

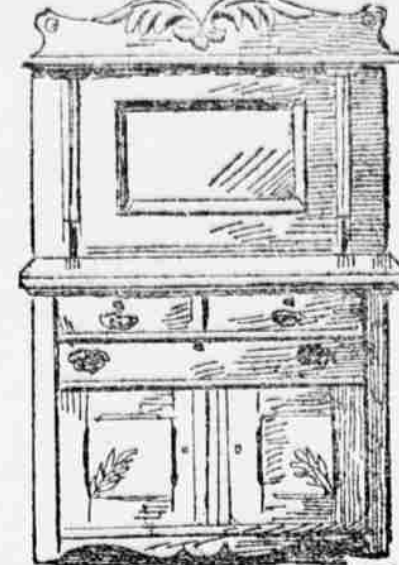
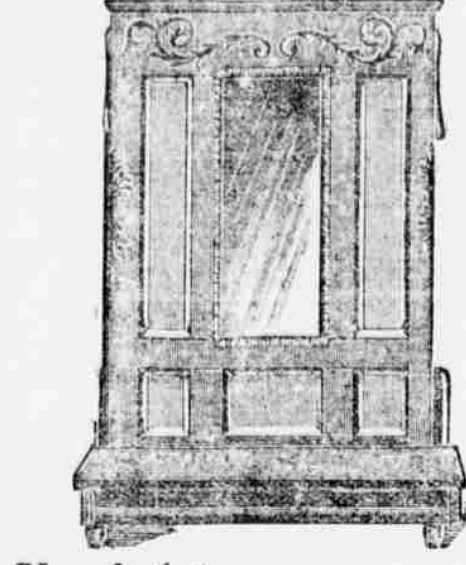
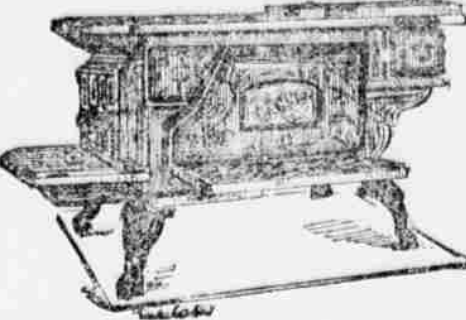
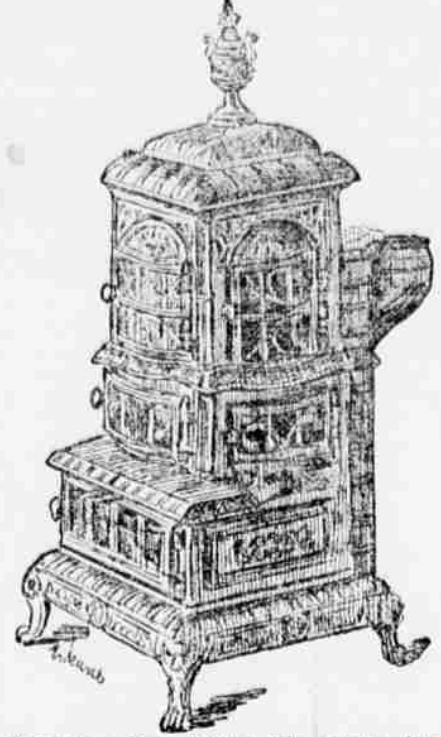
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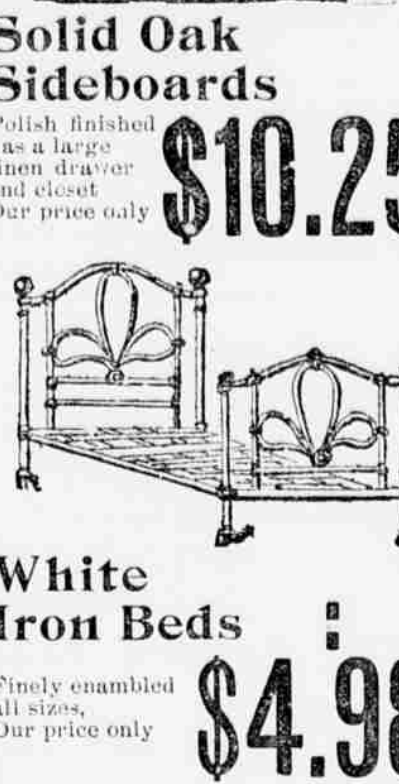
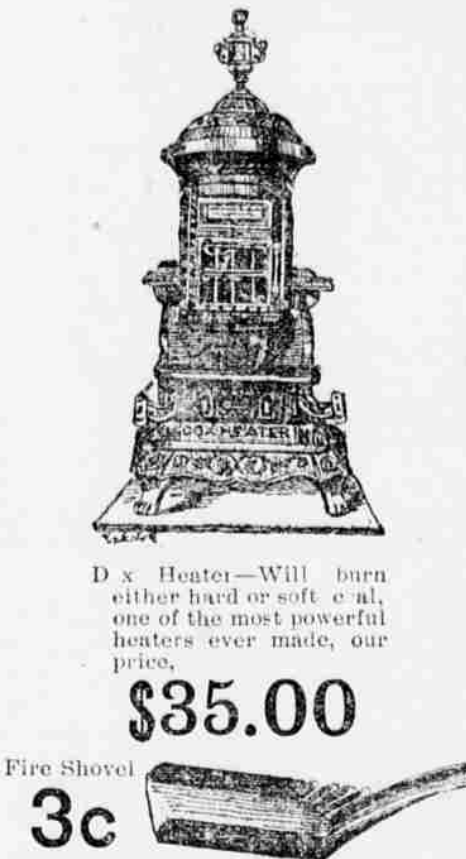
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FATHER AND SON ADMIRAL.

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CAREER OF THE JUNIOR OFFICER

Recollections of His Experience on the Cumberland When She Was Rammied by the Famous Merrimac.

For the first time in the history of the Philadelphia Record, a father and his son are both borne on its list with the rank of rear admiral, the highest now recognized by law. They are Thomas O. Selfridge, who heads the list of retired rear admirals, and Thomas Selfridge, Jr., who has just been promoted to the list of active rear admirals.

Like so many other retired navy officers, he lives at the capital city--Washington has been called the Rear Admirals' Row--because he can see more of his old friends and companions in arms and keep in closer touch with the navy here than elsewhere. Naturally, he takes a peculiar interest in all that concerns his two sons in the navy--his namesake, the new rear admiral, and Lieutenant Commander J. R. Selfridge, who is now in charge of the branch hydrographic office at Philadelphia, both of them being a cause of pride to him.

THE YOUNGER ADMIRAL'S CAREER. Rear Admiral Selfridge, Jr., who sailed the other day to take command of the European squadron, was the first officer of the navy to receive a diploma of graduation under the present organization of the Naval Academy, graduating in June, 1853, at the head of the first class graduated from Annapolis. Ever since then he has stood at the head of his class, always being foremost in every competition, and especially during the civil war, when he volunteered for more service of a dangerous character than perhaps any other officer.

bombardment and capture of the Hatteras forts in September, 1861; volunteered for the command of a cutting-out expedition of some 100 men, at Newport News, February, 1862; was second lieutenant of the Cumberland and in command of the gun deck battery March 8, 1862, in the fight between the Merrimac and the Cumberland, in which the Cumberland went down with her flag flying--just there I began my cross-examination of the smiling, but reluctant admiral.

KNOW SHE WAS COMING. "Did you know the Merrimac was coming and what kind of a craft she was?"

"Oh, yes; we had been hearing about her right along all the time that they were altering her, and putting the ram and armor on, and we had been expecting her out from Norfolk, and we could see her coming for some time. We thought she was not going to attack us, but she came for us and, of course, we did our best to fight her. If the Cumberland had been a steamer, had we could have held our own with her, wood against iron, for we had ten guns on a side to her four, and we could have laid alongside her, come her guns and taken her. Even with the sails we might have accomplished something if there had been any wind, but there was hardly a breeze. My anchors were bitten, had had the presence of mind to throw them over on the Merrimac, she might have gone down with us. But she struggled for two or three minutes to free, until she broke off her ram and left it in the Cumberland, and back away, while we went down."

WAITED ORDERS TO QUIT. "Where were you when the Cumberland went down?"

"I was on the gun deck, the gun deck, the fire of the battery." "What effect did your guns have on the Merrimac?"

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and I went to him dressed just as I was, in the clothes the Zouaves gave me. "He said to me, 'Mr. Selfridge, Lieutenant Worden has been killed and has had to be relieved from the command of the Monitor and you have been recommended to me to take his place. You are a very young officer, and I want to know whether you think you are equal to it?' Well, I have made it a rule never to decline any duty, and so I said to him, 'I will try to do my best, sir,' and he said, 'Very well,' and presently handed me my orders, and I took them and went on board the Monitor."

A NAVAL OFFICER IN ZOUAVE RIG. "When I got there I asked for Mr. Greene, the executive officer, and they told me that he was down at dinner in the wardroom with the other officers, so I went right down. I must have been a queer-looking figure, and as I walked in one of them said, 'Who are you?' and I said, 'Mr. Greene here,' and he said 'yes,' and I said, 'Well, I have been appointed to command the Monitor, and here are my orders,' and then I went to the captain's cabin. I was in command of the Monitor a very short time, though, for Jeffers, a much older officer, had been sent for before Mr. Fox, and when he arrived Mr. Fox sent for me, and explained the situation to me, and I, of course, saw that it was all right, and quietly accepted my next orders as flag lieutenant of the North Atlantic fleet."

THE WONDERFUL "ALLIGATOR." The admiral laughed when I asked him about the Alligator. "The Alligator was a curious craft, designed by a Frenchman at Philadelphia and accepted by the government after one trial on the Delaware under his direction. She was then brought around to Washington, but when he tried to use her to destroy the Merrimac she was then sent back to the building at Richmond, but which never came to anything, he disappeared, taking with him the secret of how to keep the air fresh in the boat when she was under water, so that she was practically useless. Then, too, she was so slow that nothing could be done with her. She was to be propelled with paddles arranged like the leaves of a boat, to be worked with machinery by fourteen men, but it was impossible to make more than two knots an hour with her at the best. I made one trip in her down the Potomac with a crew of volunteers, and we almost went to the bottom, because when the fresh air was exhausted the men all made a rush at once for the manhole to get air, and tipped the boat up so that she almost sank. I ordered them sharply back to their places, telling them that their lives depended upon their obedience, and they were experienced and disciplined men and did as I told them, and so saved their lives and mine."

SIT ASTRIDE ONE HER TILL RESCUED. "When, one by one, we all cautiously crawled over the manhole and sat astride of the Alligator, which was like a long cigar, and floated until we were taken off by a schooner and brought back to Washington. Mr. Fox had told me that he wanted me to blow up the Merrimac No. 2 with the Alligator, but after that experience I went and told him the story, and added that I could never blow up anything with that boat. Attempts were made to improve her, but about this time we heard that the Merrimac No. 2 was coming out, and so we abandoned the Alligator."

FOUGHT THE GUERRILLAS. While in command of the Conestoga he was engaged in many skirmishes with guerrillas and small batteries obstructing the navigation of the Mississippi river; was sunk March 8, 1862, in the fight between the Merrimac and the Cumberland; was assigned to the command of the ironclad Ogea in the Red river expedition, and while bringing up the rear on its return, in company with the gunboat Lexington, and while aground, was attacked by a battery and a brigade of dismounted cavalry near Point of View, and was defeated there, with the loss of the general, Green, and 400 killed and wounded.

After the Red river expedition he was assigned to the command of the Vindicator and the fifth division of the Mississippi fleet between Vicksburg and Natchez. AT FORT FISHER. "And after the Mississippi experience where did you go?" "Oh," he said, "things were getting dull out there, and Admiral Porter said to me, 'If you want some fighting, come east with me.' No officer could resist an invitation as that, and so I went east, and he gave me command of the Huron, in which I took part in the attack on Fort Fisher. I volunteered for the command of the Third division of the assaulting columns of sailors and marines from the fleet, and led my men right up under the guns. They were only armed with cutlasses and revolvers, and it was not strange that they could not stand the fire from the guns of the fort. However, a few of us stayed there under the walls of the fort until nightfall. And you know the army has always admitted that without the aid of the navy nothing could have been done there, although it was not really the navy's business to fight on land."

QUAINT THINGS AT THE SHOW. Oddities that Attract Attention at the Atlanta Exposition. LOT'S WIFE HEWN OUT OF SALT. Story of a Race Illustrated by a Lighthouse--Miles of Fishing Net--Hanging Scene Every Day--Invention for Invalids.

Every exposition has distinctive features illustrating the industrial or geological characteristics of the country. The World's fair combined in a greater degree than any previous exposition the product and the handicraft of the civilized world, but it did not touch local characteristics to the extent of the Midwinter fair at San Francisco, or the Southern States exposition. A correspondent of the New York World describes the attractive oddities of the latter, many of them presenting in a striking manner the lesson of the progress of the people in all that contributes to their happiness and prosperity. Among these is a statue of Lot's wife. She stands in her rock-salt state on a pedestal in the agricultural building. She was hewn from a massive piece of rock salt found in Louisiana, and on Joe Jefferson's farm, where salt mines have been opened up, or immediately adjoining it. She is still looking over her left shoulder, as if still looking for her husband, who has disappeared. A Georgia mill shows a net two and a half miles long, which was made for use in the Columbia river salmon fisheries. The Georgia mill makes a specialty of deep-sea fishing tackle.

RELIGIOUS. D. L. Moody will soon begin a noteworthy series of revival services at Atlanta, Ga., in the city of the Holy Cross people, which has just been built for him.

Industrial training in mission schools has been taken up in earnest by the Society for the Promotion of Christian Knowledge, grants for its schools having been made in India and Africa.

Rev. Walter C. Clapp of Milwaukee, who about a year ago seceded from the Episcopal and joined the Roman Catholic church, has written to Bishop Nichols, saying that he made a mistake, acknowledging the wrong he has done and making his unconditional submission. He is at present staying with the Fathers of the Holy Cross at Westminster. The barretts with which Cardinal Gibbons is to invest Delegate Sattoli is a square cap with three or four projecting corners rising from its crown. There is usually a tassel in the middle where the corners meet. It is worn by ordinary ecclesiastics in black color and by cardinals in red. Originally it came from the word "birrus," the hood or cap of the red mantle, which was the common outer garment of earlier times. The word comes properly from the Greek and means a red color.

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