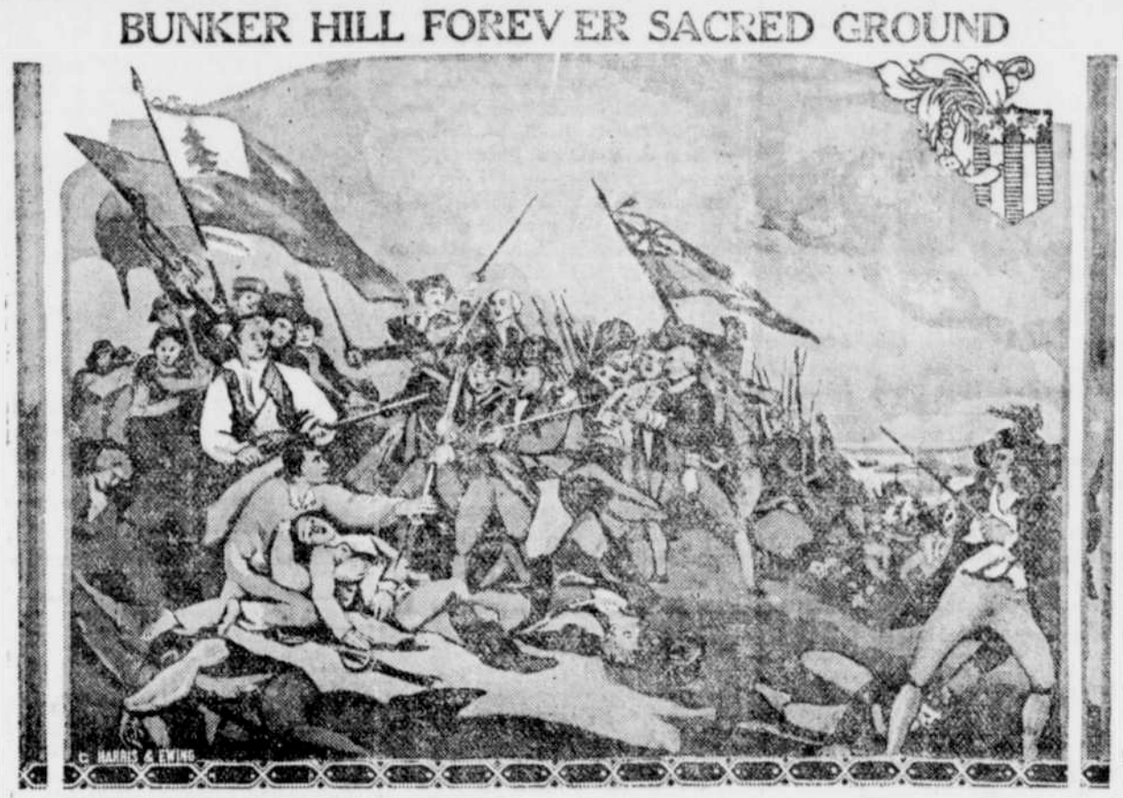
BUNKER HILL FOREVER SACRED GROUND



Lost for years, John Trumbull's famous painting, "The Battle of Bunker Hill," has been found in Washington and now hangs in the office of Secretary of the Treasury Mellon.

Glorious Memories of Bunker Hill

ON THE seventeenth day of June, 1775—151 years ago—during two hours of a hot Saturday afternoon, was fought the first battle of the war that made America a nation. There had been preceding skirmishes and bloodshed, but the engagements at Lexington and Concord were merely the unorganized resistance of a suddenly aroused countryside, a mob, fighting in self-defense. The sequel to his mob of Minute men was a mobilized army with an aggressive plan, and its engagement with the troops of England on this date was a battle in the military sense, that committed the Colonies beyond recall to open war. It was familiar to every one as the battle of Bunker Hill, and perhaps not one in a thousand are aware that it was not fought on Bunker hill, that the famous monument bearing that name does not stand on Bunker hill, and that Bunker hill has little more to do with that memorable fight than did any one of a half-dozen other nearby hills. The confluence here of the Charles and Mystic rivers has made an intricate and peculiar system of channels, bays and peninsulas. One of these peninsulas, separated from the one on which Boston stands by the Charles, rose here and there into hills that if fortified would command the water on three sides and also the town of Boston. These eminences were known as Bunker hill, Breed's hill, Morton's hill, Town hill, etc. Town hill probably took its name from the village of Charlestown, which stood on the peninsula; who or what Bunker's hill was named for the historians do not say.

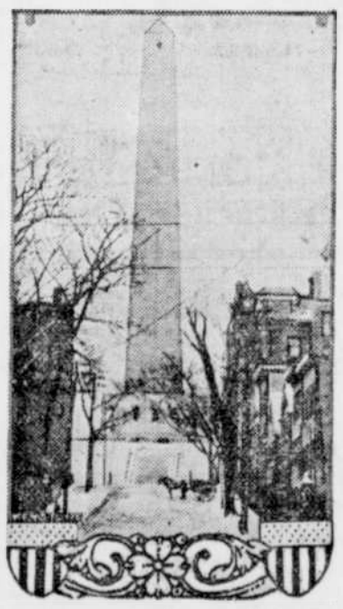
Intrenched on Bunker Hill.

Bunker hill, its crest about ten feet above the water level, was the highest, but Breed's was within easy gun range of Boston. When the American army invested the city the fortification of the Charlestown peninsula was a matter of military importance to both belligerents, and the provincial command forestalled the British in its possession by sending a force to intrench itself on Bunker hill, the first eminence after crossing the isthmus. The commander of the detachment, after consulting with his officers, chose the next elevation, a half mile nearer Boston, and there built the redoubt. The work was mostly done on the night of the sixteenth, and the first intimation that the British had of it was soon after daylight of the seventeenth, when one of their frigates lying in the harbor opened fire on the fortifications where the provincials were still busy. It took from then till noon for the English to organize the attack. Incensed by sniping from Charlestown, the English threw red-hot shot that fired the village, and while it burned, to the accompaniment of cannonading of the fortified height by the English vessels and the batteries on the Boston shore, the redcoats marched up the hill slope three times, only to be mowed down each time and routed temporarily by the musketry of the patriots. Thousands of Boston citizens watched the fight from their housetops.

Great American Victory.

The defenders were driven out finally owing to their shortage of ammunition, but the effect was that of an American victory, and an important one. It taught the English what they had not before realized, that the Colonists were in deadly earnest. As one historian says: "From that moment there was no possibility of a return to a colonial position, and though more than seven years of battle followed, this battle of the beginning, the most bloody of all, and the most sharply contested, has proved to be also the most critical."

Concerning Bunker hill the same writer says: "The height on which the battle was fought had no distinctive name before that time, but was known as pastures belonging to different men, Breed being one of them. After the



New view of Bunker hill monument, looking up Monument street from Medford street, Charlestown, Mass.

battle the hill was called Breed's hill, but as the detachment was sent to put up fortifications on Bunker hill, that designation clung to the fight. Hence the confusion of names which puzzles every reader out of Massachusetts."

Washington in Command.

It was on June 15, two days before Bunker Hill, that the congress elected Washington to be commander in chief of the Continental army. This was done on the initiative and strong urging of John Adams of Massachusetts and on the motion of Thomas Johnson of Maryland, and the vote was unanimous. We should remember, too, that the army thus created was called not the American but the Continental army, while that of General Gage at Boston was referred to as the Ministerial army; so general was the feeling that this was merely a civil war, like that between the parliamentary and royalist forces in Cromwell's time, and was not an actual revolution for severance from the British empire. On June 16, the day before Bunker Hill, Washington formally accepted the election, uttering as he did so words worthy of all remembrance as a vivid and vital revelation of the spirit of "the greatest man on that floor":

"Lest some unlucky event should happen unfavorable to my reputation, I beg it may be remembered by every gentleman in the room that I this day declare, with the utmost sincerity, that I do not think myself equal to the command I am honored with. As to pay, I beg leave to assure the congress that, as no pecuniary consideration could have tempted me to accept this arduous employment, at the expense of my domestic ease and happiness, I do not wish to make any profit of it. I will keep an exact account of my expenses. Those I doubt not they will discharge; and that is all I desire."

Colonial Army Inadequate.

The next day, at the very hour when the battle was raging at Bunker hill, the congress, all unconscious of what was happening at Charlestown, formally approved the form of commission to be given to Washington; on June 19 the commission was signed and delivered to him; and on June 21 he set out on horseback from Philadelphia for Cambridge. Four days later, at New York, he first learned of the battle which had been fought eight days before; whereupon he pushed on with redoubled energy. He reached Cambridge on July 2, and slept that night in the Vassall mansion, afterward known as the Craigie house, and still later the home of Longfellow. On the next morning, July 3, he assumed command of an army of about 17,000 men, of whom not more than 14,500 were fit for duty. The pitiful inadequacy of equipment may be estimated from the fact that there was enough powder to provide only eight cartridges to each man. No wonder that Washington's first two letters to congress were urgent pleas for more ammunition!

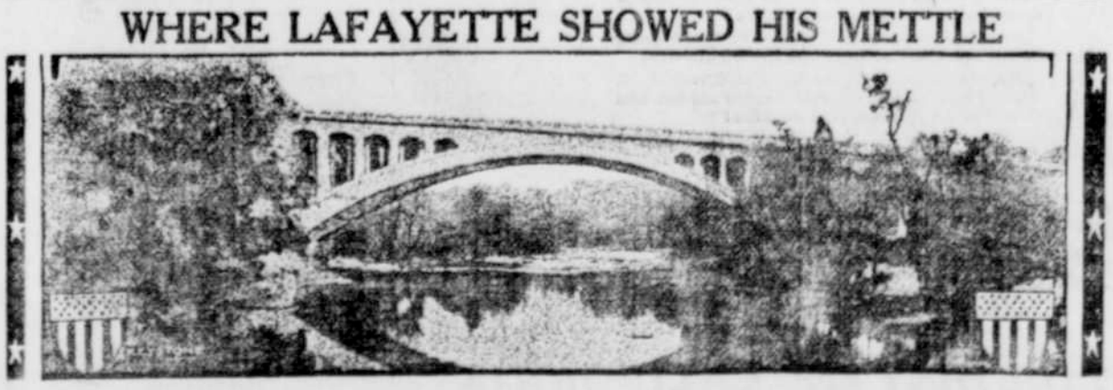
Proved Colonists' Caliber.

Such were the circumstances of Bunker Hill; a battle of an hour and a half, in which the patriots never had more than 1,500 men engaged at once, yet which, according to a great British historian, "exhibited the Americans to all the world as a people to be courted by allies, and counted with by foes."

From the end of the Middle ages to the close of the Thirty Years' war in 1648, the most important conflicts were religious in character. For the next hundred years, struggles were dynastic or colonial. From Bunker Hill to Waterloo there raged the grapple of opposing political ideas.

In another way Bunker Hill is notable. It was one of the earliest battles in which marksmanship showed itself a factor of possible decision. Twice the deadly fire of the colonists broke the stubborn British infantry and drove them back, and would have done so a third or fourth time had ammunition been supplied in proper quantities. Almost for the first time firearms, unassisted by either bayonets or maneuvers, showed what they could do when rightly used.

WHERE LAFAYETTE SHOWED HIS METTLE



A present-day picture of the Brandywine, at Wilmington, Del., where the Marquis de Lafayette, at the head of American troops, administered a beating to British troops on September 11, 1777.

THE WHOLE STORY

Now the Oregonian is jumping hurdles in an effort to find why the president and Bert E. Haney disagreed. While attempting in one breath to deny that the fight was over shipping policy, the Oregonian says that "while shipping board policy started the affray, the ultimate issue concerned good faith and veracity."

The whole story of the disagreement can be told in a nutshell. The shipping board was created by congress to administer the affairs of the United States merchant marine along lines laid down by law. The policy outlined was to "develop and encourage the maintenance of a merchant marine."

There was no intention and no statement that the board should be under the control or supervision of the president. It was intended and stated that the shipping board should be the final authority in shipping matters, and several provisions, such as regional representation, six-year terms and non-partisan membership were placed there to keep control from the president.

Mr. Haney was made a member of the board. Mr. Coolidge, thru his power of appointment, so exercised control over certain members of the board as to get his choice, Admiral Palmer, in the position of head of the emergency fleet corporation, and obtained the grant of very wide powers to that official. There was no trouble yet between Mr. Haney and the president.

But Admiral Palmer quickly undertook a course that would have wrecked the merchant marine as well as Northwest lines. He reduced trade routes. He reduced the number of ships in operation to an absurd limit. He refused American shippers American ships for American cargos when the shippers were pleading for ships. He recommended an appropriation so small that the fleet could not possibly live. Then he threatened to get rid of the Seattle and Portland lines. The Palmer policy was wholly in contrast with the expressed policy of encouraging and maintaining a merchant marine, a policy to which the country had agreed.

Meantime Mr. Haney's term expired. He was reappointed.

Mr. Haney had already taken issue with the Palmer policy when it became evident that it would wreck the fleet. When the Seattle and Portland lines were to be jettisoned Mr. Haney took very sharp issue. He demanded the removal of Admiral Palmer.

Thereupon came a message from the president demanding Mr. Haney's resignation, a message which charged the Oregon member with violating an agreement with the president. Mr. Haney denied an agreement, refused to sign, and Mr. Palmer was removed as head of the fleet corporation.

The trouble between Mr. Haney and the president was over the Palmer policy. Palmer moved to wreck the fleet and get rid of Northwest lines. Mr. Haney stood for the Northwest lines and the future of the fleet. The president stood with Palmer. The people of Oregon and the Northwest stood for Haney. Congress stood with Mr. Haney. It refused to accede to the requests of the executive to give him control of the fleet. The Oregonian stood with Mr. Haney.

The difference between the president and Mr. Haney was over whether Mr. Haney was to stand for his state and the fleet or to allow the merchant marine to disappear and the Northwest lines to vanish.

As for the alleged agreement, certainly there was a difference of opinion. Mr. Coolidge, believes apparently, that Mr. Haney agreed to keep Admiral Paler as head of the emergency fleet corporation. Mr. Haney is just as insistent that he made no such agreement. That was probably a misunderstanding.

But why was the president asking such an agreement, if he did? What did he have to do with the merchant marine? Congress put it under control of the board. On what ground did the president seek to intimidate the board? On what ground did he try to direct its action. He had no more right to interfere with the affairs of the shipping board than he had a right to ask for the unsigned resignation of commissioner Lewis of the tariff commission before he would reappoint him.

But meantime, even that misunderstanding, difference, or whatever it was, had its inception and its complete being in, and was entirely concerned with, whether the Palmer policy of wrecking the fleet and getting rid of the Northwest lines was to continue, or whether the Northwest and the rest of the country should have a fleet. The president stood with Mr. Palmer. Mr. Haney stood with the fleet and his state.

That was the controversy at Washington.—Journal.

LOCALS AND PERSONALS

Mrs. C. F. Gosset is confined to her home with the mumps.

Mr. Russel Betts of Gladstone was visiting his children and Mr. and Mrs. Reagan, Tuesday.

Marvel Deal who is now staying in Portland visited her parents in Springwater, Sunday.

Myrtle Detering of Chehalis, Wash., is visiting Miss Betty Wallace.

Miss Betty Wallace has just returned from Seattle where she has been employed as nurse.

Mr. Donald Drake with his associates, Messrs. Wyman and Voss of Portland spent the week-end at Log Labarre.

Lila McKinney left Sunday for Monmouth where she will attend the Normal during the summer.

U. S. Forest Service held a three-day meeting at Clackamas Lake for the purpose of instructing rangers in their duties for the coming fire season. R. T. Carter, Asst. Supervisor, was instructor.

A family reunion was held Sunday at the home of Mr. and Mrs. F. H. Schultz of Eagle Creek. Those present were Mrs. Schultz' mother, Mrs. M. Gilmore of Gresham, T. Lauderback and family of Gresham, Sherwood Davis and family, Billy Knight of Gresham and Mr. and Mrs. Ray Davis of Corbet and Bessie Schultz and family of Colorado.

Say you saw it in the News.