continental Navy and did also equip and maintain a fleet of 248 registered privateers during the War for American Independence.

And whereas - The port of Baltimore did furnish and equip more warships, including the frigate "Constellation", the first frigate of the U. S. Navy; and the State of Maryland did supply more officers for this first U. S. Navy than any other city in the United States.

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I would also take this opportunity to hope that Mr. Ernest Green has your support for reappointment as Postmaster of Baltimore.

Those who come in frequent contact with the administration of the Baltimore Post Office, appreciate the courteous and capable manner in which Mr. Green has conducted its affairs and we would regret any change that might alter the present condition.

Very truly yours,

Resident.

Feb. 24th, 1938.

Hon. Stephen W. Gambrill,
House of Representatives,
Washington, D. C.

Dear Sir:-

For over twenty-five years The Society of the War of 1812 in Maryland has hoped and worked for the return of the U. S. Frigate "Constellation" to Baltimore and I am now requested by its board to include in this a copy of the following recent resolutions that were passed at its February meeting:

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Very truly yours,

president.

July 28, 1952

The Honorable James Devereaux
House of Representatives
Washington, D.C.

Dear Sir:

I have been directed by the Society of the War of 1812 in the State of Maryland to seek information from you concerning a draft of a proposed bill transmitted to the House from the Assistant Secretary of Defense which concerns an important Maryland relic of the War of 1812. Our information is obtained from the Congressional Record - House May 8, 1952, p. 5044, item 1411, "a bill ... to authorize the disposition of the U.S.S. Constellation ..."

We would appreciate any information you could give us concerning the progress of this bill and its intent as concerns the famous old frigate Constellation, sister ship of the U.S.F. Constitution, which was built in Baltimore harbor. Our Society and a number of other Maryland patriotic organizations are naturally deeply interested in the preservation of this symbol of our State's contributions to victory in the Second War for American Independence.

Cordially yours,

J. Elliott Green, Jr.
Secretary

JAMES P. S. DEVEREUX
SECOND DISTRICT, MARYLAND

HOME OFFICE:
1431 REISTERSTOWN ROAD
PIKESVILLE 8, MARYLAND

Congress of the United States
House of Representatives
Washington, D. C.

July 31, 1952

Mr. J. Elliott Green, Jr.
Secretary
The Society of the War of 1812
in the State of Maryland
1900 Walnut Avenue
Baltimore 22, Maryland

Dear Mr. Green:

In reply to your letter of July 28, HR 7812,
"a bill ... to authorize the disposition of the U.S.S.
Constellation ..." died with the adjournment of the
82nd Congress.

I can appreciate your interest in the U.S.S. Con-
stellation and shall look into this matter at greater
length when I return to Washington, D. C.

With kindest regards, I am

Sincerely yours,


James P. S. Devereux, M.C.

JPSD:lb

THE BALTIMORE AND OHIO GLEE CLUB
Baltimore 1, Maryland

Fellow Member:

The Honorable George L. Radcliffe, former U. S. Senator (you will remember that our singing at the dinner given in his honor at the Emerson a few months ago was enthusiastically received) has just phoned me. He advised that he had accepted the chairmanship of the committee being formed to provide an adequate reception for the U.S. warship "Constellation" on its arrival in Baltimore Harbor.

You have undoubtedly read that this ship is coming down in drydock from its present anchorage in Boston and that it will be embedded in concrete at Fort McHenry as a patriotic shrine. As I recall it, it was built and launched at Baltimore before it participated in the War of 1812.

All reception plans, Senator Radcliffe explained, are tentative. Notwithstanding, he expects that a sizable group of people will board the city S.S. Latrobe on the morning of the expected arrival and steam down the bay to meet the Constellation near the Chesapeake Bay Bridge.

The Senator would like very much if as many men from the club as possible can participate, to sing the Star Spangled Banner and Nail Columbia Happy Land. This latter song, it is understood, was sung at the launching of the ship. We have both numbers in our repertoire and Dr. Dash will be available to conduct us, regardless of whether the boat arrives on Tuesday or Wednesday. We shall probably be able to have a small piano on the boat so that Mrs. Reed can accompany. The musical selections will be brought by Gordon.

In view of the very limited time, will you not please answer and mail back to me immediately the enclosed questionnaire in the enclosed envelope. I am asking on the questionnaire that you give me your telephone number since it will probably be necessary for us to telephone every man who will be available, to give him the details.

I should add that this will undoubtedly be a daytime affair, probably a morning affair, but I hope that notwithstanding we can have substantial participation. D&O men participating will, of course, be excused from their work for this project without penalty.

I need not tell you that the club is honored in being invited to participate in this historic event, the subsequent course of which will play an important part in Baltimore's future history.

-:-

August 4, 1955

R. H. Van Sant
Secretary

CC- The Hon. George L. Radcliffe
Mr. Dan. Burkhardt

BILL - CONFIDENTIAL

August 5, 1955

ARRIVAL OF THE "CONSTELLATION"

To the Individual or Organization Addressed:

To the best of our knowledge at the present moment the U. S. Frigate "Constellation" will come home to Baltimore on Tuesday, August 9th.

We will not know the exact time of her arrival in the Bay on Tuesday until Monday, the 8th. The purpose of this letter is to give you some advance notice and invite you to participate in the welcome to this fine old ship, which was built in Baltimore in 1797 and now comes to a permanent resting place in her home port.

Events have moved so swiftly since the Navy advised us that the ship was about to be returned to Baltimore, that it has been impossible as yet to complete detailed arrangements for welcoming her. Please watch the week-end and Monday newspapers for the details.

I can, however, advise you that the City boat "Latrobe" will leave Pier 7, foot of President street, on Tuesday morning, the 9th, at an hour to be announced in the newspapers, to meet the floating drydock carrying the "Constellation", probably in the neighborhood of the Chesapeake Bay Bridge, and escort her to Baltimore. You are cordially invited to join the party on the "Latrobe".

This historic event has been made possible through the work of the Constellation Commission, of which Mr. Neil H. Swanson is chairman, and the cooperation of the City of Baltimore and State of Maryland. Many other organizations and individuals have had a part in our successful effort and I wish it were possible for me to write to you all individually.

I repeat, please watch the newspapers for further details, including the departure time of the "Latrobe". Further information may also be secured on Monday from Mrs. Arthur P. Sewell, curator of the Flag House (Plaza 2-2000), and Mr. G. H. Poudier, of the Association of Commerce, who is chairman of the Constellation Committee of the Maryland Historical Society (Lexington 9-7600).

I hope indeed you will be with us for this significant occasion, and will encourage your friends who have boats to join the "Constellation" welcoming flotilla in the Bay and proceed with her to the Port of Baltimore.

Sincerely,

George L. Radcliffe
George L. Radcliffe, Chairman
"Constellation" Welcoming Committee

GLR:eh

THE BALTIMORE AND OLIO GLEE CLUB
Baltimore 1, Maryland

Fellow Member:

Thanks to those of you who have accepted for the trip down the Bay on the Latrobe tomorrow morning to greet the Constellation on its expected arrival in drydock. Such men as have accepted have been advised by telephone that they are to board the Latrobe not later than 8:00 AM. It is docked at Pier 7, at the foot of President Street. A bus for those from the club participating will leave the East Side of Camden Station at 7:45 AM.

The Honorable George L. Radcliffe, who is chairman of the Reception Committee, advised me by phone this morning that in addition to the welcome via the Latrobe, as outlined in my letter to you of August 4, there will be a FORIAL WELCOMING ceremony at the U. S. Naval Training Station at Fort McHenry at 11 AM on Wednesday of this week. The Secretary of the Navy and Governor McKeldin will be there.

By that time, the Constellation will have been floated out of drydock and will be on her own bottom. The Senator urges this as the more important of the two welcoming ceremonies and will certainly appreciate it if as many of the members of the club as possible be present.

Dr. Dash and Mrs. Reed will be there on both occasions and we shall use the "Star Spangled Banner" and "Hail Columbia" on both occasions and, also, at the Naval Station ceremony we want to have available "This is My Country." Please bring it.

May I ask you to telephone my secretary, Miss Talbott, LE 9-0400, Extension 821, as soon as you receive this letter, if it is going to be possible for you to be at the 11 AM Wednesday ceremony. A bus will be available Wednesday morning to take the group to the Training Station at Fort McHenry. It will leave the East Side of Camden at 10:15 AM.

All B & O men will be excused for both ceremonies, without penalty. Such outside men as can participate in these historic events are urged to participate. If you prefer to use your own car to Fort McHenry and return, please do so.

In order to give us an idea of the size group that we will have, please phone Miss Talbott just as soon as you can concerning your availability for the Wednesday ceremony.

--

August 8, 1955

R. M. Van Sant
Secretary

CC- The Hon. George L. Radcliffe
Mr. Dan Burkhardt

BILL — CONFIDENTIAL

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

in reply refer to
OP-29B/mab
Ser 309P29

22 August 1952

The Honorable J. P. S. Devereux
House of Representatives
Washington 25, D. C.

My dear Mr. Devereux:

The following information concerning the USS CONSTELLATION is forwarded for your use in replying to the letter of Mr. J. Elliott Green, Jr., Secretary of the Society of the War of 1812 in the State of Maryland.

The bill (H.R. 7812) referred to in Mr. Green's letter introduced before the last Congress was not enacted; however, we are assured that it will be introduced again before the next Congress. The intent of that bill was to provide for the restoration and maintenance of the USS CONSTITUTION and to authorize the disposition of the USS CONSTELLATION, USS HARTFORD, USS OLYMPIA and USS OREGON.

The problem now concerning the CONSTELLATION is whether she can be preserved at all. She is in a very dilapidated condition. It has been estimated that the restoration would cost \$4,000,000 and annual maintenance thereafter would be about \$36,000. She could not be moved in her present condition; in fact, extreme measures would be required to prevent her collapse in a graving dock. It is for these reasons that the Chief of the Bureau of Ships has reluctantly recommended the scrapping of this famous FRIGATE.

Sincerely yours,

E. R. GARDNER
Captain, USN (Ret)
Asst. Director of Naval History

JAMES P. S. DEVEREUX
SECOND DISTRICT, MARYLAND

COMMITTEE:
VETERANS' AFFAIRS

HOME OFFICE:
1525 REISTERSTOWN ROAD
PIKESVILLE 8, MARYLAND
PIKESVILLE 7432

Congress of the United States
House of Representatives
Washington, D. C.

August 26, 1952

Mr. J. Elliott Green, Jr.
Secretary
Society of the War of 1812 in the State of Maryland
1900 Walnut Avenue
Baltimore 22, Maryland

Dear Mr. Green:

I am enclosing a copy of a letter I received from Captain Gardner, Assistant Director of Naval History, relative to the USS CONSTELLATION. I would appreciate your comments with respect to this letter.

With kindest regards, I am

Sincerely yours,


James P. S. Devereux, M.C.

JFSD:sb

Enclosure

Bill
Although I hope that this letter may help our Society with the City,
nevertheless I am completely sincere. Not only has Tommy helped
my cause more than any of his predecessors, but also I believe
that his interest is genuine - not more politics.

Mayor Thomas D'Alesandro, Jr.
City Hall
Baltimore 2, Maryland

John

2 September 1955

Dear Mr. Mayor:

Recently I received from your office copies of your Constellation Proclamation, which I have given to Dan Burkhardt for distribution, since his office is centrally located.

I should like to express to you my own sincere appreciation and also that of the others who have thus through your thoughtfulness come into possession of a document that will grow in historic significance with the passing years.

It seems to me fitting to add that this gracious little act, which affects only a few individuals, is but the latest of a long series of actions by which you have demonstrated your very deep interest in matters related to the history of our great city. As an officer of the Flag House Association I have seen, over the years, the gratifying results of your continuing support of our efforts to make the old Flag House a national shrine of the first rank. As chairman of the Patriotic Cavalcade I have watched the City Celebration of Defenders Day approach once more the importance that it formerly held for over a hundred years, and lost for some reason sometime after 1914. Your sturdy support of the Constellation Committee is but the latest evidence of your patriotic concern.

In the nature of things, it is not often that a chief executive, subjected to the strain and pressures attendant upon conducting the complex affairs of a mighty city, is able to discern the great potential source of strength that lies in awakening the public's consciousness to the glorious deeds of their forefathers, who laid the solid foundations upon which succeeding generations have built, even unto the present day. Baltimore is fortunate in having a Mayor who not only is keenly aware of the vital role that history may be made to play in the functioning of a great modern city, but who also finds the will and the energy and the time to translate that awareness into effective action.

Those individuals and organizations whose function it is to lead in matters historical and patriotic are growing increasingly conscious of the cooperative spirit that emanates from the City Hall. Certainly my own society - the Society of the War of 1812 in Maryland - happily and gratefully acknowledge how very much your support and that of your secretary Mr. Walter Vanneman have meant to us in the carrying out of our chief objective - the commemoration of Defenders Day.

The 141st Annual
Defenders Day Dinner
of the
Society of the War of 1812
in the State of Maryland

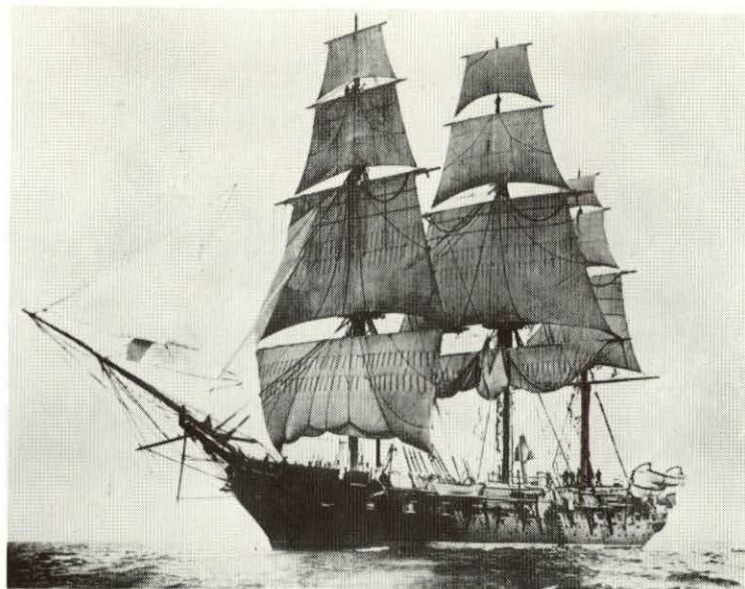


FOUNDED SEPTEMBER 14, 1814

celebrating the return of
U. S. Frigate Constellation
to her home port of Baltimore

Sheraton-Belvedere Hotel

September 10, 1955



U. S. FRIGATE CONSTELLATION

Courtesy of the Baltimore News Post

Historical Notes on the Constellation

Launched at Baltimore Sept. 7, 1797 — commanded by Thomas Truxton and manned by a company of Marylanders — credited with silencing more guns on enemy ships than her sister ship, the *Constitution* — her first mission, the rescue of sixty Americans from prison at Havana — Feb. 9, 1799, after severe fighting, captured the French Frigate *l'Insurgente* in the West Indies — Feb. 2, 1800, defeated the French Frigate *La Vengeance* after five hour night battle at Guadaloupe — in May, 1800, came under command of Captain Alexander Murray of Chestertown — later commanded by Charles G. Ridgely and John Rodgers of Harford County, successively — from 1802-1815 took part in operations against Barbary pirates and assisted in the capture of the Algerian Frigate *Mashuda* — during the War of 1812 was blockaded at Norfolk, Va., by the British fleet, although her boats assisted in the capture of British boats off Craney Island — protected American commerce during Civil War — in 1873 assigned as training ship at the Naval Academy — last visit to Baltimore during centennial in 1914 — returned to Baltimore for her permanent stay in 1955. With succeeding years, the *Constellation* will become an ever-growing inspiration to patriotic Americans.

Committee of Arrangements

S. Denmead Kolb—*President*

Herbert Lee Trueheart—*Marshal*

Carroll C. Hopkins—*Chairman*

Leslie W. Chittenden

Henry Powell Hopkins, Sr.

Henry Powell Hopkins, Jr.

Joseph C. Hopkins

John A. Pentz

William H. Pitcher

George Washington Williams

John T. Shehan

Charles F. Stein

Ashby Gordon Stiff

Dinner Program

6:30 COCKTAILS

7:30 INVOCATION — Rev. William Oliver Smith, D.D.
Former Pastor of The Church of the Good Shepherd

OPENING CEREMONIES

“To the Colors”

“The Star Spangled Banner”

“Pledge to the Flag” — Mrs. Thomas S. George
State Regent, Maryland State Society, D.A.R.

DINNER

TOASTS: “To the President of the United States” — S. Denmead Kolb,
President of the Maryland Society

“To the Defenders of Baltimore” — William H. Pitcher,
Deputy President General

“To the U. S. Frigate *Constellation*” — John A. Pentz,
Past President of the Maryland Society

Reply—Hon. George L. Radcliffe

ADDRESS by Neil H. Swanson — *Chairman of the Constellation Commission*

BENEDICTION

DANCING — Rivers Chambers Orchestra

Menu

FRESH FRUIT SUPREME	
HEARTS OF CELERY	MIXED OLIVES
CREAM OF MUSHROOM SOUP	
HALF STUFFED CAPON	
AU GRATIN POTATOES	
BROCCOLI	
MIXED GREEN SALAD	
ROLLS	BUTTER
FROZEN CAKE	
DEMI-TASSE	SAUTERNE

As has been true since its origin, the Society of the War of 1812 in the State of Maryland is taking a leading part in the Baltimore City celebration of Defenders Day. The program of these festivities is enclosed. The Committee urges that the members of the Society and their guests participate in the activities of the City celebration as fully as possible.

Roster of the Maryland Society

James F. Adams, IV	Henry Powell Hopkins	Charles Leonard Reeder
Lawrence I. Ashley	Henry Powell Hopkins, Jr.	Oliver H. Reeder
Charles Burch Athey	Joseph Carroll Hopkins	T. Leonard Reeder
C. Elliott Baldwin	Stuart Cator Hopper	Howard H. Reese
Summerfield Baldwin, Jr.	William B. Hutchison	Horace K. Richardson
Alvin K. Baskette	George Edwin Ijams	Robert L. Roberts
Richard Wingate Bauer	George Edwin Ijams, Jr.	Robert L. Roberts, Jr.
John Oregon Benson	Andrew Reid Johnson, Jr.	George Sadtler Robertson
Richard Constable Bernard	George Benson Keen	E. A. Rossman
John L. Bordley	George Young Klinefelter	Mat Sample
W. Beverly Bristol	David William Kolb	George F. Sander, III
Thomas Francis Cadwalader	Stanley Denmead Kolb	John Lowry Sanford
Lee Cummins Carey	Stanley Denmead Kolb, Jr.	William L. Sanford
Arthur B. Cecil	Amos R. Koontz	Thomas J. Sappington
Leslie W. Chittenden	James William Koontz, II	Alfred E. Sharp, Jr.
Stuart MacD. Christhilf, Jr.	William H. Lloyd	Daniel Edward Shehan
John Devine Cobb, Jr.	Howard MacCarthy, Jr.	J. Brooke Shehan
Henry T. Collenberg, Jr.	Richard C. Manning, III	John Thomas Shehan
B. Frank Cromwell	Madison Marine	William Henry Shehan
Curtis Carroll Davis	James Graham Marston	William Henry Shehan, Jr.
Charles Squires Dell, Jr.	Joseph Pentz Martin	St. George L. Sioussat
Francis G. Dickey	Everard K. Meade, Jr.	James Edward Stansbury
Thomas Van Arden Dukchart	Thomas Wright Meade	Charles F. Stein, Jr.
David Englar, Jr.	Christian Emmerich Mears	Charles F. Stein, III
Howard S. Fitzhugh, II	J. William Middendorf, Sr.	Ashby Gordon Stiff
Dulany Foster	Rowland Yearley Mills	Ashby Gordon Stiff, Jr.
Samuel R. Fowler, Jr.	William A. Mitchell	F. Edmund Sutton
Arthur D. Gans	Philip Myers	Neil H. Swanson
Thomas Stevens George	Philip Myers, III	Howard R. Taylor
Edwin Bernard Green	Harry Wright Newman	Charles Howard Tinges
J. Elliott Green, Jr.	Guy Hudson Parr	Herbert Lee Trueheart
William Burton Guy, Jr.	Guy Hudson Parr, Jr.	Harold Tschudi
Norris Harris	Lee Sutherland Parr	Brison Cumming Tucker
Henry C. Harrison, Jr.	B. Hayden Pentz	John Albert Walls
Randall Groves Hay	John A. Pentz	Joseph Elmer Weisheit
Walter Focke Herman	Frederick C. Peregoy, Jr.	Thomas Augustine Whelan
John Guido Hisky	William Henry Pitcher	Oliver B. Wight
Irvin Holden	Thomas Parren Plummer	George Washington Williams
Carroll Creswell Hopkins	Charles Howard Reeder	Ernest Elmer Wooden

In 1799 Baltimore had a song.

It was called "Huzza for the CONSTELLATION" and celebrated that frigate's first great victory. We can speculate that it, like "THE Star-Spangled Banner", was frequently sung by the citizenry, who in that day celebrated the nation's victories in forthright and emphatic fashion.

On Sunday, Sept. 11, Baltimore will again have its song "Huzza for the CONSTELLATION". This time it will be rendered in group singing by the B. & O. Railroad Glee Club during the Defenders' Day ceremonies taking place at Fort McHenry in which the old frigate will be honored.

At the suggestion of Mrs. William Hugh Bagby, Pres. of the Md. State Society, U. S. Daughters of 1812, the Vice President of the Glee Club Mr. J. R. Jenkins studied the copy of the song in the possession of the Md. Historical Society and adapted it for singing by a group.

The Daughters of 1812, however, not only make suggestions; they, also, carry them out. One of their writer members is author of a poem on the CONSTELLATION used widely in the last year and a half on programs of the historical and patriotic societies. The old song and the new poem will both be presented on Sunday's program. And the United States Daughters of 1812 will join the other Md. citizenry in celebrating her great day.

THE LAST FRIGATE

The Chesapeake, mother of ships and men,
Lies stirred by the tides and the winds again;
But the ships she loosed on a vanished foe
Have gone the way that the shadows go.
The China clippers, the merry brigs
Have journeyed the road of the powdered wigs;
And the Chesapeake, queen of the sailing ships,
Holds memories only within her slips.
But in Boston Harbor the wind blows cold
On the CONSTELLATION, rotting and old.

The men who cheered as she cleared the ways,
Saw only the birth of the brave, new days
When the fastest frigate that sailed the sea
Would guard the land they had fought to free,
But a century passes, and men go, too.
She is but a ghost who was once so new;
And at Fort McHenry the breezes blow
On the flag that we saved from a foreign foe
With its bars of red and its heart of blue,
But not on the ship that the Founders knew.

to The Sun People

Whereas - Baltimore equipped and manned the first two vessels for the United States Navy and also equipped a state navy of its own comprising 25 vessels, while the Court of Admiralty commissioned 248 privateers out of Baltimore during the Revolutionary War and

Whereas - The first ranking officer of the first United States Navy was a Baltimorean and Maryland supplied more officers for that navy than any other State in the Union and

Whereas - The Frigate Constellation was launched in Baltimore, September 7th 1797, the first frigate for the present navy of the United States and at least six other war ships were built in Baltimore for the navy during the war with France 1798-1801, and

Whereas - During the War of 1812, one out of every five of the officers and one out of every eight men in the U. S. Navy were from Maryland and at least five of the sixteen ships, in service at the time, were built in Baltimore, and this city also supplied more privateers for that war than any other port in the country.

Therefore - Be It Resolved - That the Maryland Yacht Club endorses S. J. #87 as introduced by Senator Tydings and Radcliffe in the Senate and Representative Stephen W. Gambrill in the House of Representatives and petitions the President and Congress to return the Constellation to Baltimore and place her at Fort McHenry as a memorial to the naval prestige of this city in the early wars of the Republic.

Constellation made her first cruise in company with the Delaware as far south as Florida.

When the war with France began there were 22 vessels in the navy mounting 465 guns and a crew estimate of 3500.

August 1798 -- The Constellation and the Baltimore sailed to Havanna and convoyed a fleet of sixty merchantmen to the United States.

February 9th 1799 -- She captures L' Insurgente and on Feb. 1st. 1800 captures L' Vengeance after a five hour running fight.

In 1802 - Constellation blockaded the port of Tripoli, being relieved in 1804 by the squadron of Commodore Preble at the close of hostilities the Constellation returned to the U. S.

from
On January 1813, the Constellation sailed from Washington under the command of Captain Charles Stewart but was not able to pass the blockade at the Capes. Put into Norfolk where she was attacked several times and helped to keep Norfolk from being captured by the British.

After the war she went to the Barbary Coast in the squadron of Commodore Stephen Decatur and did not return until late in 1817. Next two years was on special duty in the West Indies and from 1820 to 1822 was in the Pacific squadron. 1825-27 was the flagship in the West Indies Squadron and then went to England and to the Mediterranean returning to the U. S. in 1831. In 1832 again went to the Mediterranean and then to South America as flagship of Commodore Kearney's squadron. In 1859 she was the flagship on the African squadron, returning when the Civil war broke out. September 1861 - stationed at Portsmouth navy yard until March 1862 and then cruised to Europe until she was ordered to join Admiral Farragot's fleet in the Gulf of Mexico. Was stationed at Norfolk from 1865 to 1867 and at Philadelphia from 1867 to 1870.

"Ships" Data, U. S. Navy, 1931", an official publication of the Navy Department, we find:

Gunboat Annapolis-----	Lent to state of New York.
S.S. Empire State-----	Lent to state of New York.
Battleship Illinois-----	Lent to state of New York.
Gunboat Nantucket-----	Lent to state of Massachusetts.
Battleship Oregon (Relic)	Lent to state of Oregon.

The Constellation was the first frigate of the U. S. Navy to get to sea and after a short trip along the Southern coast, she was ordered with the U. S. Baltimore to go the West Indies and act as a convoy for a valuable fleet of 60 American vessels. During the war with France (1798-1801) the Constellation put out of commission more enemy guns than the other U. S. frigates combined and her victory over the Insurgente and the Vengeance did more than anything else to bring France to terms. The Constellation also opened the war with the Barbary States 1801-1805 and was in the closing operation of that war.

Because of Baltimore's naval and privateer activities, the first act of the British in the War of 1812, was to blockade the Chesapeake and in January 1813, they came in to attack the Constellation which was lying in Hampton Roads. Later the Constellation was attacked off Craney Island but, as before, was able to evade the enemy, and on June 1813, her crew took part in a successful attack on the British fleet in Hampton Roads. When the war was over she was again sent to the Mediterranean to subdue the Barbary pirates; and from 1820-1822 she served in the Pacific Squadron. From 1825-1827, she was the flagship of the West Indian Squadron and in 1829 she was sent to Europe on special duty.

In 1832 she again went to the Mediterranean and sailed from there to South America to become the flagship of Commodore Kearney's Squadron. In 1859 she was the flagship of the African Squadron and was so employed when the Civil War broke out. She was then ordered to cruise against Confederate privateers and in 1864 joined Admiral Farragut in the Gulf of Mexico. In 1865-67 she was receiving ship at Norfolk and served a similar duty at Philadelphia 1867-70. She then became the training ship at Annapolis and recently has been stationed at Newport, R. I.

receiving ship at Norfolk and served a similar duty at Philadelphia 1867-70. She then became the training ship at Annapolis and recently has been stationed at Newport, R. I.

The launching of the Constellation also marks the period of the development of the Baltimore Clippers--the fastest vessels of their day on the ocean--and so great was Baltimore's prestige as a shipbuilding port that its merchants dominated the trade with the West Indies and nearly three quarters of American commerce was carried by Baltimore Clippers. During the War of 1812, one third of the ships in the U. S. Navy were built in Baltimore and one fifth of the officers and one eighth of the men in the Navy were Marylanders. In fact Maryland not only supplied more officers for the first U. S. Navy than any other state, but more than the New England states combined and more than all the states south of the Potomac; and when Congress again called for privateers, more of these privately armed vessels were commissioned in Baltimore than in any other port, while many of those that were accredited to other cities were actually built in Baltimore. This marine activity laid the foundations of Baltimore's commercial life, and under its influence the population of this city was doubled from 1790 to 1800, and doubled again between 1800 to 1810. This was again doubled between 1810 and 1820 and progressively doubled between 1820 and 1830 and from 1830 to 1840. The chief reason for building the Baltimore and Ohio R.R.--the first railroad in America--was to provide an outlet for the cargoes that were brought back to this port by the Baltimore Clippers; and this commerce was unquestionably the source of the fortunes of Johns Hopkins and George Peabody and even of Amos Pratt, whose endowments have meant so much in creating the educational and the philanthropic background of Baltimore.

United States 44 7/10/97 - 1861 - Burned at Portsmouth va.

Constellation 36 9/7/97

Constitution 44 10/21/97 - Rebuilt 1853

Philadelphia 36 1799 - 1803 - burned at Tripoli

Crescent 1797 - 1798 - was presented to the Day of Algiers.

The Philadelphia 36 was the flagship of Stephen Decatur, Sr. in the West Indies 1800. Captured by the Tripolitians and destroyed by Lt. Stephen Decatur, Jr. 2/16/

Chesapeake 36 1799 - 1803 - captured off Boston 6/1/1813.

Congress 36 1799 - broken up at Norfolk 1836.

Baltimore, Montezuma, Maryland, Patapsco, sold in 1801.

Enterprise lost off *Curacao*

Constellation captured Insurgente 2/9/99 - *La Deligante* et L'Union 2/1799

La Vengeance 2/2/1800. Charming Betsy July 1800.

Enterprise captures Le Cityoen March 1800. Le Seine March 1800. L'Aigle,

Le Flambeaux, La Pauline, Le Guadalupeon, (*Le Amour. De La Patrie*) 1800.

and captured the La Mahomet, *Sous* August 1st 1801.

Constellation was actively engaged in the Tripolitan War and during the

War of 1812 she was blockaded in the James River and defended the attack on

Craney Island
Boston June 20 - 23 1813. had an engagement with the 13 sail of the British Squadron under Admiral Cockburn, sinking 3 barges and capturing 43 prisoners and killing 90.

Constellation built by David Stoddart on Harris's Creek launched September 7th 1797 - more than a month before the Constitution.

Some delay in fitting out these ships, because of lack of material.

built by the people of Baltimore for the protection of their city, was given to the government as a federal fort.

WASHINGTON'S PRAYER

FOR

UNITED STATES OF AMERICA

ALMIGHTY GOD. We make our earnest prayer that Thou wilt keep the United States in Thy holy protection. That Thou wilt incline the hearts of the citizens to cultivate a spirit of subordination and obedience to government and entertain a brotherly affection and love for one another and for their fellow citizens, of the United States at large.

And finally, that Thou wilt most graciously be pleased to dispose us all to do justice, to love mercy, and to demean ~~ourselves~~ ourselves with that charity, humility, and pacific temper of mind which were the characteristics of the Divine Author of our blessed religion, and without a humble imitation of whose example, in these things, we can never hope to be a happy nation.

Grant our supplication, we beseech Thee, through Jesus Christ our Lord.

Amen.

Washington's connection with the CONSTELLATION

In Dec., 1793, Washington sent a message to Congress, stating that to win respect as a nation, we must let other nations know we would fight if necessary (in other words have a navy). After many delays, in the spring of 1794 Congress passed a bill appropriating money for the construction of 6 frigates. Pres. Washington gave the order for the building of these (which included the CONSTELLATION.) However, when we made peace with the Barbary pirates, the construction on these ships automatically stopped because of a proviso to that effect which had been included in the bill. England and France then at war, from time to time continued to seize American ships. Just before the end of Pres. Washington's second term he explained that our government was being shown contempt by this treatment and he begged Congress to complete the frigates already started so we could show the world that we could fight for our honor if necessary. Just after this Adams was elected and Congress passed a bill to complete 3 of the ships (one of these was the CONSTELLATION). So we can see that the building of our ship was something of great importance to our first President.

The Frigate "Constellation" Speaks To The President.

Though but a thing of wood; I live, I am not dead!
Though bruised my spirit is; though bowed my head;
Though shattered lie my dreams; my voice, though it be weak
Shall not now silent stay. I dare to speak!

I who have coursed the depths; have reckless roamed the sea;
And from snares of defeat snatched victory.

I, who the galling fire of fealess foe have met,
Claim now my payment of a Nations' debt.

I shall not rest! But haunting vigil ever keep;
I shall not rest! I shall not calmly sleep;
I shall not know the peace that I have truly earned
Until to Baltimore I have returned.

To Baltimore! Where first I saw the light of God's good day;
To Fort McHenry and the Chesapeake Bay;
To Baltimore! then shall I find my final station
The crowning glory in my "Constellation."

By Herbert Alger Schloss.

The launching of the Constellation, the ~~first frigate~~ in the
S. Navy also marks the period of the development of the Baltimore
clippers--the fastest vessels of their day on the ocean--and so great
was Baltimore's prestige as a shipbuilding ^{center} port during the War of 1812
that one third of the ships in the U. S. Navy were built in Baltimore
and one fifth of the officers and one eighth of the men in the U. S.
Navy were Marylanders. Moreover, when Congress again authorized the
use of privateers, as it had done in the Revolution, more of these
privately armed vessels were commissioned in Baltimore than in any
other port, while many of those that were accredited to other cities
were actually built in Baltimore. The naval accounts of the early
wars of our Republic redound with the names of Barney, Decatur, Rogers
Porter, Murray, Boyle, Stafford, and others who laid the foundations
of the U. S. Navy and whose traditions are remembered by song and story
in the Navy today. By 1800, Baltimore also dominated the trade with
the West Indies and by 1812, nearly three quarters of American commerce
was carried on by Baltimore clippers. This marine activity laid the
very foundations of Baltimore's commercial life, and under its influence
the population of this city was doubled from 1790 to 1800, and doubled
again between 1800 and 1810. This was again doubled between 1810 and
1820 and progressively doubled between 1820 and 1830 and from 1830 to
1840. The ^{hub} reason for building the Baltimore and Ohio R. R.-- the first
railroad in America--was to provide an outlet for the cargoes that
were brought back to this port by the Baltimore Clippers; and this
commerce was unquestionably the source of the fortunes of Johns Hopkins
and George Peabody and even of Amos Pratt, whose endowments meant so
much in creating the educational and the philanthropic background of
Baltimore.

The Constellation and the Constitution are the only ships that are
left of the original U. S. Navy. The Constitution has been given to
Boston she was built in that city and by the same token the Constel-
lation should be returned to Baltimore where she was built and manned
by a Baltimore crew. The Constellation was named for the galaxy of
stars in the star-spangled banner of the U. S. Navy.
she gained the first conspicuous victory of

first two Secretaries of the Navy were Marylanders, and under their administration this country successfully fought its two exclusively naval wars.

The Constellation was the first frigate of the U. S. Navy to get to sea and after a short trip along the Southern coast, she was ordered with the U. S. Baltimore to go to the West Indies and act as a convoy for a valuable fleet of 60 American vessels. During the War with France (1798-1801) the Constellation put out of commission more enemy guns than the other U. S. frigates combined and also opened the war with the Barbary States (1801-1805) and was in the closing operations of that war.

The Constellation and the Constitution are the only ships of the original U. S. Navy that are left and the Constellation belongs as much to Baltimore as the Constitution does to Boston.

This period also marks the development of the Baltimore Clippers-- the fastest ships of their day--and by 1812, nearly three quarters of American Commerce was carried by the Baltimore Schooners. With their important naval and commercial background, we hope that the Maryland Delegates in Congress will make every effort to have the Government station the Constellation at Fort McHenry, the birthplace of the Star Spangled Banner and a national shrine as a naval memorial to Baltimore participation in the early wars of the Republic and in the development of American commerce.

Memorandum 12 guns were taken from Fort McHenry for mounting on the Constellation & 12 more were sent to Philadelphia for the frigate to help her in the fight with the Barbary States, so that she could get to sea.

The Constellation belongs to Baltimore as much as the Constitution belongs to Boston. She was built here by name ^{George} ~~John~~ Adams and was named for the galaxy of stars in the flag of the United States which inspired Thomas Scott Key to all it. The Star Spangled Banner has been made a national shrine & Fort McHenry has been made a national shrine & is a great monument to the people of Baltimore. It is the duty of the Government in Congress shall return her to her birthplace.

stars in the flage of the United States which inspired Francis Scott Key to write our national anthem--The Star Spangled Banner--during the defense of Baltimore, the only large city on the American seaboard over which an enemy flag has never flown.

Baltimore is not asking the government to give it up. We want her to belong to the National government and only ask that she be stationed at Fort McHenry-a government reservation and a national shrine--and used as a memorial for those trying days when Maryland gave the District of Columbia to the nation as a home for the Federal government and when Baltimore did so much to organized the U. S. Navy.

Moreover Baltimore does not want the Constellation rebuilt. A few repairs may be necessary but as she stands, this first frigate and oldest ship in the U. S. Navy is a tribute to the skill and workmanship of the old Baltimore shipbuilders, and if she is placed in a concrete dry dock at Fort McHenry, she can be preserved for another

Moreover Baltimore does not want the Constellation rebuilt. A few repairs may be necessary, but if this first frigate and oldest ship in the U. S. Navy is placed in a concrete dry dock and stationed at Fort McHenry, we believe that she can be preserved for another hundred years as a tribute to the skill and workmanship of the early shipbuilders of Baltimore. We plead with you to write to President Roosevelt and your representatives in Congress and ask them to use every effort to have the U. S. Constellation returned to Baltimore and used as a naval memorial to this city's activities in the cause of national defense in the early wars of the Republic.

U. S. Navy.
the gunnery officers to the U. S. Navy the the whole of the English, Corbitt, or all of the others south of the Potomac, as the son of Maryland to director, Rogers. Porter, Murray, Barry, Boyle & others whose efforts have the way, other Maryland who have done efforts are mentioned in the songs or stories of the U. S. Navy today



"The Star-Spangled Banner"

Victory Flag of Fort McHenry, 27x36 ft., which inspired Key's Song, Sept. 14, 1814. Restored 1914, and on exhibition at the U. S. National Museum, Washington.



The Baltimore Flag House, 1793-1928

844 E. Pratt St. Cor. Albemarle

The Home of Mary Young Pickersgill, 1776-1857, where she made the flag which after 24 hours bombardment of Fort McHenry proclaimed deliverance for Baltimore, and a century of peace and prosperity for the Nation.

Permanent Berth At McHenry For Old Naval Ship Planned

Flag House Group Backs Proposal To Bring U. S. S. Constellation Here By Defenders' Day—Dr. Iglehart Named Head Of Association.

Plans for bringing the U. S. S. Constellation to a permanent berth at Fort McHenry on or before Defenders' Day, September 12, were revealed at the first annual meeting of The Star-Spangled Banner Flag House Association yesterday at the War Memorial. Completed and prospective plans in connection with the maintenance of the Flag House at Pratt and Albemarle street as a national shrine were announced, and Dr. James D. Iglehart was elected president of the association.

The Constellation, built in Baltimore in 1794, and said to be the oldest frigate in seaworthy condition possessed by any navy in the world, will be brought to Baltimore from New London, Conn., as soon as necessary docking arrangements can be provided at Fort McHenry, Dr. Iglehart said. The facilities must be provided by private gifts and will cost about \$20,000, it was said.

Referred To In "Chronicles."

The Constellation was one of the frigates ordered by the Government

rates. In the "Chronicles of Baltimore," by Thomas J. Scharf, occur a number of references to her, among which are the following:

"At the navy yard of David Stodler, Harris creek, on the 9th of September (1797) was launched the United States frigate Constellation, of thirty-six guns. Capt. Thomas Truxton was appointed to command her.

"Capt. David Porter, Sr., established the signal-house on Federal Hill, opposite, but near to and in sight of the town, by which the approach of public and private vessels to the Bodkin and North Point is immediately known."

Rodgers Aided in Capture.

Another reference is as follows:

"John Rodgers and Andrew Sterrett were appointed lieutenants in the navy, and David Porter, Jr., midshipman, were on board the Constellation and contributed by their gallant behavior to the capture of the Insurgente, French frigate, on the 9th of February, 1799. Besides the above Baltimore gentlemen, there also entered the navy at about this period Messrs. John Ballard, William Peterken, Charles Ridgely, and another ship was fitted out and called the Patapoco, to be commanded by Captain Geddes."

[Lieut. John Rodgers later became a famous Commodore and founder of a prominent Maryland and navy family. Two of his great-grandsons have attained fame during the last few years, Calhoun F. Rodgers, the first man to fly across the American continent, having been killed when his bi-plane fell at Long Beach, Cal., in 1912. Commander John Rodgers, with the crew of his seaplane, was rescued in the Pacific following an unsuccessful California-Hawaii flight after being lost nine days. The rescue was effected near the Hawaiian Islands by a submarine. He later was killed when his plane crashed near Philadelphia.]

The Insurgente, the chronicles relate, "was captured by Captain Truxton, brought here and fitted out, but was, with Capt. Patrick Fletcher and all the crew, lost at sea the ensuing winter."

Popular Officers Well Treated.

The manner in which popular officers were treated by their men in the early days of the navy is told in the following quotation from the chronicles: "On Monday morning, July 1, 1800, a number of seamen, lately belonging to the Constellation, to evince their respect to their former lieutenant, John Rodgers, carried him through the principal streets of Baltimore on a chair elegantly decorated. On passing Market street (Broadway), Fell's Point, the procession was greeted by a discharge of cannon."

Besides its encounter with the Insurgente, the Constellation won "a brilliant victory" over another French frigate, La Vengeance, in 1800. Dur-

ing the entire war of 1812 she was blockaded at Norfolk, but in 1815 she was a part of Decatur's Mediterranean fleet and was of the squadrons that captured the Moroccan vessel *Mushouda* after a conflict.

Wilbur Said To Back Plan.

The movement to bring the frigate to Fort McHenry has been conducted by the Society of the War of 1812. A committee of that organization interviewed Curtis D. Wilbur, Secretary of the Navy, and said that he would agree to the plans. The Flag House Association adopted a resolution to endorse the movement conducted by the Society of 1812.

In his report as chairman of the House committee, Dr. A. B. Bibbins told of the work of restoring the Flag House, in which Mrs. Mary Young Pickersgill made the flag which, after twenty-four hours' bombardment, proclaimed deliverance for Baltimore in the battle of North Point and Fort McHenry.

Fireplace Discovered.

The room, which apparently had been used as a kitchen more than 100 years ago, was found to have no fireplace, the only evidence of heating arrangements being a hole evidently intended for a stove pipe. Dr. Bibbins said. As stoves were not in use when the room was a kitchen, it was realized that a fireplace must have been walled up.

After a careful examination of the walls had been made a fireplace was discovered. The reason for its having been walled up was found to be the weakness of the supports of the arch, which have now been strengthened, Dr. Bibbins reported. Six Colonial mantles are needed for the house, one already having been donated from a nearby house, he said.

Donations Are Reported.

Mrs. Bibbins, chairman of the gift and loan committee, reported a number of loans and donations of articles of historical significance related to the early days of the house. The donations included flags, paintings, furniture, books and other articles.

A total of \$1,500 is still being sought by the association to "make the Flag House a creditable shrine." Walter W. Beers and Mrs. Reuben Ross Holloway, chairman of the campaign fund committee, reported a gratifying response from all parts of the country in the matter of membership and financial support and in membership, which it is hoped can be maintained at about 1,000.

Theodore R. McKeldin, secretary to Mayor Broening, assured the association of the continued interest of the city government in the project.

Other Officers Named.

Besides Dr. Iglehart those elected were:

- First Vice-President—Dr. A. B. Bibbins.
- Second Vice-President—Miss Harriet P. Marine.
- Recording Secretary—Miss Elizabeth Guy Davis.
- Corresponding Secretary—Miss Florence P. Sadler.
- Treasurer—Mr. Beers.
- Historian—Mrs. A. B. Bibbins.
- Counsellor—Richard M. Duvall.
- Chaplain—Rev. Dr. E. L. Watson.
- Mrs. Miles White, Mrs. Oscar B. Coblenz, Mrs. Robert Welch and Judge Walter I. Dawkins were chosen as directors for three years.

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Will YOU not honor yourself and your country, by helping restore the Flag House, birthplace of the Star-Spangled Banner Victory Flag of Fort McHenry, 1814, which inspired Key's National Anthem.

Send subscriptions	\$	or
Active Membership	\$1.00	annually
Junior	1.00	"
Sustaining	5.00	"
Life	\$25.00	

Send Checks to Flag House Association, Walter W. Beers, Treas., 1219 Public Bldg., Baltimore, Md.

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