When the Civil War broke out Foote was placed in command of naval operations on the "western rivers," meaning the rivers about the mouth of the Ohio. Nine iron-clad gunboats and numerous mortar-boats were being built and three wooden vessels had been purchased. By tremendous activity Foote got most of them ready for action before February 6, 1862, on which day he cooperated with Grant's troops in the attack on Fort Henry. Steaming his ironclads close up to the fort, they were fought, following his careful orders, with such vigor and accuracy that the fort was surrendered in a few hours, with a Union loss of only 2 men killed.

A few days later Foote cooperated again with Grant before Fort Donelson. This fort was placed partly on a high bluff and partly at the water's edge and was much stronger than Fort Henry. Foote planned to destroy the lower battery and then, ascending the river still farther, enfilade the front of the fort with broadsides. The fortifications were badly damaged, but the fleet had suffered so from the fire of the land guns that the boats had to retire just as the fort was about to fall. It was abandoned the following night. Foote was wounded in the foot and leg. This dangerous wound was eventually the cause of his death. Foote was for pushing the advantage of the fall of Fort Donelson by advancing up the river, but he was prevented from doing so fully by the military arm of the service. He was now directed to proceed toward Fort Columbus, on the Mississippi River. It occupied a powerful position, but the fall of the other river forts and the appearance of Foote's reinforced fleet in the river led his enemy to seek a parley under a flag of truce. Foote's curt replies still further shook their confidence and the fort was evacuated. Island No. 10, farther down the river, was passed at night by two gunboats which brought land forces across to the rear of its batteries. The batteries were thereupon abandoned and the island itself soon surrendered (April 7, 1862). The admiral had now to demand relief from service on account of his wound. He died June 26, 1863.

Andrew Hull Foote was self-reliant and adventurous, even audacious. His father once said that he had succeeded pretty well in controlling all of his boys except Andrew; him he had attempted only to guide. It was because he was so self-reliant and adventuresome that he succeeded in destroying the barrier forts in the Canton river and the forts in the Cumberland and Tennessee rivers. Naval vessels are not ordinarily able to reduce strong land fortifications, as Nelson found to his sorrow at Teneriffe. It was highly audacious for Foote to bring his small fleet close to such strong fortifications; he succeeded because his vessels were the first naval ironclads in action. There was a good deal of this same self-reliance combined with pertinacity in his father, Samuel A. Foote, who was speaker of the Connecticut legislature, 1825-1826, and a member of Congress for three terms. He then was sent to the United States Senate, where he introduced the resolution as to the sale of public lands that was intended to raise the nullification doctrine and which led to the famous debate between Hayne and Webster. He forced the states' rights men to "show their colors." He became governor of Connecticut in 1834.
Foote was a fighter, even as a boy, as we have seen. His mother's father, Andrew Hull (1758-1827), became brigadier general of the Connecticut militia and was a distinctly efficient officer. At his death he was marshal of Connecticut.

Foote early declared his intention of going to sea, and at the age of 16 entered the navy. His mother's father, General Andrew Hull, was a merchant in the West India trade; he owned, among others, the brig Trenton, which was lost at sea. In those days many merchants went themselves to sea, as supercargo, to sell their merchandise and buy in exchange. Hull probably had a liking for the sea. Andrew's father was also in the West India trade for a time with his father-in-law and occasionally made voyages. Another grandson of General Andrew Hull was in the navy for a time William Augustus Hitchcock, a son of Mary Hull and William R. Hitchcock.

General Andrew Hull had a second cousin, Joseph Hull, who during the Revolutionary war commanded a flotilla on Long Island Sound and later engaged in the whale fishery. His son, Isaac Hull (1773-1843), was born in Derby, Connecticut; with an "unconquerable passion for the sea," he became a cabin-boy on a merchant ship at the age of 14 years. It is related that, when the vessel was shipwrecked some two years later, young Hull saved the captain's life by supporting him in the water until they reached shore. Given command of a ship sailing to the West Indies, he gained such a reputation as a skillful mariner that, on the organization of the United States navy in 1798, he was commissioned a lieutenant and assigned to the Constitution. Sent by his captain, in 1799, to "cut out" the French letter-of-marque Sandwich at Puerto Plata, he boarded her successfully and spiked the guns of the land battery; but the illegal order and its consequences cost the Government dearly. Hull commanded a ship in Preble's squadron that was sent against the Barbary States. In 1811 he commanded the Constitution, which came near to an action with the British. During the war of 1812 the Constitution destroyed the Guerriere. After the war Hull served on the Navy Board and in charge of navy yards. He died in Philadelphia at the age of 70.

Foote loved fun from boyhood up, as we have seen. His brother, John Alfred Foote (1803-1891), was also especially fond of fun. Of his father it is said: "There was a vein of kindly humor in his make-up."

Foote was markedly pious, as shown repeatedly in the above history. His father, too, was a pious man and both the father's father and the father's mother's father became pastors of the Congregational Church at Cheshire, Connecticut.

The father of the propositus, Governor Samuel Augustus Foote, had a remarkably good heredity, especially on the mother's side. His mother's father, Samuel Hall (1695-1776), was a graduate of Yale College, sometime tutor there, and later pastor at Cheshire; one of his brothers, John, was representative to the general court of Connecticut, and John's son, Lyman, signed the Declaration of Independence from Georgia and was elected governor of that State. John's sister, Eunice Hall, married Jonathan Law (1674-1750), governor of Connecticut (1741-1750); and her only son, Richard Law (1733-1806), was nominated to the Continental Congress that passed the Declaration of Independence, which he would have signed had he not been confined to the hospital at the time. In 1786 he was appointed chief-justice of the supreme court of the State and cooperated with Roger Sherman in revising the code of law of the State. This same Governor Jonathan Law was the mother's mother's father of Governor Samuel A. Foote. This line goes back to John Eliot, "Apostle to the Indians."
FAMILY HISTORY OF ANDREW HULL FOOTE.

II (F MMMFF), John Eliot (1604-1690), the "Apostle to the Indians." (F M M F M), Hannah Mumford.

II 1 (F M M M F), Joseph Eliot (born 1638), a clergyman. II 2 (F M M M M), Sarah Brenton. Fraternity of F M M M M: II 3, William Brenton, from whom was descended Admiral Jahleel Brenton (see Brenton family).

III 1 (F M M F), Jonathan Law (1674-1750), governor of Connecticut. III 2 (F M M M), Anne Eliot (born 1677). III 3 (M F F F), Caleb Hull (1695-1788), was an ensign who at the age of 80 years marched to the relief of Boston. III 4 (M F F M), Mercy Benham. Fraternity of M F F F: III 5, Joseph Hull (born 1694), a sea captain and a representative to the general assembly. III 6, Sarah Bennett.

IV 1, Mary Street. Fraternity of F M F: IV 2, John Hall (1692-1773), a representative to the general court. IV 3, Elihu Hall (born 1714), was graduated from Yale College; held the military rank of colonel; went to London. IV 4, Benjamin (died in infancy), Benjamin, Eliakim, and Caleb Hall. IV 5, Esther, Sarah, and Nancy Hall. IV 6, John Prentiss, commanded the armed colonial vessel Defence. IV 8, Eunice Hall (born 1700). IV 9 (F M F), Samuel Hall (1695-1776), pastor in Cheshire, Connecticut. IV 10 (F M M), Anna Law (born 1702). IV 11 (M F F), Andrew Hull (1726-1774). IV 12 (M F M), Lowly Cook. IV 13, Captain Joseph Hull (1728-1775). IV 14, Elizah Clark.

V 1, Lyman Hall (1731-1790), a physician of Georgia, who signed the Declaration of Independence. V 2, Hannah, Eunice, Susannah, Rhoda, and Mary Hall. V 3, John, Street, and

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Giles Hall. V 4, Anne Prentiss. V 5, Richard Law (1733-1806), member of the Continental Congress. V 7, Lucy, Ann Mary, and Sarah Hall. V 8, Brenton and Jonathan Hall, were farmers. V 9, Samuel and Elisha Hall, were graduated from college. V 10 (F M), Abigail Hall (1748-1788). V 11 (F F), John Foote (born 1742), became pastor of the Congregational Church in Cheshire, Connecticut. V 12 (M F), Andrew Hull (born 1758), a brigadier general of the militia. V 13 (M M), Elizabeth Atwater. V 14, William Hull (1753-1800), served with distinction through the Revolution and was appointed lieutenant colonel in 1783. In the War of 1812 as brigadier general he surrendered to the English at Detroit. V 15, Joseph Hull, a lieutenant of artillery in the Revolutionary war; in early life was in the West India trade.

VI 1, John Law (born 1761), a lawyer. VI 2, Richard Law (born 1763), was captain of one of the first steam packets running between New York and New Haven; became a midshipman on the Trumbull and commandant and collector of the port of New London. VI 3, Jonathan (born 1765) and Christopher Law. VI 4, Benjamin Law (1767-1812), was in the United States navy. VI 5, Anne (1768-1849) and Mary (born 1775) Law. VI 6, Lyman Law (born 1770), a lawyer and member of Congress. Fraternity of F: VI 7, Mary Ann Foote (born 1770). VI 10, William Lambert Foote. VI 11, Lucinda Foote (born 1772), was qualified at the age of 12 years to enter Yale College. VI 12 (F), Samuel Augustus Foote (1780-1846), occasionally made voyages to the West Indies, having given up the study of law on account of his
health. He was elected to both houses of Congress and in 1834 was chosen governor of Connecticut. VI 13 (M), Eudocia Hull, a "true executrix of the household." Fraternity of M: VI 15, Marah Hull. VI 16, Henry Whittlesley. VI 17, Elizabeth Hull. VI 18, Rev. Dr. A. Todd. VI 19, Sarah and Elizabeth Hull. V 20, Mary Hull. VI 21, William Hitchcock. VI 22, Isaac Hull (1773-1843), showed such skill in the West India trade that he was commissioned 4th lieutenant upon the organization of the United States navy in 1798. He distinguished himself in the War of 1812 as commander of the Constitution in the action with the Guerriere. A nephew of Isaac Hull, Joseph Bartine Hull (1832-1890), from 1862 to 1864 superintended the building of gunboats at St. Louis and commanded at the Philadelphia navy yard in 1866.

Fraternity of Propositus: VII 1, John Alfred Foote (1803-1891), member of Congress.


VIII 6, John Foote (born 1859).

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22. EBENEZER Fox.

EBENEZER Fox was born at Roxbury, Massachusetts, January 30, 1763. He was the son of a tailor and belonged to a poor and large family. He was placed with a farmer at the age of 7 years. At 12 years of age, at a time when rebellion was in the air, he and another boy walked to Providence to go to sea; the love of freedom, the spirit of adventure, were with them. Fox shipped to the island of Santo Domingo and returned to near Providence, when two British war vessels intercepted them, their vessel was run aground, and Fox swam to shore. He entered the naval service, was captured, and kept on the prison-ship Jersey, but later he was sent to Jamaica, from which island he escaped and returned to America after the surrender of Cornwallis. In his autobiography he repeatedly admits a wanderlust.

BIBLIOGRAPHY.


FRANKLIN. 91

23. JOHN FRANKLIN.

JOHN FRANKLIN was born at Spilsby, Lincolnshire, England, April 16, 1786. At about 14 years he cruised on a merchantman and at 15 was entered as midshipman on the Polyphemus and participated in her in the battle of Copenhagen (April 1801). Two months later he joined the Investigator, a ship of discovery, commanded by Captain Matthew Flinders (his kinsman), on which for nearly two years he surveyed the coasts of Australia. He was wrecked on a coral reef off Australia. Having returned to England, he joined the Bellerophon and was in charge of its signals during the battle of Trafalgar. At the close of the war
with France (until which he was engaged in various naval services), he took up again the work of surveying. In 1818 he started for the Northwest Passage, in command of the Trent, but the accompanying Dorothea having become damaged by ice, Franklin had to convoy her home. The next year he was placed in command of an exploring party that started overland from the shores of Hudson's Bay to the Arctic shore near the mouth of the Coppermine river and back, a distance of 5,500 miles. In 1825 Captain Franklin was so steadfastly bent on going to sea that "to settle to business would be merely impossible." It was in action that his restless spirit always found it hardest to bear; a year and a half ashore was always a sufficient spell of the landsman's life for him. This year he went to Canada, descended the Mackenzie River to its mouth, and traced the North American coast as far as nearly to 150 West longitude. Honors were showered on him on his return to England, and he published, with Dr. Richardson, an account of his discoveries. He was next placed on the Mediterranean station for a few years and then, in 1836, he was made lieutenant governor of Tasmania, where he democratized the government, founded a college and a scientific society, and assisted in the formation of a magnetic observatory at Hobart Town. In 1844 he returned to England, where he entered into plans that had already been laid for polar research and was given charge of the expedition to discover a northwest passage. He left Greenland in high spirits, and this was the last heard of him directly. Subsequent search revealed that he spent the winter of 1845-1846 on Beechey Island; in the autumn of 1846 his ships Erebus and Terror were beset by ice and held by it during the following winter and summer. Sir John Franklin died in June 1847, and the survivors started, in April 1848, on an overland journey through northern Canada, but all perished on the way, leaving only their journals and bones to tell their fate to the search expeditions, notably that of McClintock (q. v.).

A brother, James (III 9), entered the East India Company's service as a cadet and served in the Pindari War; and a brother, Willingham, went to Madras as judge. John Franklin had a native love of discovery a curiosity. As a child he had an irrepressible desire to watch callers upon a family across the way who entertained a great deal. From the time of his visit in an exploring trip to Australia it was certainly maritime discovery rather than naval warfare upon which his mind was fixed. In 1835, while waiting for employment, he made a tour of Ireland with his wife; "Franklin's untiring intellectual curiosity and thirst for information made it impossible for him to regard any sojourn in a new country from the point of view of mere amusement, and his well-filled notebooks attest the diligence with which he endeavored to make himself thoroughly acquainted with the rural and economical conditions of Irish life." In Tasmania "he continued to lose himself and an exploring party in the hitherto unthreaded bush, from which, indeed, they did not ultimately emerge into known or habitable regions until after his alarmed subjects had dispatched at least one expedition for his discovery and relief." "He loved adventure for adventure's sake, he revelled in strife, as strength and daring always revel. The thirst for discovery of the unknown glowed in his veins with an unquenchable and lifelong ardor." "He was a devourer of books of every kind."

A trait of scientific inquiry was in others of his family. His brother James in India became an officer of considerable scientific attainments and was employed on important surveys and was elected a fellow of the Royal Society. The well-known archeologist, William Matthew Flinders Petrie, is stated to be a grandson of Franklin's aunt. 1

Other elements were a "dogged pertinacity and immovable self-control." His mother was a woman of great resolution of character. "He was frank in speech and bearing and had an open and affectionate disposition and a hot but generous temper, quick impulsiveness, and marvelously elastic spirits. His manner was very quiet, as of one accustomed to command others." He received enthusiastic devotion from his followers.

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FAMILT HISTORY OF SIR JOHN FRANKLIN.
I 1 (F F), John Franklin. 12 (F M), "a woman of masculine capacity"; kept a
email shop. 13 (M F), a substantial farmer.

II 1 (F), WUlingham Franklin, in early youth was apprenticed to a grocer and draper in
Lincoln; became a banker. II 2 (M) Hannah.

Fraternity of Propositus: III 3, Willingham Franklin (1779-1824), was educated at Oxford;
a barrister. In 1822 he was appointed puisne judge of the supreme court at Madras. III 4,
Elizabeth Franklin, died at an advanced age. III 7, Sarah Franklin, died early. III 8, Mr.
Selwood. III 9, James Franklin (1783-1834), entered the East India Company's service as a
cadet in 1805 and became an officer of considerable scientific attainment. He surveyed all of
Bundelkhand and executed a valuable map of that region. III 10, Hannah Franklin. III 11,
John Booth. III 13, Isabella Franklin. III 14, Thomas Robert Cracroft. III 15, Henrietta
Franklin, died hi extreme old age. III 16, Rev. Richard Wright. III 17 (first consort), Eleanor
Anne Porden, had poetical ability. III 18 (Propositus), SIR JOHN FRANKLIN. III 19, Jane Grif-
fin, sent out the relief expedition of 1857, which brought back the news of the fate of Sir John
Franklin and records of the voyage.

IV 2, Alfred, Lord Tennyson, poet laureate of England. IV 3, Mary Booth. IV 4, Sir
John Richardson (1787-1865), a famous surgeon and naturalist. IV 5, Canon Wright, Rector
of Coningsby, Lincolnshire.

Child of Propositus: IV 6, Eleanor Franklin (born 1824).

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Mead & Co. xii + 324 pp.

1 Traill, 1896, states that Captain Matthew Flinders married an aunt of Franklin. The
name of Flindere's consort was Ann Chappell. The name of Franklin's mother is not known.

HARDY. 93

24. THOMAS MASTERMAN HARDY.

THOMAS MASTERMAN HARDY was born April 5, 1769, in Dorset, England.
After some early schooling he, in November 1781, went on board the naval brig
Helena as "captain's servant" to Captain Francis Roberts. As a child, when the
boys of the family were offered ponies by their father, he replied that Joe and
Jack might have horses but that he wanted a wooden one, meaning, to go on a
ship. From April 1783 to January 1784, he was on shore for an education. The
story is told of his mounting the abbey tower with another boy and letting a third
down by a rope to get eggs from a bird's nest. He then threatened to cut the
rope unless the boy promised to give him 2 out of the 4 eggs.

Hardy was enrolled in the navy from January 1784 to October 1785, after
which he evidently spent some time with his recently widowed mother and some
time in the mercantile marine. In February 1790 he joined the Hebe as midship-
man, cruised on the Channel, and was made lieutenant in 1793. In 1796 he moved
into the Minerve, a large frigate recently captured from the French and upon which
Nelson, now commanding, hoisted his pennant. In December 1796 the Minerve was
in a battle with certain French frigates, one of which fell a prize, and Hardy was put
in charge of it. But a Spanish squadron appeared just then, recaptured the frigate,
and made Hardy prisoner; however, he was exchanged six weeks later. He took
part in the naval victory off Cape St. Vincent. In May 1797 his ship came upon
the beautiful and speedy French brig Mutine and Hardy was put in command of
the boats sent to board her, and board her he did in daylight without the loss of
a man; he was then promoted to the rank of commander and appointed to the
Mutine. He accompanied Nelson to the Nile and in the battle his vessel did such
service that he was promoted to be captain of Nelson's flagship. He was with
Nelson during the latter's wasted months at and about Naples; was home for a
time, and then again captain of Nelson's flagship on his expedition into the Baltic
and before the battle of Copenhagen. In 1803 he was made captain of Nelson's
ship Victory, and with it helped in the blockade of Toulon; in 1805 he led one
squadron in Trafalgar (October 21, 1805), where Nelson was killed. Nelson had
Hardy witness his will, and he died almost in Hardy's arms. Hardy was created a
baronet in 1806. He now commanded ships in the North Atlantic and made some
captures of American ships in the War of 1812. In 1815 he was appointed to a
captaincy of the royal yacht Princess Augusta, which he retained for three years.
In 1819 he was made commander in chief of the South Atlantic squadron, a posi-
tion which, on account of the revolutions occurring in South American countries,
required great tact and courage. In 1825 he was appointed rear admiral and was
made chairman of a committee on changes in naval construction. He favored
more 3-decked ships-of-the-line of 90 to 120 guns. He ended active service at sea on
October 21, 1827, at the age of 58 years. For four years, 1830-1834, he was first
sea lord of the admiralty; as such he "lived for the future," held opinions 30 years
in advance of other admirals of his time, and appreciated the changes that science
and steam were effecting. He favored large ships carrying heavy armament,
and also he used to say: "Happen what will, England's duty is to take and keep
the lead." From 1834 to 1839 Hardy was governor of the Greenwich Hospital.
He died September 28, 1839, at the age of 70 years.

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His traits were, first, a love of the sea, which showed itself very early and
persisted; second, a quickness in meeting crises, as when he jumped into a boat
to rescue a sailor who had fallen overboard. Nelson said of him: "Providence
had imbued him with an intuitive right judgment." Hardy had no gift of elo-
quence and was no politician. He was a reformer, especially in matters of
the navy, in which he showed great foresight.

He showed great tact and diplomacy. It is said of him (by Hall in Marshall's
Naval Biography, page 180):

"Hardy was trusted everywhere, and enjoyed in wonderful degree the con-
fidence and esteem of all parties. His advice, which was never obstructed, was never
suspected, and a thousand little disputes were at once settled amicably, and to
the advantage of all concerned, by a mere word of his, instead of being driven into
what are called national questions, to last for years, and lead to no useful end.
When this respect and confidence had once become fully established, everything
went on so smoothly under his vigilant auspices that it was only those that chanced
to be placed near the scene who could perceive the extent, or appreciate the impor-

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