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dence to the church, and it is said that the procession of carriages and people on horseback was a mile and a half long. Rev. Dr. J. P. Wilson, Sr., of the 1st church in Philadelphia, delivered the memorial discourse, and then all that was mortal of the beloved pastor was committed to the dust. He had expressed a desire that he might be buried in the spot over which the pulpit had stood in the first meeting-house, where William Tennent had preached. This wish was sacredly respected, and there he now reposes, awaiting the morning of the resurrection. On a horizontal marble tablet over his grave is the following inscription:

REV. NATHANIEL IRWIN

DIED MARCH 30, 1812

Aged 65 years, 4 mos. and 15 days.

To this sad tomb, whoe'er thou art, draw near;
Here lies a friend to truth; of soul sincere,
Of manners unaffected, and of mind
Enlarged; he wished the good of all mankind;
Calmly he looked on either life, for here
His peace was made, and nothing left to fear."

Admiral John A. Dahlgren, U. S. N.

BY REV. D. K. TURNER, HARTSVILLE, PA.

(New Britain Meeting, October 27, 1885.)

Our county has been the birthplace of many eminent men, and the residence for longer or shorter periods of many others, who have been distinguished in the learned professions, in the political arena and in the history of the national army and navy. Of the latter class was the subject of this sketch, Admiral John A. Dahlgren, who owned a farm, on which he resided three and a half years, in Warwick township, near Hartsville. It is not inappropriate, therefore, to review the incidents in his career and the important services he was able to render to his country both previous to the late Civil War and during that great struggle.

He sprang from a family in Sweden, whose founder's name was Borje Ericsson, but by royal license his ancestor was permitted in 1615 to take the name of *Dahl-gren*, meaning a *bough*

or *branch* of Dahlen, the place where he lived. The great mechanical engineer, Ericsson, is a native of the same country, and the two may have been distant relatives. This seems the more probable from the fact that the surname Eric is found more often than any other in the genealogical family record, which can be traced back unbroken to the sixteenth century. The late admiral's grandfather was a doctor in medicine, a graduate of the University of Upsala, a pupil and particular friend of the great naturalist, Linnæus, and the chief physician or assessor of the province of Finland. His father, also a graduate of the same university, was a man of unusually large stature, being six feet four and a half inches tall and of otherwise imposing proportions, and while young, traveled extensively, making frequent journeys into the regions of the North within the Arctic circle. Being strongly in favor of political liberty he attempted to disseminate Republican ideas, and was obliged in consequence to flee from his native land when he was about twenty years of age, and after suffering the confiscation of his property by the royal government and wandering through various countries of Europe he embarked from Spain for America, and arrived in New York in December, 1806. After a time the authorities of Sweden became reconciled to the young patriot so far as to appoint him consul at Philadelphia, an office which he held till his death in 1824, being regarded by all his fellow citizens as worthy of the utmost confidence on account of his strict integrity, intelligence and sound judgment. He was often appealed to as arbiter to settle disputes, and his decisions were uniformly accepted as final. His motto, "Candor and Fidelity," guided his course as a merchant and marked all his transactions. His son John was his oldest child and was born November 13, 1809, in a house which was long since pulled down, on a site corner of Third and Walnut streets, Philadelphia, where now stands the large public building, "The Exchange." The mother's maiden name was Martha Rowan, daughter of James Rowan, who was a Revolutionary soldier, served as commissary in the brigade of General Lacey and met with heavy pecuniary losses by advances to the U. S. government for the purchase of supplies which were either not repaid or paid in Continental money that ultimately became worthless. He was present in the battles of Germantown and

Princeton. John was sent in his early boyhood to a Quaker school on Fourth street near Chestnut, and taught Latin and mathematics, and his father, who had himself received a thorough classical education, superintended and directed his studies with great interest, occasionally visiting the recitation-room and hearing classes. With this guidance and encouragement the lad became at an early age well versed in Latin, Spanish, geometry and surveying. When he was about 14 years of age his father died, leaving his mother with four children with little means of support; for though successful in business he was so generous in his contributions to every meritorious public enterprise, that a very limited property remained at his death. The lad had not the advantages of fortune at the outset of his career, nor was he compelled to incur the temptations that often accompany it. His home was near the Delaware river, and he often saw on its waters vessels of the navy that had gained renown in the war of 1812 with Great Britain. The frigate "Raritan" was there, and the "Pennsylvania," which in May, 1861, was burned by the Confederates at Norfolk, Va. The novelist, Cooper, had recently published the romantic tale of the sea, "The Pilot," which John read, and which captivated his imagination and assisted in turning his mind to the navy as the theatre in which he might act well his part in life. While at school he made most commendable proficiency in his studies, and one of his teachers said that during the two years he had been under his care he had obtained more honors than any of his other pupils, having secured one gold medal and four other prizes. When about 16 years old he made application to the Secretary of the United States Navy for the position of midshipman, and being recommended by Hon. George M. Dallas, Judge Richard Peters, Hon. Daniel H. Miller, representative from his district in Congress, the Speakers of the State Senate and House of Representatives, and a large number of other distinguished men, after about a year's delay he received the appointment. Shortly before this time he began keeping memorandum books, in which every day or two he put down what seemed of interest or importance to him, and which he continued many years. From these manuscripts the published memoir of his life, forming a large volume, has been principally prepared. He was methodical in his habits and exact in his

statements, and this private journal contains many notes in reference to important events and men in high position that are of peculiar value.

During the interval in which his application for employment in our navy was held in suspense, he received from the consul general of Columbia, South America, offers of a midshipman's and a lieutenant's berth in the service of that country, which he declined with the view of remaining under the flag that waved over the land of his nativity. To qualify himself more fully for the profession he intended to pursue, he shipped as a common sailor on a brig that was to make a voyage to Cuba. On the way out the crew experienced a severe gale, in which several vessels were lost, and on their return they passed through one of the most violent tempests that ever visited the coasts of the United States, lasting from the 29th of May till the 4th of June, six days, during which time more than fifty vessels with all their crews were lost. On June 18, 1825, Dahlgren landed safely in Philadelphia. On February 1, 1826, he received a letter from Hon. Samuel L. Southard, then Secretary of the Navy, apprising him that he was appointed acting midshipman; that he would be on probation six months, and if at the end of that time, spent in service at sea, his character, talents and qualifications were commended, a warrant would be sent him, entitling him to pay from the beginning of his actual service. He was now 16 years of age, and according to orders he repaired to Norfolk and stepped on the deck of the "Macedonian," April 25, 1826, a fatherless boy with no wealth, rank or social influence to sustain him, dependent on his own energy and industry for success in the arduous and sometimes perilous path he had chosen. About the middle of May the frigate left the harbor on a voyage to Brazil. Two or three weeks subsequently, when he was out in mid-ocean, he records in his journal:

"A very unfortunate accident happened to me this evening. It was my mid watch from 12 till 4 o'clock. I was very sleepy and the night very dark; in walking to and fro the quarter-deck I missed a step and was instantly precipitated down the hatch."

After lying in his hammock a few days in great pain he was able to be on duty again, and suffered no further injury from the mishap which might have cost him his life. In July they

crossed the equinoctial line, at which point it had been customary in the navy for the older sailors to put the new ones through the process of "ducking and shaving," but Commodore Biddle, in command of the ship, would not allow it, considering it opposed to true discipline. This kind of "hazing" has been thus described:

"On crossing the line, a sailor personating 'Father Neptune,' arises all dripping from the briny deep, and appears on the quarter-deck adorned with frosted beard, bearing his three-tined sceptre and wrapped in his mantle. All his subjects at once crowd around him. Then he sternly demands the new-comers, whereupon those unlucky wights are presented. Stretching forth his trident, 'Father Neptune' orders that they shall be installed as his leal followers, when the poor sailor is at once seized and seated upon a cask, which is filled with water and has a trap door at the top. After he has been rudely shaved with an iron hoop the trap is suddenly sprung, and he gets a ducking amid the uproarious laughter of the jolly lookers-on."

The ship visited Rio Janeiro, Bahia and Montevideo, and on the ocean between these cities the commodore kept the crew tacking and veering from side to side in various directions, practicing the midshipmen and other officers in the duties which were to be the work of their future lives. Dahlgren received permission also to visit Buenos Ayres in another ship, which was to go there, and after an absence of about a month he rejoined his own vessel, the "Macedonian." On this cruise to South America the frigate was away from the United States more than two years. On their return voyage, not long after it left Rio Janeiro, the small-pox appeared on board. Every precaution was taken to prevent its spread, but in vain, and at one time, before they reached home, there were no less than forty-five cases in that one ship's company. Day after day the dead were consigned to the deep with their clothing and bedding, and it was only when the cool breezes of the northern November began to be felt that its virulence abated. Dahlgren escaped with a slight attack, but years after, when admiral, he used to allude to the awful scenes that transpired on that pestship, and never without emotion. The "Macedonian" had been one of the finest "men of war" in the British navy, but was captured by Decatur in 1812, and came under the flag of the Union. Commodore Biddle was a stern disciplinarian, and young Dahlgren's novitiate was passed under tuition and influences calculated to make him a capable and efficient officer.

After a few months' vacation he was directed to go to New York and report on board the "Ontario," a sloop of war of twenty-two guns, that was to make an extended cruise in the Mediterranean. One object of the voyage was to convey Col. Lee to Algiers, who was to act there as consul general for the United States. It was a custom at that period of our country's history whenever a new consul came to Algiers that a considerable sum of money should be presented to the Dey, a kind of tribute given by this nation to that uncivilized freebooter, to induce him to abstain from plundering our merchant ships in those waters. It is humiliating to our national pride to reflect that we ever occupied the position of appearing to give tribute to any power for immunity in commerce on the high seas! Dahlgren remarks in his journal, "A little of our native iron would have been vastly better." However, after placing Col. Lee at his destination, the "Ontario" was obliged to cross the Mediterranean to Gibraltar to procure the necessary funds, specie in six boxes, amounting to \$17,000, which was paid to the barbarian prince because there was a change in the consulate! The ship visited many cities and towns on the coasts of France, Spain and Italy, and went as far east as Smyrna, in Turkey, in the progress of which voyaging more than two years passed away, when being transferred by the department of Washington to another vessel, which was soon to return to the United States, he found himself in Norfolk again on the eve of his 22d birthday, November 12, 1831. During this cruise Dahlgren witnessed the departure of the French fleet to Algiers, which secured the transfer of that part of Africa to the control of the French Empire, and the humbling of the crescent before the cross.

Before midshipmen could be fully installed in the naval service an examination was required, and instead of employing three months' vacation, which was allowed him in idleness or recreation, he asked permission to spend it in the Naval School at Norfolk, which was the precursor of the Naval Academy now at Annapolis. On leaving the "Ontario," he was recommended by Capt. Stevens to the examining board in the following terms:

"Midshipman John A. Dahlgren has served in this ship for two years under my command to my perfect satisfaction, and I desire to present him to the board as possessing in an eminent degree those attributes of the

officer and seaman, which will, I trust and believe, eventuate in much future usefulness to his country and reputation to himself."

Seventy young men were placed on the list of midshipmen in 1826, and in 1832 thirty-one of them passed the examination, Dahlgren appearing number nine. In 1866, forty years after those seventy young men first entered the service, some of them had died, some resigned, some were on the retired list, and only nine were on the active list. Of these nine two were rear admirals, four commodores and three captains. One of the rear admirals was Dahlgren.

At the close of the examination he received a "Passed Midshipman's" warrant and having been nearly seven years in his apprenticeship he was anxious for promotion, but he was not immediately gratified. Ordered to a M. S. receiving ship at Philadelphia, he found his time not fully occupied, and studied law, making careful notes on Blackstone, until his health became impaired and he was obliged to ask leave of absence, which continued until February, 1834, when he was assigned to duty on the coast survey, which was then renewed by the energy of General Jackson's administration. Here he showed remarkable skill and proficiency in mathematics, and was employed by Mr. Hassler, the chief director of the work, as his assistant in the triangulation of the survey, in fixing the base on Long Island, in making observations of the solar eclipses of 1836, and at length received charge of a party of triangulation. In reference to this last fact it has been remarked, that "no higher compliment could be paid to his mathematical ability than this, for no other naval officer had ever held this position." In 1837 he was promoted to the lieutenantancy, but during this year he was threatened with blindness, in consequence of excessive use of his eyes in taking observations and making calculations in the survey. It was natural that in that gloomy period he should become somewhat despondent, but his friends rallied around him with words of encouragement and cheer, and one of his brother officers wrote to him in these prophetic terms:

"Keep up your spirits and remember that Heaven has given you talents of no ordinary kind, and those talents may still reap both fame and honor to you, until Admiral Dahlgren's flag has been seen upholding the reputation of his country in the farthest seas."

That he might, if possible, recover his sight, he asked permission to visit Paris and consult some eminent oculist. Influential friends interested themselves for him, and Mr. Hassler, superintendent of the coast survey, wrote to the Secretary of the Treasury, requesting that the lieutenant might still be continued in that branch of the service, and representing that he might be useful in the foreign capital in collecting instruments and material of value to the survey. These statements had such force that the President consented that his pay should be continued during his absence for a limited time. On his departure for France he took with him most complimentary letters of introduction from eminent men; from Edward King, of Philadelphia; Hon. Levi Woodbury, Secretary of the Treasury; from the Secretary of the Navy and others. In Paris he was under the care of the celebrated Sickel five months, and received most gratifying attentions from Hon. Lewis Cass, then minister resident at the Court of St. Cloud, and others, which rendered his sojourn there as agreeable as possible for one in his state of health. At length his vision had so far improved that he ventured to return to the United States. But an effort to resume work showed that he needed a still longer season of rest, and he was excused from duty with the assurance from the navy department that they would be happy to assign him to active service as soon as his health would permit. About this time, when clouds hung over his future prospects from weakness of sight, he was united in marriage to Miss Mary C. Bunker, an unusually lovely lady, daughter of a merchant in Philadelphia. He was now advised by an eminent physician in the navy to try the effect of a protracted residence in the country. Accordingly a farm of about 60 acres was purchased near Hartsville, in Bucks county, where he resided with his family until May, 1843. A year previous, however, in May, 1842, his eyes had so far recovered their tone that he was able to return to duty, and ever after during many years of exacting use of them they never gave way. This favorable result sprang from the judicious forbearance of the national government toward an officer whose vigor had become impaired by exhausting and too long continued labors in its service. During his residence on the farm the same industry and careful method in attention to details, which were habitual to him on board ship.

appeared in the management of his agricultural pursuits. He kept a record of the weather, of the effects of storms and sunshine upon the crops, of receipts and expenditures, and made numerous reflections upon atmospheric changes, the proper treatment of stock and the care of a dairy. His mind was ever active and at work, in whatever position his lot was cast. Three of his children, Charles, Elizabeth and Ulric, were born at his home near the Neshaminy. When he discovered that his eyes had been nearly restored to their natural vigor, he removed to Wilmington, Delaware, which was more accessible from the receiving ship in Philadelphia, where his orders called him at that time. In the autumn of 1843 he was appointed flag lieutenant of the U. S. steamer "Cumberland," and made a cruise in her to the Mediterranean. On the way the ship stopped at Boston, and the lieutenant called upon Mr. Ticknor, of the firm "Ticknor & Fields, Publishers," and saw his library of 13,000 vols., in Greek, Spanish, German, Italian, French, Portuguese and English; and Mr. Ticknor said that "he himself read all these languages fluently." On the voyage he had assigned him as his division of the armaments of the vessel, four "Paixhans," or shell guns, and he was sometimes ordered to fire shells on the ocean to accustom the marines to the management of cannon. In this practice he displayed great aptitude and skill, and gave indications of the genius for ordnance, which afterward proved of so much value to his country. He was indefatigable in drilling his men, and remarks in his journal at one time, "The Second Division, my own, did the best firing; their volley was like one crack." In this voyage he visited Italy, Greece, Smyrna, Syria and Alexandria, as well as various towns along the coasts of France and Spain. Lieutenant Foote, afterwards admiral, was an officer on board, and Dahlgren says of him, "Foote is a warm friend to me, and never suffers any chance to pass of manifesting his feelings. His high standing as an officer and a man makes this very valuable to me." After an absence of two years the steamer sailed for the United States, and the lieutenant again found himself the happy recipient of hearty congratulations for his safety in the bosom of his own family.

In 1847 orders came for him to repair to Washington and engage in duty relating to ordnance, and he now commenced those

labors and experiments, by which his genius enabled him to invent appliances and fixtures, that have raised the science of gunnery to a high degree of perfection. Among the first things that were committed to his investigation, was the Hale system of rockets. New cannon had been recently introduced into the navy, and he must determine their ranges and other properties, but he discovered that they lacked accuracy and power, and the largest of them were deficient in endurance. While engaged in inspecting locks, fuses, shells, powder-tanks, etc., he was contriving guns that would be superior in force and certainty of aim to any then known. On the 1st of July, he took to the navy yard a cannon lock he had invented sometime before, and in three weeks he noticed that the men in the government workshop were making locks on the very principle of his. In July, the professorship of gunnery in the Naval School, at Annapolis, was tendered to him, but he declined it, as he considered his position at the navy yard at Washington preferable; however, at the request of the Secretary of the Navy, he consented to go to the school twice a week and perform the work there in addition to his own.

In 1848 he removed his family from Wilmington to Washington, being allowed by the government a special grant of \$500 to enable him to do it. He proposed the use of boat howitzers, and after many objections the idea was adopted, and consent was given by Commodore Warrington to try them. The lieutenant says, "The first trial was a little bronze howitzer of my design, of 220 lbs., cast in an old brass furnace, bored and finished on a lathe. This piece was to initiate a system. The boat armament dates from this small beginning." On this plan a "howitzer, complete in every detail, lock, sight and carriage, also the ammunition and equipments, was sent to Boston for the ship *Adams*, the first shell gun of that kind ever made by the United States for the naval service." Others were ordered like it soon after in rapid succession, and a saving of thousands of dollars every year was effected for the government. About this time, in 1849, the bursting of a cannon, which was being fired at a target under his direction, killed the gunner at his side, and came very near costing him his life. This led him to investigate the causes of such accidents with great care and solici-

tude, and to seek such improvements in ordnance as would prevent similar catastrophes; and he made at the time an able report to Commodore Warrington on the causes which produced this disaster. Soon after this, in January, 1850, he submitted to the commodore, a draught of a nine-inch shell gun of 9,000 lbs., "made entirely after his own views," and a fifty pounder to weigh 8,000 lbs., which were immediately cast at the West Point foundry. Soon after the navy department adopted them, and also the boat howitzers, which were in constant use in the War of the Rebellion. As many as 200 light cannon of Dahlgren's invention were called for at one time, and Admiral Farragut even took them up among the rigging of some of his vessels when he was passing rebel forts on the Mississippi.

In 1851 Dahlgren wrote a work on the "System of Boat Armament in the United States Navy," of which system he was the founder. At the request of the naval committee of the House of Representatives he wrote in 1852 an extended treatise on heavy cannon for its information in preparing a bill for the construction of a ship of war. His nine-inch, ten-inch and eleven-inch guns were adopted by the government, and orders were given for the casting in different cities of 184 of them in one year. In 1855 he was promoted to be a commander with a corresponding increase of salary, and many congratulations were sent him from officers and other friends, and all regarded the honor as well deserved. The "Plymouth," a vessel of war, was placed in his charge and fitted out with guns of his construction for a test of the value of heavy ordnance at sea, in which he sailed to Europe and to Cuba. At this time Commodore Joseph Smith wrote of him, "Commander Dahlgren is the best ordnance officer in the country and the navy is under the greatest obligations to him for improvements introduced."

In 1856 he prepared and published a large work on "Shells and Shell Guns," of which the government ordered 300 copies in advance, and which was pronounced by an English captain to be the best work ever written on that subject. In 1858 he made a third voyage in the "Plymouth" to the West Indies and to Mexico, and the two following years was at the head of the ordnance department in the Washington navy yard.

In 1859 he planned and submitted to the Secretary of the Navy

draughts for heavy rifled cannon, which were then made in Washington for the first time. The same year the Prussian government adopted his system of boat armament in the navy of that country.

In 1860 Commander Dahlgren made a "Report on Rifled Cannon and the Armaments of Ships of War," which was sent to the Secretary and by him transmitted to the House of Representatives and ordered to be printed, and this was soon succeeded by another on the "Armature of Ships of War, with Reference to their Power of Resistance of Projectiles," in which he advocated the construction of plated ships, as he had done repeatedly eight years before. Not long after this he wrote a book on "Ships and Forts," which would have been printed had not the rebellion occurred and at once claimed all his energies. When the memorable contest took place between the "Merrimac" and the "Monitor," the latter was armed with two of the Dahlgren eleven-inch guns, and that little vessel, looking like a hat floating on the water, alone prevented the rebel ram from destroying the shipping in all our Northern ports where the water was deep enough for her to enter. When the insurrection commenced he was obliged to act as commandant of the navy yard at Washington, and also as chief of ordnance, two offices, for which duty he only received the pay of the inferior office. Before this period the law had required that the commandant of that yard should be a captain, and as Dahlgren had not been raised to that rank, being only a commander, Congress passed a law specially providing that the head of the yard might be chosen from captains or commanders, that he might be placed fully in authority there.

In 1861 the Secretary of the Navy, in his annual report to Congress, refers to Commander Dahlgren in these words:

"The distinguished commandant of the Washington navy yard, whose services are as valuable to the country and entitled to as high regard as those of the most successful flag officer who commands a squadron."

He was devotedly attached to the cause of the Union during the whole struggle for its preservation, and at the very beginning of the conflict he showed the most courageous and disinterested patriotism. Soon after the inauguration of President Lincoln, April 18, 1861, he wrote in his journal:

"It has now leaked out that Virginia seceded on Tuesday, secretly, in

order to grab the public property that is within her borders, and it is rumored that the Norfolk yard and Harper's Ferry have been seized. Everyone believes, too, that a body of men are on their way to take Washington, and the alarm is intense. There are but 1,000 United States troops here and 1,200 to 1,600 district volunteers. No troops have arrived from the North, though they have talked prodigiously. In the evening the railroad brought 600 or 700 men in poor order. This was the critical night, and the chance for the South."

Two days after, April 20th, he writes:

"In the evening coming down Pennsylvania avenue I halted at Four-and-a-half street, among a crowd gazing at the Sixth Massachusetts Regiment, which was on its way from the Capitol to visit the President at the White House. It was massed in solid columns. Presently the music struck up, and the regiment moved on. I waved my hat. But one other was raised in the dense crowd around me."

After the war the admiral always reverted to this precise period as one of transcendent importance in the destiny of the nation. Being in command of the navy yard at the national capital he was at once engaged all day and part of the night in taking measures for its defense against the Confederates, in arming steamers on the Potomac and sending them down the river to various points where they were needed. He was also obliged to defend the bridge above the yard, and was often visited by President Lincoln and the Secretaries of War and the Navy, and was in constant communication with them about means and plans for the restoration of the Union. He was at Alexandria when the place was taken from the Southerners and Col. Ellsworth killed, and conveyed the body in his own steamer—the one he had for his own official use—to Washington. In the afternoon of that day President Lincoln and his wife drove to the yard to see the remains, and as they were not just then in readiness he was asked to go with them around the grounds in their carriage. The President inquired of him about the propriety of removing the remains to the White House, and Dahlgren suggested that he should consult his own feelings entirely. At that time the President seemed much exercised in regard to what should be done with the rebel prisoners taken at Alexandria. Colonel Ellsworth's body was taken to the Presidential mansion and conveyed thence to its last resting place. When the oath of allegiance was offered to the workmen in the navy yard three objected to taking it and Commander Dahlgren turned them out on

the spot. He was in company of the President and several members of the cabinet one day on board the steamer Pensacola, when the President said to the Secretary of the Navy, "I will make a captain of Dahlgren as soon as you say there is a place." The Secretary of War followed, saying,

"That if the President would transfer him to the army ordnance he would put him at the head of it and make him a brigadier general."

He was often consulted by General McClellan, and says, November 30, 1861,

"I was with General McClellan by appointment in the evening. I found him just finishing dinner with the Prince and Count of Paris, who soon left when I entered, conjecturing business."

Not long after he was at the soiree of the Dutch minister.

"The British minister was not there nor our own Secretary of State. The diplomatists were all full-mouthed with the English view about Mason and Slidell, which made me indignant. May she again tread on their necks as she has done before now. The Prince de Joinville talked with me at length."

As an illustration of what some of our young officers did in emergencies in the late war a fact may be given here, which Commander Dahlgren mentioned in regard to his son, Ulrich. He states,

"That a letter in the *Herald* speaks of Ully having ridden 25 miles in two hours over bad roads to bear an order from Gen. Burnside to Sigel for the latter to hurry up to give help in battle. He reached Sigel about six p. m., then started back at 10 o'clock in the evening and got to Burnside about 5 o'clock in the morning, 50 miles in half a day."

This young man, son of the commander, was a brave, energetic and daring officer; he became a colonel at 21 years of age, lost a leg at Gettysburg and was killed by a party of rebels in ambuscade in Virginia. Before his body was recovered Dr. Sunderland, pastor of the First Presbyterian church in Washington, which Captain Dahlgren's family attended, preached a sermon on the death of the young hero. His father says in his diary,

"The large building was perfectly jammed by the crowd, who listened for two hours and ten minutes so quietly that a pin drop might be heard. After it was finished Mr. Morris, a member of the House from N. Y., expressed his wishes that the discourse should be printed and spread broadcast."

It may not be amiss to mention here that Ulrich was baptized, with two other children of the household, at Neshaminy, in his

infancy, by Rev. Dr. James P. Wilson, then pastor at that place.

In 1863 a vote of thanks was given to Captain Dahlgren by Congress, and soon after he was appointed rear admiral for his distinguished services and abilities. The date of his commission made him the sixth admiral and officer on the list of the navy. The same year Congress established a "National Academy of Science," with 50 incorporators, of whom the admiral was one. In April of that year he visited the naval posts in the West, and in the course of his tour was at Pittsburg, Cincinnati, Louisville, Cairo and St. Louis. May 17th he remarks in his journal, "President Lincoln drove to my office at the yard and took me to town. He was full of jokes and we had some hearty laughs." Admiral Dahlgren then left for New York and Reading, Pa., to see about the casting of some cannon. A few weeks after this he was ordered by the government to take command of the fleet in Charleston harbor in place of Admiral Dupont, and to co-operate with Major General Gillmore in a plan for the capture of that city. To prepare for that duty he went to New York, and learned while there that Admiral Foote was dangerously ill at the Astor house. He says,

"Little anticipating anything serious, I went there and soon learned that his illness was considered fatal. On entering the room he expressed gladness at seeing me and began to converse, but the oppression at the chest caused me to withdraw lest he might suffer from the exertion. In the afternoon I called again; he was still as pleasant as ever and more easy, so that I remained some time before I took leave."

The next day he writes,

"Called to see my friend. Alas! he was unconscious and had in reality taken his leave of earth and I had to return to Washington, and thus parts the well-tryed friendship of many years. The grave never closed on a better man. We had been bosom friends for twenty years, and when our last conversation took place he expressed his high opinion of me and added, 'I would not say this *now* unless I believed it.'"

According to the order given him in the summer of 1863, he went to the bay at the head of which Charleston is and took command of the fleet in those waters. It was largely composed of war steamers, iron-clads and monitors, and at times there were present there 80 vessels, at one time 96, all under his charge. He co-operated with General Gillmore, then at the head of the land forces, in efforts to capture the fortifications thrown up by the

Confederates for the defence of the city. He was almost constantly passing from one point to another, directing the movements of the different vessels of the squadron and the cannonading that was kept up a large part of the time, and displayed the utmost bravery, industry, vigilance and devotion to duty. Cowley in "Leaves from a Lawyer's Life Afloat and Ashore," says of Admiral Dahlgren:

"A more intrepid spirit never walked this earth in human form; his steadfast soul knew no such thing as fear; witness the sublime daring with which he pushed off in his barge and pulled through a heavy sea and a tremendous fire of shells to the 'Passaic,' when that renowned little turtle-back got aground under 'Fort Moultrie.' Torpedoes were sunk by the enemy in the channels, which, when struck by passing craft exploded with fatal effect. The 'Ironsides,' an iron-clad, was sunk by the explosion of one of those hidden engines of death. Some of the forts about the harbor were well-nigh demolished by the heavy firing from our ships, but the defences were so well planned, so strong and so numerously garrisoned, that the combined land and naval forces which the nation furnished at that period were inadequate to capture that rebel stronghold."

Everything was done that was within reach of the means at their command, and the admiral often wrote the department at Washington for more men, which would have been gladly supplied if they could have been spared from other parts of our widely extended country. After being there a year, July 7, 1864, he remarks in his diary,

"General Hatch came on board the flagship. He thinks no serious operations here possible; thinks troops are of a poor quality, except Col. Davis' brigade of 1,300,"

In which language I suppose he alludes to the men under the command of the gallant W. W. H. Davis, president of the Bucks County Historical Society, and it is certainly no slight compliment to the soldiers from Bucks county that they were in a body of troops which were superior to all the other land forces before Charleston. When General Sherman on his march to the sea reached Savannah he sent a communication to the admiral in which he uses the following characteristic terms:

"I have possession of all roads and the river above the city, and Savannah is our game. I want ten 30-pounder Parrotts and ammunition and General Foster to simply prevent the escape of the garrison and inhabitants of Savannah from getting away. If occasion offers let the authorities know that my army is fat and happy and in fine order, having

eaten all the turkeys, chickens, sweet potatoes, etc., of Georgia. We have lost only a few and have some 700 prisoners. All well.

W. T. SHERMAN, Major Gen."

The admiral immediately went to see him, and on his return the general accompanied him in his vessel and remained with him till the next day. They were in constant correspondence and had frequent interviews while the general and his army were in that region.

Shortly after the close of the war, June 8, 1865, General Sherman gave testimony before the Committee of Congress on the Conduct of the War, in which he says:

"On the morning of May 3d we ran into Charleston harbor, where I had the pleasure to meet Admiral Dahlgren, who had in all my previous operations from Savannah northward aided me with a constancy and manliness that commanded my entire respect and deep affection."

June 23, 1865, Admiral Dahlgren was relieved of the command of the South Atlantic Squadron in a letter from Hon. Gideon Wells, Secretary of the Navy, in which the latter expresses the appreciation which the department had of the ability and energy he had manifested

"In the efficient blockade of the coast and harbors at a central and important position of the Union, and in the work of repossessing the forts and restoring the authority and supremacy of the government in the insurgent states."

In September, 1866, he was ordered to take command of the South Pacific Squadron on the western coast of South America, duty much opposed to his wishes as sickness had occurred in his family and there were three other admirals whose turn it was to go to sea before him. However, he sailed for Panama, visiting Peru, Colombia and Chili, superintended the operations of our naval vessels in those regions, and decided some questions of international law with firmness and wisdom. Having been absent from the United States almost two years he returned in July, 1868, and was at once engaged in work at the ordnance bureau in Washington, and the next year was placed again in command of the navy yard at that place.

In July, 1870, he visited Gettysburg, wishing to inspect the battle-ground, and extended his tour into the mountainous districts of Pennsylvania. Exposed to a storm of wind and rain he

took cold, which was followed by severe pain in the chest and about the heart, terminating in death at his home in Washington, July 12, 1870. The night before his decease he had a long conversation with his wife about the events of his past life, in which he expressed his ardent affection for her and the children, calling them all by name and assuring her how great a source of happiness they had been to him. He spoke at some length of his religious convictions and his belief in the main doctrines of Christianity. His final remark in regard to an officer's career was, that "an officer should wear his uniform, as a judge his ermine, without a stain." It was eminently true of him that he passed away without a stain upon his character or reputation. He was honest and incorruptible, and received almost no compensation from the government or any other source for the important inventions and improvements in ordnance of which he was the author. While others became rich around him he remained poor, receiving little more than a meagre support for his family during a period of 50 years. Headly, in his "Lives of Naval Commanders," gives a sketch of the admiral, in which he remarks:

"Dahlgren, by his inventive genius in the construction of ordnance and his bold and original plan of arming vessels of war, has done more for the navy of our country than probably any single man in it."