

FROM ORDINARY SEAMAN TO REAR ADMIRAL

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who served during the Civil War to retire with the rank and pay of the next higher grade. Rear admiral is the grade next above captain.

Farenholt's naval career since the Civil War, however, has not always led through flowery paths. He has ever had to contend with a certain prejudice which exists in the navy against officers who are not graduates of Annapolis. This prejudice has been particularly marked in his case owing to the fact that he did not enter even the volunteer service as an officer, but as an enlisted man. The social gulf in the navy between forward and aft is a vast one, and naval officers wish it to be kept impassable. The only bridge they permit, and even that reluctantly, is an Annapolis education separating the enlisted period from the commissioned. At one time a certain number of enlisted naval apprentices were given appointments to Annapolis, but the practice was short-lived. Of the few who graduated three are still on the active list—Commander W. P. Day, Lieutenant Commander J. E. Reller and W. H. M. Southland. Two are on the retired list—Lieutenants T. G. C. Salter and Samuel Seabury. These, with Farenholt and Winn, are the only American naval officers who have ever been enlisted men. All but Farenholt and Winn graduated from Annapolis. Farenholt alone has reached the highest grade in the service.

While Rear Admiral Ammen was chief of the Bureau of Navigation during the '70s, Farenholt received some fairly good details, but, as a general thing, the berths he had drawn were undesirable. He was not always wanted as a shipmate by Annapolis-bred officers, for, aside from the prejudice against fore-caste experience, his foreign accent was very marked. His education was below the Naval Academy standard and his manners were slow in acquiring the polish desired. Many officers, too, thought of numbers of enlisted men of their own acquaintance whose heroisms had been quite as great if not greater than Farenholt's and their other qualifications for a commission better.

Hence Farenholt's personal friends in the navy have been comparatively few. His ships have usually been storeships or something of the kind, which do not offer all the enjoyments or advantages of the regular cruises. Farenholt's rather limited acquaintance at first with ordnance and other technical subjects also militated to some extent against his assignment to ships where he would be called upon to act as an instructor to others.

His first duty after the war was on the small monitor Shawnee and then at the Boston navy-yard. In 1866 he was ordered to the storeship Purveyor and in the one year 1867 to the receiving ships New Hampshire and Ohio and the storeship Idaho. He was banded about with very little ceremony and only on two occasions completed a full cruise in one vessel. In 1868-69 he served on the Ashuelot, in Asiatic waters, and in the latter year was attached to the Norfolk navy-yard, following in close order by duty on the cruiser Shenandoah, the receiving ship Relief, the flagship Minnesota, the practice ship Supply and in 1870 back again to the Norfolk navy-yard. He spent a year there and then from 1871 to 1873 was placed in charge of the naval miter depot at Malden, Mass. He made a full three years' cruise in the "double-ended" gunboat Monocacy in Chinese waters from 1873 to 1882.

Finally in 1882 he was assigned to duty on the old steam frigate Wabash, the same vessel upon which he saw his first naval service as a seaman in the stirring days two decades previous. He remained on the old Wabash, which had ended her active days and been converted into a receiving ship at Boston, until 1886, except for about one year, when he was attached to the steam sloop-of-war Swatara on the North Atlantic station.

Most of his later years have been spent on the Pacific Coast. He commanded the gunboat Pinta in Sitka, Alaska, for a couple of years, and afterward served as lighthouse inspector for the northwestern district, with headquarters at Portland, Or.

His last sea service, which he completed shortly before his retirement, was in command of the double-turret monitor Monadnock, stationed in Manila Bay. Curiously enough, his first and last duties as an officer in the navy were as the commanding officer of a vessel—the schooner Henry James, in 1864, and the armored monitor Monadnock, in 1901, and both vessels were in hostile waters, for the Monadnock was frequently under Philippine fire.

Admiral Farenholt is tall, well built, and with the blonde hair and blue eyes of the typical Norwegian. He is socially inclined, and while a lighthouse inspector made himself quite popular with the people of Oregon and Washington. He is known, too, in San Francisco, having served on a court-martial at Mare Island not very long ago, prior to his departure to assume command of the Monadnock. He has a son in the navy, Passed Assistant Surgeon Ammen Farenholt, named for his friend and benefactor, the late Rear Admiral Ammen.

Farenholt's life has been unique. Its volumes are summed up in the one eloquent sentence: "From seaman to rear admiral."

from boyhood, at the outbreak of the Civil War decided to cast his lot with the North, and on April 24, 1861, almost as soon, indeed, as Fort Sumter had been fired upon, enlisted as a common seaman in the United States navy. Of sturdy build, he was a likely jack tar, but no more so, apparently, than thousands of others. He was friendly, obscure. Speaking with a strong foreign accent, he was given even less consideration than if he had been a typical Yankee of the Gloucester fishermen or New Bedford whaler class.

But he soon showed that he had the stuff of which old Vikings were made. Being immediately drafted to the big steam frigate Wabash, at that period regarded as one of the finest and most formidable war vessels afloat, he soon found himself attached to the North Atlantic blockading squadron off the Carolina coast, and the dull moments became scarce. He had fighting galore. On board the Wabash he took part in the attacks on Forts Hatteras and Pulaaki, and in the battle of Port Royal. He also was a member of every one of the boat expeditions, and they were many, which the Wabash sent out on various missions during 1861 and 1862. His gallantry was always conspicuous.

But he could not always escape unscathed from these many hazardous experiences, and finally on one of these expeditions, which landed four howitzers to assist in covering the retreat of the army at Pocotaligo, N. C., he was severely wounded. After the engagement, he was brought back to his ship, and thence transferred to the New York Naval Hospital, where he lay a long while disabled. Upon his recovery he was honorably discharged from the navy, but as soon as his health was well restored, in February, 1863, his appetite for war whetted rather than lessened by his hard experience, he re-enlisted and was promptly again sent to the front, where the hardy kind of fighting was the order of the day.

This time he was assigned to the monitor Catskill, and on this doughty little ironclad he took part in all the engagements before Charleston, S. C., during the balance of 1863 and the early part of 1864.

On August 17, 1865, he exhibited the heroism which, combined with his previous excellent record, won for him his commission and opened up the career which has just closed in honorable retirement with the highest rank and good pay for life.

On that day the Catskill was actively engaged with the formidable forts and batteries of Charleston harbor. Getting close in, she was soon the favored target of a terrible converging fire. Farenholt was at the wheel and, although shot, shell and shrapnel were hurtling and bursting all about him, he continued to steer as coolly as though "doing his trick" on a peaceful sea. Commander George W. Rodgers, one of the navy's most gallant officers, and Paymaster J. C. Woodbury, who was acting as his aid, were both killed by Farenholt's side, but he continued unmoved at his post of duty and steered the vessel to safety when she was withdrawn.

His conduct on this occasion was so conspicuously meritorious that it attracted the attention of the higher officers, and, strong as is the sentiment in the navy against the fore-caste invading the wardroom, efforts were inaugurated to reward him suitably for his behavior in such a trying time. He added still more luster to his record in the following month (September, 1865), when he was a member of the disastrous storming party which the fleet landed to assault Fort Sumter. Here, too, he distinguished himself by his gallantry.

Chief among those who appreciated Farenholt's mettle was Captain, afterward Rear Admiral, Daniel Ammen, who commanded a division of the blockading fleet off the coast of South Carolina. Ammen, by the way, was a warm personal friend and boyhood's playmate of General Ulysses S. Grant, having once saved the latter's life from drowning when both boys were in swimming in Ohio.

Aided by Ammen's influence and the recommendations of others Farenholt in August, 1864, was appointed an acting ensign. He was now an officer, and his first duty as such was the command of the ordnance schooner Henry James. His fighting was not by any means over, and before the close of the war he participated in several more sharp engagements, notably in the Chowan and Black Water rivers and the battle and capture of Fort Fisher by the combined military and naval forces, in January, 1865.

As a result of his fine war record Farenholt was selected as one of the volunteer officers to be retained permanently in the navy, and on March 12, 1868, after passing an examination, he was commissioned an ensign in the regular establishment.

From that time on he has passed successively by strict seniority through all the intermediate grades up to and inclusive of that of captain, which was his last rank on the active list. He reached the grade of rear admiral on the day of his retirement by virtue of the law passed two years ago, which permitted officers

There's hope ahead for the jack tar. He may be rear admiral yet. Farenholt has done it.

Seaman and rear admiral—those were the shores of an uncrossed gulf until Farenholt, the Norwegian self-organizer, performed the miracle. Forty years ago he started out in life wearing the blue blouse of the common seaman; and this month he retires from active service, having won the big buttons and epaulettes of rear-admiralty.

There's hope ahead for the jack tar. He has been used to look upon himself as once a sailor always a sailor. He has been satisfied, to be sure. He has, for that very reason, been known as the jolly tar. Those days are over for him. For in

the light of what Farenholt has done, the tar's ambitions are awakened.

The navy of the United States is notable for the fact that, according to existing law, there is no promotion from the ranks to an officer's commission. In the army many promotions from the ranks take place every year, but no one can become a commissioned officer in the line of the navy without graduating from Annapolis. True, there are still a few officers in the service who were transferred from the volunteer to the regular establishment at the close of the civil war. But these entered the volunteer navy, not as enlisted men, but as officers—they have always been officers.

On September 3 last, however, an officer

was withdrawn from active service and placed on the retired list who is a remarkable exception to this rigid rule. He is a man of foreign parentage, who has risen, step by step, from the lowly grade of seaman to the rank of rear admiral, the highest rank attainable by American naval officers, except in such cases as those of Farragut, Porter and Dewey, for whose especial benefit, as a reward for distinguished public services, the grade of full admiral has been successively created, to expire, however, with the death of the incumbent.

The exceptional officer in question is Oscar W. Farenholt, who is unique in our navy. There was a somewhat similar case several years ago, when, in 1856, J.

K. Winn was retired as a commander. He, too, first entered the service as an enlisted man and served as such for eleven months, but his case was quite different from Farenholt's, not only because he reached no further than commander but for other reasons.

Farenholt, with the exception of Winn, was the only man to achieve the peculiar distinction of obtaining a commission from the enlisted ranks. All the other line officers of the navy entered as officers. His experience was the result of a remarkably brilliant war record, combined with recognition of his conduct by his superiors.

Born in Texas, of Scandinavian parents, Farenholt, who had been a sailor