

**FOUR AMERICAN NAVAL
HEROES: PAUL JONES, OLIVER H.
PERRY, ADMIRAL FARRAGUT,
ADMIRAL DEWEY. A BOOK FOR
YOUNG AMERICANS**

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Four American Naval Heroes: Paul Jones, Oliver H. Perry, Admiral Farragut, Admiral Dewey.
A Book for Young Americans by Mabel Borton Beebe

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PAUL JONES ADMIRAL FARRAGUT
OLIVER H. PERRY ADMIRAL DEWEY

A BOOK FOR YOUNG AMERICANS

BY MABEL BORTON BEEBE

WITH AN INTRODUCTION BY JAMES BALDWIN



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INTRODUCTION.

Four times in the history of our country has the American navy achieved renown and won the gratitude of the nation. These four times correspond, of course, to the four great wars that we have had; and with the mention of each the name of a famous hero of the sea is at once brought to mind. What would the Revolution have been without its Paul Jones; or the War of 1812, without its Perry? How differently might the Civil War have ended but for its Farragut; and the Spanish War, but for its Dewey! The story of the achievements of these four men covers a large part of our naval history.



SEAL OF THE
U. S. NAVY.

Six months after the battle of Lexington the Continental Congress decided to raise and equip a fleet to help carry on the war against England. Before the end of the year (1775) seventeen vessels were ready for service, and it was then that Paul Jones began his public career. Many other ships were soon added.

The building and equipping of this first navy was largely intrusted to Ezek Hopkins, whom Congress had appointed Commander-in-Chief, but it does not seem that he did all

that was expected of him, for within less than two years



EZEK HOPKINS.

he was dismissed. He was the only person who ever held the title of Commander-in-Chief of the navy. During the war several other vessels were added to the fleet, and over 800 prizes were captured from the British. But before peace was declared twenty-four of our ships had been taken by the enemy, others had been wrecked in storms, and nearly all the rest were disabled. There was no

effort to build other vessels, and so, for many years, our country had no navy.

In 1794, when war with the Barbary States was expected, Congress ordered the building of six large frigates. One of these was the famous *Constitution*, which is still in existence and about which Dr. Holmes wrote the well-known



THE FRIGATE CONSTITUTION.

poem called "Old Ironsides."

Through all the earlier years of our history, John Adams used his influence to strengthen our power on the sea; and he was so far successful that he has often been called "The Father of the American Navy." When the War of 1812 began the United States owned a great many gunboats for coast defense, besides seventeen sea-going vessels. It was during this war that the navy especially distinguished itself, and Oliver Hazard Perry made his name famous.

The ships of war in those earlier times were wooden sailing vessels, and they were very slow-goers when compared



A SLOOP OF WAR.

with the swift cruisers which sail the ocean now. The largest of these vessels were called ships of the line, because they formed the line of battle in any general fight at sea. They usually had three decks, with guns on every deck. The upper deck was often covered over, and on the open deck thus formed above there was a fourth tier of guns. This open deck was called the fore-castle and quarter-deck. Some of the largest ships of the line carried as many as 120 guns each; the smallest was built to carry 72 guns.

Next in size to these ships were the frigates. A frigate had only one covered deck and the open fore-castle and quarter-deck above it, and therefore had but two tiers of guns. The largest frigate carried sixty guns, besides a large pivot gun at the bow. The American frigates were noted for their speed.

Still smaller than the frigates were the corvettes, or sloops of war, as they are more commonly called. These



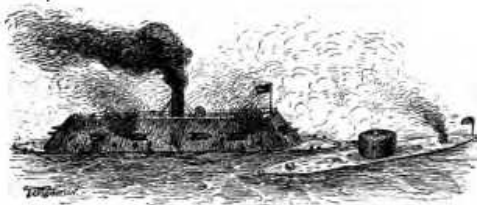
THE STEAM FRIGATE POWHATAN.

had but one tier of guns, and that was on the open deck. They were rigged like the larger vessels, with three masts and square sails.

The fourth class of vessels included the brigs of war, which had but two masts and carried from six to twenty guns. Equal to them in size were the schooners, which also had two masts, but were rigged fore-and-aft. The guns which they carried were commonly much smaller than those on the sloops and frigates.

After Robert Fulton's invention of the steamboat in 1807 there were many attempts to apply steam on vessels of war. But it was a long time before these attempts were

very successful. The earliest war steamships were driven by paddle-wheels, placed at the sides of the vessels. The paddles, besides taking up much valuable space, were exposed to the shots of the enemy, and in any battle were very easily crippled and made useless. But the speed of these vessels was much greater than that of any sailing ship, and this alone made them very desirable. For many



THE MERRIMAC AND THE MONITOR.

years steam frigates were the most formidable vessels in the navy. The first successful steamship of war was the English frigate *Penelope*, which was built in 1843, and carried forty-six guns. One of the earliest and most noted American vessels of the same type was the *Powhatan*. The first screw line of battle ship was built by the French in 1849. It was called the *Napoleon*, and carried one hundred guns. It was so successful that steamships soon began to take the place of sailing vessels in all the navies of the world.

Up to this time all war vessels were built of wood ; but