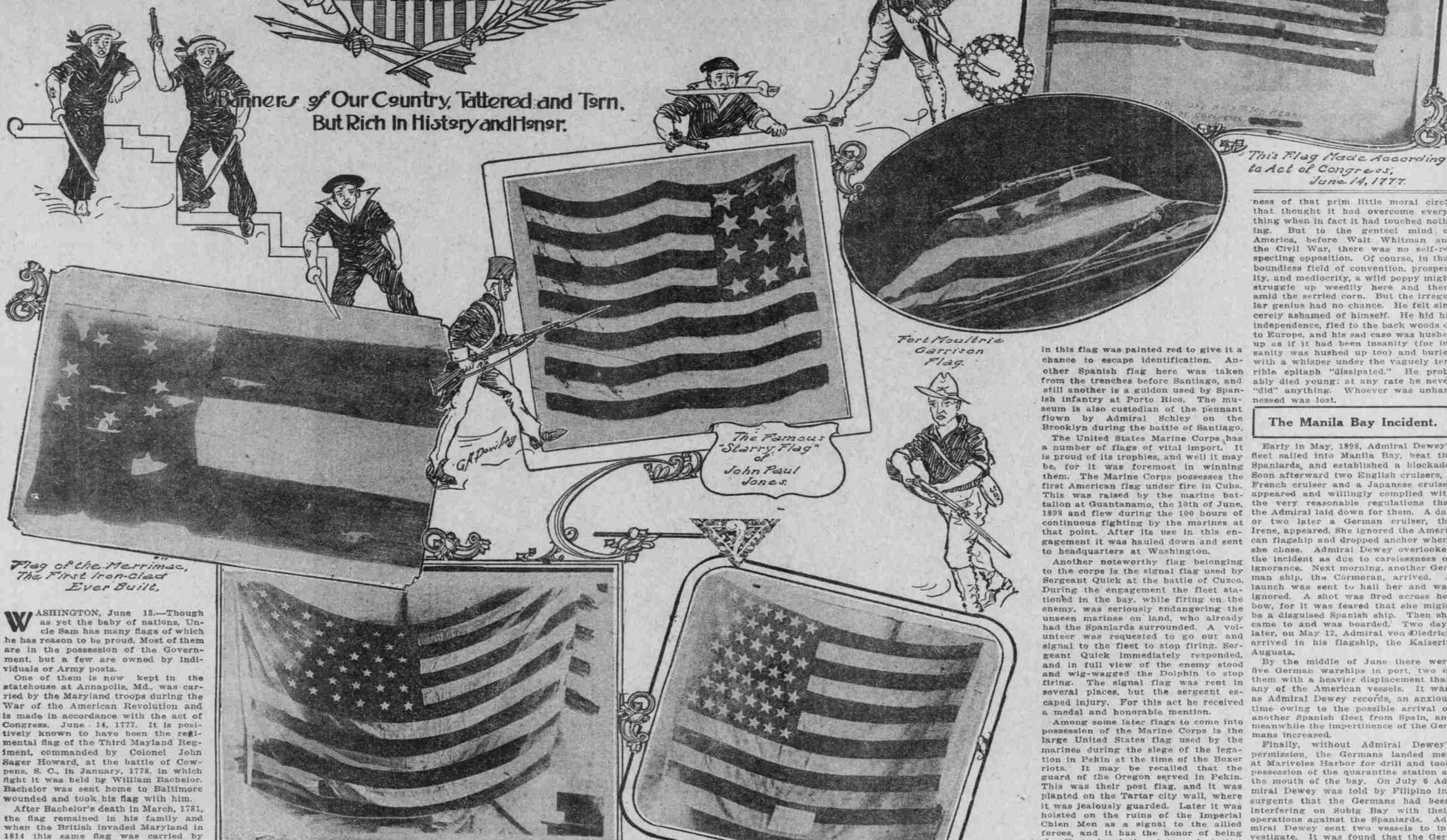


FAMOUS AMERICAN FLAGS

Banners of Our Country, Tattered and Torn,
But Rich In History and Honor.



WASHINGTON, June 13.—Though as yet the baby of nations, Uncle Sam has many flags of which he has reason to be proud. Most of them are in the possession of the Government, but a few are owned by individuals or Army posts.

One of them is now kept in the statehouse at Annapolis, Md., was carried by the Maryland troops during the War of the American Revolution and is made in accordance with the act of Congress, June 14, 1777. It is positively known to have been the regimental flag of the Third Maryland Regiment, commanded by Colonel John Sager Howard, at the battle of Cowpens, S. C., in January, 1778, in which fight it was held by William Bacheor. Bacheor was sent home to Baltimore wounded and took his flag with him.

After Bacheor's death in March, 1781, the flag remained in his family and when the British invaded Maryland in 1814 this same flag was carried by William Bacheor's son, in the battle of North Point, as a banner for the Twenty-seventh Maryland Regiment. This William Bacheor died in 1885. The flag in 1907 was presented to the State of Maryland and has since then resided in its Capitol building at Annapolis.

Another famous banner is the battle flag of Commodore Oliver Hazard Perry, the same one which flew successively on the masts of his flagships, the Niagara and the Lawrence, in the battle of Lake Erie, September, 1813. This flag had been made at Perry's express command, but at the suggestion of Purser Hambleton and the words it bore, "Don't Give Up the Ship," were the last uttered by Captain Lawrence, killed in the fight in June, 1813, between the English and American forces. These words have erroneously been attributed to Perry, but are, in fact, an adopting of Lawrence's sentence to Perry's flag. The banner is a hunting of one solid color, bearing its famous motto in large letters across its face, and is now kept at the United States Naval Academy at Annapolis.

In the same chamber at the academy is a gorgeous royal British standard which was captured in the Parliamentary house when the capital of Canada fell, in 1813, into American hands. It is a magnificent ensign, with five quarters, all in radiant tones, the heraldic blazonry being such as was used in the time of George III. In one corner is a red lion poled in air, to denote Scotland; in another is the golden harp of Ireland; two other quarters contain three golden rampant lions for England, while in the central quartering is a combination of the arms of Saxony, Hanover, Brunswick and Lüneburg, with some emblems of the Holy Roman Empire.

In the National Museum in Washington is the real Star-Spangled Banner, the same flag which floated over Fort McHenry in September, 1814, when it was attacked by the British, and the one around which Key wrote his immortal poem. Being 35 by 25 feet, it will hang from the second story of a building to the first floor. In spite of time, it is well preserved and the stars and stripes which "gleamed through the perilous fight" are still plainly to be seen.

Mexican trophies are to be seen at the Naval Academy. These flags are all unique in design, bearing the Mexican condor standing on a cactus, with a snake in its mouth. There are several of this war, one of them being the flag captured by General Winfield Scott and Commodore Matthew Perry at the fall of Vera Cruz in 1847.

In the ante-chamber to the room of the Secretary of War, in Washington, is the famous flag which flew over Fort Sumter in April, 1861, when it was fired on by the Confederate batteries. This was the shot which opened the great war between the states.

The flag of the Merrimac is now owned by the family of the late Captain Beverly Littlepage, formerly of Washington. Another flag of the Merrimac is in

the possession of C. F. Gunther, of Chicago; this was the one first raised, but was shot away. The flag owned by the Littlepages is the second one run up. In the rooms of the Stevenson Post at Roxbury, Mass., is preserved one of the strangest banners the world has ever seen. In a tobacco factory in Richmond in Civil War times many Union soldiers were prisoners, among them a Timothy J. Regan. Regan conceived the idea of making a flag of Union Stars and Stripes, even in the close confinement of their prison. There were about 20 men and they secretly got together the material.

A flannel shirt made the blue ground, a shirt of white cotton furnished the white stars and goods were bought sufficient to make the red and white stripes. In hiding, they worked at their task till at last it was finished. It was thrown to the wind once in a place which was sheltered from the view of the guards, then torn into strips and divided among the men. After the war Regan, by persistent effort, managed to get together all the pieces and had them sewn again into a flag, which is now at Roxbury.

The flag of the Maine, the ship whose sinking precipitated the Spanish-American War in 1898, is kept at Annapolis. Nearby are banners captured by Dewey at Manila from the Spanish, as well as trophies of the battle of Santiago.

The banner which floated over the North Pole, raised there April 6, 1899, by Commander Robert E. Peary, now lies for safe keeping in the vaults of a safe deposit company in Washington. It was made by Mrs. Peary, the stars being worked in silk embroidery. It was flown in the wind on the shores of the polar sea for more than a fourth of its circumference. The bits of white with which it is dotted indicate the fragments which the explorer left with records at different places in his journey. Some were deposited at Cape Morris K. Jesup, the farthest northern point of land on earth; one was left at Cape Thomas Hubbard, another at the starting point of the dash for the pole—Cape Columbia—five bits are in the ice of Peary's "Farthest North" in 1908 and one is yet in the eternal stillness of the North Pole itself.

The oldest flag in the National Museum at Washington is the first United States flag of which there is authentic record. This is the banner of John Paul Jones. On the very day the law was enacted establishing a National flag for the United States of America, June 14, 1777, Congress appointed John Paul Jones to be commander of the Ranger. History does not relate, with authority, the exact date of the making of the Ranger's flag, but it must have been very soon after the congressional enactment, because the War Department states that "The Ship

Ranger, bearing the Stars and Stripes and commanded by Captain Paul Jones, arrived at a French port about December 1, 1777, and her flag received, on February 14, 1778, the first salute ever paid to an American flag by foreign naval vessels."

Later, Paul Jones set his loved ensign high above the Bon Homme Richard, and it waved triumphantly over many a fierce encounter with the foes of the new country. The most notable of these was when it came in contact with the British ship Serapis in 1779 and went down. Commodore Jones rescued his precious "starry flag" and hoisted it over the captured Serapis, bringing it home covered with honor.

The museum authorities believe this to be the first American flag that came into existence after the enactment of Congress. As evidence of the theory they point to the 13 stars instead of 12. Had this flag had an official predecessor the mistake in the number of stars would hardly have occurred.

This historic standard, kept intact by long and loving care, shows its age in much-frayed edges and worn patches. The 12 stars, arranged in three parallel perpendicular rows, still stand out staunchly on their unstable foundation, for the blue field and the 13 red and white stripes have grown pathetically threadbare.

The National Museum contains a collection of remnants of flags that participated in naval engagements from the time of the Revolutionary War to the war with Mexico; also those of foreign vessels of war captured by the Navy during those periods. This display of fragments is quite interesting. It was collected by Peter Force, of

Washington, and presented by him to the Library of Congress, which transferred it to the National Museum.

Among these remnants is a piece of the British flag of La Guerriere, used during her encounter with the Constitution, and of the Java, worsted by the same indomitable American, as well as a fragment of the flag of the Algerine brig Zoua, captured under Decatur.

A division of the museum's flag collection relates to the Civil War, and the most interesting of these is the garrison flag of Fort Moultrie, in Charleston harbor, S. C. This flag was lowered December 26, 1860, when Major Robert Anderson, First United States Artillery, moved his forces to Fort Sumter. The flag was secured by his second in command, Captain Abner Doubleday, and remained in his possession until presented to the Smithsonian Institution at Washington.

In the National Museum also is the United States flag raised in New Orleans by the volunteer flag committee after the occupation in 1862. This was the first Union flag raised by citizens of any of the Confederate states after the commencement of hostilities. Here, too, is the flag of the United States ship Kearsarge, in use at the time of the surrender of the Confederate cruiser Alabama, also the first United States flag raised in Richmond after the surrender. This was used as headquarters flag by General E. O. C. Ord, U. S. A., when he took possession of the city. The history of our war with Spain is illustrated at the National Museum by a series of flags of picturesque interest. There is here the Spanish garrison flag used at Fort San Cristobal, San Juan, Porto Rico, during the entire war, and floated over the fort during the bombardment by the American fleet.

In this flag was painted red to give it a chance to escape identification. Another Spanish flag here was taken from the trenches before Santiago, and still another is a guidon used by Spanish infantry at Porto Rico. The museum is also custodian of the pennant flown by Admiral Schley on the Brooklyn during the battle of Santiago.

The United States Marine Corps has a number of flags of vital import. It is proud of its trophies, and well it may be, for it was foremost in winning them. The Marine Corps possesses the first American flag under fire in Cuba. This was raised by the marine battalion at Guantanamo, the 10th of June, 1898 and flew during the 100 hours of continuous fighting by the marines at that point. After its use in this engagement it was hauled down and sent to headquarters at Washington.

Another noteworthy flag belonging to the corps is the signal flag used by Sergeant Quick at the battle of Cuzco. During the engagement the fleet stationed in the bay, while firing on the enemy, was seriously endangering the unseen marines on land, who already had the Spaniards surrounded. A volunteer was requested to go out and signal to the fleet to stop firing. Sergeant Quick immediately responded, and in full view of the enemy stood and wig-wagged the Dolphin to stop firing. The signal flag was rent in several places, but the sergeant escaped injury. For this act he received a medal and honorable mention.

Among some later flags to come into possession of the Marine Corps is the large United States flag used by the marines during the siege of the legation in Peking at the time of the Boxer riots. It may be recalled that the guard of the Oregon served in Peking. This was their post flag, and it was planted on the Tartar city wall, where it was jealously guarded. Later it was hoisted on the ruins of the Imperial Chien Men as a signal to the allied forces, and it has the honor of being the first signal the latter had that their friends were still living. The flag shows its hard usage at the hands of its enemies, being torn in several places by the volleys of shot and shell assailing it.

Another Chinese memento possessed by the Marine Corps is a large Imperial flag captured on the walls of Tientsin by the marines when they captured the city. This is a large pennant-shaped affair of turkey red, with enigmatical Chinese characters in the center.

barbament by the American fleet, May 12, 1898. There is, too, the flag lowered from the customs house at the plaza, Ponce, Porto Rico, when it surrendered to the United States. The yellow stripes

How War-Baby Problem Is Met

WHAT to do with children born out of wedlock during the war period has suddenly become a question in Great Britain. Ronald McNeill, a member of Parliament, proposes to issue a "general edict of forgiveness through the pulpits of the country, which will automatically remove the stigma from the child" so born.

The proposal is met with outspoken opposition by women of prominence. This is an age-old characteristic of our race. Men are more prone to forgive such misdeeds than are women. Men look upon it as a natural problem, resulting from the detaching of large numbers of young men from the restraining moral influence of home; women look upon it as a violation of the moral law. The French met the question in February by reviving the "brutal law." This law provides for penitentiaries outside of churches and hospitals in which unwelcome children may be deposited and become the care of the state.

The issue has been foreseen by the Germans. Not content with the advanced methods of their municipalities in dealing with such children, they minimized it by marrying groups of young people in batches and throwing the glamor of war about the young women by acclaiming them as "war brides."

But it was not so new a situation to the Germans as it was to the English and the French. The Germans' long preparation in solidifying and conserving the resources of the Empire had years before extended to illegitimate children in a most humanitarian way. In the latter part of the last century infant mortality had become a grave question in Germany. The Germans took up the task with systematic energy. Towns that had an infant mortality of 38 per cent in 1858 had 26 per cent in 1896, 26 per cent in 1906, and just before the war many towns had fallen to 10 and 12 per cent. The deaths among illegitimate children had been twice as high as among those of more fortunate birth. The reduction of the death rate among legitimate children was readily accomplished. To reduce the rate among the others was more difficult.

The municipalities were encouraged to adopt new and radical measures. The care of such children now begins

prior to their birth. A municipal guardianship for the children was established. No prospective mother married or unmarried, undergoing the physical strain of childbirth, need lack friends, food or shelter in German towns. A municipal mothers' association is authorized by the authorities to supply food to prospective mothers at the expense of the town during four weeks prior to the child's birth, with the services of a doctor, nurse or midwife, as required. Single women, left to face the ordeal of motherhood alone, may enter the ever-open door of maternity homes without any formality whatever.

The children become the legal wards of municipal guardians approved by the local authorities. Women assistants are sent to look after the mother and continue oversight over the children, especially during the first two years of life. The assistants call freely upon the nurses of the public dispensaries for advice and assistance. This municipal guardianship continues until the child is 14, and if it is necessary, until the child is of age. Besides caring for the child and its mother, the public guardian looks after "the protection of the child against its father." The guardian sees that these men discharge their legal liabilities, and the success which has attended their efforts has paid for the labor and the expense.

The conservation of infant life was a matter of necessity in such an industrial and military country as Germany. The German government performed its task with characteristic painstaking care. It is interesting to note two things: First, that neither during our war with Spain nor our Civil War—and many bitter things were said against Sherman's Army marching to the sea—did any such problem arise. Second, that the French met the question with silent discretion; the English, with discursive forgiveness; the Germans, with phlegmatic utilization.—Letter to New York World.

Genius in Harness.
New Republic.

It would have been an interesting thing if a thunderclap had suddenly broken that cloudless new-world hazy-weather, and if a cry of exasperation had escaped some strong soul, surfeited by the emptiness and bland-

ness of that prim little moral circle that thought it had overcome everything when in fact it had touched nothing.

But to the gentle mind of America, before Walt Whitman and the Civil War, there was no self-respecting opposition. Of course, in that boundless field of convention, prosperity, and mediocrity, a wild poppy might struggle up weedy here and there amid the green corn. But the irregular genius had no chance. He felt sincerely ashamed of himself. He hid his independence, fled to the back woods or to Europe, and his sad case was hushed up as if it had been insanity (for insanity was hushed up too) and buried with a whisper under the vaguely terrible epithet "disappointed." He probably died young; at any rate he never "did" anything. Whoever was unharnessed was lost.

The Manila Bay Incident.

Early in May, 1898, Admiral Dewey's fleet sailed into Manila Bay, beat the Spaniards, and established a blockade. Soon afterward two English cruisers, a French cruiser and a Japanese cruiser appeared and willingly complied with the very reasonable regulations that the Admiral laid down for them. A day or two later a German cruiser, the Irene, appeared. She ignored the American flagship and dropped anchor where she chose. Admiral Dewey overlooked the incident as due to carelessness or ignorance. Next morning, another German ship, the Cormoran, arrived. A launch was sent to hail her and was ignored. A shot was fired across her bow, for it was feared that she might be a disguised Spanish ship. Then she came to and was boarded. Two days later, on May 12, Admiral von Diederich arrived in his flagship, the Kaiserin Augusta.

By the middle of June there were five German warships in port, two of them with a heavier displacement than any of the American vessels. It was, as Admiral Dewey records, an anxious time owing to the possible arrival of another Spanish fleet from Spain, and meanwhile the impertinence of the Germans increased.

Finally, without Admiral Dewey's permission, the Germans landed men at Mariveles Harbor for drill and took possession of the quarantine station at the mouth of the bay. On July 6 Admiral Dewey was told by Filipino insurgents that the Germans had been interfering on Subig Bay with their operations against the Spaniards. Admiral Dewey sent two vessels to investigate. It was found that the German cruiser Irene had visited the Spaniards and had kept the insurgents from using a small steamer which belonged to them. No Germans were actually fighting.

The situation, however, was not pleasant and Admiral Dewey took the occasion of the news of Santiago to visit Von Diederich and lay before him his position. The main trouble was on Diederich's refusal to admit that the Americans had the right as blockaders to visit and board all vessels, including foreign warships, entering the bay. The German Admiral said that he would submit the point—all authorities on international law recognize that Admiral Dewey's position was sound—to a conference of the senior officers of all the men-of-war in the harbor. Only Captain Chichester, the British commander, turned up. He supported Admiral Dewey and said that he had instructions to comply with even stricter regulations than the Admiral had laid down.

After the German cruiser Cormoran had been again brought up by a shot across her bow Diederich capitulated, sent an apologetic emissary to his American colleague, and behaved himself for the rest of his stay. The incident is described by Admiral Dewey in his autobiography.—World's Work.

How Germany Saves Food.
New Republic.

The Prussian Minister for the Interior issues books and pamphlets, dressed to housewives, telling them in homely phrase how to save food as they have hitherto saved money. The German, so the housewife is told, eats two-fifths more than is necessary. One may want to eat and yet not really be hungry. Germany, she must remember, has not too much of any food except sugar. Potatoes should be cooked in their skins; to cook meat with potatoes and vegetables, though it requires more time and care, is more economical. A mass of such hints, a flood of Open Letters to German Women, "Hints on War Economics," of "War Cook Books" point the same lesson. Women are instructed how to cook most economically, and school children, especially girls, are taught to save food. Against the excessive eating of cakes, Germany carries on a campaign. "Hints on War Economics," of "War Cook Books" point the same lesson. Women are instructed how to cook most economically, and school children, especially girls, are taught to save food. Against the excessive eating of cakes, Germany carries on a campaign. "Hints on War Economics," of "War Cook Books" point the same lesson. Women are instructed how to cook most economically, and school children, especially girls, are taught to save food. Against the excessive eating of cakes, Germany carries on a campaign.

The Loyalty of Canada.
New Republic.

Canadian loyalty is not only a memory, but an aspiration. It is not only grateful for the protection which the empire has afforded it, but it believes that it has great allies—time and unlimited natural resources which will eventually help it to become the dominant partner in the empire. If the part which the blood-ties plays in Canadian loyalty is not emphasized here, it is because affection is less characteristic of that commodity than pride. To the thinking Canadian, the 20th century is Canada's century and the British empire is Canada's opportunity.