

**CALIFORNIA MILITARY DEPARTMENT HISTORY PROGRAM  
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# **San Diego Naval Militia, 1891-1920**

**A Master of Arts Thesis by Edgar Waldon Hebert  
August 1956**

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**THE SAN DIEGO NAVAL MILITIA**

**1891 - 1920**

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**A Thesis**

**Presented to**

**the Faculty of the Department of History  
San Diego State College**

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**In Partial Fulfillment**

**of the Requirements for the Degree**

**Master of Arts**

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**August, 1956**

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*Edgar Weldon Hebert*

# THE SAN DIEGO NAVAL MILITIA

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For sources the writer used the files of the

Naval Militia and the San Diego

by

the Santa Monica in Edgar Weldon Hebert

Additional information August, 1956

naval militia who still reside in San Diego and from whom

earlier records were prepared

Approved by:

Deep appreciation is expressed to the following

ing persons who aided

Chairman

Sept. 14, 1956  
Date

Don H. Ste

Lionel B. Bidart

Tenth Divisions, who gave me the information and hospita-

C. J. Dow

## Introduction

During the 1890's and early 1900's there existed in San Diego, a unit of the California Naval Militia. This San Diego group was the first organized in California and the first on the Pacific coast. In point of time, it ranked third in the United States, the state of Massachusetts and New York being organized somewhat earlier.

The writer became interested in this phase of local history through relatives who served in the unit and through recognition of the lack of written material on the subject.

A search for books, pamphlets, and documents revealed the fact that many of the records were destroyed when they were forwarded to the Philadelphia Navy Yard when the Third and Tenth Divisions went off to World War I in 1917.

For sources the writer used the files of the San Diego Union and the San Diego Sun which are preserved in the Serra Museum in Presidio Park, San Diego, California. Additional information was obtained from members of the naval militia who still reside in San Diego and from what earlier records were preserved by them.

Deep appreciation is hereby expressed to the following persons who aided in the preparation of this monograph:

Don M. Stewart, former commander of the Third and Tenth Divisions, who gave of his time, material and hospi-

tality,

Captain Clinton B. Smith whose knowledge, unflinching faith and inspiration were a source of strength,

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.....	44
.....	44
.....	52
.....	55
.....	56
.....	60
.....	62
.....	66
IV ALL HANDS ON DECK, 1898-1904. ....	72
.....	71
.....	74

## TABLE OF CONTENTS

CHAPTER	PAGE
I CLEAR FOR ACTION. . . . .	1
Early background for the naval militia. . . . .	1
Ideas developed in the 1880's . . . . .	4
Whithorn bill of 1891 . . . . .	7
California legislative action, 1891 . . . . .	8
II MAN THE STATIONS, 1891-1894 . . . . .	12
Establishment of Company A in San Diego . . . . .	12
First opportunities for drills. . . . .	16
Changes in command. . . . .	24
Social events and elections . . . . .	25
III FULL SPEED AHEAD, 1895-1898 . . . . .	44
Encampment and gun drills . . . . .	44
Disaster drill. . . . .	52
Reorganization of entire state naval militia. . . . .	55
Drill at La Playa . . . . .	56
Coming of the USS <u>Pinta</u> . . . . .	59
Participation in the Spanish-American War . . . . .	62
Social activities . . . . .	66
IV ALL HANDS ON DECK, 1899-1904. . . . .	70
Cruise off the California coast . . . . .	71
Repairs to the <u>Pinta</u> and pressing of federal claims. . . . .	74

## CHAPTER

## PAGE

Separation of the naval militia from the national guard. . . . .	77
Use of Santa Fe Hall for land headquarters. . . . .	81
Elections, boat races, and social life. . . . .	83
V STAND BY, 1905-1908 . . . . .	91
Drill in Lower California waters. . . . .	91
Elections and expenses. . . . .	94
Service in the San Francisco disaster . . . . .	96
Building of the naval militia-national guard armory. . . . .	98
SS <u>Maori King</u> incident. . . . .	99
Training cruises and removal of the <u>Pinta</u> . . . . .	102
Successful boat races . . . . .	107
VI STRIKE THE COLORS, 1909-1920. . . . .	110
Parades and cruises . . . . .	110
Plans for a separate naval militia armory . . . . .	113
Cruise and gunnery record . . . . .	117
Figures on California naval militia . . . . .	120
Congressional action regarding naval militias . . . . .	121
Service at the Mexican border . . . . .	122
Use of the USS <u>Marblehead</u> and USS <u>Oregon</u> as training vessels. . . . .	129
State and federal legislation for the naval militia . . . . .	134

CHAPTER	PAGE
World War I service . . . . .	140
Death of naval militias . . . . .	144
Final phase . . . . .	147
BIBLIOGRAPHY . . . . .	149
APPENDIX A California legislative act establishing the naval militias . . . . .	154
APPENDIX B Original muster of Company A . . . . .	157



## CHAPTER I

The organized land militia is an integral part of the American scene, having its origin in the colonial days. With the naval militia, a counterpart of the present day militia, did not come into existence until 1794. There are certain antecedents which serve as the basis for action taken in the future.

During the Revolution certain states set up militias, and they accomplished what **Chapter One** of the Constitution Washington had employed was the first step in the history of the militia as volunteers sailors.

President Jefferson and his party were one of the armed brig, schooners and gunboats which had been constructed for the war in Tripoli. The gunboats were about fifty feet in length, rigged in a variety of ways, fitted with sails and mounted one or two small medium sized cannons. The crew consisted of twenty or more men. Such gunboats could be built for a few thousand dollars apiece and twenty-five

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1 Harold Thomas Wisand, The History of the Development of the United States Naval Reserve, 1833-1911 (University of Pittsburgh, Pittsburgh, 1933), 3.  
Hereafter cited as Wisand, Naval Reserve.

2 Harold and Margaret Sprout, The Rise of American Naval Power, 1775-1913 (Princeton University Press, Princeton, 1938), 33.  
Hereafter cited as Sprout, American Naval Power.

CHAPTER I

The organized land militia is an integral part of the American scene, having its beginning in colonial time, but the naval militia, a forerunner of the present naval reserve, did not come into existence until 1890. However, there are certain antecedents which form an interesting basis for action taken in the 1890's.

During the Revolution certain states had navies, but they accomplished relatively little. In the Siege of Boston Washington had employed men from the Marblehead fishing fleet as volunteer sailors.<sup>1</sup>

President Jefferson and his party made use of the armed brigs, schooners and gunboats which had been constructed for the war in Tripoli. The gunboats were about fifty feet in length, rigged in a variety of ways, fitted with sails and mounted one or two small medium sized cannon. The crew consisted of twenty or more men.<sup>2</sup> Such gunboats could be built for a few thousand dollars apiece and twenty-five

<sup>1</sup> Harold Thomas Wieand, The History of the Development of the United States Naval Reserve, 1889-1941 (University of Pittsburgh, Pittsburgh, 1953), 3.

Hereafter cited as Wieand, Naval Reserve.

<sup>2</sup> Harold and Margaret Sprout, The Rise of American Naval Power, 1776-1918 (Princeton University Press, Princeton, 1939), 58.

Hereafter cited as Sprout, American Naval Power.

were added to the navy in 1805,<sup>3</sup> fifty in 1806,<sup>4</sup> and one hundred and eighty-eight in 1807.<sup>5</sup> These ships were to be part of a four-fold plan: permanent fortification along the coast, movable land batteries, floating batteries, and gunboats which could be used to drive the enemy away from harbors. About two hundred gunboats were needed, Jefferson felt, to protect the coastline from Maine to Louisiana in case of war. With a threat of war in Europe he believed their number could be trebled to preserve peace and order in the American ports most frequented by foreign commerce. In time of peace all but six or eight of the gunboat fleet could be laid up. For personnel Jefferson relied on a skeleton crew which could in emergencies be supplemented by local seamen and militia of the ports concerned. This group of volunteer sailors was to work with other defense agencies in protecting the coastline. It is in this scheme for volunteer sailors that some naval historians see the genesis of a future naval militia.

War was Jefferson in 1809 did nothing for the navy except

<sup>3</sup> United States of America, The Statutes at Large of the United States of America and Recent Treaties, Conventions and Executive Proclamations, 1789-1873. 17 volumes (Little and Brown, later Little, Brown and Company, Boston, 1845-1873) II, 350.

Hereafter cited as U. S. Stat. at Large.

<sup>4</sup> Ibid., 402.

<sup>5</sup> Ibid., 451.

to approve a bill appropriating eight hundred and fifty-two thousand, five hundred dollars for gunboats manned in this volunteer fashion.<sup>6</sup> The Madison party followed the same view of what should constitute a navy, and only after the War of 1812 did the idea of a capital navy such as Great Britain had emerge from Congress.<sup>7</sup>

The period from the War of 1812 to the Civil War is one in which the navy was maintained but existed under the control of various schools of thought. Part of the thinking was based on a reaction to expense at the close of a conflict. Part of it was due to a need for sending American ships to far distant places, and some of the thinking was based on the old reasoning that small craft manned by regular navy could repel any invaders. The coming of steam vessels caused a technological revolution in naval construction. The use of steam power required a different type of sailor, one with more mechanical skill, and the use of the older type volunteer was in eclipse. The Mexican War was largely a land war, and again a volunteer navy was not needed.

At the beginning of the Civil War there were only two hundred sailors at the disposal of the federal navy on

<sup>6</sup> United States Stat. at Large, II, 451.

<sup>7</sup> Sprout, American Naval Power, 86-101.

the Atlantic coast. Because of this lack of manpower, naval operations at the beginning of the war were delayed six months. United States naval personnel during the Civil War was increased to fifty thousand men, but the greater number of them had no previous training and extravagant bounties were paid to induce them to serve.

In the late 1880's the idea of a naval militia began to crystallize in the minds of a number of people. Alfred Thayer Mahan who taught at the recently established Naval War College at Newport, Rhode Island, published in 1890 his classic volume The Influence of Sea Power Upon History, 1660-1773. His view was that national prosperity and destiny depended upon a program of mercantile imperialism. To sustain this policy there must be a theory of strategy and defense. No longer should war be allowed to come to the shore of the American mainland, but enemies should be met and vanquished at sea. This could only be done by the building of a fleet or fleets of capital ships, which could be supported in an emergency, Mahan felt, by nautical men brought into service from civilian life. Mahan was a

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<sup>8</sup> United States of America, Report of the Secretary of the Navy being Part of the Messages and Documents Communicated to the Two Houses of Congress (Government Printing Office, Washington, 1891), 29.

Hereafter this work and subsequent volumes cited as Report of Sec. Navy, Year.

<sup>9</sup> Sprout, American Naval Power, 202-205.

friend of Benjamin H. Tracy whom President Benjamin Harrison, already an advocate of a large navy, had chosen as Secretary of the Navy. For the first time since 1875 the Republicans had a majority in both Houses of Congress. The control of the House of Representatives was in the hands of competent and firm Speaker Thomas Brackett Reed who was also an advocate of naval expansion. With such a background favorable to a larger navy Tracy developed his Report of 1889.

Two fleets--twelve battleships for the Atlantic coast and eight for the Pacific, Tracy felt should be built. Sixty cruisers to be distributed whenever needed were a necessity also. To protect harbors and coastlines a naval militia was needed. Several states, the Secretary said, had already taken the lead in establishing naval reserves as part of the organized land militia. In his opinion the United States should cooperate by giving obsolete vessels to the states to be used as permanent headquarters for the several units. Arms, too, he thought should be supplied at federal expense. Money should be appropriated by Congress to help interested states defray some of the expenses for maintaining training ships, and paying various expenses of volunteer officers and men. For harbor and coast defense Tracy recommended floating fortresses of heavy armor, powerful batteries of moderate draft. Although these vessels, monitors, were by now antiquated and limited in the scope

of their effectiveness, they could be of some service.

In still another report, that of 1890, Tracy stated again his belief that a naval militia was a vital necessity. He saw a defect in the action of Congress which allowed the navy at the moment only seven thousand five hundred men scattered at many stations and not easily brought together in case of an emergency. Although it was an American policy to keep a standing army small, there was also a tradition of maintaining a reserve for the army. Secretary Tracy reasoned that what was right for the army would be right for the navy. He reported that a spontaneous movement had begun on the Atlantic coast, notably with Massachusetts in 1890, and later New York, on the Pacific coast, and even in the interior of the United States to bring about the establishment of a naval militia. Where a naval militia existed already as part of the state military organization it was only necessary to supply federal sanction to make it officially a part of a national plan. Tracy believed that what the states and the people wanted should be granted by the United States government. Any act of Congress supplying arms and equipment to states requesting them for a naval militia was all that was needed to call a naval militia into existence.

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10 Report of Sec. Navy, 1890, 25.

For local defense the Secretary recommended ships of light draught, not more than fourteen to sixteen feet in length, of moderate speed, and capable of smooth water sailing. He hoped these ships would be heavily armored and able to cope with at least a single adversary. Such ships were not costly, and their main purpose was to defend a harbor or section of a coast until a larger ship arrived. One point was clear--ships loaned to states for naval militia units would serve as headquarters and armories and be symbols of federal support.

It can be noted in reading these reports that the Secretary of the Navy is stating his own views and at the same time attempting to act as a spokesman for a real need which many people felt should be filled. He did not have long to wait for Congressional action. Representative Washington C. Whithorn of Tennessee introduced a measure which became part of the Naval Appropriation Act passed by Congress on March 2, 1891. This first naval militia legislation provided a sum of twenty-five thousand dollars which would be available for states participating in the naval training program. The money was to be available to states after July 1, 1891.

<sup>11</sup> Report of Sec. Navy, 1890, 29-30, 40-41.

<sup>12</sup> U.S. Stat. at Large, XXVI, 801.

<sup>13</sup> Report of Sec. Navy, 1891, 44-45.



Tracy prepared a circular which he sent out to the governors stating the regulations regarding the issue of federal funds and equipment to states where naval militia groups were organized or would be in the future. The United States government would, the circular stated, allot from the naval militia general fund twelve dollars for each officer and for each man serving on July 1, 1891. After October 1, 1891, a further settlement similar to what had just been stated would take place. Money which remained would be prorated among the participating states. Governors were to deal with the Secretary for any equipment the naval militia needed in a particular state.

13

California's legislature passed an act establishing a naval militia and naval battalion to be attached to the national guard. This act was signed by the governor on March 31, 1891, only twenty-nine days after Congress had passed the Naval Appropriation Act which made a national naval militia a reality.

The California plan called for a battalion of naval militia to be established as a part of the national guard. Not more than four companies were allowed. The battalion was to be commanded by a lieutenant commander and each company was to be officered by a lieutenant, one lieutenant, junior grade, and two ensigns. These four officers and

eighty petty officers and men constituted a company. A staff consisting of an adjutant, an ordnance officer, a paymaster, and a surgeon was established.

The organization of the naval militia was to conform to provisions of the laws of the United States and the system of exercise and discipline regulating the United States navy. Unless there was a provision otherwise the government of the naval militia was to conform to the provision of the Political Code which dealt with the national guard of California. The governor was given powers to alter or change the battalion as he saw fit. He was granted permission to apply to the federal government for arms, equipment, and training whenever the United States government was ready to supply them. Duty for the naval militia was permitted aboard ships of the United States navy, but no one was allowed to claim state and federal compensation for the same service.

14

With the proper legislation cared for, Governor Henry H. Markham applied for and was granted the appropriation of twenty-five hundred dollars mentioned previously in this chapter.

14 The Statutes of California and Amendments to the Codes. Passed at the 29th session of the Legislature, 1891. (State Printing Office, Sacramento, 1892), 258-259. Hereafter this work and subsequent volumes cited as Calif. Stat., year.

When Secretary Tracy summarized events in 1891 he felt the system of distribution balances in the naval militia accounts, as mentioned earlier in this chapter, would serve as a spur to greater enlistments. He attempted to scotch any criticism of outright gifts of money to the several states by stating in his annual report that money was not given but requisitions from the several states were filled by the Bureau of Ordnance. He presented the following figures which show the spread of the naval militia movement throughout the United States. In both categories it is interesting to note that California led the list.

The figures given here were the totals of two allotments made on the basis of returns of July 1, and October 1, 1891.

California	\$8,094.43
New York	\$7,461.71
Massachusetts	\$5,123.93
North Carolina	\$2,203.60
Rhode Island	\$1,178.16
Texas	\$ 938.17
Total	\$25,000.00

The number of men certified as mustered and serving in the naval militia during the same period was as follows:

California	371
New York	342
Massachusetts	238
North Carolina	101
Rhode Island	54
Texas	43
Total	<u>1,149</u>

The Secretary felt these figures were encouraging. He hoped other states would enact similar legislation and become part of the program. He deemed the twenty-five thousand dollars allowed to the states for training purposes was not sufficient and hoped it would be increased. He hoped that under competent officers the naval militia would grow and become effective. The establishment of a naval reserve was an important event of 1891.

With this necessary background of state and federal legislation and historical reference attention can now be turned to the story of the San Diego unit which is the topic of this paper.

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When the vote of the Legislature of a naval militia of the California Legislature reached the Senate, Governor Merney called to the Senate a local militia, which consisted of 100 men. He served as the first adjutant of the militia. The first adjutant, John National Guard, California National Guard, was made lieutenant-colonel in December 1891. Later he became a first lieutenant in the 1st Cavalry, 1st Regiment, Company F, First Cavalry.

**Chapter Two**

In San Diego in 1891, the California National Guard was made lieutenant-colonel in December 1891. Markham's staff, Merney succeeded as adjutant.

**MAN THE STATIONS, 1891-1894**

Merney hoped to make San Diego the first city in California to have a naval militia group. Merney failed to disclose a reason why Merney, a former national guard man, wanted to work with a volunteer navy. He apparently wanted to push his plans because John B. Sprengle, the wealthy sugar owner and yachtsman of San Francisco, had the same desire for his area. Merney hoped to obtain an obsolete wooden ship for training purposes.

1. Ernest F. Dietz and John A. Johnson, *Historical Souvenir of the Little Orms, Company B, First Cavalry, Ohio National Guard, 1868-1895* (Cincinnati and Richmond, Cincinnati, 1907), 26.

## CHAPTER II

When the news of the creation of a naval militia by the California legislature reached San Diego, Thomas Alexis Nerney decided to form a local unit. Nerney, a native of Cincinnati, had served in the "Lytle Greys," Company B, First Regiment, Ohio National Guard. During the Courthouse Riot of 1884 he served under Captain John J. Desmond. Later he became a first Lieutenant in the Moore Light Guard, Company F, First Regiment, Ohio National Guard.<sup>1</sup> Arriving in San Diego in 1885 Nerney served in Company B of the California National Guard under Captain Douglas Gunn. When Gunn was made lieutenant-colonel on Governor Henry H. Markham's staff, Nerney succeeded him as captain.

Nerney hoped to make San Diego the first town in California to have a naval militia group. Search has failed to disclose a reason why Nerney, a former national guard man, wanted to work with a volunteer navy. He apparently wanted to push his plans because John D. Spreckels, the wealthy sugar owner and yachtsman of San Francisco, had the same desire for his area. Nerney hoped he might be able to obtain an obsolete wooden ship for training purposes.

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<sup>1</sup> Ernst P. Dietz and John A. Johnson, Historical Souvenir of the Lytle Greys, Company B, First Infantry, Ohio National Guard, 1868-1893 (Earhardt and Richardson, Cincinnati, 1893), 26.

By June 12, 1891, he was able to state in the press that San Diego had responded to his plea for volunteers. The act of the legislature setting up the naval militia required eighty-four members for the establishment of a company. Ninety-seven men had offered their services by the time the ceremony of induction was held on the evening of September 12, 1891.<sup>2</sup> The place chosen for the evening's activities was the Second Street Armory which was on the west side of Second Street between D (now Broadway) and E Streets.

At 7:30 P. M. several hundred people assembled to witness the event. San Diego's representative in Congress, W. W. Bowers, Captain J. R. Berry, Captain Henry Sweeney, Captain W. R. Maize, and Captain W. O. Hay, all Civil War veterans, were among those who were present as honored guests. The elected officers took their places on the platform. Lieutenant Colonel Adolf G. Gassen of Governor Markham's staff was the recruiting officer. Captain H. M. Schiller of Company B, National Guard, called off the names of those who had previously signed the roll. As each man's name was called he took his place in line. Colonel Gassen then read the legislative act organizing the naval battalion. An oath to support the United States Constitution was signed by each member and the company was declared formed.

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<sup>2</sup> Daily Sun, (San Diego, California), June 13, 1891. Hereafter cited as Daily Sun.



As the next order of business Colonel Gassen called for the nomination of officers. J. G. Decatur proposed the name of Thomas Nerney for lieutenant. This motion was accepted by unanimous acclamation. L. A. Wright placed before the group the name of E. H. Miller for the lieutenant, junior grade. This, too, was accepted in the same manner. E. J. Lewis suggested Frank M. Simpson for senior ensign, and this was carried as were the two previous votes. J. G. Decatur proposed W. D. Bloodgood for junior ensign. This name was seconded by Walter G. Smith of the San Diego Sun. A unanimous vote resulted.

Elections of officers was part of an American tradition and in this case there was no law stating how officers should be selected. This was the only way to do it.

The newly elected officers took their places on the platform with Colonel Gassen and each in turn thanked the group for his election. Congressman Bowers then made what was considered by his San Diego friends as one of his best and most appropriate speeches. In the course of his talk Bowers stated that he hoped to obtain a ship for San Diego as headquarters and a center of training facilities.

Two of the Civil War veterans, Captains Sweeney and Maize, spoke. News of the next meeting, it was announced, would appear in the press. Lieutenant Nerney provided a

of San Diego's 13th Division, September 12, 1891.  
reprinted cited as Company A Log.

lunch of sandwiches and lemonade, and thus the first meeting ended.<sup>3</sup>

The roster of names making up the original muster gives details as to age. The range was from sixteen to fifty. Two men aged fifty were a pilot and physician, respectively. Two men were forty-five and one was forty-one. All the rest were in their teens, early twenties or early thirties. Their occupations included sailors, laborers, jewelers, editors, real estate brokers, attorneys, mechanics, druggists, grocers, public officials, doctors, and firemen. The young men comprised a good cross section of San Diego.<sup>4</sup>

Meetings were held once a week and at times two meetings were scheduled, the second coming on the following day. This custom was maintained during the duration of San Diego naval militia. The log of these meetings is a mixture of naval terms, lodge usage, and good fellowship. As will be seen later in this paper, birthdays were celebrated, gifts exchanged, celebrations and balls held, funerals attended and the needy provided for.

One of the greatest problems was the obtaining of

others were Captain William S. Swift, Chief Signalman

3 Daily Sun, September 13, 1891.

<sup>4</sup> Log of Company A, Naval Military, MS. The log is in the possession of Don M. Stewart, former commander of San Diego's Third Division, September 12, 1891. Hereafter cited as Company A Log.

supplies and equipment. Late in December Lieutenant Nerney received two letters from Washington, one from Congressman W. W. Bowers and the other from Senator C. N. Felton. Both promised to do what they could to push Nerney's recent<sup>5</sup> petition to them for a locally based training ship.

While such an opportunity did not immediately appear, the arrival of the cruiser USS San Francisco in San Diego on December 28, 1891, came as a climax for the first few months of service. Aboard was Rear Admiral George Brown, USN, commanding United States naval force, Pacific Station. The commanding officer of the ship was Captain W. T. Sampson who was interested in what the San Diego militia was doing. Regarding the obtaining of a vessel for local training, Captain Sampson had his doubts, but he offered to drill the local men aboard his ship as a substitute.<sup>6</sup> Accordingly, Nerney arranged with the owner of the steam yacht Undine to take the members of the naval militia and transport them to the San Francisco.

At ten o'clock on the morning of December 30, 1891, the first group on the Undine included Thomas Nerney, Edwin H. Miller, William D. Bloodgood, and Frank M. Simpson. Others aboard were Ensign William C. Smith, Chief Signalman

<sup>5</sup> Daily Sun, December 29, 1891.

<sup>6</sup> Ibid., December 28, 1891.

Paul H. Blades, Apothecary Charles D. Knox, while guests included Colonel Edward B. Spileman, Lieutenant Colonel A. G. Gassen, Major T. L. McGee, Captain John R. Berry, Captain Henry M. Schiller, General D. E. Coon, Colonel E. J. Ensign, and L. N. Smith.

As many as could get away from work attended the drill. The officers and a number of enlisted men who had them wore their uniforms. The naval militia was met at the gangway by Captain Sampson and aligned on the main decks forward of the quarter deck and called off in squads of ten to inspect the ship.

For two hours the San Diego men saw the San Francisco at first hand--the primary battery of six inch guns and the secondary battery of rapid firing guns, the officers quarters, the electrical plant, the steering gear, the forty tons of ammunition, the search lights, the torpedo appliances, and the Lee magazine rifles.

While aboard ship there was apparently a considerable amount of fun made by the regular seamen at the expense of the San Diego men. When one of the naval militia men let it be known that he was a constable in civilian life the banter subsided. Perhaps the regulars feared that the constable might give them a rough time on shore. However, all had lunch together aboard ship and following the meal the men

7

of Company A returned home at noon.

A few days later, January 5, 1892, members of the naval militia were aboard the San Francisco when she gave San Diego an evening of thrills--an illumination of the city by searchlight. The Queen Anne gables and cornices of the San Diego houses were made brilliant by these fingers of light. One regular officer confided that there was a dispute as to the efficiency of such lights. It was true, he said, that they helped off-shore batteries discover land targets, but at the same time they also gave away their own location.<sup>8</sup>

The San Francisco and its hospitable captain and crew provided the scenes for further drills in the next few days. On January 14, 1892, a group of forty naval militia men including Nerney, Miller, Northrup, Smith, and Knox drilled with the heavy guns aboard ship. Many regular officers were of the opinion that such training was of great value to the men in the light of the then recent trouble with Chile. In the Chilean civil war of 1891 Patrick Egan, United States minister to Chile, sided with the party of President Jose Manuel Balmeceado. Congressional partisans in retaliation attacked sailors from the USS Baltimore

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<sup>7</sup> Daily Sun, December 31, 1891.

<sup>8</sup> Ibid., January 5, 1892.

on the streets of Valparaiso on October 16, 1891, killing two men and injuring several others. Chile ultimately made an apology and paid an indemnity of \$75,000 to the United States. It was thought the men of the naval militia might be of real use as a supplement to the main force of the navy in case of war.

Because not enough uniforms had arrived to meet their needs, the local unit decided to give an entertainment of home talent at Fisher's Opera House, on Fourth Street between B and C Streets. On the night of January 21 the program was given and proved a social and financial success. The San Francisco band played, and the local press compared it favorably to Patrick S. Gilmore's band which was then so celebrated for its work in Boston, its participation in the National Peace Jubilee of 1869 and the World's Peace Jubilee of 1872.

A further drill was promised by the ship's officers. This practice, scheduled for early February, was to be either at the south end of San Diego bay or just outside the harbor. Actual target practice was the project. This was to be followed by a lecture by Lieutenant John Vincent

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<sup>9</sup> Daily Sun, January 15, 1892.

<sup>10</sup> Ibid., January 21, 1892.

<sup>11</sup> Ibid., January 30, 1892.

Babcock, USN, on the use of torpedoes.

Lieutenant Nerney and Captain Sampson worked out a scheme to combine business with pleasure. On Wednesday, February 17, 1892, the San Francisco was scheduled to go outside the port for routine exercises and in the evening to present another search light drill. Thursday morning the chartered steamer Tillamook was to take naval militia men to the cruiser for their drill and provide transportation with the Penelope for interested San Diegans who cared to observe. The price for spectators was one dollar and children were strictly not allowed. There was a flurry in the newspaper that the excursion was not going to prove a success. Tickets were not selling too well the day before the event. However, these fears were unfounded as a report following the journey indicated.

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The white cruiser San Francisco lay two miles off Coronado Hotel. One hour was used by the Tillamook in arriving. Admiral Brown and his little son Hugh awaited the volunteer sailors on the quarter deck. (Hugh provided a comic element, defying his father's orders to be careful, and threatening to throw him into the sea.)

Once aboard, the San Diego men were disappointed to

<sup>12</sup> Daily Sun, February 17, 1892.

<sup>13</sup> Ibid., February 10, 1892.

find that the firing was to be done entirely by regular navy men and that they would be only observers. The canvass target was placed at a distance of two thousand yards, and, as the firing continued, Admiral Brown informed his listeners that each round cost the government forty-five dollars apiece, making a total of one thousand six hundred and twenty dollars for the day's operation.

Meanwhile the Tillamook and the Penelope with their passengers followed the San Francisco. Many became seasick, and, apparently, the comments made about them were not always too pleasant.

When the drill ended at two o'clock aboard the San Francisco the naval militia went to the chartered vessels, Lieutenant Nerney was the last to go over the side, and as he went down, the Admiral's band played and the City Guard band from the Tillamook answered. The Tillamook now blew her whistle, and the San Francisco replied with her calliope. Both ensigns were dipped, and the Star Spangled Banner was played as all stood at attention. This outing and drill cost the naval militia one hundred and twenty-five dollars for the chartering of vessels, and while the exact sum realized on the project is not available, the local press reported it as a good amount.



After such an interesting and instructive period of training it must have been a little difficult to get down to purely routine business, but there was no escaping it. At the March 30, 1892, meeting fifty were present. E. J. Lewis was elected recording secretary and George E. Keyes financial secretary. Joseph C. Crenshaw, Will H. Rapier, and Sherman Knapp were appointed a recruiting committee. Thomas M. Shaw, Frank P. Johnson and Will Jamison were constituted a financial committee.

During the course of this same meeting Nerney reported to the members that he had sent to the Navy yard at Mare Island for a long boat. He hoped that arms and equipment would arrive from there in a few days. He announced that he would present an American flag for use in the Memorial Day parade at a future meeting.<sup>15</sup> Later when he gave this flag to the group the children of the Eighth Ward contributed the money to buy a pole for it.<sup>16</sup>

Early in April all the equipment for San Diego use, except the rifles, arrived from San Francisco. Nerney was able to report this at a company drill attended by some fifty men. He announced that he expected to have rifles

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<sup>15</sup> Daily Sun, March 31, 1892.

<sup>16</sup> Morning Sun, (San Diego, California), May 16, 1892.  
Hereafter cited as Morning Sun.

for the group within a few days.<sup>17</sup> At the same time he informed his listeners that twenty locally-made uniforms would soon be ready for use. These uniforms consisted of blue jackets, trousers, caps, ribbons, and leggings for the enlisted men. Walter de Groot, a tailor on Fifth Street between D(Broadway) and E Streets was making the uniforms. When completed they would be on exhibit in his shop window.<sup>18</sup> Of special interest, too, was a naval militia flag which he had made for the company's use. It was a dark blue bunting centering on crossed anchors surrounded by thirteen stars. Later this design became part of a letter-head which the company used for official business.<sup>19</sup>

Toward the end of the same month Nerney paid a call upon Captain G. C. Wiltse of the USS Boston, a cruiser which had arrived a few days before.<sup>20</sup> The result of this visit was that Captain Wiltse sent Lieutenant Lucien Young to address Company A's next meeting on May 8, 1892. Here Young expressed to an appreciative audience his ideas of what would be expected of a reserve in case of war. When he

<sup>17</sup> Morning Sun, April 7, 1892.

<sup>18</sup> Ibid., April 15, 1892.

<sup>19</sup> Ibid., April 30, 1892.

<sup>20</sup> Ibid., April 30, 1892.

<sup>21</sup> Ibid., June 15, 1892.

promised that in the future the enlisted man would be more highly appreciated he was roundly applauded.<sup>21</sup>

At the meeting on June 15, 1892, Nerney announced with regret that he was planning to resign his command. A new position he had taken with an insurance company would necessitate his being away too much of the time to fulfill his duties toward the company. Seaman Leonard Goodwin then asked for permission to speak. On behalf of the organization he thanked the founder and first commander, and, as a token of esteem, he presented Lieutenant Nerney a gold anchor set with diamonds and rubies and surmounted by the letter A. Nerney was touched deeply by this symbol of affection, and he recessed the group for a while. When he had recovered his composure he answered the presentation. As he finished the men gave him three cheers and a tiger.<sup>22</sup>

During the month of June a change in the state command of the naval militia took place. Fred B. Chandler who had served as lieutenant commander, the highest office, resigned and Charles M. Goodall took his place. Goodall received his appointment by the voting of the line officers from each of California's four naval militia divisions, two in San Francisco, one in Oakland, and one in San Diego.

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<sup>21</sup> Company A Log, May 8, 1892.

<sup>22</sup> Ibid., June 15, 1892.

Ensigns Simpson and Bloodgood went to San Francisco and participated in the voting. E. J. Louis suggested sending a telegram of congratulations to the new commanding officer. The unit agreed and the message was sent.

Nerney at this time presented the men of Company A a picture of himself. When it was exposed (it had been hanging with its face to the wall) it was loudly cheered.<sup>23</sup> In a letter still extant Nerney thanked J. G. Decatur who had nominated him for commander of the San Diego Company.<sup>24</sup> He sent his gratitude and appreciation to the unit.

Nerney's resignation was accepted in the adjutant general's office in late September and until an election could be held in November Lieutenant Miller supplied for him as commanding officer.<sup>25</sup>

While news of Commander Goodall's election was still fresh in local minds the San Diego Sun speculated on the feasibility of bringing Goodall and the entire naval militia to San Diego for the events in honor of Discovery Day, September 28th, that year, 1892, being the three hundred and fiftieth anniversary of Cabrillo's entrance in the port of

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<sup>23</sup> Evening Sun, (San Diego, California), June 31, 1892. Hereafter cited as Evening Sun.

<sup>24</sup> Thomas A. Nerney to J. G. Decatur, Stockton, California, September 29, 1892.

<sup>25</sup> Biennial Report of the Adjutant General of the State of California 1893-1894 (State Printing Office, Sacramento, 1894), 66.

Hereafter cited as Adjutant General Reports.

San Diego. Civic, religious, military and private organizations joined in sponsoring the events during these days.

In some circles this day and the days to follow were known as Cabrillo Days. Goodall in San Francisco raised serious doubts about the possibility of such participation especially in its financial aspects.<sup>26</sup> Incidentally, such a project never materialized.

Planning for Discovery Day led the men to seek ways of using the events to help liquidate company debts which had risen from the expenses of paying for the drill hall and buying their uniforms. For an infant organization they were considerable. Various plans for raising funds were suggested. Ensign W. G. Smith suggested an opera house entertainment. Another projected scheme was the idea of obtaining exclusive rights for naval militia boats to visit naval vessels in the harbor during the events. Crenshaw opposed this move. He felt it would be a monopoly. He believed local boatmen should be entitled to make money at that time. The affair was placed by vote in the hands of a committee which consisted of Simpson, Bloodgood, and Smith.<sup>27</sup> On Discovery Day, September 28, 1892, the naval militia of San Diego took an active part.

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<sup>26</sup> Evening Sun, August 22, 1892.

<sup>27</sup> Ibid., August 26, 1892.

A ship rigged to represent Cabrillo's Victoria sailed across the bay from Roseville to a wharf at the foot of E Street that morning. Here Governor Henry H. Markham, his staff, Colonel Chalmers Scott, Father Antonio Ubach, pioneer San Diego priest, and others watched as the landing of 1542 was re-enacted. At eleven-thirty when a parade began up D Street (Broadway today) the naval militia furnished forty-six men who marched under the command of Lieutenant Miller and Ensigns Bloodgood and Simpson.

Throughout these early days of Company A's existence the big problem was to find an opportunity to be drilled aboard ship in regular navy fashion. In most cases the men had to be content with any haphazard arrangement that could be contrived. The visit of the USS Charleston was an example of this. The afternoons of October 5th, 6th, 7th, and 8th, 1892, were designated by Captain Pickering of the Charleston as ideal times for the naval militia men to drill. They had an opportunity to learn ship operations at first hand and at the same time insure the local group a share in the five thousand dollars appropriated by Congress for units which were active and took part in drills. Thirty-eight men reported for instruction. They learned how to load, unload,

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28 Evening Sun, September 28, 1892.

29 Ibid., October 4, 1892.

and fire the Charleston's guns. They were shown how to use rifles to prevent raids on ships by boarding parties. In the midst of a lecture Lieutenant Haglewart was interrupted by orders from Captain Pickering to abandon the drill since he, Pickering, had received orders to sail at once for Redondo where the Charleston was to be part of a civic function.<sup>30</sup> This marked the end of a very short drill aboard a ship of the line.

An election to fill the vacancy created by Nerney's resignation took place on the evening of November 2, 1892. Fifty men reported for the proceedings. In nautical fashion the meeting was called by Boatswain Miller's whistle at eight o'clock. Surgeon Northrup presided since there was to be no drill. He appointed V. J. Lewis, F. A. Whaley, and G. C. Keyes to act as secretaries for the elections. After orders from headquarters were read nominations were made. Lew Works suggested Bloodgood as good commander material. Frank Goodbody put before the group the name of Frank Simpson, stressing Simpson's national guard experience. In the balloting which followed Bloodgood received twenty-five votes to Simpson's nineteen. Thomas M. Shaw was unanimously chosen junior ensign. Bloodgood gave a short address in

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<sup>30</sup> Evening Sun, October 6, 1892.

These two officers could not be identified in any other manner than the one given here.

which he stated he believed in stronger discipline in Company A and favored a return to what he considered to be the good days under Nerney's command.

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Shortly after this election a Board of Examiners was appointed. This board consisted of Lieutenant Daniel H. Northrup, surgeon, Ensign Frank M. Simpson and Ensign William D. Bloodgood. This body was created by directive from San Francisco and its purpose was to screen elective officers to determine their qualifications. This device may have been the defense of the naval militia against a common charge of the times that the officers were simply society men who used the organization for their own pleasure. At any rate, any nominated and elected individual officer had to pass tests on seamanship, navigation, naval customs, etc. The tests were devised in San Francisco and based in general on United States naval usage.

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Routine drills and company meetings kept the San Diego naval militia men active one evening or more each week. One of the problems which beset all four of the establishments in California was that of finance. Until February 23, 1893, when the legislature saw the need to appropriate money for armory use, the local men had to pay

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31 Evening Sun, November 3, 1892.

32 Adjutant General Reports, 1893-1894, 66.



this rent as best they could. The means they used to raise such funds will be told in its place later in this chapter. Two thousand six hundred dollars was appropriated to pay for rent and other expenses for the period from January through June, 1893. The California legislature then considered another matter of importance, the staff. By legislative enactment this group was to consist of one adjutant, one ordnance officer, each with the rank of ensign. All such officers were to be appointed and commissioned as staff officers upon the staff of a colonel commanding a regiment in the National Guard of California. By this legislative action the naval militia was to receive from the state the same allowance granted infantry battalions and companies.<sup>34</sup>

This legislation seems to indicate that here and in earlier enactments the state was but carrying out a policy laid down for it by the federal government. All matters beyond expending twenty-five thousand dollars annually and furnishing an occasional ship for drill purposes were left in state control. In these early stages the naval militia, as the above legislation shows was considered to be a part, and a very minor part at that, of the national guard.

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<sup>33</sup> Calif. Stat., 1893, 62-63.

<sup>34</sup> Loc. cit.

Hopes ran high in San Diego when it was learned in the San Francisco Chronicle of June 28, 1893, that there was a possibility of obtaining the USS Monterey for drill use for the San Diego and Los Angeles groups. Secretary of the Navy Hilary A. Herbert had placed this vessel at the disposal of the California Naval Militia for summer use. She was scheduled for part of a naval exhibit off Seattle on July 4th. After that date her disposal was left to Admiral Charles Crocker and Commander Dickerson.<sup>35</sup> As in several previous instances, such as in the case of the Baltimore which would not enter San Diego harbor when it was expected for drill and the Charleston which left almost as soon as drill began, the members of Company A were doomed to failure in this case. The Monterey was never assigned for local use.

If there were any low spirits as a result of this disappointment there is no evidence to support that view. Company A received an invitation to take part in the Fourth of July celebration in San Bernardino. The journey to and from that city seems to have been a vigorous one. Dr. C. N. Leonard was anxious to see some friends in Riverside. He left the train, made his call, and then borrowed a horse to overtake the group. His mount became excited, threw him, and,

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<sup>35</sup> San Diegan-Sun (San Diego, California) June 30, 1893. Hereafter this paper will be cited as San Diegan-Sun. Commander Dickerson can be identified in no other way.

in the melee, struck him in the stomach with the horn of the saddle causing internal bleeding. Seaman John Collins began to wrestle on the train. He, too, was thrown, struck his leg on the ledge of a seat, and was incapacitated.<sup>36</sup> Once in San Bernardino there was a quarrel with officials there as to the place the small San Diego band should occupy in the parade. Lieutenant Bloodgood solved the problem by putting the band where he felt it should be. The log of the Company states that it was so exhausted as a result of its journey that no one was fit to transact business on July 5th, the regular meeting night. The next session was set for late July when the group would be in better shape.<sup>37</sup>

When the group was able to assemble again it was July 26, 1893. This meeting was largely a business one. Figures were presented to show that for the first two years of its existence Company A had expended four hundred and ten dollars to the Public Hall Association as rent for a drill area. Uniforms had cost each member about sixty-six dollars apiece. In the future the company planned to save money by purchasing rifle shells at the rate of two cents each. Colonel Spileman then spoke complimenting the men on their fine conduct during the recent journey and the parade at San

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<sup>36</sup> San Diegan-Sun, July 5, 1893.

<sup>37</sup> Company A Log, July 5, 1893.

Bernardino! At this same meeting one point of interest was a lively discussion over the erection of shelter at the target range.<sup>38</sup> The range was located in what is still known as Powder Canyon in the area behind the U. S. Naval Hospital in Balboa Park.<sup>39</sup> Some members of the company felt that a shelter from the sun was needed since an important competition would keep them at the target range quite a lot that summer.

Earlier K. C. Naylor had offered the San Diego naval militia an opportunity to join with other local groups in shooting matches. The prize was a gold medal. When the competition finally occurred in August, 1893, Company B of the National Guard won the prize but the naval militia did well for its first attempt in this field. To be considered as a winner a group had to win three times in succession. Out of a total of 295 Company A made these scores:<sup>40</sup>

McKennon-41	Coon---35	Wilbur---20
Chandler-34	Tweed--24	Vanice---27
McNair---31	Sexton-35	Leonard--25
		Tichborn-16

A month later O. C. Dranza, the owner of the Public Hall Association, was allowed to speak to the group, a privilege rarely tendered to civilians. He told the unit he was

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<sup>38</sup> Company A Log, July 26, 1893.

<sup>39</sup> Don M. Stewart, Interview, February 3, 1955.

<sup>40</sup> San Diegan-Sun, August 7, 1893.

leaving town for a while, but that on his return he would work on the drill area, adding lockers, and a club-room. As he concluded he made a rather startling remark in which he expressed his view that he did not really care whether Company A remained in the Eighth Street location or not.<sup>41</sup> This caustic remark only helped to crystallize their wish for a location of their own. It was some time, however, before this dream could be realized. Despite Dranza's remarks the area began to be referred to in the log as "Shore Station." It was located on Eighth Street near H, had formerly been the Y. M. C. A. and was later used by Showley Brothers Candy Company. A large gymnasium served the purpose of a combined drill and recreation center for the men of Company A.<sup>42</sup>

At the annual October meeting George C. Meyers was re-elected financial secretary, F. H. Whaley was named secretary, and the new committeemen elected included F. W. Goodbody, J. McNair, and Dr. Phillips. The recruiting committee was made up of L. A. Chandler, W. E. Connors, and C. Woolman. At this same gathering, it was decided that forty white uniforms were needed. There was ninety dollars in the treasury and it was hoped that if a Thanksgiving Ball

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<sup>41</sup> Company A Log, September 26, 1893.

<sup>42</sup> Ibid., October 29, 1893.

were held, the money could be raised to pay for these uniforms.<sup>43</sup>

Lieutenant Simpson and Ensigns Crenshaw and Shaw arrived in San Diego in time for the next meeting, October 17, 1893. These officers had gone to San Francisco for the election of Fred H. Stahle, former naval militia ordnance officer, as battalion chief, a post left vacant by the resignation of Goodall who had retired in September.<sup>44</sup> The local officers reported that this election they had attended was the best to that date since all but two of the line officers of the California Naval Militia were present. While in San Francisco the three had ordered seven dozen new style leggings adopted by the battalion. A good supply of cartridges had been secured for the company's three-inch gun. At Mare Island they had renewed Nerney's earlier request for a ship's boat.<sup>45</sup> Like so many requests in the past this one was destined not to be granted.

San Diego was honored when J. C. Crenshaw on October 31 was notified by Commander C. A. Douglas of the San Francisco staff of his appointment as vice-chairman of the Naval Battalion Mid-Winter Exhibition. This was held in San Francisco, and Crenshaw's big problem seemed to be the fact that

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<sup>43</sup> San Diegan-Sun, October 12, 1893.

<sup>44</sup> Adjutant General Reports, 1893-1894, 102.

<sup>45</sup> San Diegan-Sun, October 17, 1893.

he would be away from San Diego for twelve days.<sup>46</sup> He feared loss of pay in his regular civilian job.

In 1894 the theme was "business as usual." Word came in February that, as required by law, the month of March would be designated as the time for an annual inspection. The General appointed Lieutenant Colonel A. D. Cutler, Division Inspector, to supervise and issue necessary orders. A rigid inspection and full report were required and carried out.<sup>47</sup>

Still another election was held in February, 1894, in which Frank M. Simpson was designated as lieutenant; Thomas M. Shaw, junior lieutenant; Francis W. Goodbody and Joseph Crenshaw ensigns.<sup>48</sup>

Routine work was interrupted that year when the group encamped with Company B of the national guard at La Jolla. The place of encampment was on the cliffs overlooking the cove. Valuable training in close order drill, military discipline, and the use of field pieces was obtained through the encampment.<sup>49</sup>

Although it is probably true that most of the men

<sup>46</sup> San Diegan-Sun, October 31, 1893.

<sup>47</sup> Ibid., 34.

<sup>48</sup> Company A Log, June 26, 1894.

<sup>49</sup> Adjutant General Reports, 1893-1894, 46.

enjoyed and profited by the routine experience of the naval militia there were some like C. C. Allen, the adjutant general of California, who thought in a different way. In September, 1894, he stated in his annual report that the naval militia was organized and maintained by the state without expense to the national government, and that the state had a right to expect better and more frequent opportunities for sea service and gun drill. These, he believed, should be furnished by the United States government. Because of recent disappointments regarding drills the contention of General Allen seemed to be justified. As a sort of after-thought the general pronounced discipline in the California naval militia as generally good, and he noted that the appearance of the companies when on parade was excellent.<sup>50</sup>

It may be questioned how morale was maintained at a high level when such frequent changes took place in the officer ranks. On October 10, 1894, Lieutenant Simpson's resignation was announced. The Sun commented that Lieutenant, junior grade, Thomas M. Shaw was popular and was the probable candidate for the vacant office. At the same meeting, George Keyes, was designated to serve as financial secretary and N. R. Spohn as recording secretary. Ensign

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<sup>50</sup> San Diegan-Sun, October 11, 1894.



Goodbody, Musician Phillips and Seaman McNair were reappointed on the financial committee. The chief petty officers were the same who had held office previous to the election. Since his election in 1893, the commander of the battalion had ordered the number of chief petty officers in each company to be reduced from eighteen to nine.<sup>51</sup>

When election evening came on November 28, 1894, Surgeon Northrup presided. At the meeting further tests for newly elected officers were announced. These tests, it will be recalled, had been used as a screening process. Now regulations were amplified to provide examinations on such items as rules and regulations governing the navy and the national guard, articles of war, provisions of the California Code relative to the national guard and the naval battalion, forms of military order, correspondence, records, general knowledge of seamanship, navigation, and gunnery.<sup>52</sup>

Election of officers resulted as expected. Thomas M. Shaw was elected lieutenant with rank to date from November 30. Joseph C. Crenshaw was selected at the same time as lieutenant, junior grade, and L. F. Chandler became ensign.<sup>53</sup>

Former Lieutenant Bloodgood was present at this meet-

<sup>51</sup> San Diegan-Sun, November 28, 1894.

<sup>52</sup> Adjutant General Reports, 1895-1896, 59.

<sup>53</sup> San Diegan-Sun, November 29, 1894.

ing and gave a medal to be used as a prize for the best rifleman in the company. This medal was designated as the Bloodgood medal. Rules drawn up by Company A stated that the medal would be awarded to the person winning the six highest scores in thirteen weekly contests for a period of three months. Additional rules adopted governed target practice. Each contest was to be supervised by a commissioned officer and at least six men had to be present during any practice.<sup>54</sup>

The arrival in San Diego of the French naval vessel Champlain early in April, 1892, from Mazatlan and Acapulco, seemed to set the trend which was followed by the naval militia through its short history. Her arrival brought about a series of calls and social events. The Champlain was a square-rigged two-thousand-ton steamer commanded by Captain Gourdon. Eight sub-lieutenants, four midshipmen, and two hundred-twenty-four sailors made up her complement. She was scheduled to remain in San Diego for a few days, going out to fire, and then proceeding to San Francisco and eventually to Honolulu.<sup>55</sup> At a banquet on April 5th in the Florence Hotel which stood on the corner of Fourth and Fir Streets, local dignitaries were present and toasts were

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<sup>54</sup> Daily Sun, April 1, 1892.

<sup>55</sup> Ibid., April 6, 1892.

proposed. Among those making these toasts was Lieutenant  
 Nerney who proposed his to the naval militia. <sup>56</sup>

Other activities kept the company before the San Diego public. During April, 1892, the naval militia was invited to participate with the G. A. R. and other patriotic organizations in Memorial Day events. On that day they went by train on the Cuyamaca Railroad to Mount Hope Cemetery. There they took part in the religious rites and assisted with the salutes fired over the Civil War dead. <sup>57</sup> On its return to San Diego Company A joined with the National Guard, the regular army units, the cadets and others to present a dress parade through the downtown streets. The parade began at one-thirty at Sixth and F Streets and passed before an estimated two thousand spectators before it terminated at Fisher's Opera House where ceremonies appropriate to the day were held. The following morning the local press commented favorably on the appearance of the seventy-one volunteer sailors and their ability to handle their rifles so well. <sup>58</sup>

Whenever possible the naval militia or the national guard units extended invitations to each other to attend

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<sup>56</sup> Morning Sun, May 30, 1892.

<sup>57</sup> Ibid., May 31, 1892.

<sup>58</sup> Evening Sun, June 18, 1892.

social events. Company B of the National Guard on June 15, 1892, invited Company A of the naval militia to visit its competitive drill and dance. The honored guest that evening was Lieutenant F. A. Brooks of the Adjutant General's office. All of the officers who had them were present in their uniforms.<sup>59</sup>

As part of their accepted policy, Seaman Leonard Goodwin suggested at the meeting on March 29, 1893, that the group should attend the funeral of Clement Weldon Nerney, brother of their former commander. This Nerney, as well as his other brother, Peter Francis, had also been a member of the San Diego naval militia.<sup>60</sup>

The question of obtaining white uniforms in late 1893 suggested a social event, a Thanksgiving ball. Thirty-two dollars and forty cents profit was made from this function.<sup>61</sup> The money was used to good advantage because the uniforms were made aboard the USS Albatross then in San Diego harbor. A considerable savings was thus realized.<sup>62</sup>

An example of fraternal charity was the care extended by Company A to Peter Kollier, a naval militia seaman who

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<sup>59</sup> Company A Log, March 29, 1893.

<sup>60</sup> Ibid., December 27, 1893.

<sup>61</sup> Ibid., January 31, 1894.

<sup>62</sup> Ibid., June 26, 1894.

was ill and destitute. In the early days of his sickness he was cared for by a Mrs. Files of Dehesa who informed Company A of his condition. The group determined to pay five dollars a month to Mrs. Files for his care, but when this nursing became too great a burden for her, Kollier was moved to St. Joseph's Hospital in San Diego where the fees were twenty dollars a month. Seaman David S. Wilbur protested this amount was too excessive. Seaman McNair's motion to compromise on a payment of ten dollars a month was accepted. 63

A Thanksgiving ball, more lavish than the first one, was held in 1894. In their drill hall the men had placed stands of colors, various other flags, stacked arms, pictures of the then famous white squadron, and as an extra feature, an eight foot model of the Vigilant, the outstanding racing vessel of the period, was suspended from the ceiling. The three-inch rifle which was used in the company's land drills occupied the center of the stage. 64

Profits from this venture helped to swell the modest treasury of Company A. At the same time it provided a social outlet for the young men, as well as serving as a good recruiting device.

From time to time the unit attended church services

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63 Company A Log, December 31, 1894.

64 Loc. cit.

in a body. In conjunction with the men of Companies A and B of the National Guard the naval militia accepted the invitation of the Rev. L. M. Hartley to attend services in the First Methodist church on New Year's Eve, 1894. On the occasion the church was decorated with flags and the sermon was appropriate for the men. Mr. Hartley addressed them on the development of character. The Sun referred to Hartley's words as patriotic and instructive.

The first three years of Company A's existence thus came to an end. A survey of this period indicates the willingness of these volunteer seamen to serve their country, even at times, at their own expense. Very little federal control over affairs is noticeable. That control was not to be felt in its full extent until the period immediately preceding and during World War I. The period treated in this chapter was the time when California was operating the naval militia as it saw fit. In the main, it is this writer's considered opinion that this policy was wise and helpful in formulating the course the naval militia was to take in the years to come.

CHAPTER III

The next few years, 1895-1899, were destined to be filled with newness for Company A. They were to bring the first taste of war to many of the reservists, and they were to witness the first and only ship, the Pinta, which Company A was to call its own.

Early in 1895 the California Legislature was discussing a bill for a state normal school (now San Diego State College). **Chapter Three**

**FULL SPEED AHEAD, 1895-1898**

The men of Company A served as an honor guard for the occasion.

A few days later a gun drill was held, and it proved to be the best to date. Lieutenant Shaw and his crew took the first place over the twelve seconds and set it up again in a matter of minutes. Efficiency and speed were being stressed in the group as evidenced by this exercise.

These efforts were noted by several visitors who attended the meeting of March 28, 1895. Captain Cook of the Connecticut naval militia, Chief Boatwain Shaw of the Massachusetts naval militia, and the officers of the USS

USS Pinta - Aug. April 4, 1895.

USS Pinta, February 19, 1895.

## CHAPTER III

The next few years, 1895-1899, were destined to be filled with meaning for Company A. They were to bring the first taste of war to many of the reservists, and they brought the first and only ship, the Pinta, which Company A was to call its own.

Early in 1895 the California legislature was discussing a site for a state normal school (now San Diego State College). Members of the legislature came to San Diego on February 4, 1895, to inspect possible locations. The men of Company A served as an honor guard for the occasion.<sup>1</sup>

A few days later a gun drill was held, and it proved to be the best to date. Lieutenant Shaw and his crew took the field piece down in twelve seconds and set it up again in fourteen seconds. Efficiency and speed were being<sup>2</sup> stressed in the group as evidenced by this exercise.

These efforts were noted by several visitors who attended the meeting of March 29, 1895. Captain Cook of the Connecticut naval militia, Chief Boatswain Shaw of the New Hampshire naval militia, and the officers of the USS

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<sup>1</sup> San Diegan-Sun, April 4, 1895.

<sup>2</sup> Ibid., February 19, 1895.

Ibid., July 5, 1895.



Wolcott were interested spectators at this gathering.<sup>3</sup>

These men praised the San Diego unit for its appearance and turnout, seventy-five being in attendance that evening.

During the summer of 1895 a ten day encampment for eighty naval militiamen was held at La Jolla. Seven hundred and fifty rounds of ammunition were brought along and proved sufficient for the drill.<sup>4</sup>

The problem which was uppermost in the minds of all who had to do with the naval militia was the obtaining of a suitable training ship for the various units of the organization. Governor James H. Budd had seen the USS Swatasa, the USS Hartford, and the USS Trenton at Mare Island. All of these vessels were on the inactive list for the naval militia, and the governor hoped to procure one of them. Senator Stephen M. White wrote to Secretary of the Navy Hilary Herbert for such a training ship.<sup>5</sup> This request, however, was not to be granted for some time.

It would seem that along with repeated requests for a training ship the San Diego men must have been accustomed to frequent changes of command. J. C. Crenshaw in August, 1895 resigned as lieutenant of Company A., and at the same

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<sup>3</sup> No further identification of these individuals is to be found.

<sup>4</sup> San Diegan-Sun, June 17, 1895.

<sup>5</sup> Ibid., July 5, 1895.

time Lieutenant Commander F. H. Stahle tendered his resignation as battalion commander.<sup>6</sup> For a few months Lieutenant Colonel N. T. James, an Annapolis graduate of 1892 and a member of Governor Budd's staff, supplied as temporary head of the naval militia.<sup>7</sup> In November Louis H. Turner became the battalion chief.<sup>8</sup> Shortly after his appointment Turner, James, and Lieutenant Colin A. Douglas were designated by the governor to act as an examining board for any officers elected by local naval militia groups.<sup>9</sup>

New orders from the Adjutant General's office told San Diego naval militia men that by designation of that office all companies of the battalion had been formed into one ship's company. San Diego in the future would be referred to as the Third Division. By the same directive target practice was ordered for September. At the same time it was announced that new caps and coats such as the navy department had regulated would be available after January 1, 1896.<sup>10</sup>

On Admission Day, September 9, 1895, the Third Division played a part by furnishing a gun squad in white for

<sup>6</sup> Adjutant General Reports, 1895-1896, 133.

<sup>7</sup> Ibid., 137.

<sup>8</sup> Ibid., 86.

<sup>9</sup> Ibid., 137.

<sup>10</sup> San Diegan-Sun, August 21, 1895.

the parade. Lieutenant Shaw with a white and blue sash across his chest served as aide to Major Henry Sweeney who was marshal of the first division of the parade.<sup>11</sup>

The meeting of October 29, 1895, was highlighted by the presence of Major General W. Dimond, of the California National Guard, and Adjutant General A. B. Barnett. Lieutenant Colonel N. T. James took charge of the Third Division for the elections needed to fill the vacancies left by the resignations of Crenshaw and Goodbody. Leonard A. Chandler was chosen lieutenant, junior grade. As candidates for the two positions of ensigns George D. Goldman, E. J. Lewis, Joe Sexton, William Rapier, Ed Fletcher, and James McNair were suggested. As a result of balloting Ed Fletcher and James McNair were each elected to the rank of ensign.<sup>12</sup>

Although at the time, late 1895, the Third Division possessed no seagoing vessels it could not help but be interested in the orders from the office of the Adjutant General regarding the decoration of ships. Henceforth all sea-going craft were to be painted black on the outside and white on the inside. On each side of the bow were to be placed the letters "N.B.", to designate such craft as belonging to the naval battalion. No other decorations were

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<sup>11</sup> San Diegan-Sun, September 5, 1895.

<sup>12</sup> Adjutant General Reports, 1895-1896, 34.

to be allowed except that on barges and gigs a gilt stripe was permitted below the beading. Coppered launches were given permission to use a white instead of a gold band not over two inches wide just above the line where the copper showed. Apparently because some groups had not been too particular all hands were directed to keep the masts, oars, boat hooks, and the boats themselves bright and clean.

Commanding officers in each division, in line with the policy of closer state supervision, were from now on required to furnish the Adjutant General's office with a quarterly statement listing any and all property owned by each division and its condition.

As the year 1895 ended Lieutenant Shaw received a letter from Lieutenant Commander Turner in San Francisco informing him that the steamer Excelsior would bring to San Diego on December 26 the long-desired long boats. One of these long boats, the Hartford, was thirty feet, six inches long, had an eight foot beam and a depth of three feet, two inches. If used as a rowboat fourteen oars were needed. The other vessel was a ten oar barge, the Monadnock, twenty seven feet, three inches long with a beam of six feet, two inches and a depth of two feet. Both of these vessels Turner informed Shaw were equipped for service. The Hartford

and the Monadnock were used for drill, for races, and for  
 pleasure by the Third Division for a number of years.<sup>14</sup>

Their names will appear again in this account and in further chapters especially in connection with a series of races held in the early 1900's.

The novelty of having two ships to use for light drill work was eclipsed by the news of the impending arrival of the USS Philadelphia. Admiral W. T. Beardsley and Captain Charles Coffin informed the San Diego Chamber of Commerce that on certain afternoons while the ship was in port the Philadel-  
phia would be available as a drill area for the Third Divi-

<sup>15</sup>  
 sion. Aboard ship was Commander L. L. Ingersoll, a strong believer in land-sea practice. Commander Ingersoll arranged a mass attack on the beach area extending from North Island to the Coronado Hotel. The San Diego naval militia, twenty strong, had an opportunity to use one of their new barges, as they watched the men of the regular navy go through mock  
<sup>16</sup>  
 warfare ashore.

News of the arrival of the Philadelphia brought six to eight hundred visitors to San Diego from Los Angeles. The main attraction for them was the giant parade in which

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<sup>14</sup> San Diegan-Sun, December 20, 1896.

<sup>15</sup> Ibid., January 22, 1896.

<sup>16</sup> Ibid., February 1, 1896.

the naval militia joined with three hundred sailors and marines from the cruiser. In the afternoon of the eighth of February the line of march extended from Horton's Plaza at 4th and D (Broadway) to H Street (Market) and 6th. The return march brought the men back to the Plaza where they were reviewed by Admiral Beardsley.<sup>17</sup>

A week after the parade Commander Ingersoll contacted Lieutenant Shaw regarding the possibility of physical drill for the naval militia. This appears to have been a favorite topic with the commander, according to newspaper accounts. His invitation also included a gun drill for the San Diego men aboard the Philadelphia. If the plan went as Ingersoll planned, and it did, the reserves were to stand behind the regular navy men and imitate their actions as they worked with heavy guns aboard ship. This was the first time the Philadelphia had worked with any naval militia unit, and the officers and men hoped that the reserves might be allowed to fire at least one round.<sup>18</sup>

A program for the three days of drill is of interest. It included the handling of the main battery and power division, drill at North Island, boat drills, and in the even-

<sup>17</sup> San Diegan-Sun, February 7, 1896.

<sup>18</sup> Ibid., February 15, 1896.

<sup>19</sup> Ibid., March 30, 1896.

<sup>21</sup> Annual General Reports, 1893-1896, 183.

ings night signaling and the use of search lights. Lieutenant Shaw's problem was getting employers to allow the reserves to attend these events. Such drills provided the best substitute for actual sea experience.

Commander Ingersoll was able to provide still another service for the Third Division. At Twenty-second and Logan Streets on March 10, 1896, four hundred sailors from the Philadelphia, the men of Company B, San Diego National Guard group, and the men of the Third Division carried out extended order drill. At the conclusion of the practice the band from the Philadelphia provided the music for a "silent drill to music", a usage apparently peculiar to Commander Ingersoll.

When the Philadelphia left early in April it was "business as usual" again with the Third Division. Lieutenant Colonel John C. Currier, division inspector of the National Guard, was present April 15th to inspect the division. Currier commented on the fine way the men executed the movements in the armory and on the street in front of the armory. The one flaw he noted was the poor attendance.

The events of the year 1896 were summarized by A. W. Barrett, the adjutant general of California, in September. His report for 1896 was loud in praise of the United States

19 San Diegan-Sun, February 18, 1896.

20 Ibid., March 30, 1896.

21 Adjutant General Reports, 1895-1896, 185.

government's liberality in furnishing arms and equipment.

This opinion was not one shared by the officers and men of the naval militia as has been previously shown.

That autumn brought another competitive shooting match for the Bloodgood medal. Lieutenant Chandler was the winner among the sixteen who entered the competition. One comment made after the shoot was over was that the target range should be nearer the streetcar line! At that time there was no line through Balboa Park and the men evidently did not enjoy a walk through the dusty canyons to the area set aside for firing.<sup>23</sup>

The naval militia was prepared for any type of disaster by a drill held in mid-November, 1896. At eleven o'clock on the morning of November 14 Lieutenant Shaw received a telegram from Lieutenant Commander Turner directing him to report by telegram at once to General John Last in Los Angeles. By return message he was told to contact adjutant Captain George H. Bower. An alarm was sounded in two minutes by a whistle from the local power house. Within two hours the naval militia and the national guard units in San Diego were ready. Sealed orders were handed to the commanding officers.

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<sup>22</sup> Adjutant General Reports, 1895-1896, 5.

<sup>23</sup> San Diegan-Sun, September 28, 1896.



Naval militia men were ordered to march to La Mesa Springs at one forty-five p. m. for a three day camp. Fifty-five naval militia men and fifty-one national guardsmen made the eleven mile trek. While food and utensils sufficient for three days were provided, no blankets or overcoats were available.<sup>24</sup> Fortunately a lemon packing plant was opened to them as a temporary headquarters and bunk house when they reached their destination. Hardtack, sweet potatoes, eggs and coffee were plentiful and the men enjoyed doing their own cooking. However, Ensign Fletcher found the expedition too vigorous and returned to town by train. Captain Bower was the only man allowed a horse.<sup>25</sup> In retrospect, the experience was a success but a wearisome one. It did offer the reserves a chance to taste of the inconveniences of any emergency which might arise. Such training would be of value during the times they were called upon to serve in the Spanish-American War and at the time of the San Francisco earthquake in 1906.

On election night in January, 1897, a Gilbert and Sullivan incident took place. Lieutenant Shaw refused the further honor of retaining his post as division commander but accepted the unanimous vote of the men who wanted him to take Chandler's post as lieutenant, junior grade. Chand-

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<sup>24</sup> San Diegan-Sun, November 14, 1896.

<sup>25</sup> Ibid., November 16, 1896.

ler had been elected to take Shaw's position! Chandler had won his new post by a vote of thirty-one over the twenty-five given to C. D. Knox. The press commented on the rotation of officers by saying that Shaw had been the most loved of the local commanders, barring only Nerney. Chandler had been in the division, the account said, six years and his tactical knowledge held a promise of good leadership.<sup>26</sup>

The sixteen men who had taken part in the shooting competition in 1896 were rewarded with third class medals in February 1897. These included Lieutenant Thomas M. Shaw, Lieutenant L. A. Chandler, Ensign James McNair, Chief Petty Officer W. E. Smith, First Chief Petty Officer C. T. Tichbourne, Second Chief Petty Officer David S. Wilbur, Second Chief Petty Officer James McNeil, Second Chief Petty Officer Louis Almgren, and Seamen William Allen, H. C. Buckle, Ned Cotter, Archie F. Crowell, Frank Ewald, Charles Kauffman,<sup>27</sup> George Minter, and Alex Robinson.

When figures for membership were published in April, 1897, the Third Division had a reason for feeling proud of its record. It had the highest membership in the state, seventy-eight names appearing on its books. There were few,

<sup>26</sup> San Diego-Sun, January 14, 1897.

<sup>27</sup> Adjutant General Reports, 1896-1898, 115.

if any, honorary members. To have honorary members in the naval militia was a custom allowed by law. Such persons who paid fifty dollars a year were entitled to the privilege of membership.<sup>28</sup>

A reorganization of the entire naval battalion took place in April, 1897. The commanding officer of the battalion would in the future have the rank of captain. His staff would consist of an executive officer with the rank of lieutenant commander, a navigation officer with the rank of lieutenant, a paymaster who would also serve as a mustering officer with the rank of lieutenant, an ordnance officer, a surgeon and a surgeon's aide, all with the rank of lieutenant. An assistant surgeon and a signal officer were also part of the staff. These last named posts were to be filled with men who would have the rank of ensign.

Each division, as in the past, was to be under the command of a lieutenant assisted by a lieutenant, junior grade, and two ensigns. For each division outside of San Francisco an assistant surgeon with the rank of lieutenant, junior grade, was allowed. Three warrant officers, a boatswain, a gunner, and a carpenter were also added to the list of persons each division should have. Petty officers in the future would include an apothecary, bugler, chief

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<sup>28</sup> Adjutant General Reports, 1896-1898, 95.

coxswain, engineer's yeoman, paymaster's yeoman, and two  
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 extras to fill any vacancies which might occur.

It would appear from this directive that the naval battalion was increasing in size and importance in its sixth year of existence. Its functions and officers had to be enumerated or expanded with the passage of time and as new situations called for them. In general, these regulations did not affect the Third Division too much. In the main, they concerned themselves with the staff and its expanded role.

Perhaps the best event for the naval militia in 1897 was its week of drill which took place at La Playa across San Diego bay. On August 4, at one p. m., the Third Division boarded the USS Bennington and was taken across the harbor to La Playa where its camp was located for a week. It was named "Camp Nicholis" in honor of the captain of the Bennington. Once ashore the division was broken into two companies and then went back aboard the Bennington. There the men practiced wig-wag signaling until dark. Then lantern communication was employed using the Ardois system.

Further drills included instruction in the use of small boats. Aboard the Bennington the men went through gun drills, fire drill, and abandon ship. Boat drills were

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29 Adjutant General Reports, 1896-1898, 95.

repeated in the afternoon using sails and oars. The Ardois system of signaling was used to communicate between ship and shore. (The Ardois system was a method of night signaling which uses red and white electric lights hung from a mast to send the messages.)

There were frequent inspections. The men were drilled in the way a powder division should function. They were taught first aid by the ship's surgeon. Blank ammunition was furnished to them, and they learned how to abandon a ship and attack a shore position.

Toward the end of the week's encampment the Third Division received excellent training. Aboard the Bennington they went outside the harbor and were permitted to fire the six-inch and six-pound guns. Each gun captain was allowed three shots. To add further to their knowledge of actual life at sea the men were given practice in clearing ship for action, collision drill, fire drill, quarters, and man overboard.<sup>30</sup>

On the last day the Third Division was transported across the bay by the Bennington. Once ashore the men marched to the Grand Army of the Republic's convention site, Camp Abe Lincoln, at Twelfth and H. Streets, and then to their

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<sup>30</sup> Company Record, 1897-1905, August 4-11, 1897.

<sup>31</sup> Company Record, 1897-1905, November 10, 1897.

<sup>32</sup> Company Record, 1895-1905, 133.

armory where they disbanded.

While these drills were not all the men hoped for, they did supply a need and were all that could be had under the circumstances. In particular, this week encampment at La Playa and the drill aboard the Bennington gave the men a savor of camp life and life aboard a naval vessel.

Elections came again in November, 1897. Two vacancies occurred when James McNair and Ed Fletcher, both ensigns, had completed their terms of office. Seaman T. C. Tichbourne received twenty votes, and James McNair received forty-two. Don Stewart moved the election be made unanimous, and it was agreed. George B. Smith then defeated Joseph Sexton by a vote of thirty-three to three for the second office of en-<sup>32</sup>sign. This, too, was made a unanimous election. Chandler and Shaw had earlier been appointed to act as an examining board for officers elected in the Sixth Division. They now served with Lieutenant D. F. Hunt of the Sixth Division, as an examining board for the two newly elected officers in<sup>33</sup> their own division.

Thomas Nerney, the first commander of the San Diego unit, who in 1896 had been appointed lieutenant colonel and inspector of rifle practice for the national guard of Cali-

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31 San Diegan-Sun, August 3, 1897.

32 Company Record, 1897-1905, November 10, 1897.

33 Adjutant General Reports, 1896-1898, 133.

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 fornia, received a new appointment from Sacramento. He  
 was selected by the adjutant general to fill the post of  
 35  
 executive officer for the entire naval battalion. For  
 Nerney as well as Chandler and Shaw there was no pay, simply  
 the honor. Shaw was not obliged to leave San Diego to dis-  
 charge his duties and for this he was glad. He had recently  
 established a garbage "crematory" which was often discussed  
 36  
 in the local press.

During 1898 many changes took place and perhaps the  
 greatest change was the arrival of training ships. Captain  
 Turner was ordered by A. W. Barrett, the adjutant general,  
 to go to Mare Island and there take command of the USS  
 37  
Marion. This ship while not entirely seaworthy did serve  
 in the years to come as a floating headquarters and a symbol  
 of what the whole battalion had always wanted.

For San Diego naval militia men the best news they had  
 ever received was the message Lieutenant Chandler made known  
 to them. San Diego was to be the home port for the gunboat  
 USS Pinta. She was built in 1865 and designed for Civil War  
 use. She was classified as an iron, schooner-rigged, screw

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34 Adjutant General Reports, 1895-1896, 50.

35 Adjutant General Reports, 1896-1898, 133-134.

36 San Diegan-Sun, December 21, 1897.

37 Adjutant General Reports, 1896-1898, 133-134.

steamer which displaced five hundred and fifty tons. The Pinta was one hundred and thirty-seven feet long, about the size of an average tunaboat today.

The story of the coming of the Pinta to San Diego is an epic all its own. How she had sailed around from the east coast to Mare Island was a question with many. However, as she attempted to leave San Francisco her boilers broke down. The newspaper in San Diego suggested that perhaps they had originally been plugged with putty. The repairs were scheduled to take at least ten days.

This delay caused no trouble to Surgeon Addison Morgan who planned to sail on the Pinta to San Diego, but for Lieutenant Shaw it was a different question. He had gone north on the SS Santa Rosa resplendent in his new uniform with one dollar and twenty-five cents in his pocket, intending to live on the Pinta and return aboard her at no expense to himself.

Commander Nerney informed the Third Division that the Pinta was now ready. Lieutenant Chandler commented that maybe the ship could be sent by train. Nerney kindled Chandler's ire when he stated that the adjutant general felt

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38 Jerry MacMullen, "Defense Against Alfonso." Westways, XXXLX, (January, 1947), 8-9. Hereafter cited as MacMullen, "Defense Against Alfonso."

39 San Diegan-Sun, March 5, 1898.



that the San Diego group should pay a ship's crew for bringing the Pinta to San Diego.<sup>40</sup> This caused Chandler to reply with sarcasm. He explained that the men of the Third Division had in the beginning paid for their own uniforms. The state had paid for them tardily and now seven years later no new ones were forthcoming. They were the laughing stock of the community in their old thread-bare suits. Each month the state allotted the Third Division one hundred dollars a month which was spent as follows: forty for armory rent, twenty-five to an armorer, five for boats, six for gas, and the rest for incidentals. The Third Division had always had financial problems in the past. Where was any money to be found now for paying a ship's crew? Chandler told Nerney that the cost would be paid in "whatever funds were available", a polite way of saying that his division was practically bankrupt.<sup>41</sup>

Meanwhile with the help of her sails the Pinta made the voyage to San Diego under the command of Lieutenant W. E. Gunn. As she sailed past Point Loma and entered San Diego Harbor on the afternoon of March 24, 1898, the whistle of the Pinta was blown to signify her arrival. The ship stopped. Not enough steam could be mustered to run the ship

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40 San Diegan-Sun, March 18, 1898.

41 Ibid., March 19, 1898.

42

and blow the whistle.

Chief fireman Jack Berry who had ridden the Pinta down from the north commented that if he and the others aboard had known the perils that were going to endure on the voyage one hundred dollars a day for each man would not have been too much to demand.

Engineer Williams, of the steamship Carlos Pachecho, who also had come down on the Pinta, estimated that needed repairs would cost about three thousand dollars. This estimate was later reduced to about five hundred dollars. A division ball was planned to help defray these expenses. When lights and a telephone were installed the Pinta would serve as a floating headquarters for the San Diego group.<sup>43</sup>

With the approach of the Spanish-American War Nerney ordered Chandler to bring the Third Division's muster from its present sixty-seven up to a strength of one hundred and four. In the event of war it was thought these men could be used aboard the Monadnock or the Monterey at Mare Island.<sup>44</sup>

As the war fever increased, the Native Sons of the Golden West contacted Senator Stephen M. White to see if machinery aboard the Pinta could be repaired and machine guns supplied. At that moment her defenses consisted of two

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42 MacMullen, "Defense Against Alfonso.", Westways, XXXIX, 9.

43 San Diegan-Sun, March 25, 1898.

44 Ibid., April 8, 1898.

Civil War howitzers, two Hotchkiss one-pounders, and a shiny brass Gatling gun. The case of the Gatling gun contained ten forty-five-seventy musket barrels, and, as a result, ten shots could be fired in each revolution.<sup>45</sup> White's reply stated that he had contacted the Secretary of the Navy who answered that such matters were entirely in the hands of the commanding officer at Mare Island. Sam Schiller and M. Ozerwinsky of San Diego were appointed a committee by the Native Sons to call upon the commandant and present the request for newer and better equipment. This request was not granted and the antiquated equipment and the old armament constituted San Diego's civilian navy's defense during the Spanish-American War.<sup>46</sup>

A boat drill on April 20, 1898, found the men of the Third Division enthusiastic and eager to be off to service, but no orders came. Chandler felt that when orders did come the men would probably go to San Francisco or Puget Sound. The local naval militia unit at this time consisted of seventy-six men. In spite of Chandler's tirade some time before about poor uniforms, it was announced that one hundred uniforms were now in good condition. Sixty-nine Lee repeating rifles and twenty-five Springfield rifles had been sent with

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<sup>45</sup> MacMullen, "Defense Against Alfonso." Westways, XXXIX, 9.

<sup>46</sup> San Diegan-Sun, April 25, 1898.

the Pinta when she made her trip to San Diego. More were expected momentarily. One ship's gun on the Pinta had been put in usable condition.<sup>47</sup> A few days later Chandler was ordered by Nerney to post a guard aboard ship and keep the public away. The guard consisted of Ensign McNair, Petty Officer Poole, and Seamen Watson, Northrup and Poole.<sup>48</sup>

Two months later the Third Division men were still hopeful of being used by the navy in some active way. Certain tugs were being readied in San Francisco for war service. The Vigilant could accommodate twenty-eight, the Active twenty-five, and the Iroquois forty-one. It was hoped that the manning of some or all of these vessels would be entrusted to the naval battalion. At the moment the entire battalion numbered five hundred men and the San Diego group mustered eighty-two of that number. Lieutenants Shaw and Morgan went to San Francisco to see if they could pass the examinations for the auxiliary navy. This they did, and Shaw, who was given the rank of ensign, complained in a whimsical way that he did not know what he really was, a lieutenant in the naval militia, an ensign in the auxiliary navy, or an officer in the San Diego garbage crematory.<sup>49</sup>

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47 San Diegan-Sun, April 25, 1898.

48 Ibid., April 27, 1898.

49 Ibid., June 20, 1898.

Long-awaited orders from Captain Turner, were received by Lieutenant Shaw and twenty-one men on June 24, 1898. They left San Diego on the Santa Fe train, at seven in the morning, made connections with the Southern Pacific in Los Angeles,<sup>50</sup> and proceeded to San Francisco. A month later Lieutenant Morgan and twenty-six more Third Division men were granted furloughs and leaves of absences to enter the auxiliary navy.<sup>51</sup> This, by the way, was the customary manner of taking care of absences from meetings. The men when in federal services were granted leaves and furloughs by the adjutant general of California. Both groups remained in San Francisco aboard the Active and other small craft. The war in the Pacific had ended and, as a result, the men waited until they were sent home.

With the end of the war the armed guard was removed by a reduction in force. Boatswain's mate Ned Cotter, and Seamen Louis Almgren and Joseph Hilb were retained as regular guards.<sup>52</sup>

As the year ended two items were small but noteworthy. Joseph Sexton was unanimously chosen as junior ensign of the Third Division.<sup>53</sup> Thomas Nerney supplied for

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<sup>50</sup> San Diegan-Sun, June 23, 1898.

<sup>51</sup> Adjutant General Reports, 1896-1898, 119-120.

<sup>52</sup> San Diegan-Sun, August 15, 1898.

<sup>53</sup> Ibid., November 24, 1898.

Captain Turner during his illness, taking over his regular duties and those on the examining board.<sup>54</sup>

While engaged in their duties in the period 1895-1898 the Third Division men had their share of social events. One of these was the assistance it furnished the girls of the newly organized Zlac Rowing Club. When the club's first barge was launched on August 3, 1895, from the Santa Fe wharf in San Diego eighteen naval militia men furnished a rifle salute.<sup>55</sup> When money needed to be raised in 1895 for the Third Division the men helped to provide the props for "Pinafore" which was being presented for their benefit.

These props were a gun, a battery, and even a drill by the lads themselves!<sup>56</sup> Still another event that year was the annual ball held in commemoration of the founding of the San Diego unit. Boeckh's orchestra played not only its full program but gave six extra numbers in the Second Street Armory. The grand march was led by Lieutenant Shaw and Mrs. Schrank, Colonel and Mrs. Gassen, and Captain and Mrs. Dodge. The newspaper commented that the attendance was large and that the ball continued until after one in the morning.<sup>57</sup>

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<sup>54</sup> Adjutant General Reports, 1896-1898, 6.

<sup>55</sup> San Diegan-Sun, August 3, 1895.

<sup>56</sup> Ibid., September 11, 1895.

<sup>57</sup> Ibid., September 13, 1895.

at its armory. Attractive programs showing a ship or an American eagle bearing the division flag were used. Committees of officers and men served to make the guests feel at home.<sup>61</sup> On the holiday a parade made its way through the streets of down-town San Diego. Officers and men from the various ships took part in the march and the Third Division was officered that day by Lieutenant Chandler, Lieutenant Shaw and Ensigns Fletcher and McNair. The crew of the Comus had been asked to participate but Sir Julian Pauncefote, British ambassador at Washington, had deemed this to be neither feasible nor politic.<sup>62</sup> A further feature of celebration was a boat race on the bay. This was a new field for the naval militia, but one in which it was later to excel. For its first attempt it did well, placing fourth in the harbor events. The crew included Nelson as stroke,<sup>63</sup> Peterson, Cole, Almgren, Wheeler, and Sexton as crew.

Events such as these gave the men a change from the routine of drill, instruction, and elections. They served also as a training school in naval customs and accepted ways of doing things. This training would be of value to those of the division who would later serve with the regular navy in World War I.

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61 Don M. Stewart, Scrapbook. Compiled during the years 1897-1920.

62 San Diegan-Sun, February 22, 1897.

63 Ibid., February 24, 1897.

The outstanding event of the period covered in this chapter was the Spanish-American War. For some time this was their first taste of war even if it were from a distance. For an organization only seven years old the California naval militia had established a record. It emerged from the war with thirty-six officers and four hundred and eighty-five men. Twelve officers and eighty men from the California naval militia had been in service during the war. The arrival of the Marion to serve as battalion and division headquarters in San Francisco and the coming of the Pinta to San Diego made 1898 a memorable year. Five thousand dollars for coaling and other incidental expenses for naval militia vessels, appropriated by the legislature in 1898, promised a little more freedom from financial worries, and all could look forward to cruises and drills in the future.



## CHAPTER IV

After the Spanish-American War the officers and men of the Third Division settled down to a more staid existence. Events that characterized the first years of the division's life continued but, somehow, they lacked the fire of newness and the events themselves were fewer in number and farther apart.

As a result of the Spanish-American conflict the volunteer ~~personnel~~ **Chapter Four** services during the war. The state of California <sup>1</sup> that the federal government owed it, and specifically San Diego's unit of the naval militia, a sum of one hundred and twenty-eight dollars for eight claims. This was largely for maintaining an armed guard aboard the Finta. The state encouraged various military organizations in California to ask for any lawful claims at that time since it was provided that claims had to be made to be on before January 1, 1902, or be forever barred. No pay would be given to men rejected for service nor would a higher rate of pay be given to a naval militia man for federal service than he would receive from the state for similar work. <sup>2</sup> Settlements of financial problems had to wait for a time while news of a cruise for the Third Division was the major

<sup>1</sup> Assistant General Reports, 1899-1900, 133.

<sup>2</sup> ibid., 137.

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As a result of the Spanish-American conflict the volunteer seamen sought compensation for their services during the war. The state of California claimed that the federal government owed it, and specifically San Diego's unit of the naval militia, a sum of one hundred and twenty-eight dollars for eight claims.<sup>1</sup> This was largely for maintaining an armed guard aboard the Pinta. The state encouraged various military organizations in California to ask for any lawful claims at that time since it was provided that claims had to be made on or before January 1, 1902, or be forever barred. No pay would be given to men rejected for service nor would a higher rate of pay be given to a naval militia man for federal service than he would receive from the state for similar work.<sup>2</sup> Settlements of financial problems had to wait for a time while news of a cruise for the Third Division was the major

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<sup>1</sup> Adjutant General Reports, 1899-1900, 133.

<sup>2</sup> Ibid., 137.

topic.

Lieutenant Shaw received news from the commandant in San Francisco that the USS Badger once she arrived there from the Orient, would be used as a training ship for the Third Division. The Badger was a former liner of three thousand tons with a battery of six five-inch guns and a secondary battery of six one-and-six pounder rapid firing guns.

The coming of the Badger meant that a capacity enrollment for the Third Division should be completed. If this were to be done it would total one hundred men and four officers. At that time the San Diego figure was sixty men and four officers.<sup>3</sup> Forty more were needed to bring the group to a full number. If a large turnout took place for the cruise, San Francisco headquarters stated, the federal sum granted to the states having naval militias, was assured.<sup>4</sup>

To forestall any problem of men rushing in for enlistment in order to take the cruise, it was stated from the San Francisco headquarters that no one should be re-enlisted after age forty-five unless it was done with the permission of the division commander of the national guard.

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<sup>3</sup> San Diegan-Sun, July 6, 1899.

<sup>4</sup> Adjutant General Reports, 1899-1900, 63.

No person under twenty-one could enlist or re-enlist without the permission of his legal guardian. Applicants had to have the same physical requirements as those of national guard infantrymen, except that a commanding officer could allow deviations of height, weight, and chest measurements. When a man could not arrange to go before a company doctor to be examined he was allowed to go to his own personal physician. The naval militia allowed forty cents for such an inspection and this sum was paid from the expense account<sup>5</sup> known as Armory Rents and Other Expenses.

At about this same time a letter was issued from the Los Angeles Engineer Division of the naval militia. This group at times drilled with the San Diego Division aboard the Pinta. The letter was an appeal to interested young men to enjoy a "vacation or fulfillment of a desire to serve in the naval reserve." It pictured the training period as a pleasure cruise along the off-shore islands of California<sup>6</sup> and later along the western coast of Mexico. The letter brought results. When the Badger arrived in San Diego it had aboard eighteen men and one officer from the Los Angeles Division, one hundred and fifty-one men and fourteen officers

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<sup>5</sup> Adjutant General Reports, 1899-1900, 66.

<sup>6</sup> Letter of Lieutenant Frank Von Vleck and E. J. Louis, mate, July 28, 1899, in Log of Naval Militia, Third Division.

from the northern divisions of California, and, in addition, the adjutant general of California, W. H. Seamans.<sup>7</sup> San Diego's contribution to this assembly was sixty men and four officers.

Commander James H. Miller of the Badger was not at all certain of the value of the training he was able to offer the naval militia, but he felt he would do his routine best to make the training cruise one of value to the men. The locale for drill and practice was near Santa Catalina, San Pedro, and the area off Coronado. Practice with the secondary batteries and five-inch guns gave the naval militia fine training. A variety of other activities included a drill for man overboard (the boat was lowered in forty seconds), twenty-two caliber practice, wigwagging, and revolver drill for the officers. Fog plagued most of their activities to the north and was responsible for most of the training being conducted near Coronado.

A commissary of its own was provided by the naval militia for the enlisted men. Items mentioned in the list of foods included fresh meat, vegetables and butter. It was estimated at the time that each man's rations in the naval militia cost a fraction under fifty cents per day, while in the same period the federal government was spend-

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<sup>7</sup> San Diegan-Sun, September 20, 1899.

ing but thirty cents for men of comparable rank in the regular navy. Naval militia officers messed with the Badger's officers. For each of them the daily expense for meals was one dollar and a half a day.<sup>8</sup>

Training ended for the local men and the Los Angeles group when they left the Badger on the evening of September 26, 1899. For the night the Los Angeles division was quartered aboard the Pinta and left for home the next morning. General Seamans and Captain Nerney both praised the men of the Third Division for their discipline, ability, and training. Commander Miller added his words of commendation, saying that the southern California groups excelled their northern counterparts with whom he had had experience. The Badger's officers came aboard the Pinta before leaving San Diego and inspected her from stem to stern. They estimated the cost of repairing the Pinta would be about twenty-five hundred dollars. If this could be done locally they felt it would be the best plan.<sup>9</sup>

That fall the naval militia of San Diego had its semi-annual state shoot at the public range. The firing was done at two hundred, three hundred and five hundred yards. Five shots were allowed at each target and the high-

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8 Adjutant General Reports, 1899-1900, 117-120.

9 San Diegan-Sun, September 26, 1899.

est possible score was seventy-five. The officers used revolvers and the men used rifles. In the scoring it was discovered that Don Stewart had made a fine record of fifty-one, followed closely by Joseph Sexton, George McNeill and H. C. Beck each with a score of forty-eight.<sup>10</sup>

The expenses for the year 1900 are of interest in showing how state funds were used in the Third Division. San Diego's group received five hundred and six dollars and sixty-seven cents for maintaining a guard aboard the Finta. Six thousand dollars was appropriated by the state legislature to cover the expenses of the entire California naval militia and this was San Diego's share. An additional one hundred and twenty dollars and forty-eight cents were allowed by the state for messing the guard aboard ship.<sup>11</sup> Of equal value are the figures for state enrollment at this same time. The naval battalion under the command of Captain N. T. James who had succeeded Captain Turner in 1899 as head of the organization then mustered four hundred and twenty-five officers and men.<sup>12</sup> San Diego's division numbered four officers and fifty-six men.<sup>13</sup>

<sup>10</sup> San Diegan-Sun, October 24, 1899.

<sup>11</sup> Adjutant General Reports, 1899-1900, 21.

<sup>12</sup> Ibid., 73.

<sup>13</sup> Ibid., 37.

W. H. Seamans, the adjutant general, in his report to the governor in 1900, analyzed the record of the naval militia of California during the previous two years. He revealed that the latest figures showed that in the war with Spain the naval militia of the state had furnished thirteen officers and eighty-two men actually mustered into service. Some of these men were at that moment being retained in federal service. He briefly reviewed the cruise of the Badger in the past year. He felt that the big problem was setting a definite date so that men could arrange to leave their work and be able to go for the training cruise. When the cruise was taken the naval militia in California numbered five hundred and twenty-three officers and men and of that number two hundred and seventy-four, or fifty-four percent participated. General Seamans believed that this number represented the uncertainty of many of the men who were not able to make definite arrangements to be away for an uncertain voyage.

14

Aboard the barnacled Pinta, tied up at the Pacific Coast Steamship wharf, there was some dissatisfaction. Ned Cotter was removed from his job of guard and the post was given to Louis Almgren. Charges were preferred against Cotter by Lieutenant Frank L. Sargent. The nature of these charges was not divulged, but many felt it was a personal



matter between the two. Cotter was ordered to Mare Island  
 to stand trial aboard the USS Independence.<sup>15</sup> There it was  
 learned that Cotter while serving as a regular sailor in the  
 Spanish-American War had refused to take orders from Sargent,  
 a naval militia officer. Probably for the good of both par-  
 ties the case was dismissed.<sup>16</sup>

Two changes which affected all divisions in the naval  
 militia took place at this time. It seemed that there were  
 not enough permanent records of each division in the ad-  
 jutant general's office. It was ordered that in the future  
 two copies of each order plus the one already being sent by  
 each division should be deposited in the adjutant general's  
 office. Despite state efforts to keep records straight,  
 San Diego was slow several times in sending to headquarters  
 in San Francisco the required monthly reports of attendance,  
 enrollment and other pertinent facts concerning the local  
 organization.<sup>17</sup>

The most important event in 1901 so far as Califor-  
 nia's naval militia was concerned was the action taken by  
 the state legislature. The naval militia was completely

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<sup>15</sup> San Diegan-Sun, September 6, 1900.

<sup>16</sup> Louis Almgren, March 24, 1955, interview.  
 Louis Almgren was a member of the Third Division at the  
 turn of the century.

<sup>17</sup> Adjutant General Reports, 1901-1902, 52.

separated from the national guard and left to pursue its own course, responsible only to the commander-in-chief.<sup>18</sup>

This severance of the two organizations really begins the best phase of California naval militia existence. It was necessary at first to have the guidance of an established military organization such as the national guard but their objectives were so divergent that it was better for each to go its own way.

San Diego must have felt a glow of pride when it learned that Thomas Nerney, the Third Division's first commander, was chosen by the governor to serve as captain of the naval battalion.<sup>19</sup> His tenure of office extended from 1901 to 1903. One of Nerney's first orders was for a complete inspection of the entire battalion during the month of June, 1901. Inspectors were ordered to destroy any state property found to be worthless or obsolete. All federal property in the same condition was to be sent to the Marion<sup>20</sup> in San Francisco for further disposal.

In late September, 1901, Nerney made arrangements with Captain W. W. Mead of the USS Philadelphia to drill the Third Division men aboard ship. The Santa Cruz and Los

<sup>18</sup> Adjutant General Reports, 1901-1902, 63, 65.

<sup>19</sup> Ibid., 178.

<sup>20</sup> Ibid., 78.

Angeles divisions were also aboard the Philadelphia. When Nerney was quizzed by a reporter in San Diego concerning the locale of the training cruise he said the Philadelphia's captain would decide, but that he, Nerney, hoped it would be in the waters off Santa Catalina Island. Such proved to be the case.<sup>21</sup>

Lieutenants Howard and Sargent led thirty-two men aboard the Philadelphia on the morning of October 8, 1901, and as in previous years, a training cruise took place for one week. Nerney's report to the governor concerning the cruise contained high praise of the regular naval officers and men. The benefits and instructions the naval militia had derived from the cruise were shadowed only by the trouble the men experienced before the cruise started and no one day could be set as a departure date. Nerney felt that some of the best men in the naval battalion suffered injustice by it. When they could not arrange their jobs ashore to be away on a training cruise their enthusiasm waned and it was difficult to keep them in the battalion.<sup>22</sup>

In November, 1901, Nerney, in addition to his duties as captain, was assigned command of the Marion in San Francisco. Lieutenant, junior grade, Frank Sargent served as

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<sup>21</sup> San Diegan-Sun, October 8, 1901.

<sup>22</sup> Adjutant General Reports, 1901-1902, 150.

executive officer, and Ensigns Joseph Sexton and Don Stewart<sup>23</sup> were assigned to the Pinta. When inspection time came in 1902 the Third Division had four officers and forty-six men. Three officers and thirty-three men were in attendance for the inspection, a percentage of seventy-two. The average<sup>24</sup> for other divisions was eighty-one. By late June, 1902,<sup>25</sup> one more man had been added to the division. The Third Division appeared to be in a post-war period in which local men saw little need for drill; nor did the idea of an indefinitely dated training cruise lure them to join the organization. The annual training cruise did not take place in 1902 despite the offer of the navy to provide a vessel. The reason for the refusal was again the uncertainty of the availability of a ship. This was the problem of the 1901<sup>26</sup> cruise and it had plagued naval officers for years.

Don Stewart made an excellent record in 1902 in the shooting practice required by law. His score entitled him to enter the statewide contest held in Sacramento, but news of his marksmanship could not be delivered and an invitation extended rapidly enough for him to attend the shoot and

to explore the bottom of San Diego

<sup>23</sup> Adjutant General Reports, 1901-1902, 88.

<sup>24</sup> Ibid., 102. September 25, 1902.

<sup>25</sup> Ibid., 44. June 1, 1902.

<sup>26</sup> Ibid., 8-9. June 1, 1901.

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as a result, he was not able to attend. In the same year the Third Division began to use the Santa Fe Hall, sometimes known as the Marshall Higgins block, at Fourth and C Streets for many of its drills. <sup>28</sup> The Pinta was still kept as headquarters. As a dedication, a social event was held in the Santa Fe Hall in late September, 1902. The auditorium was decorated with signal flags, guns, and broadsword cases. L. Meyers entertained at the piano, the brass band played, and boxing and refreshments completed a gala evening. The only discordant note of the year was the attempt of the Los Angeles naval militia group to obtain the use of the Pinta, basing her at San Pedro if obtained. The San Diego men were determined to fight such a move with all <sup>29</sup> their resources.

Little or nothing beyond routine business is noteworthy concerning events of the Third Division in 1903. The Memorial Day parade of that year brought out the naval militia under Lieutenant Howard for a down-town drill. The visit of the USS Alert gave the men a novel experience. Lieutenant John Bliss of the Alert provided the men a chance to don diving equipment and explore the bottom of San Diego

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27 San Diegan-Sun, September 23, 1902.

28 Ibid., October 1, 1902.

29 Ibid., October 1, 1902.

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Bay. When the Third Division's lethargic spirit was noted in the press, something needed to be done. That something was found in the arrival of a new one-pounder Hotchkiss gun. San Diego was the first division to receive one of these new weapons. It was manned by a crew of eight and was carried aboard ships for shore use. It was so arranged that small bore shots could be used for inexpensive firing until such time as the one-pounder shots were needed. It was hoped that this gun could be used by the men during a coming

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rifle practice. The Fourth of July parade in 1903 gave the Third Division a chance to participate. The marchers were reviewed at Ninth and C Streets and disbanded at the

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Eleventh Street park. Lieutenant Howard did what he could to spark a new interest among his men. He sent for books on seamanship hoping that through study a better type of civilian sailor could be developed in San Diego. Howard felt that dead-wood in the organization should be removed and showed his resolve by expelling one member from the

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group.

Captain George W. Bauer who had succeeded Nerney

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30 San Diegan-Sun, June 4, 1903.

31 Ibid., June 4, 1903.

32 Ibid., July 5, 1903.

33 Ibid., July 8, 1903.

as captain of the naval battalion in 1903 made a report to headquarters in which he mentioned the obsolete ships, the Pinta and the Marion. He stated that these wooden vessels were not in a condition to be propelled by their own steam. Numerous requests had been sent to the Navy Department for more serviceable ships but so far the pleas had gone unheeded. Bauer, who had inspected the Fourth Division, noted that Lt. Commander A. A. Morey, the naval militia's paymaster had inspected the other six. They all appeared to be fairly successful organizations. At that time the battalion numbered thirty-five officers and four hundred and fifty-three men.<sup>34</sup> San Diego in the same period mustered three officers and fifty-eight men, a slight increase over the preceding few years. Los Angeles engineer division, attached to the Pinta, numbered two officers and thirty-six men.<sup>35</sup> Don Stewart again made a record in the annual shoot in 1904. He scored two hundred and two points with three shots. Almgren followed him with one hundred and eighty-three. The target used was the silhouette of a man, and shots were fired at it from various positions.<sup>36</sup>

During the period covered in this chapter, 1899 to

<sup>34</sup> Adjutant General Reports, 1903-1904, 4, 7.

<sup>35</sup> Ibid., 47.

<sup>36</sup> San Diegan-Sun, December 19, 1904.

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<sup>35</sup> Ibid., 47.

<sup>36</sup> San Diegan-Sun, December 19, 1904.



1904, elections were an integral part of the Third Division's business. In January, 1899, Chandler's term of office as lieutenant expired and James McNair proposed Roscoe Howard as his successor. This was seconded by Petty Officer George McNeill who further asked the nominations be closed. This motion was seconded by Seaman J. T. Green. When balloting was conducted it was found that Howard had received  
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 twenty-three votes and former Lieutenant Shaw one vote.

The same procedure was used again in 1899 when A. E. Morgan resigned as lieutenant, junior grade. Seaman John E. Parrish nominated Frank L. Sargent for the post and Seaman C. Woolman moved the nomination be closed. Sargent, needless  
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 to say, was elected. When McNair resigned as ensign in November, 1899, Captain R. V. Dodge, of the national guard, presided at the election for McNair's successor. Thirty-one attended election night when George McNeill nominated Don Stewart for ensign. This was the only name proposed. Stewart received twenty-nine votes, Nystrom one vote, and one tally was left blank. Stewart was told to report to the Pinta two days later, take his examinations, and receive

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<sup>37</sup> Record of Assemblages, 1896-1910, January 25, 1899, a ms. in the possession of Don M. Stewart.

Hereafter cited as Record of Assemblages.

<sup>38</sup> Ibid., May 2, 1899.

<sup>39</sup> Company Journal, February 2, 1894.

his commission. <sup>39</sup> In mid-December, 1901, Joseph Sexton's term as ensign had expired. In a hasty session Lieutenant Howard called the meeting to order aboard the Pinta, appointed George McNeill as teller and suggested that Sexton be allowed to replace himself. Nominations were closed, and <sup>40</sup> the elections declared unanimous. Howard was given the rank of lieutenant commander in October, 1903, in line with the battalion's policy of placing an officer with such rank <sup>41</sup> in charge of each division. When his post became vacant in 1904 Don Stewart proposed Frank Sargent. This motion was seconded by Quartermaster W. W. Citterly. He received twenty-six votes. Stewart was nominated for lieutenant, junior grade by Quartermaster P. Bare. After a second by Seaman F. A. Lafortune nominations were closed. He received twenty-five votes. Don Stewart then moved the name of J. C. <sup>42</sup> Hizer for ensign. He received twenty-three votes. Note-worthy is the speed and precision with which all elections were conducted. There seems at this period to have been little or no competition for ranks, and changes apparently

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<sup>39</sup> Company Journal, November 22, 1899, a ms. in the possession of Don M. Stewart.

Hereafter cited as Company Journal.

<sup>40</sup> Ibid., January 2, 1901.

<sup>41</sup> Adjutant General Reports, 1903-1904, 24.

<sup>42</sup> Company Journal, February 2, 1904.

were accepted in good order.

One new feature of the period was a series of boat races. The first was with the crew of the Japanese training ship Hi-yei which came to San Diego in June, 1899. The sailors of the oriental cruiser challenged the Pinta men to a ten-oar cutter race.<sup>43</sup> The contest took place in the late afternoon. A signal from the Santa Fe wharf was given by McNair, and a Japanese officer in charge had two shots fired to make certain that his men knew the race was on. The Pinta men rowed the Hartford with a six-oar crew as had been agreed upon. The Japanese attempted to win by crossing over into the Pinta's lane. Despite such antics the Pinta won by four seconds, thus averting a minor international inci-

dent.<sup>44</sup> When the USS Marblehead put into port in February, 1900, her sailing crew challenged the Pinta boys to a race. The Marblehead lads led by Naval Cadet White used a sloop-rigged boat, and the Pinta men used two leg-of-mutton sails and a jib on the Hartford, their racing boat. The contest was from the Santa Fe wharf around the spur buoy off Ballast Point. The Pinta crew won by three minutes, thirty-seven and one fourth seconds. The victorious crew entertained the Marblehead crew aboard the Pinta following

<sup>43</sup> San Diegan-Sun, June 19, 1899.

<sup>44</sup> Ibid., June 16, 1899.

<sup>47</sup> San Diegan-Sun, April 23, 1901.

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the race.

The Third Division's racing crew was successful again when it met and defeated the men of the USS Ranger. Lieutenant Sargent worked out plans with the executive officer of the Ranger, and when the men of that ship saw the Hartford being used by the local reservists they decided that their gig should be stripped to match more closely the weight, speed, and size of the Pinta's boat. It seems to have availed them little for the Pinta won easily.<sup>46</sup> In fact, these stories of boat races engaged in by the Third Division show a singular lack of defeats for it.

The Ranger crew still smarted under the loss to San Diego and challenged the Pinta crew to a second race and a chance to regain a trophy which San Diego had captured from it the previous year. A crew from HMS War-<sup>47</sup>spite then in port was also asked to participate. The Pinta and the Ranger see-sawed for a lead. The Pinta men won. The Ranger crew came in second, and the Warspite came in third. An additional race was projected with the boat crew of the USS Alert. The sum of \$52.00 was raised by both sides as a prize to the victor. Because of

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<sup>45</sup> San Diego Union, (San Diego, California), February 26, 1900.

Hereafter cited as San Diego Union.

<sup>46</sup> Ibid., June 20, 1900.

<sup>47</sup> San Diegan-Sun, April 26, 1901.

48

rain the race never took place.

One of the most interesting contests was that which was held on Thanksgiving Day, 1904, at Playa del Rey near Venice, California.<sup>49</sup> Lieutenant Sargent and twenty men of the Third Division in San Diego loaded their barge Hartford aboard the Santa Rosa, a coastal steamer, and accompanied it to Playa del Rey. The average weight of the San Diego men was one hundred and seventy-one pounds while the competitors from that area averaged one hundred and eighty-five pounds. Lieutenant Sargent kept in touch with San Diego by telephone<sup>50</sup> and was proud to report still another victory. A month later the revenue cutter Manning, based at San Diego, issued a challenge to race with the Pinta men. A course of two miles was set and a purse of \$1,500 was offered as a prize. The reservists won in a record time of twelve minutes, eight seconds.<sup>51</sup> The winners were entertained aboard the Manning. The "prize crew", as it came to be called, included Louis Almgren, William Palmer, John Parrish, Thomas Norton, James Neary, and H. C. Wheeler.<sup>52</sup> An enviable record had been

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48 San Diegan-Sun, May 7, 1901.

49 Ibid., November 3, 1904.

50 Ibid., November 23, 1904.

51 Ibid., December 28, 1904.

52 Ibid., December 19, 1904.

established by the Third Division and if any one factor could be singled out for keeping up interest among the men this type of competition was it.

Other types of social events helped to keep the men occupied. For example in 1899 on Memorial Day no parade was held, but the Third Division went to National City to decorate the grave of Ensign W. E. Smith and to Mount Hope Cemetery to lay flowers on the graves of Seamen Peter Kollier and A. G. Williams.<sup>53</sup> In 1901 it held a ball in Turner's Hall to celebrate its tenth anniversary.<sup>54</sup> Another event which it sponsored in 1902 was a smoker held aboard the Pinta which was brilliantly lighted for the occasion. Refreshments, song, music, and competitive drills made up the fare of the evening. Louis Almgren knocked out Louis Schutz in the third round of a boxing exhibition. E. H. Lee won a decision over Fred Lafortune. Louis Schutz and C. O. Johnson did a dance and Thomas Muehleisen gave a trombone solo followed by an encore. Phil Bone won \$2.50 from B. Stein in a potato race. The Palmer quartet sang and the naval militia's brass band played.<sup>55</sup> During the summer of 1903 under the direction of Professor Fred Boekh, a San Diego musician, the men presented HMS Pinafore aboard the

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53 San Diegan-Sun, May 30, 1899.

54 Scrapbook of Don Stewart

55 San Diegan-Sun, August 20, 1902.

Pinta.

Expenditures during these years are of interest. For example, in 1901 \$1,347.55 was spent by the Third Division in repairs for the launch of the Pinta, and in the years which followed the largest expenses were for coal, desk re-  
57  
pair aboard the Pinta, and paints.

The Third Division of necessity had to have a financial side to its existence as these business transactions show. It participated in parades, races, and social events in San Diego where it was accepted as an integral part of daily living. While its existence during the years 1899-1904 were not as dramatic as in the time prior to and during the Spanish-American War, the naval militia did provide color and adventure for San Diego youths who wanted to serve their nation.

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56 San Diegan-Sun, August 1, 1903.

57 Adjutant General Reports, 1901-1902, 78.

## CHAPTER V

The years 1905 to 1908 were filled with several events of importance to the men of the Third Division. The major event of 1905 was a training cruise to Hoolahua Bay. Admiral C. W. Goodrich, commander of the Pacific Fleet, extended an invitation to the California naval militia to be part of the cruise leaving from San Diego. Lieutenant Commander Woodson aboard, Lieutenant Frank Sargent, Ensign J. G. Hiler and thirty-six men were assigned to the ship.

## Chapter Five

Twenty-five men from the Los Angeles Naval Division under the command of Lieutenant A. H. Woodbine also participated.

## STAND BY, 1905-1908

Each reserve was equipped with a hammock, clothes-bag, blanket, sunshades, and overcoat or pea jacket, complete blue uniform, two changes of undershorts, toilet articles, a pan, cup, knife, fork, and spoon. Some in addition were issued two white working suits and a white hat.

In response to orders from Admiral Goodrich each officer reported to the ship designated for his training. Here he billeted his men according to a pre-arranged plan. Each reservist was given a duplicate number with some competent member of the regular crew. He was told to report to and perform all duties with that person as if he were a member of the regular ship's crew. Aboard the flagship,

San Diego, March 3, 1905.



## CHAPTER V

The years 1905 to 1908 were filled with several events of importance to the men of the Third Division. The major event of 1905 was a training cruise to Magdalena Bay. Admiral C. F. Goodrich, commander of the Pacific fleet, extended an invitation to the California naval militia to be part of the organization from San Diego. Lieutenant Commander Roscoe Howard, Lieutenant Frank Sargent, Ensign J. C. Hizer and thirty-six men were assigned to ships of the squadron. Twenty-five men from the Los Angeles engineer division under the command of Lieutenant A. H. Woodbine also participated.

Each reserve was equipped with a hammock, clothes-bag, blanket, dungarees, and overcoat or pea jacket, complete blue uniform, two changes of underclothes, toilet articles, a pan, cup, knife, fork, and spoon. Some in addition were issued two white working suits and a white hat.

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San Diegan-Sun, March 8, 1905.

USS Chicago, this idea was adhered to and the duties of each man were changed from day to day so that, regardless of rate, he had different duties daily. Aboard the USS Wyoming and the USS Perry men were assigned to one rate and kept it throughout the entire cruise.

Inclement weather kept the squadron in San Diego harbor from March 13 to March 15 when it weighed anchor for Magdalena Bay. At the time of departure from San Diego Lieutenant Commander Howard was assigned as an assistant to Lieutenant Commander A. S. Halstead, the navigator of the Chicago. Each morning and afternoon, sights were taken for longitude, latitude was resolved at noon, and the compass was corrected by time azimuths. At least three times star sights for latitude and longitude were taken in the evening and morning watches. Aboard the gunboat USS Bennington Lieutenant Sargent followed a routine similar to that aboard the Chicago, and whenever possible, he was allowed to take over the duties of executive officer.

On the voyage to Magdalena Bay Admiral Goodrich each morning handled this miniature fleet in various squadron movements, and the signaling used in these drills was considered by many to be of special benefit. As the squadron entered Magdalena Bay on March 18 and, before anchorage was reached, the drill "man overboard" was held. The ships were in column, but each stopped and backed, lowered a life boat

and made for the buoy which simulated a man. The Bennington's boat was the first to reach the "victim." Anchorage was then made between twelve and one p.m. While in the harbor the naval militia members stood routine watches and took part in drills. Liberal shore leave was granted. By March 25 the Bennington, Perry, and Wyoming had all fired at the targets. On that date at one p.m. all Third Division men were transferred to the Perry and arrived in San Diego on March 27 at nine-thirty p.m.

On the return trip the engineer division from Los Angeles stood watch in the engine room and took active charge of the boilers and engines. Other Third Division men passed coal in the fire room and bunkers. All night watches were left to Howard and Sargent and they had charge of the deck when the regulars turned in. Sargent's men were detailed to such areas as the speed cone, lookout, life buoy, and engine room. In the last mentioned area they served as oilers. They were given instructions in first aid, fire drill, man overboard, general quarters with special instructions for handling the main and secondary batteries, knots and splices, boat sailing, and boat pulling. Aboard the Perry nearly all hands were given the experience of wheel steering by ship's compass.

Admiral Goodrich was laudatory in his remarks about the conduct and ability of the Third Division men. In

turn, Sargent and Howard mentioned that during their entire career in the naval militia they had never received so much practical experience. The same, they felt, was the sentiment of the men who also commented on the excellent time they had had. They singled out the rowing, swimming, and boat drills at Magdalena Bay as being particularly outstanding.<sup>2</sup>

When E. V. Winneck resigned as ensign in the middle of May an election was held on the evening of May 23, 1905. John E. Parrish was nominated for the position by Louis Almgren and seconded by Louis Schultz. The nominations were closed. Balloting followed and Parrish became the junior ensign.<sup>3</sup>

Several smaller items came to notice at this time. The Third Division under the command of Lieutenant Stewart took part in the Memorial Day parade in downtown San Diego streets.<sup>4</sup> No inspection was held in 1904 or in 1905 but it was hoped to have one early in 1906. Because not enough money had been appropriated by the legislature for traveling expenses and per diem of officers detailed for inspection it was impossible to hold them in 1904 and 1905.<sup>5</sup>

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<sup>2</sup> Adjutant General Reports, 1905, 91-93.

<sup>3</sup> Company Record, May 23, 1905.

<sup>4</sup> San Diegan-Sun, May 30, 1905.

<sup>5</sup> Adjutant General Reports, 1905, 12.

However, it was noted that the San Diego division mustered three officers and forty-seven men at this time. The engineer division in Los Angeles attached to the Pinta numbered two officers and thirty-six men.<sup>6</sup> Expenses included as the largest item a liberal supply of paints and oils for the upkeep of the Pinta and the two long boats and a smaller amount paid to the Pacific Coast Steamship Company for dockage.<sup>7</sup>

Under the command of Captain George W. Bauer the naval militia throughout the state had improved in efficiency and discipline. It had recently been issued United States magazine rifles, caliber thirty, to replace the outmoded Lee magazine rifles, caliber forty-five. Thirty-eight caliber Colt revolvers had also been issued. In general, this equipment was similar to that employed by the navy at the time. The annual report of the captain of the naval militia to the governor noted that the headquarters ship Marion in San Francisco had been overhauled at Mare Island.<sup>8</sup>

Twenty-seven men assembled at Lieutenant Commander Howard's request on the evening of October 17, 1905. Frank L. Sargent who had served for a number of years had tendered his resignation. Boatswains Mate J. H. Howard nominated

<sup>6</sup> Adjutant General Reports, 1905, 45.

<sup>7</sup> Ibid., 21.

<sup>8</sup> Ibid., 5.

Don M. Stewart to replace Sargent as senior lieutenant. This action was seconded and Stewart was declared elected after receiving twenty-six of the twenty-seven votes.<sup>9</sup> In less than a month another election was held to fill the vacancy created by Stewart's promotion. For this session, Ed Fletcher, who had resigned some time before as ensign, presided. J. C. Hizer received twenty votes as the sole nominee for the post. Louis Almgren was the sole candidate for ensign. He received twenty-two of the twenty-five votes cast.<sup>10</sup> Both men accordingly took their new positions.

During 1906 an event of importance to the Third Division was service in San Francisco following the great earthquake there on April 18, 1906. Along with other state troops the San Diego men, seventy-five in number, rushed to aid the stricken city. Having been mustered locally they entrained on the Santa Fe and in Los Angeles transferred to the Southern Pacific railroad. Once in San Francisco the reservists under the command of Lieutenant J. C. Hizer were camped first in Golden Gate Park and later on what is now the site of the Mark Hopkins Hotel. Their main task was to guard the homes from looters. They later received the per-

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<sup>9</sup> Company Record, October 17, 1905.

<sup>10</sup> Ibid., November 2, 1905.

sonal thanks of Governor George C. Pardee for their services.

By April 24, all units of the state naval militia were on duty except that of Eureka which was exempted because of its isolated location. By May 17, the San Diego men were relieved of further duties and sent home.<sup>12</sup>

On June 10, 1906, a welcome change came to the entire naval militia. On that date the outmoded Marion, the battalion headquarters, was exchanged at Mare Island for the USS Alert.<sup>13</sup>

The very name gave promise of a rejuvenation. The Alert had recently been remodeled and was equipped with six four-inch, rapid-firing guns.<sup>14</sup> Locally the three officers and fifty-nine men who made up the Third Division were pleased about the change and hoped for the time when the Pinta would be replaced with a better ship.<sup>15</sup>

The naval militia was present at the Old Town Plaza on July 30 to furnish a twenty-one gun salute in commemoration of the first raising of the American flag in San Diego.<sup>16</sup> In such events as this and in parades and other local functions

<sup>11</sup> San Diego-Sun (San Diego, California) April 19, 1933.  
Hereafter cited as San Diego-Sun.

<sup>12</sup> Adjutant General Reports, 1906, 58.

<sup>13</sup> Ibid., 4.

<sup>14</sup> San Diegan-Sun, June 12, 1906.

<sup>15</sup> Adjutant General Reports, 1906, 28.

<sup>16</sup> San Diegan-Sun, July 30, 1906.

the Third Division was accepted as an integral part of local life.

In October, 1906, a long-awaited action took place when Charles Engebretson and William Goss, builders, presented plans to the naval militia and national guard for the construction of a joint naval militia-national guard armory at Thirteenth and G Streets. The building as planned and built was one hundred by one hundred and sixty feet. The cost was ten thousand dollars. It was one story high, and the drill area was sixty by eighty-six feet.<sup>17</sup>

By December 31 the armory was ready, and a program was prepared for the dedication. Two thousand invitations were issued and fourteen hundred persons accepted. Mayor John L. Sehon made the opening address. M. L. Ward gave the dedicatory address. Captain Ed Fletcher, now a member of the national guard, spoke of his organization, and Lieutenant Don Stewart spoke for the naval militia. Following the ceremonies a ball took place. The grand march was led by Captain Fletcher and Mrs. Sehon. Although there was a large crowd the hall was large enough for all the dancers. The formal attire of the couples, the decorations of flags and bunting, and the music of Professor McQuaid's orchestra made the evening a memorable one.<sup>18</sup>

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<sup>17</sup> San Diegan-Sun, October 4, 1906.

<sup>18</sup> Ibid., January 1, 1907.



The hall, the largest then in the city, was rented by various organizations for their functions. Additional rooms contained areas for the commissioned and non-commissioned officers, mess halls, kitchens, and separate sections for the national guard and for the naval militia.<sup>19</sup> Neither of these two groups thought the armory contained all the equipment that was necessary. To raise funds both organizations put on a night parade through San Diego's downtown streets. The gun section of the naval militia was under the command of H. C. Buckle. The combined forces were under the supervision of John E. Parrish. The purpose of the parade was to call the town's attention to their fair and auction<sup>20</sup> being held at the armory.

During April, 1907, a unique experience came to some members of the Third Division. While the incident of the SS Maori King was not official business it did concern a number of the men, and whenever accounts are written and told today this story is considered to be part of the chronicle of events of the San Diego naval militia.

In late April, 1907, the Maori King appeared not far off shore from the Coronado Hotel. She was the former SS Bessie Dollar and was being used to transport oriental labor from Manchuria to work on the Southern Pacific rail-

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<sup>19</sup> San Diegan-Sun, January 4, 1907.

<sup>20</sup> Ibid., February 16, 1907.

road then under construction south of Guaymas, Lower California. When the ship moored near Point Loma it was discovered that aboard were nine hundred and eighty Manchurians and two hundred and twelve Russians, Greeks, Serbs and others who had been lured at Vladivostok with the promise of employment at Canton.<sup>21</sup> When the true story reached these men and they discovered they were on their way to North America a mutiny occurred. The master, Captain J. W. Duncan, a British subject, put into San Diego and sought an armed guard for the rest of the voyage to Guaymas. He was in the office of Mayor John Forward when he met Lieutenant Don Stewart who agreed with him to furnish such a guard made up of naval militia men.<sup>22</sup>

Beside Stewart this unit included Louis Almgren, H. C. Buckle, E. Boyington, C. H. Kraber, J. J. Fischer, F. H. Wetmore, S. W. Dobson, A. L. Nelson, J. F. Devine, R. E. Williams, G. D. Williams, C. Whittier, E. F. Jones, E. C. Dancer, R. C. Payne, Walter Golay, C. Woodson, R. Dalton, W. Rutledge, N. Clayton, and E. F. Hasting.<sup>23</sup>

Once aboard ship no one was allowed to go ashore because it was feared he might never return. The filth and the

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<sup>21</sup> San Diegan-Sun, May 7, 1907.

<sup>22</sup> San Diego Union, April 25, 1949.

<sup>23</sup> San Diegan-Sun, June 10, 1907.

odors emanating from the ship were terrific. The Chinese were quartered aft and the Slavs forward and the armed guard somewhere amidships. The Russians were still wearing heavy winter clothes. Sickness broke out and several of them died each day. The Mexican officials at Guaymas when they saw conditions on the Maori King put her in quarantine for thirty days. At this point a second mutiny began with the Manchurians destroying their bunks and threatening the guard with the lumber used as clubs. The guard produced its weapons and made a noisy display of them. The Mexicans now allowed the human cargo to unload if each man could pass a physical examination by the port surgeon of Guaymas.<sup>24</sup> In this way the Maori King was relieved of its problem. The laborers agreed to work for twenty-five dollars a month and a promise of clean clothes.<sup>25</sup>

The San Diego guard was so slow in returning that fears were aroused at home. Letters and telegrams went back and forth between Guaymas and San Diego. It was not until June 9, 1907, that the armed guard came home. With them came the thanks of Gensberg and Company of Shanghai and the sum of twenty-six hundred dollars to be divided

<sup>24</sup> San Diego Union, April 26, 1949.

<sup>25</sup> San Diegan-Sun, June 10, 1907.

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among the members. Thus ended a very interesting phase of naval militia existence. It might have caused international difficulties if any nation had cared to press charges.

While the guard was aboard the Maori King the entire naval militia and national guard were alerted for duty in San Francisco during the railroad strike there. A note from headquarters addressed to Stewart was answered by Lieutenant John Parrish. He was in command while Stewart was in Mexico and had the remaining thirty of the division's men in readiness early in May, 1907. The strike dwindled and the men were not called.<sup>27</sup>

When the cruise time came in 1907, Lieutenant Stewart told his men that there was a good chance of obtaining the USS Alert after their maneuvers near Venice, California. It was hoped that this ship would replace the decrepit Pinta. This proved to be another disappointment, but the trip to Venice was a success.

The Third Division went to Venice aboard the SS State of California and found that city prepared to entertain it royally. A sum of five hundred dollars had been set aside by the city council for the festivities.<sup>28</sup> Before

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26 San Diego Union, June 10, 1907.

27 San Diegan-Sun, May 9, 1907.

28 Ibid., June 24, 1907.

the training cruise began the officers were guests of the city at a banquet on July 3rd, where Governor James N. Gillett was an honored guest. Dr. John R. Stanwood, President of the Venice Chamber of Commerce, spoke, welcoming the officers to the community. Captain George W. Bauer replied for the naval militia. Mayor Arthur C. Harper of Los Angeles added his welcome to that of Dr. Stanwood. General Robert Wankowski of the national guard was another speaker, and Captain A. A. Friese and Lieutenant J. A. Miller spoke on naval defense and the naval militia respectively.<sup>29</sup>

On July 4, the naval militia took part in a civic parade and on July 5 the USS Alert arrived in Venice. Men of the First, Second, Fourth, and Fifth Divisions, and the First Engineer Division who had already had their cruise were transferred ashore. The Alert was not large enough to accommodate the whole naval battalion so the northern and southern divisions shared the ship for two weeks apiece. The Third Division went aboard with three officers and thirty-one men. The Second Engineer Division with two officers and twenty-six men accompanied them.

The Alert made its way to Avalon, Santa Catalina Island, where the men were given liberty. While going to Avalon and on the return the officers were instructed in

the use of the compass, deviation and variation piloting, and dead reckoning. The men had drills in the use of small boats, great guns, making and taking in sails, signaling and the usual routine of cleaning ship, standing lookout, heaving the lead, and steering. During the days at sea Lieutenant M. Ray Costerison of the Los Angeles division served as commander of the Alert and Don Stewart served as his second in command. The cruise was highlighted by very few infractions of rules, health aboard ship was good, and there were no accidents. When the men disembarked at Venice they could look back on a successful training period. They returned to San Diego by train.

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Shortly after the cruise Lieutenant Stewart was instructed by Adjutant General J. B. Lauch to do what he could to bring the Third Division to a greater strength. The general hoped that an additional surgeon, an assistant paymaster, a chief warrant machinist, a warrant boatswain, and a warrant gunner could be added soon. If these ranks could be filled, the general hoped to be able to obtain the USS Frolic, a converted yacht, for San Diego's use. The Frolic never became San Diego's headquarters, and, in fact, shortly thereafter the Pinta was removed from service.

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30 Adjutant General Reports, 1907-1908, 53-54.

31 San Diegan-Sun, July 13, 1907.

For the express purpose of examining the Pinta Captain Alex McCracken made a hurried visit from the Mare Island Navy yard to San Diego late in August. He found her to be unfit for service.<sup>32</sup> She was towed north, and on November 16, 1907, was officially transferred to the navy.<sup>33</sup> When no longer a part of the navy she was sold to a private concern and ended her days as an oil barge on San Francisco Bay.<sup>34</sup>

During 1908 the naval militia attempted unsuccessfully to press claims for services rendered during the Spanish-American War. These claims were for travel expenses, subsistence and incidental expenses, and for guards on the Marion and Pinta during the war. The auditor of the War Department had in 1903 suspended these claims but the naval battalion tried now to obtain what it thought was rightfully its just dues. This was a problem, it was felt, that needed further exploration and study.<sup>35</sup>

In the summer of 1908 three hundred men of the northern division with four local officers and men took their annual training period aboard the Alert. At this

<sup>32</sup> Adjutant General Reports, 1907-1908, 6.

<sup>33</sup> Ibid., August 20, 1908.

<sup>34</sup> MacMullen "Defense Against Alfonso." Westways, XXXIX, 9.

<sup>35</sup> Adjutant General Reports, 1907-1908, 15-16.

time the entire battalion numbered forty-three officers and  
five hundred and fifteen men.<sup>36</sup> San Diego's organized  
strength was four officers and sixty-two men.<sup>37</sup>

Captain Bauer and the northern units left Sausalito on June 28, 1908, and arrived in San Diego on July 1, 1908. The local naval militia men entertained those aboard the Alert with automobile and carriage rides throughout the area and they arranged a dance for them at their armory. Four San Diego officers and thirty-six men went aboard ship and on the morning of July 3, 1908, the Alert set sail for Avalon, Santa Catalina Island, arriving that same day. Bauer intended spending two or three days there in routine drill, but due to "unjust discrimination" on the part of the island management the Alert left Santa Catalina on the morning of July 5, and reached San Diego that evening.

Once in San Diego the entire naval militia was taken aboard the torpedo-boat destroyers USS Preble, USS Farragut, and USS Perry. The men were given some instruction on the uses of this type of ship. Lieutenant M. K. Metcalf, commanding officer of the Farragut, was so impressed with the reserves that he later wrote to Bauer commending him for the way his men conducted themselves.

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<sup>36</sup> Adjutant General Reports, 1907-1908, 6.

<sup>37</sup> Ibid., 28.



While the training cruise for 1908 was of short duration the men did receive instruction in gun drill and the routine duties of running a ship. During the time at sea no one became sick, and the sole complaint was that the Alert was too small for its purpose. Bauer hoped that sometime in the near future the battalion would obtain the use of a cruiser similar in size to that of the USS New Orleans. <sup>38</sup>

The years 1905 to 1908 were characterized by a number of boat races which are deserving of mention. The first of these at this time was with a group of Los Angeles rowers who used a boat called the Sherman at Playa del Rey. Louis Almgren from the Third Division went to Los Angeles in March, 1905, and signed articles for a six-man boat race. \$2,500 was the prize. Each side contributed \$1,000 and the Southern Pacific railroad gave \$500. The purse was to go to the winner of two out of three heats. These three competitions were to be one mile and return straightaway. Boats had to be under thirty-six feet in length manned by six oarsmen and a coxswain. Each crew selected a judge and these two men selected a third to act as referee. <sup>39</sup> When the race was held on June 18, 1905, it resulted in a San Diego victory. In the last heat the

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<sup>38</sup> Adjutant General Reports, 1908-1910, 65-66.

<sup>39</sup> San Diegan-Sun, March 31, 1905.

local men led by three open lengths. The judges' decision was not unanimous. While it was unnecessary to have a unanimous decision and San Diego won the prize and the honor, Judge J. J. Haggerty claimed that the Third Division boat did not meet specifications and so was not a rightful winner. San Diegans felt that Haggerty was misled because the local boat was built to the same specifications as the Sherman.<sup>40</sup>

With so many victories to their credit the Third Division rowing crew in 1906 issued a challenge to any ship in the Pacific Squadron which was then in and around Southern California waters. The purse was set at \$1,000 or better. A few days later the men of the USS Chicago, then in San Diego harbor, accepted the challenge provided the naval militia men used one of their boats for the race. They pointed out in their acceptance that the Pinta's boat was designed for speed and theirs for service. This race was never made because the San Francisco earthquake and fire required the presence of the local men in the north to serve as a guard.<sup>41</sup> It is interesting to speculate on the outcome of this projected race since earlier that year, 1906, the Pinta oarsmen had rowed with the men of the USS Boston in their race with the Chicago crew and helped to defeat the

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<sup>40</sup> San Diego Union, June 18, 1905.

<sup>41</sup> San Diegan-Sun, April 10, 1906.

Chicago men. How they would have done by themselves is a question, but, judging from previous successes they would have rendered a good account of themselves.

The year 1908, the final one of the period discussed in this chapter, ended on a festive note for the naval militia of San Diego. A giant costume ball sponsored by the Naval Reserve Social Club was held at the armory. The dress of all nations was represented. A highlight of the evening was the presentation of a monogram ring to Petty Officer Lafortune by Don Stewart. Lafortune had served as president of the social club for the previous two years, and this presentation was a symbol of gratitude from the members for his effort.<sup>42</sup>

Thus, another phase of local naval militia history came to a close. While its events were not as dramatic as some earlier ones or others yet to be they did form a solid core of preparation for active service later. Cruises, service in San Francisco, guard duty aboard the Maori King, all these would be remembered as years went by.

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<sup>42</sup> San Diego Sun, November 20, 1908.

## CHAPTER VI

The year 1909 marked the beginning of the final phase of the existence of the San Diego naval militia. This period brought its activities to a culmination by World War I service. Before it reached that time other events of interest took place which are worthy of note.

The annual ball of the organization was held on April 15, 1909, in the armory at Thirteenth and B Streets. It was agreed that this year's **Chapter Six** and most successful to date.

**STRIKE THE COLORS, 1909 - 1920**

The evening was well attended. Flags and bunting were used to decorate the ball. Large umbrellas, six feet in diameter, were hung from the ceiling. The novel feature of the umbrellas was that they were made of Easter lilies. The men of the reserve marched the ball in uniform. Lieutenant Stewart and Mrs. Stewart led the grand march. A rewarding feature of the evening was the large amount of money secured from the sale of tickets. This sum was placed in the reserves' fund.

Memorial Day, as we many times in the past, provided the naval militia an opportunity to be a part of San Diego's observance of the holiday. The militia men met at the armory on Memorial Day at twelve-thirty. There they joined

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The annual ball of the organization was held on April 15, 1909, in the armory at Thirteenth and G Streets. It was agreed that this social gathering was the best and most successful the division had sponsored. Nearly one hundred couples attended. Flags and bunting were used to decorate the hall. Large anchors, six feet in diameter, were hung from the ceiling. The novel feature of the anchors was that they were made of Easter lilies. The men of the reserve attended the ball in uniform. Lieutenant Stewart and Mrs. I. D. Watson led the grand march. A rewarding feature of the evening was the large amount of money secured from the sale of tickets. This sum was placed in the reserves' <sup>1</sup> social fund.

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<sup>1</sup> San Diego Sun, April 16, 1909.

the men of the national guard and with them they served as escorts for the two Grand Army of the Republic posts as they made their way to the Cuyamaca depot. The destination of the veterans was Mount Hope cemetery where they decorated the graves of their deceased comrades. Still another section of the group under Ensign H. C. Buckle went to Point Loma where a salute was fired over the graves of the men who died in the blast aboard the Bennington in 1905.<sup>2</sup>

The annual cruise took place in July. The Alert left Sausalito on July 4, 1909. On July 7 it reached San Pedro. Captain George Bauer, at the advice of the surgeon, left the ship and Lieutenant Commander George E. Kammerer, executive officer, took charge. On July 9 the Alert put into San Diego and took aboard three officers and twenty men. On the morning of July 11 it sailed for San Pedro, arriving the same day. Four days later the ship sailed from San Pedro. Gales were encountered from Santa Barbara to Santa Cruz. There, at Santa Cruz, sixteen and one half tons of coal were taken aboard and the work was done by the militia men. By July 18 the Alert reached Sausalito. The San Diego men left the vessel, crossed over to San Francisco, and paid their own way home. The Alert had been delayed by the gales, making two knots an hour at times. This prevented her

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<sup>2</sup> San Diego Sun, May 29, 1909.

turning back and bringing the San Diego group to its home base.

Training on the cruise included use of the compass, deviation, variation, piloting, and dead reckoning. It was noted that meridian altitude sights were better than on the last year's training cruise. The men exercised in row and sailing boats when the ship was at anchor. There was also great gun drill and training in the use of sails. While in San Pedro the men were taken aboard the USS Albany and exercised at the guns and the loading machines.

A constant complaint was that the Alert was too small for what was expected of her. On this trip at one time she carried two hundred and thirty-four persons, too many for a vessel her size. A desire was expressed by Captain Bauer in his annual report for a newer and larger ship.<sup>3</sup> The Alert was returned to the navy and the USS Marblehead was given to California in exchange. It was hoped that this larger ship would provide space for a larger crew and better facilities for training.<sup>4</sup> In 1910 the naval militia for the state of California consisted of eight divisions, with forty-five officers, and five hundred and seventy men. The Marblehead was described as a vessel in "reserve com-

<sup>3</sup> Adjutant General Reports, 1909-1910, 67-69.

<sup>4</sup> Ibid., 5.

<sup>5</sup> Don W. Stewart, interview, April 13, 1955.

mission." She was assigned for duty with a regular naval officer in command and with a crew of thirty-five men. These men were used for the proper care and preservation of the ship. When the ship was used for cruises the naval militia officers took command.<sup>5</sup>

The men made their annual cruise aboard the Marblehead during the period of July 2 to July 16, 1910. The voyages were made up and down the California coast, ending at San Francisco. From that point the San Diego men made their way home on the train.<sup>6</sup> The officers of the San Diego group at this time were Lieutenant Don M. Stewart, Lieutenant (junior grade) John E. Parrish, Ensign Henry C. Buckle, and Ensign John H. Davis.<sup>7</sup>

For some time the naval militia men were becoming restive in their close association with the national guard at their joint armory at Thirteenth and G Streets.<sup>8</sup> Accordingly, a plan was submitted to the legislature in the thirty-ninth session in 1910.

<sup>5</sup> United States of America, Register of Commissioned and Warrant Officers of the Naval Militia of the United States, January, 1910. (Government Printing Office, Washington, 1912), 6.

Hereafter this work will be cited as Naval Militia Register, 1910, 1911, etc.

<sup>6</sup> H. S. Haynes, interview, April 18, 1955. H. S. Haynes is a former officer of the Third Division of the naval militia.

<sup>7</sup> Naval Militia Register, 1910, 16.

<sup>8</sup> Don M. Stewart, interview, April 13, 1955.



This bill, which became a law in this session, provided for the construction of an armory at the foot of Twenty-Eighth Street. The cost was set at three thousand five hundred dollars. The money was to be appropriated to the adjutant general who acted as ex officio quartermaster. It was further directed that the armory was to be well built,<sup>9</sup> wired, and painted. During the discussion of this legislation Don Stewart appeared before the legislature and spoke<sup>10</sup> on the necessity of the project.

Officers of the Third Division met with other military men of the vicinity in September, 1910, to establish a local branch of the Military and Naval Officers Association. The meeting was held at the Thirteenth Street armory. Honorary members of this organization were President Taft, Governor Gillet, and Adjutant General Lauck. Local officials elected were Colonel John R. Berry, president, Lieutenant Thomas M. Shaw, vice president, Captain S. E. Clyne, secretary, and Lieutenant Don M. Stewart, treasurer. The membership committee included Major H. R. Fay, Captain<sup>11</sup> H. W. MacLachlan, and Captain John N. Smith.

In 1911 the same officers were in charge of the San

<sup>9</sup> Calif. Stat., 1910, 638-639.

<sup>10</sup> Don M. Stewart, interview, April 13, 1955.

<sup>11</sup> San Diego Sun, September 13, 1910.

Diego division as had been in 1910. The organization's former policy of electing its officers continued, but now officers continued to serve until they resigned. This was a new trend.<sup>12</sup>

At this same time it is noteworthy that the California naval militia continued to rank as it had from the beginning and as it did almost until the disappearance of the organization, second only in size to that of New York.<sup>13</sup>

Don Stewart began a movement to establish a new area for a rifle range which could be used for the naval militia and could be available for army and navy use. The old location in Powder Canyon had begun to prove itself a menace. Park visitors and country club golfers complained of being closely skimmed by the shots of the men who practiced there. Members of the club had so informed naval officials. The revenue cutter McCulloch which had put into San Diego for the express purpose of firing on the range had to cancel its engagement.<sup>14</sup> A site was founded at Duckville, on Point Loma, which proved more successful.

As always, a summer cruise was a highlight of 1911. The men were sent to Portland, Oregon, to be a part of the

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<sup>12</sup> Naval Militia Register, 1911, 4.

<sup>13</sup> Ibid., 5.

<sup>14</sup> San Diego Sun, June 15, 1911.

Elks' convention being held there that year. The training period was July 1 to July 16. The trip was made aboard the Marblehead.<sup>15</sup> This ship was built by the City Point Works at Boston during the period 1889-1894. She was two hundred and fifty-seven feet long, thirty-seven feet in breadth, had a draft of fourteen feet six inches, and a displacement of two thousand and seventy-two tons, and was considered an unprotected cruiser.<sup>16</sup>

The outstanding event of the year was the completion of the Twenty-Eighth Street armory. The erection of this armory and training area is a major epic in the history of the organization.

As envisioned and completed the structure was a good-sized affair. The pier extended into the bay five hundred feet. At its end was an area one hundred by sixty-five feet. It included rooms for equipment, storage, drill, and social functions. When money was not forthcoming from the state, Don Stewart took the risk of making a personal loan to finance its erection under the supervision of John Engbretson, a local contractor. Later the state aided the men in payment of debts incurred.<sup>17</sup> Naval militia men did most

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15 H. S. Haynes, interview, April 18, 1955.

16 Naval Militia Register, 1912, 6.

17 Don M. Stewart, interview, February 5, 1955.

of the work themselves, although most of them were not trained in the building trades. Stories are told of devious methods used to obtain the lumber for its construction.<sup>18</sup> From pictures seen by this writer and from accounts of men who helped in its building the Twenty-Eighth Street armory was a huge success in every way. Here at last was a building which was their own, had been built largely through their own efforts, and was to remain in their possession until they were mustered into federal service.

The annual cruise, in 1912, was aboard the Marblehead. The dates were from July 6 to July 12. Apparently, plans to send the men by train to San Francisco to join the other divisions were not successful. Accordingly, on July 5 the San Diego men left San Diego by steamship. At San Pedro the Marblehead picked up the Los Angeles group and together they proceeded to San Francisco.<sup>19</sup> Under the capable leadership of Lieutenant Benjamin C. Barthalow, USN, the naval militia made a splendid showing on this voyage.

With a badly overcrowded complement of officers and men (only one third of the state naval militia could be taken at one time) the ship sailed for Bremerton and Port Angeles by way of Portland. This was the first time the

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<sup>18</sup> Don M. Stewart, interview, April 13, 1955.

<sup>19</sup> San Diego Sun, July 4, 1912.

battalion had been able to have target practice with large caliber guns.

While in Portland information came from the Navy Department that no targets were available at Port Angeles. At this juncture Captain Bauer ordered the men to make a regulation target and this was accomplished in nine hours. Later it was towed to the target grounds at Port Angeles. All firing was done under the official supervision of Lieutenant Barthalow who reported the results to the Navy Department.

The scores on this cruise are claimed to be the best ever achieved to that time by any gun crew of any navy anywhere. The scores were made at a distance of one thousand six hundred yards, at a regulation target, by the four-inch guns, with the Marblehead traveling at a speed of eight knots. Sixty-five consecutive hits were made, setting the world record.<sup>20</sup> These scores were made largely by H. G. Haynes<sup>21</sup> and Mike Harvey of the Third Division.

A glance at the naval militia of the state at that time revealed it to consist of eight deck divisions, an engineer division, a band, and a corps of medical officers,

<sup>20</sup> Adjutant General Reports, 1910-1914, 27-28.

<sup>21</sup> Mike Harvey, interview, April 17, 1955. Mike Harvey is a former officer of the Third Division of the naval militia.

all under the command of Captain George W. Bauer. A perennial complaint of the state officials was the apparent apathy with which this organization was treated by the Navy Department. Frequent requests for modern rifles had been turned down by the department. Until only recently (1912) the men had been armed with obsolete Krag-Jorgensen rifles which had been turned into the arsenal by the land militia and had been furnished to the naval militia by a former adjutant general. The arrival, within the previous year, 1911, of Lieutenant Commander William V. Tomb, was hailed as one success for the state naval militia. His enthusiasm had produced wonderful results with officers and men. Plans were being made to add another division and to make application for a torpedo boat for the southern California division. It was still hoped that a larger ship could be procured for a training vessel. From the many ships which were lying idle, it was felt that something could be obtained.

The naval militia was at that time divided into two battalions to act as an infantry landing force. Since the various divisions were armed with one pounders and pieces of ordnance, it was believed that they would prove effective as land units. Many good shots were included in the membership and any past inability to compete successfully with land forces was due to their use of old and obsolete rifles.

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In 1913 the naval militia of California continued to hold its second position in the nation for membership. Its total of six hundred and thirty-six was exceeded only by New York's figure of one thousand, one hundred and seventy-six. The total for the entire United States was seven thousand, five hundred and twenty-six.<sup>23</sup> San Diego officers for this year were Lieutenant Don M. Stewart who was the commander of the division, Lieutenant (junior grade) John H. Davis, Ensign Robert H. Baker, and Ensign Percy L. Day.<sup>24</sup>

One minor change in state regulations regarding the naval militia was also made in 1913. The legislature decreed that the several divisions were to be organized into battalions of not less than four divisions each.<sup>25</sup> Such legislation affected the local group very little at this time, although a few years later it was to see a second division grow up by its side.

The cruise for 1913 took place between July 2 and July 6 aboard the Marblehead.<sup>26</sup> Following that voyage a group of San Diego men were drilled for a short time also

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<sup>23</sup> Naval Militia Register, 1913, 4.

<sup>24</sup> Ibid., 24.

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<sup>25</sup> Calif. Stat., 1913, 1118-1121.

<sup>26</sup> Mike Harvey, interview, April 17, 1955.

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aboard the USS Buffalo.

Changes in officer personnel occurred in January, 1914, when Robert H. Baker became lieutenant (junior grade), Jerome A. Ryan ensign, and Hugh S. Haynes ensign, all on the same day, January 27, 1914.<sup>28</sup>

As directed in the legislation of the previous year California's naval militia was organized into two battalions of four divisions and one separate division, an engineer corps.<sup>29</sup>

Congress tried to bring uniformity among the diverse state and territorial naval militias in 1914. This was part of a feeling among the regular and reserve officers that somehow there should be some official status given to men who served in state units. There had been some talk earlier of using the state organizations merely as feeders for a national naval reserve. Thanks to the 1914 legislation, order gradually began to appear.

By the Act of February 16, 1914, the several naval militias were put legally under the Navy Department's control. In such a way, it was felt, all could be called out by the President in case of an emergency and could soon be

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27 H. S. Haynes, interview, April 18, 1955.

28 Adjutant General Reports, 1910-1914, 67.

29 Naval Militia Register, 1914, 24.



serving under federal arms as needed. While serving in time of emergency officers and men would receive the same pay, subsistence, transportation, and mileage as did regular navy men. It was further directed that this reserve branch of the service should be called out before the volunteers. Another point of interest was that this unit could be used only within the territorial United States. Examinations were ordered for all who desired to be officers. Precedence was to be determined by the rank on this examination. A Naval Militia Affairs division was set up in the Bureau of Navigation, and Commander F. B. Bassett was appointed the first officer in charge. Further, a Naval Militia General Board was set up to carry out the details of the act and formulate examinations for officers and men.

Funds for the naval militia of the United States were especially lavish in 1914 since the several units received their share of the \$125,000 provided for the year under previous legislation and also their share of the \$200,000 set up under the more recent legislation for the naval militia.

The outstanding event for the San Diego Third

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30 U. S. Stat. at Large, XXXVIII, 289-290.

31 Report of Sec. Navy, 1914, 196-197.

Division in 1914 was service at the Mexican border. The incident was part of a larger pattern along the border. When sailors from a United States ship, the Dolphin, landed at Tampico for gasoline they were arrested by Mexican officials. Admiral Henry Thomas Mayo sent a demand to General Zaragoza for an apology and a salute to the American colors.

The men were released. President Adolfo Huerta sent his apologies to Nelson O'Shaughnessy, American chargé d'affaires in Mexico City. The salute was not given. President Wilson and the Cabinet backed up Mayo's requests, and all battle-ships of the Atlantic fleet were ordered to Tampico. Still no salute was given. April 21, 1914, Admiral Frank Friday Fletcher with a force of marines and sailors took over the custom house at Vera Cruz. Hostilities lasted three days, but following this action the Americans were in complete control. At this point General Frederick Funston's brigade<sup>32</sup> arrived from Galveston and took over the land action.

During this same period people who lived on the American side of the Mexican-California boundary began to flood the governor's office with requests for protection against Mexicans who crossed the line and committed depredations on American property. There were few, if any, American troops along the border, except the ones stationed

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<sup>32</sup> Louise S. Hasbrouck, Mexico, Cortez to Carranza (D. Appleton and Company, New York, 1918), 319-320.

at Fort Rosecrans on Point Loma. A few regular coast artillery companies scattered along the state border were not sufficient for protection. Fever pitch was reached when some parties crossed the line from Lower California, robbed a store near San Ysidro and murdered the storekeeper. Sober thought later indicated that these actions were not part of a larger plot, but at the time they seemed to be. Pleadings for help became fervent and after consultation with Major General Arthur Murray, USA, who had charge of guarding the line, Governor Hiram Johnson concluded some protection must be provided. The regulars usually stationed in California had been sent to El Paso, thus still further depleting the defense. Accordingly, the Seventh Infantry, California National Guard under Colonel William G. Schrieber was ordered to El Centro. There he and his command did patrol and guard work for eighteen days.

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Mayor pro-tem Daniel K. Adams of San Diego asked Major Herbert R. Fay of the California National Guard and Lieutenant Don M. Stewart of the naval militia to take their troops to the border. A telegram had been dispatched to the governor and Adjutant General E. A. Forbes requesting permission, and only the arrival of the answers was needed. Stewart reported that he required but two or three

hours to get ready. He had good riflemen and sharpshooters. The men had with them their Krag-Jorgensen rifles, two Gatling guns, and one one-pounder rapid-firing gun. This gun promised to be effective if used against infantry. In contrast to the militiamen, the Eighth company under Captain J. V. Busch and the Fifth under Captain S. F. Clyne, both units of the national guard, were armed with Springfield rifles of the latest and best quality. An example of the spirit of the men of the naval militia was a telegram sent by H. C. Buckle, a former officer of the local unit, to General Forbes, saying that he had put in sixteen years in the naval militia and wanted to do his part.

The Otay reservoir, the Highland reservoir, and the San Diego and Coronado pipelines were the items singled out for protection by San Diego's own defenders. The sites for the camps were about three and one-half miles from Tijuana, on rising ground. In Tijuana there were an estimated four hundred Mexican federal troops. Any overt action on their part toward the American line could be spotted from this location which commanded the road from the border.

At four o'clock on the morning of April 23 an emergency alarm, a 5-5-5, was sounded by the city fire whistle. By eight o'clock some eighty men had assembled at the

Twenty-Eighth Street armory, were loaded into trucks and made their way to the designated spots.<sup>35</sup> In addition to the points mentioned above slated for protection, the men of the guard and the naval militia were also sent to guard Lower Otay, Sweetwater, LaMesa, and Morena Dams, headquarters being set up in the Coronado Y. M. C. A.<sup>36</sup>

General Robert Wankowski came down from Los Angeles to inspect the work of Major Fay and then in a new car visited Stewart's camp. Telephone centers and lines of communication had been set up and the general seemed pleased with defense precautions.<sup>37</sup>

Life in the camp was all the men desired. There was an element of suspense and excitement which they liked. Food was plentiful and, according to V. J. Perry, the commissary steward, beefsteaks were served to officers and men each day. It was claimed that most of the members gained between eleven and twelve pounds while on the patrol.<sup>38</sup> Drills were held in plain sight of the Mexicans who could be observed through field glasses as being studious spectators of what was going on in the American camp. A few stratagems were

<sup>35</sup> San Diego Sun, April 20, 1933.

<sup>36</sup> San Diego Union, April 24, 1914.

<sup>37</sup> Ibid., April 27, 1914.

<sup>38</sup> San Diego Sun, April 20, 1933.

<sup>39</sup> San Diego Union, May 3, 1914.

used. The men were made to march by the camp, to go behind it, and appear again, giving the appearance of a vast array. The picket lines were elongated so that every few feet there was a sentry guarding every possible avenue of approach.<sup>39</sup>

By early May Mayor Charles F. O'Neill heard from the governor and the adjutant general that the state planned to keep the naval militia at the border until all cause of trouble was removed.<sup>40</sup> Four days later, May 7, the news had changed. The cost of maintaining state troops in the field, it was stated in the press, amounted to fifteen hundred dollars a day. At such a figure, the state must, of necessity, withdraw its forces and allow the federal troops to take over.

Adjutant General E. A. Forbes visited the camp site on May 6 and commended Don Stewart on its location and appearance. Outposts were also inspected. Forbes was loud in his praise of the target range set up by Stewart at Camp Highland. He also singled out the naval militia for its fine use of small arms and its record use of the ship gun. For his journey of inspection a Buick car was furnished by F. B. Naylor, local dealer. The same had been done when General Wankowski had toured Major Fay and Lieutenant

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<sup>39</sup> San Diego Sun, April 27, 1914.

<sup>40</sup> San Diego Union, May 3, 1914.

Stewart's camps a few days before.<sup>41</sup>

Word came to San Diego from the camp that the men were expected home on Sunday, May 10. Forbes, at the same time, was hoping that the naval militia might be allowed a cruiser to patrol the western coast of Mexico. The various commands could, he felt, be used as landing forces, and, once ashore, they could be utilized as infantry.<sup>42</sup> This idea was never to reach the stage of realization. The return of the men to San Diego was greeted with cheers and flags. When the column got as far as the armory the naval militia fell out and returned home.<sup>43</sup>

Because a rumor had been started in San Diego that the men had been unhappy while on their duty, a letter written by S. Clark, a yeoman, and signed by the enlisted men of the Third Division, was published. It stated that there never had been any bad spirit in the camp at the border. Food, blankets, and mattresses had been provided. Only one person became ill. Any one who wanted could have left. He would have forfeited his pay and been discharged. To their honor, no one made such a request. In fact, it

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<sup>41</sup> San Diego Union, May 3, 1914.

<sup>42</sup> Ibid., May 8, 1914.

<sup>43</sup> Ibid., May 11, 1914.

was stated, the men were really reluctant to return to  
 44 town.

One interesting sidelight of the border duty was the affair which had to do with rounding up some escaped Mexican prisoners. These sixty Yaqui miner-soldiers had surrendered to American forces and were kept as prisoners at Fort Rosecrans. They dug a two hundred foot tunnel from their place of confinement and made their escape. Fifty out of the sixty were re-captured by the naval militia men on the patrol. The regulars captured all of the rest except two or three. 45 So ended an episode which the men were to remember for a long time and look back upon as a colorful phase of the division's life.

The period of June 27 to July 12 was set aside for a state drill aboard the Marblehead. The first of July the Marblehead arrived in port with two hundred and seventy-five naval militiamen aboard. The San Diego group went on the ship, and the following day it put to sea for target practice. It returned the following day and remained over the weekend. Captain Bauer reported that one hundred rounds had been fired from the eight four-inch guns and fifty from the four three-pounders. It was hoped that the splendid

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44 San Diego Union, May 10, 1914.

45 Adjutant General Reports, 1910-1914, 47.



score made a few years before could be equalled or excelled. The San Diego men were pleased that for the first time the firing had been done on southern grounds. While at sea fire drill, abandon ship, boat drill, practice with sails and oars were all engaged in by the reserves.<sup>46</sup> The Fourth of July provided an opportunity for the whole naval militia of the state to participate in a San Diego parade. The line of march was up Broadway to Seventh, down that street to Market, with a return past the courthouse.<sup>47</sup>

Appropriations from the state for the next few years seemed to follow along familiar lines--approximately four thousand dollars a year.<sup>48</sup> At the same time, 1915, the organization for the naval militia in California consisted of two battalions of four divisions each, and two separate divisions which were engineer groups. The number of divisions authorized by law was twelve. When all the divisions were organized the organization would consist of three battalions of four divisions each. San Diego's group belonged to the second battalion. The total figures for the state naval militia were sixty-five officers and seven

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46 San Diego Union, July 2, 1914.

47 Ibid., July 4, 1914.

48 Adjutant General Reports, 1910-1914, 69.

hundred and twenty-six men.<sup>49</sup> Officers elected in San Diego in 1914 continued in their same positions in 1915.<sup>50</sup> The Marblehead was, according to the latest information, equipped with radio sets to give the men the experience of that new science.<sup>51</sup>

In May, 1915, the recently established Division of Naval Militia was transferred from the Office of Navigation to the Office of Chief of Naval Operations.<sup>52</sup> Order was beginning to appear in the national scene of naval militia, a scene which until then had been largely a mushroom, chaotic growth.

California, too, through its legislature saw fit to enlarge the potentialities of the naval militia. Earlier in the year twelve divisions had been allowed but now fourteen were permitted as the commander-in-chief saw fit. A group of marines was also allowed to be organized. This legislation provided further that any man serving in the reserves for fifteen years could retire at the rank above which he served last.<sup>53</sup>

49 Naval Militia Register, 1915, 35.

50 Ibid., 36.

51 Ibid., 53.

52 Wleand, Naval Reserve, 115.

53 Calif. Stat., 1915, 678-681.

The summer cruise for 1915 took a group of the San Diego men to Ensenada and the waters off the southern California islands. The drill was made aboard the USS Farragut, a two hundred and fifty foot destroyer which the naval militia customarily kept at San Pedro for the use of the Los Angeles, Santa Barbara and San Diego groups. While in San Diego harbor the Farragut was anchored on the Coronado side of the bay.<sup>54</sup> A group of the Third Division men went aboard the USS Lawrence and proceeded to San Francisco for service during the exposition there. Later, as the bay became needed for more shipping,<sup>55</sup> the vessel was taken to Sausalito.

With the coming of a new year, 1916, the naval militia in California numbered sixty-four officers and eight hundred and twenty-three men. California was now fourth in the list of states, territories, and the District of Columbia, being excelled in enrollment by New York, Massachusetts, and Illinois. The total for all was eight thousand five hundred and seventeen.<sup>56</sup>

At that time there were in existence twenty four state, territorial, and district naval militias. These

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<sup>54</sup> R. G. Shively, interview, April 17, 1955. R. G. Shively is a former officer in the Third Division of the naval militia.

<sup>55</sup> H. S. Haynes, interview, April 18, 1955.

<sup>56</sup> Naval Militia Register, 1916, 6-7.

ranked in precedence from that of Massachusetts, the first, which began in March, 1890, to Texas, a group which was organized in 1915. In this list California ranked third, exceeded only in point of time by Massachusetts and New York.<sup>57</sup> San Diego's Third Division, a deck division, then numbered three officers and one hundred and one men.<sup>58</sup>

The Marblehead at that time had been transferred to the state of Oregon, and California had the Farragut based at San Pedro for the use of southern California units. She was a torpedo boat built in 1897-1898 and loaned to the state of California on May 6, 1915. Given to California for training purposes was the historic USS Oregon, celebrated in the Spanish-American War for its epic-making journey around the Horn to participate in the capture of Cuba. This vessel was built in San Francisco and made ready for sea service in 1896. It was offered to the state of California on February 7, 1916. Her status was described as that of "reduced complement" which meant that although she was a loan, she was still of fighting material value, and was never allowed to pass completely out of the hands of the regular navy.<sup>59</sup>

<sup>57</sup> Naval Militia Register, 1916, 39.

<sup>58</sup> Ibid., 41.

<sup>59</sup> Ibid., 59.

The cruise, the actual final one of the Third Division, occurred in the summer of 1916 aboard the Oregon. The reserves journeyed to San Pedro by train. There, together with the Los Angeles group they went aboard the Oregon and cruised to San Francisco for drill. The ship returned to San Diego to discharge her San Diego crewmen and remained in port for a time. That same year, 1916, the Third Division also went aboard the USS Yorktown for practice with her four-inch guns.  
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During the celebrated local floods of 1916 in the month of January, several naval militia men under the supervision of Don Stewart rendered valuable service in rescuing people marooned in stricken areas.  
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By an order from the adjutant general, and, in compliance with federal legislation, the naval militia was from henceforth to be designated as a naval brigade to consist of two battalions. The first battalion consisted of the First, Second, Fourth, Fifth, Engineers Division, and Engineer Section, Fourth Division. A second battalion was comprised of the Third, Sixth, Seventh, Eighth, Ninth, and Tenth Divisions, Marine Section, Seventh Division, and Aeronautic

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60 R. G. Shively, interview, April 17, 1955.

61 Herbert C. Hensley, interview, January 9, 1955. Herbert Hensley was in the San Diego organization of the national guard at the time the naval militia was furnishing this service.

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Section, Ninth Division. The Third Division was the original San Diego Division and the Tenth was a newer San Diego division which was organized on January 26, 1916.<sup>63</sup>

During 1916 important changes were made in national legislation regarding the naval militia. Some of these were far-reaching in their effect in getting men to join or remain in the organization. The privilege of obtaining a discharge from the naval reserve was made statutory; civil service preference was given to men who had served sixteen or more years in the reserves; an opportunity to re-enlist during a ten-year period and still get retainer pay was allowed; sixteen to twenty-year men could receive their pensions with any additions they had received to their base pay, instead of the one-third or one-half previously allowed; enlisted men were allowed to qualify for warrant officer or commissioned rank in the reserves and receive an increase in rating; disability pensions were liberalized for reservists who had rendered faithful and continuous service; and, a reserve of officers was contemplated. These were to be recruited from former naval officers and midshipmen who might enlist within ten years after honorable discharges.

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62 Adjutant General Reports, 1914-1920, 136-137.

63 Ibid., 115.

When these regulations became law on August 29, 1916, there were set up six classes in the naval reserve force. Class one, the Fleet Reserve, consisted of former officers and men of the regular navy. Class two, known as the Naval Reserve, was made up of seagoing men suitable for service after some training. Class three, the Naval Auxiliary Reserve was constituted of officers and men on American ships which might in time of war be used as auxiliary vessels. The fourth class, the Naval Coast Defense was made up of persons who might be of service to the navy in their own localities. Class five, the Volunteer Naval Reserve, took in anyone eligible for the above categories. Class six organized into a Naval Reserve Flying Corps was designed for fliers, builders, officers and men who had been in the Naval Flying Corps. At the same time the Marine Corps Reserve was organized and a Dental Corps Reserve was set up.

The National Naval Volunteers also were created at this period. They were to be used in time of emergency or war, the President being the sole judge of what constituted an emergency. An additional feature was that they could be used anywhere. This organization was to be entirely separate from the naval militia. When used in emergency,

the men no longer were considered as naval militia men even if they were in that group. While in government service these volunteers were subject to the same rules and regulations as applied in the regular navy. While in service, volunteers had the same status as regulars. If a man failed to appear when needed at a time of crisis he was subject to arrest, court martial, and imprisonment. The President was empowered to accept resignations, issue discharges, and disenroll members. Except in time of war, enlistment periods were for three years only. Following this time a man could re-enlist for a one, two, or three-year period, and, if within thirty days of his discharge, his service was then to be considered as continuous. Retainer pay for officers was to be the same as that of national guard officers of comparable rank. A lieutenant or above received \$500 per year; a lieutenant (junior grade), \$240; an ensign, \$200; and, a warrant officer, \$120. Pay was decreased if a man missed a number of drills, forty-eight being the required attendance figure. Enlisted men were to receive twenty-five per cent of the base of a regular enlisted man of the same rank. In no case would his pay be over \$120 a year. Again, if a man missed drills beyond the prescribed number of forty-eight his pay was reduced. If he attended less than twenty-four meetings he received no pay at all.

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With such plans arranged, the Navy Department felt that only a telegram was needed to mobilize volunteers, reserves, and others at spots designated as rendezvous. These men would take their place and professional officers would take command. Once mustered into service, they would  
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be sent where needed.

Changes in national and state policy were noted by the San Diego men who realized along with others that their organization was undergoing drastic change. Naval militia men had long pressed for nationalization and unification of their separate state units, and, oddly enough, though it was destined to spell their final dissolution, naval militia men were largely in favor of the current legislation.

The twenty-fifth anniversary of the Third Division was observed with a banquet held in Rudder's Grill in the basement of the Union Building (Land Title Building) on Broadway between Second and Third. Letters and telegrams poured in from old timers like T. A. Nerney, Ed Fletcher, H. Loomis, and J. G. Decatur. The latter expressed the hope that at the half century mark the Third Division would be a fighting fleet under the command of Rear Admiral Don M. Stewart!  
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66 Report of Sec. Navy, 1918, 795.

67 Company Journal. Letters and telegrams are preserved in this book in the possession of Don M. Stewart.

As World War I approached, the state naval militia of California in its last year of active existence mustered seventy officers and eight hundred and eighty-two men. Captain George Bauer retained command of the organization. San Diego's Third (deck) Division had three officers and fifty-eight enlisted men. Lieutenant (junior grade) H. C. Buckle, Ensign H. H. Gill, and Ensign R. G. Shively made up the officer complement. The new Tenth (deck) Division had four officers and fifty-six enlisted men. The officers were Lieutenant R. H. Baker, Ensign C. R. Siebert, Ensign H. S. Haynes, and Ensign H. M. Field. San Diego was a part of the second battalion of the state brigade. The battalion was under the command of Commander A. H. Woodbine of Los Angeles. Lieutenant Don Stewart, executive officer on the staff, had command in San Diego.

The legislature of California did its best to bring the state forces into line with national policy regarding the naval militia. It was directed that the naval militia be organized into one or more brigades and be administered as prescribed by the Navy Department. Officer selection for those below the rank of lieutenant was dealt with by the 1917 legislature. The adjutant general was directed to nominate three officers for each rank when a vacancy occurred.

The highest of these three after passing an examination was then recommended to the governor by the adjutant general for appointment. These plans were a rather significant departure from the original, informal manner of selection as described  
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in a previous chapter.

When World War I began on April 6, 1917, Governor William D. Stephens received a telegram from the Secretary of the Navy calling the California naval brigade into federal service. Acting on the governor's orders the men began to report to their respective armories throughout the state and prepared for the muster.  
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J. J. Borree, the adjutant general, directed on the same day that as soon as units were mobilized, commanding officers should notify the commandant of the Twelfth Naval District (Commandant of the Federal Rendezvous) at San Francisco by telegram, and then wait for instructions to report to the federal rendezvous. For most of the units, including San Diego's Third and Tenth, this spot was the United States Naval Training Station at San  
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Francisco.

The following day, April 7, Don Stewart was able to report that one hundred and thirty men were ready for service

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69 Calif. Stat., 1917, 316-319.

70 Adjutant General Reports, 1914-1920, 29.

71 Ibid., 21.

as soon as needed. When called they would proceed to San Francisco where they would meet eleven hundred and fifty more of their fellows and be absorbed into federal service. Stewart went on to say that a recruiting office had been set up in the Grant Hotel because eighty more recruits were needed to bring the divisions to full strength. From these new men the fittest were to be selected for sea duty, and the remaining ones would be kept until needed. The naval militia was now the National Naval Volunteers, and it was but a question of days until the San Diego officers and men would be sworn into that organization. As it was, the Third and Tenth were "resting on their arms" at the armory hoping to add two more divisions to their outfits before they left for war. There was a nucleus of an engineer division attached to the Tenth Division, and it was desired that this, along with another, might have a San Diego based training ship of their own.<sup>72</sup>

The morning of April 13, 1917, the men boarded a special train at their Twenty-Eighth Street armory. When they arrived at the Santa Fe depot the Twenty-First Infantry band was there to play a farewell for them. The officers and men posed on the platform for a picture. The San Diego Elks lodge turned out in full force to wish the seagoing

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<sup>72</sup> San Diego Sun, April 7, 1917.

landsmen a hearty God-speed. To the tune of "Columbia, the Gem of the Ocean" and "The Girl I Left Behind Me" the train began its way north.<sup>73</sup> It was observed that the number thirteen played an important part in the departure. They left on the thirteenth of the month. The train contained thirteen coaches, and Don Stewart's berth was number thirteen. One hundred and fifty-six men left that morning in 1917 and of that number three died, but their deaths were due to disease and not as a result of the war.<sup>74</sup>

All of the Third and Tenth Division men were sworn into the National Naval Volunteers on April 14.<sup>75</sup> Four officers, Lieutenant (junior grade) H. C. Buckle, Ensign R. G. Shively, both of the Third Division and Lieutenant Robert H. Baker and Ensign S. R. Siebert of the Tenth Division were sworn in on April 17. Two days later Lieutenant D. A. Lobenstein and Ensign H. H. Gill of the Third, along with Lieutenant (junior grade) H. S. Haynes of the Tenth Division, were also sworn into service in the same group.<sup>76</sup> At Mare Island the men went to the dock and piled their arms, strangely enough, near the cruiser USS San Diego.

<sup>73</sup> San Diego Sun, April 13, 1917.

<sup>74</sup> Ibid., April 21, 1937.

<sup>75</sup> Adjutant General Reports, 1914-1920, 36-37, 42.

<sup>76</sup> Ibid., 31.

Some were sent aboard the USS Frederick and the USS Pueblo.

The naval militia men were back in the home port, April 23, 1917, on the above named ships. All were now National Naval Volunteers except Lieutenant Commander Don Stewart and Assistant Paymaster J. C. Hizer who were in the regular navy. The identity of the ships was not disclosed to San Diegans because of wartime security. All identification marks had been removed from them. The men were allowed liberty from one in the afternoon until eight the following morning so that they could be with their families. It was with pride that San Diego learned from the mustering office that the local group had furnished the largest contingent in the state.<sup>78</sup> The ships now made their way to the south Atlantic to scourge the sea of German raiders and to carry the Allied cause to South America.

On the Fourth of July in Rio de Janeiro in ninety degree weather the militiamen were in a parade in which the British who were stationed there also participated. Their presence in Brazil, it was thought, helped to induce that nation to join the Allied cause on October 26, 1917. The Frederick and the Pueblo were located at the mouth of the Amazon looking for German submarines or raiders.

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77 San Diego Sun, April 21, 1933.

78 Ibid., April 23, 1917.

One dark night before taps Captain (later Admiral) George Washington Williams saw a full-rigged ship with an auxiliary stack. He thought it was the German vessel Seaaddler, a raider. He asked for permission to leave the squadron and intercept the ship. The admiral in command refused, and the doughty captain was so angry he threw his cap on the deck in a rage.

From Brazil the ships went to Buenos Aires. There the American and British-trained navy favored the Allied cause, but the German-trained army prevailed, and Argentina was not wooed into the cause. The two ships later became convoys for American transports plying between Hoboken, New York, and Brest, France.<sup>79</sup> Don Stewart served aboard the ill-fated San Diego around Ireland, leaving that ship just before her destruction. He was in Philadelphia at the Fourth Naval District and helped to fit out the Santa Theresa<sup>80</sup> and served as her executive officer.

The various sections of the national naval reserve in 1917 served in previously designated posts. Class one groups, largely ex-officers, served aboard battleships, destroyers, and gunboats. Class two men served aboard

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<sup>79</sup> San Diego Sun, April 21, 1933.

<sup>80</sup> Rear Admiral L. C. Palmer to Representative William Kettner, Washington, D. C., April 9, 1918, ms. in the possession of Don M. Stewart.

colliers, supply ships, hospital ships, and repair ships. These reservists did engineer and deck duties and sometimes were in command. Class four was kept as a reserve for the above classes as needed. These last mentioned men were given three months intensive training, and if acceptable, were put into class two.<sup>81</sup>

The opening of the war in April, 1917, brought almost all naval militia men throughout the nation in service. The figures at that time for their enlistment were six hundred and sixty officers and nine thousand five hundred men. By September, 1917, the figures rose to eight hundred and fifty-two officers and sixteen thousand men.<sup>82</sup> By November of that same year the total enrollment of the naval reserves was forty-nine thousand, two hundred and forty-six.<sup>83</sup> April, 1918, the figure had become eighty-five thousand, four hundred and seventy-three. November, 1918, the peak was reached with a total of two hundred and ninety thousand.<sup>84</sup>

During this period the government saw the futility of maintaining two administrations, one for a National Naval Volunteers, and one for naval militia. Naval militia

<sup>81</sup> Wleand, Naval Reserve, 137.

<sup>82</sup> Report of Sec. Navy, 1917, 25.

<sup>83</sup> Ibid., 24.

<sup>84</sup> Ibid., 68-69.



units were state navies, and so, as seen above, in an emergency had to be merged with a national reserve force. The result was the beginning of the end for the state forces. <sup>85</sup>

The Naval Appropriations Act of June 4, 1920, nailed down the lid on the coffin of the naval militias. Any units existing were to be provided and kept by the naval reserve. This was the status of the reserve as our story here comes to a close. <sup>86</sup>

The National Naval Volunteers were transferred to class two of the reserve force. Its ranks were opened to qualified men of seagoing occupations. Volunteers were granted retainer pay per year equivalent to two months pay of a regular of the same rating or rank. A four year enlistment was made mandatory. Thirty-six drills a year were demanded. No penalties were provided in this legislation for absences from drills. In peacetime no naval reserve was allowed to go beyond the rank of lieutenant commander. In war, he would receive the same pay as an officer of the regular navy. <sup>87</sup> Before this legislation could go into active use the war ended. By September, 1919, the vast organizations were largely demobilized. November 1, 1919,

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<sup>85</sup> Wieand, Naval Reserve, 148-150.

<sup>86</sup> U. S. Stat. at Large, XL, 817-818.

<sup>87</sup> Ibid., 708.

<sup>81</sup> U. S. Stat. at Large, August 25, 1901.

of the thirty thousand, three hundred and eighty-five commissioned officers and men, twenty-nine thousand and twenty-six had been released from duty.<sup>88</sup>

San Diego men returned home from their war experience after being gone one year, seven months, and five days.<sup>89</sup>

With their return the story would seem to end. The federal government provided no more money for state naval militias, and their official status was ended.<sup>90</sup> But the spirit of

comradeship still persists. In 1931 the nucleus of a "Last Man's Club" was begun. An annual banquet was and is still held. The parchment scroll of the organization says,

"It is our will and intention that this muster shall pass from hand to hand until there is only one signature at the annual dinner, when it shall be the property of the last survivor of our group."

A bill introduced by Assemblyman Ed Head and Senator William E. Harper was signed by Governor James Rolph in August, 1931. This bill placed Thomas A. Nerney who had left the naval militia as a captain in 1903 on the retired list as a rear admiral. This was in acknowledgment of his services in founding the naval militia in San Diego, the first unit in the state.<sup>91</sup>

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88 Report of Sec. Navy, 1919, 76,80.

89 San Diego Sun, April 21, 1933.

90 Adjutant General Reports, 1914-1920, 29.

91 San Diego Union, August 28, 1931.

As if symbolic of complete removal from the scene the much-cherished Twenty-Eighth Street armory was destroyed by fire (the origin of which was mysterious in nature) on the night of May 7-8, 1936.<sup>92</sup>

The pier and armory had been taken over by the navy during World War I, the papers and effects had been taken to the Philadelphia Navy Yard, and were never able to be found.<sup>93</sup> For the remaining years the armory had served as a recreation center. It was, at the time of its destruction, slated for removal to another site for continued use as a pleasure area.

The records, the armory, the tangible things of the old days of the San Diego naval militia are gone, but the spirit of its survivors, their devotion to country, to defense, persist. The ardor of its members is undiminished by time and furnishes an impetus to others to maintain the cause for which they worked so long and well.

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<sup>92</sup> San Diego Union, May 8, 1936.

<sup>93</sup> Don M. Stewart, interview, February 5, 1955.

4. MANUSCRIPT MATERIALS

Circular Record (Journal), 1867-1908.

This manuscript prepared by Don Stewart is a record of meetings and elections held during the years mentioned in the title. It is written in detail and is one of the best single sources for the period covered. In the possession of Don Stewart.

Log of Dr. J. A. San Diego Naval Militia.

This title indicates, this manuscript volume contains source material on the earliest portions of the naval militia history in San Diego. It contains original notes, clippings, and a record of weekly events. The Log is in the possession of Don Stewart.

Report of Accusations.

BIBLIOGRAPHY

This book volume covers the record of alleged acts of violence and militia. It contains a bibliography and some other notes of the Division's activities. This book is kept by Don Stewart.

Logbook of Don Stewart.

Collected under this heading are letters, pictures, telegrams, newspapers, and clippings of San Diego naval militia days. It is a good source for background material. In the possession of Don Stewart.

5. GOVERNMENT PUBLICATIONS

Harwood, James Daniel, A Compilation of the Messages and Papers of the Presidents, 1789-1899, 12 volumes, Government Printing Office, Washington, 1899-1904.

These papers provide an insight into the views of the Presidents on the events of the time. In particular, certain of the papers and messages contain the views of the Presidents regarding the creation of a naval militia or naval reserve.

## A. MANUSCRIPT MATERIALS

### Company Record (Journal), 1897-1905.

This manuscript preserved by Don Stewart is a record of meetings and elections held during the years mentioned in the title. It is minute in detail and is one of the best single sources for the period covered. In the possession of Don Stewart.

### Log of Company A, San Diego Naval Militia.

As the title indicates, this manuscript volume contains source material on the earliest portions of the naval militia history in San Diego. It has the original muster, clippings, and a record of weekly events. The Log is in the possession of Don Stewart.

### Record of Assemblages.

The bound volume known as the Record of Assemblages lists attendance at meetings and drills. Preserved in its pages are some extra notes of the division's activities. This book is kept by Don Stewart.

### Scrapbook of Don Stewart.

Collected under this heading are letters, pictures, telegrams, souvenirs, and keepsakes of San Diego naval militia days. It is a good source for background material. In the possession of Don Stewart.

## B. GOVERNMENT PUBLICATIONS

Richardson, James Daniel, A Compilation of the Messages and Papers of the Presidents, 1730-1897. 10 volumes, Government Printing Office, Washington, 1896-1900.

These papers provide an insight into the views of the Presidents on the events of the time. In particular, certain of the papers and messages contain the ideas of the Presidents regarding the formation of a naval militia or naval reserve.

State of California, Adjutant General's Office, Reports.  
State Printing Office, Sacramento, 1891-1920.

These reports, which form a section of the Appendix to the Journal of the Senate and the Assembly, contain valuable material on the whole history of the California naval militia. They furnish descriptions of activities, lists of names, and changes made and dates on which the changes took place. References are found in the Reports by years and not by volume numbers.

State of California, Statutes of California and Amendments to the Codes Passed by the Legislature. State Printing Office, Sacramento, 1892-1922.

Actual texts of legal enactments concerning the naval militia are to be found in the volumes which cover this period. Changes in the structure and organization are shown in these acts of the legislature.

United States of America, Navy Department, Register of the Commissioned and Warrant Officers of the Naval Militia of the United States, 1910-1917. Government Printing Office, Washington, 1910-1917.

These annual publications furnish valuable information on local naval militia activities such as officers' names, size of group, ship used for drill, description of ship utilized, and a comparison of organized strength of state, territorial, and District of Columbia units.

United States of America, Navy Department, Report of the Secretary of the Navy, 1890-1920. Government Printing Office, Washington, 1890-1920.

Ideas, figures, and detailed reports of national legislation concerning the naval militia are given here. These volumes are especially useful in observing the changes in naval militia policy. They are to be found by the year of the report and not by volume number.

United States of America, The Statutes at Large of the United States, 1789-1873. 17 volumes, Little and Brown (later Little, Brown and Company), Boston, 1845-1873.

Contained in these volumes is the legislation from Jefferson's times through the Civil War and afterwards which constitutes a background for the naval militia established in 1891.

United States of America, The Statutes at Large of the United States, 1873 -- . 18 volumes, beginning Vol. 18 and to date. Government Printing Office, Washington, 1875 -- .

Federal enactments regarding the naval militia during the course of its existence are given here. This material furnishes a valuable background for California legislation on this topic. It shows the constant intervening of federal and state control over the organization.

### C. NEWSPAPERS

#### San Diego Sun

This newspaper was issued under the following names:

July 1, 1891 to April 9, 1892, the Sun.

April 10, 1892 to June 5, 1892, the Morning Sun.

June 6, 1892 to January 1, 1893, the Evening Sun.

January 2, 1893 to February 15, 1903, the San Diegan-Sun.

February 17, 1903 to November 25, 1939, the San Diego Sun.

These papers furnish a valuable source of material. The San Diego Sun began July 19, 1881, as a weekly. From 1886 until it ceased on November 25, 1939, it was a daily.

#### San Diego Union

From 1891 through 1936 the files of the Union provide a wealth of information on the growth and development of the San Diego naval militia. The first edition of the San Diego Union appeared on October 10, 1868. It was a weekly. From March 20, 1871, until the present it has been a daily.

### D. GENERAL WORKS

Davis, George T., A Navy Second to None: The Development of a Modern American Naval Policy. Harcourt, Brace, and Company, New York, 1940.

A good over-all view on the more modern phases of naval development. Has a rapid survey of Woodrow Wilson's ideas concerning the role of the navy.

Dietz, Ernest P. and John A. Johnson, Historical Souvenir of the Lytle Greys, Company B, First Infantry Ohio National Guard, 1868-1893. Earhardt and Richardson, Cincinnati, 1895.

Furnishes a reference to Thomas A. Nerney's service in the Ohio National Guard.

Fletcher, Ed/ward/, Memoirs of Ed Fletcher. Pioneer Printers, San Diego, 1952.

Contains information relating to the naval militia in San Diego during the period in which Ed Fletcher served in the Third Division.

Frothington, Thomas G., The United States in the War, 1917-1918. Harvard University Press, Cambridge, 1936.

This is a good general history of the topic covered by the title.

Hasbrouck, Louise S., Mexico, Cortez to Carranza. D. Appleton and Company, New York, 1918.

Presents a section dealing with the Tampico incident in 1914 and the subsequent border conflicts.

Knox, Dudley W., A History of the United States Navy. G. P. Putnam's Sons, New York, 1948.

One of the best sources of background material on American naval history. Contains a brief reference to the naval militia.

Lovette, Leland P., Naval Customs, Traditions and Usage. United States Naval Institute, Annapolis, 1934.

Has a wealth of material not covered in regular histories. Is valuable for an understanding of naval terms often foreign to a layman.

Mitchell, Donald W., History of the Modern American Navy From 1883 Through Pearl Harbor. Alfred A. Knopf, New York, 1946.

A valuable source of information for the period covered. Is one of the best general references for material on the naval militia.



Pratt, Fletcher, The Navy, a History, The Story of a Service in Action. Doubleday Doran and Company, Garden City, 1938.

One of the best basic references for a study of the United States Navy. There is little or no reference in this book to the naval reserve or naval militia.

Sprout, Harold and Margaret, The Rise of American Naval Power, 1776-1918. Princeton University Press, Princeton, 1939.

Provides a valuable background for knowledge of the history of the American navy. Has many fine sections which deal with general information on the naval militia.

Wieand, Harold Thomas, The History of the Development of the United States Naval Reserve, 1889-1941. University of Pittsburgh, Pittsburgh, 1953.

Offers general information on the history of the naval militia in the United States. Has an excellent bibliography. Is a fine beginning for an over-all picture.

#### E. PERIODICALS

Allen, Charles C., "The National Guard of California." The California Illustrated Magazine, I, May, 1892, 541-553.

Gives a fine description of the organization of the state guard. Has some references to the then-new naval militia. Contains excellent pictures.

MacMullen, Jerry, "Defense Against Alphonso." Westways, XXXIX, January, 1947, 8-9.

A valuable source of information on the USS Pinta, San Diego's headquarters for the naval militia, in the period following 1898. Has a picture of the vessel.

APPENDIX A

in order to establish a naval battalion to be attached to the National Guard of California.

(Approved March 31, 1901)

Resolved, the assembly of the people of California, 1901, 1902, 1903.

The people of the State of California, represented in Senate and Assembly, do enact as follows:

Section 1. There shall be allowed, in addition to the appropriations of the organized **APPENDIX** National Guard of California provided for in section thirteen hundred and twelve of an act entitled "An act to establish a National Code" approved March twenty-first, one thousand nine hundred and zero relating to the National Guard of California, not more than four companies of naval militia which shall constitute a battalion to be known as the Naval Battalion of the National Guard.

Section 2. The battalion shall be commanded by a Lieutenant Commander. Each company shall be commanded by a lieutenant and shall contain one Lieutenant, junior grade, two Boatswain and about petty officers and men.

Section 3. The staff officers of the battalion shall consist of an Adjutant, one Ordnance officer, and one Paymaster selected from Lieutenants, junior grade, of the battalion.

## APPENDIX A

An act to establish a naval battalion to be attached to the National Guard of California.

(Approved March 31, 1891)

(Statutes and amendments to the codes of California, 1891, page 258.)

The people of the State of California, represented in Senate and Assembly, do enact as follows:

Section 1. There shall be allowed, in addition to the companies of the organized uniformed militia known as the National Guard of California provided for in section nineteen hundred and twelve of an Act entitled "An Act to establish a Political Code" approved March twelfth eighteen hundred and seventy two relating to the National Guard of California, not more than four companies of naval militia which shall constitute a battalion to be known as the Naval Battalion of the National Guard.

Section 2. The battalion shall be commanded by a Lieutenant Commander. Each company shall be commanded by a Lieutenant and shall contain one Lieutenant, junior grade, two Ensigns and eight petty officers and men.

Section 3. The staff officers of the battalion shall consist of an Adjutant, one Ordnance officer, and one Paymaster selected from Lieutenants, junior grade, of the battalion

and one Surgeon with the rank of Lieutenant, junior grade.

Section 4. The organization of the naval militia shall conform generally to the provisions of the laws of the United States, and the system of discipline and exercise shall conform as nearly as may be to that of the Navy of the United States as it now is or may hereafter be prescribed by Congress. When not otherwise provided for, the government of the naval militia shall be controlled by the provision of the Political Code relating to the National Guard of California and the Governor shall have power to alter, divide, annex, consolidate or disband the same whenever in his judgment the efficiency of the State forces will thereby be increased and he shall have power to make such rules and regulations as may be deemed proper for the use, government and instruction of the naval militia but such rules and regulations shall conform to the provision of this Act, and as nearly as practicable to those governing the United States navy.

Section 5. When the Government of the United States is ready to supply arms and equipment as well as material and opportunities for naval instruction and drill, the Governor is hereby authorized to make the necessary arrangements for carrying the provision of the Act into effect. The duty of the naval militia required by law, or any part of it, may be performed afloat in United States vessels. Officers and men of the naval militia mustered temporarily into the

service of the United States for instruction and drill and receiving compensation therefor from the United States shall not, during the same term, be entitled to compensation from the State.

Section 6. The Governor is authorized to apply to the President of the United States for the detail of commissioned and petty officers of the navy to act as inspectors and instructors in the art of naval warfare.

Section 7. The rank of officers given in the preceding sections is naval rank and corresponds to rank in the National Guard of the State as follows:

Lieutenant Commander with Major

Lieutenant with Captain

Lieutenant, junior grade, with Lieutenant

Ensign with Second Lieutenant.

James A. ...	31	...
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## APPENDIX B

Original Muster of Company A, California Naval Militia, organized in San Diego on the evening of September 12, 1891.

[A manuscript in the possession of Don Stewart, former commander of the Third Division (Company A) of the California naval militia.]

Name	Age	Occupation
Thomas A. Nerney, Lieutenant	30	Insurance Agent
Edwin H. Miller, Jr., Lieutenant	41	County Auditor and Registrar
Frank M. Simpson, ensign	27	Pacific Coast Steamship Company
Wm. D. Bloodgood, ensign	28	Secretary College Hills Land Co.
Wm. W. Adams	21	Student
Leroy A. Aelum	42	Deputy County Recorder
Robert J. Adcock, Jr.	31	Newspaper Man
Paul H. Blades	31	Editor
Frank M. Burt	26	Searcher of Records
Duncan Baxter	34	Sail Maker
Maurice Burrell		Attorney at Law
Albert S. Barker	21	Jeweler
Frederick W. Baldwin		Real Estate Agent
James F. Brooks	45	Real Estate
Edwin M. Burbeck	37	Merchant
William E. Connors	33	Laborer

Leonard A. Chandler	23	Proprietor, San Diego Boat House
Edward Cotter	30	Sailor
Henry K. Coon	36	Real Estate Broker
Wm. Cchill		
James B. Connell	25	Longshoreman
Albert Crane	28	Compositór
Joseph C. Crenshaw	36	Abstractor
Wm. H. Crawford	33	Manufacturer
Archie F. Crowell	24	Draftsman
David C. Collier, Jr.		
Arthur V. Capps	23	Civil Engineer
Wilbur H. Christiancy	23	Printer
James G. Decatur	30	Telegraph Operator
Charles J. Daughtery	32	Jeweler
James Dayner	30	Carpenter
James Doherty		
George Edmonds	24	Sailor
Albert F. Dill	50	Pilot
Elmer C. Ellsworth	32	Attorney at Law
Charles N. Flatly	32	Funeral Director
Frank W. Goodbody	26	Deputy District Attorney
Leonard Goodwin		
Maurice Grammen	21	Sailor
George D. Goldman	30	Deputy. County Clerk

James E. Hildreth	20	Unemployed
John D. Hoff	26	Tailor
Wm. F. Hutton	29	Printer
Joseph F. Hilb	28	
Harry K. Heffleman	22	Law Student
Thomas Harris	29	Longshoreman
John J. Hedges	35	Merchant
M. Flournay Harman	25	Clerk
Will Jameson	24	Mill Man
Frank P. Johnson	37	Deputy Sheriff
George A. Johnston	22	Fisherman
Will James		
Frederick W. Jackson	24	Clerk
Amasa P. Johnson, Jr.	25	Deputy County Recorder
George C. Keyes	36	Draftsman
Sherman E. Knapp	26	Fruit Dealer
Charles D. Knox	30	Druggist
Wm. H. Kroah		
G. I. Kinney	26	Electrician
Emanuel J. Louis	23	Bookkeeper
Harry Loomis	28	Hotel Clerk
Horace D. Lovett	19	Cashier
James McNair	27	Contractor
Michael B. McKay	28	Grocer
Roy R. McRae	18	Grocer



Herbert D. McRae	19	Merchant
Wm. McClain	25	Hay and Grain Merchant
Horace W. Mathews	24	Bank Teller
Andrew Millspaugh	37	Turner of Wood
Charles A. Millspaugh		
Orlando C. Miller	37	
Arthur H. Mackey	31	Grocer
Jerome G. Martin	26	Mariner
Edwardo Morales	35	Sailor
Arthur Morris	26	Master Mariner
John H. Neiman	28	Druggist
Willis C. Noble	19	Clerk
Ed. Neagle		
Daniel B. Northrup	36	Physician and Surgeon
Francis Nerney	20	Clerk
Weldon C. Nerney	24	Clerk
Whitfield Nolan	19	Clerk
George N. Nolan, Jr.	18	Clerk
James O'Connell		
Oscar G. Palmer	24	Clerk
Wallace B. Parker		
George W. Poole		
Charles H. Powell	23	Farmer
James A. Pauly	18	Student
Will H. Rapier	34	Janitor

Wm. H. Stayner	31	Accountant
George B. Smith	31	Composer
Conrad Stauts (Strutz)	36	Financial Secretary Chamber of Commerce
Earl Stevens	16	Student
Walter G. Smith	32	Editor
Edward Smith	45	Janitor
Thomas Singleton	27	Fireman
John Sweeny	32	Sailor
Harvey C. Stiles	22	Nurseryman
Thomas M. Shaw	38	Civil Engineer
Chester W. Thompson	24	Clerk
Charles Tichborne	23	Plumber
David S. Wilbur	20	Printer
Frank Winship	18	Student
Lewis R. Works	21	Law Student
Oscar Whitmore	29	Carriage Maker
Edwin M. Wells	22	Farmer
Homer L. Wells	50	Physician and Surgeon
Patrick Walsh		
Leroy A. Wright	28	Journalist
Fred W. Wessel	28	Engineer
Francis H. Whaley	36	Editor