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FORT MIAMI—AT THE FOOT OF THE RAPIDS OF THE MIAMI OF THE LAKE

An address by W. J. Sherman before the Ursula Wolcott Chapter, Daughters of the American Revolution, November 7, 1936.

(Editor's Note.)—Mr. Walter J. Sherman, late President of this Society, delivered this address before the Ursula Wolcott Chapter, Daughters of the American Revolution, on November 7, 1936. All of the members of this Society are fully familiar with the work of Mr. Sherman in properly monumenting and preserving historic spots in Northwestern Ohio. It would be highly fitting if Fort Miami, now unmarked and inaccessible, were to be developed for the benefit of the public, as some measure of recognition of the valuable work which Mr. Sherman has carried on in the past. The attempt to bring about a memorial at the location of Fort Miami was a project to which Mr. Sherman devoted much time and effort. It is particularly appropriate to publish his address in this issue of the Quarterly Bulletin, especially if this publication will lead directly to a proper memorial for this historic spot. The Secretary of the Society will welcome suggestions.

When mention is made of Fort Miami, we of the Lower Maumee at once think of the Fort which was surrendered to General Anthony Wayne in the summer of 1796.

But there was more than one Fort Miami. In fact there are said to have been seven Posts, each bearing this name. These included:

1. Fort Miami on the banks of Lake Michigan, at the mouth of the St. Joseph River, built by LaSalle in 1679.
2. Fort Miami, at the foot of the Rapids of the Miami of the Lake, built in 1680 by order of the French Governor Frontenac.
3. Fort Miami (Now Ft. Wayne) at the head of the river, built by the French, about 1697, (Griswold).
4. Fort Miami at the mouth of the Chicago River.
5. Fort Miami on the Illinois River, opposite LeRocher (The Rock).
6. Fort Miami in Missouri.
7. Fort Miami on the Ohio River, just below the mouth of the Big Miami, built by the United States in 1790.

The many Forts bearing the name "Miami" have caused much confusion to the writers of the Midwest history, and doubtless many misstatements.

The Miami Indians

It is said that the Miami tribe of the powerful Algonquin nation had its principal seat near Green Bay in 1658, when they were discovered by the

French. Subsequently, the tribe is reported to have migrated, first to the mouth of the Chicago River, then to the mouth of the St. Joseph River in Michigan, and in 1697, to the head waters of the Miami on the Lake. Their great Chief "Little Turtle" who led his warriors at Fallen Timbers, defined the boundaries of his tribal lands in his speech before General Wayne at Greenville. They included all of Ohio west of the Scioto, all of Indiana, all of Southern Michigan, and part of Eastern Illinois. At this time, the principal village of the Miamis was at the head of the Maumee (Ft. Wayne). The Miamis were said at one time to have been the most populous and the most powerful of any of the western Indians. Little Turtle had 1500 warriors under his command when he defeated General Harmar in 1790. But wars, disease and the white man's whiskey gradually decimated their numbers; and when, in 1846, they made their final trek to their new homes in the west, there were only the five hundred who went from Ft. Wayne by Canal Boat to Cincinnati and thence to Kansas by steamer and a remnant of the tribe left behind in Northern Indiana. They, however, left their imprint on the mid-west, as perhaps no other Indian tribe has done, in the names of numerous rivers, settlements and military posts. Among these is Fort Miami at the Foot of the Rapids of the Miami of the Lake.

Foot of the Rapids

The designation "Foot of the Rapids" was in common use long before Maumee, Perrysburg and Miami were established. The foot of the twenty miles of rapids was also the head of navigation on the Miami of the Lake, and naturally was an important rendesvous for the early traders, missionaries and for military operations.

Here came the French and later the English bringing supplies for the Indians in exchange for their furs. A flourishing shipping industry was developed, first exclusively in sailing vessels to and from Detroit and Buffalo and later by steamer. In fact, the first steamboat to ply the waters of the upper lakes, the ill fated "Walk In The Water," was built for trade between the Foot of the Rapids and Buffalo.

Here also, after Hulls surrender, General Harrison built his impregnable fortress and halted the British advance into the Ohio country. Then came peace and with it the Pioneer of Orleans, Perrysburg, Maumee and Miami.

Fort Miami Under the French

The early history of our Fort Miami is somewhat beclouded by the mixture of history and tradition and the difficulty of determining when a combined mission station and trading post, properly stockaded for protection against unfriendly Indians, becomes a military post and therefore entitled to be called a "Fort."

One of the really great Colonial Governors of Canada during the French regime was Count Frontenac, who was made Governor of that Province in 1672. It is said of him that he restored the fallen fortunes of France in America during his most efficient and aggressive administration.

It was during Frontenac's reign that LaSalle, Marquette, Joliet, Cadillac, Hennepin and other French explorers conducted their memorable operations in the new world.

One of the most definite and convincing statements as to where and by whom Fort Miami was built is to be found in "History of the Maumee Valley," by H. S. Knapp, 1873-77, as follows: During the year 1679, the Count de Frontenac, Governor of Canada, urged upon the French Monarch the im-

portance of erecting Forts and Trading Posts in the Western country along the chain of the Great Lakes. Though no assistance came from the profligate King, Frontenac sent out a number of Trading Parties with authority to erect stores or posts and take possession of all the country visited in the name of the Government of France. One of these parties found its way to the Miami or Maumee River and in 1680, built a small stockade just below the site of the present Maumee City. This was an important trading point for several years, and in 1694, was under the command of Lieut. Courtemanche, but was finally abandoned for a more eligible location at the head of the Maumee River, near where the City of Fort Wayne now stands. On the very spot where our Fort of the Miamis stood, the British in 1794, erected their Fort Miami. Knapp continues by saying that this statement is made upon the authority of the late A. T. Goodman, Secretary of the Western Reserve and Northern Ohio Historical Society, who obtained the data upon which it is based from French records at Montreal and Quebec and papers at Albany and Harrisburg.

In Scribner's Memoirs of Lucas County, we read that in 1680, Frontenac built Fort Miami on the left bank of the Maumee River, fifteen miles from the mouth, which was the first Fort of the kind built by white men within the limits of what is now the State of Ohio.

Fort Miami was intended as a trading post, but the French trade was moved about 1697 farther into the Indian Country. After the British occupation in 1760, we find frequent references to the traders at Fort Miami. Clark Waggoner, in his History of Toledo (p. 3) says "It is probable that the early settlers of Ohio were parties sent out in 1680, by Count de Frontenac, then the French Governor of Canada, for the purpose of erecting posts or stores for occupancy and trade."

Milo Quaile has a footnote on page 180 of his book "Clark's Capture of Old Vincennes," reading "The rapids of the Maumee are a few miles above Toledo. There from a very early date, white traders were located, their settlements being the oldest, probably in Northern Ohio."

Randall and Ryan in their "History of Ohio," (Vol. 1, p. 198) say "as early as 1680-86, the French establishing a trading post near the mouth of the Maumee River, probably the first permanent evidence of French occupancy in Ohio."

In Howe's History of Ohio (p. 588) we read, "On the score of antiquity, the fact may be recorded that near the site of Maumee City, the French in 1680 (21 years before founding of Detroit by Cadillac) erected a stockade."

Perhaps the most convincing proof of the antiquity and identity of Fort Miami at the Foot of the Rapids comes direct to this writer from the Public Archives of Canada, viz: "The last location which seems at all definite is the Fort at the Foot of the Rapids. In the Mss documents many letters are thus dated. The name 'Miami' being understood. On one Mss map of 1794, the actual scale measurement makes this post fifteen miles from Turkey Point. 'Foot of the Rapids,' ought to place it fairly definitely. On maps of any date where it appears, there seem to be little variations in situation (north) east or (south) west. The Map of Nouvelle France (1690) showing 'Port des Miami,' on the north bank of the present Maumee River is the earliest for this location, of any post bearing the name."

We have another most excellent authority on the early French maps of America in the person of Professor Louis C. Karpinski, of Michigan University, who writes the author as follows, viz: "I find 'F. des Miami,' on the D. Anville map of 1746 published at Paris also on his Paris map of 1755. It appears on the left bank but looks 30 miles from the lake."

At the Fort Meigs celebration in 1840, the correspondent for the Buffalo Journal referred to the excursion boat as "passing the site of the Old French Fort."

Again we find mention of this old French Fort in "A History and Atlas of Lucas County," 1901, as follows: "Fort Miami rebuilt by British in 1763, after it had been surrendered by the French . . . its construction probably antedates any other earth works in the Valley."

In Williamson "History of Western Ohio," we find that a Trading Post was established in 1680, near where Maumee City is now located and the Post was placed in charge of Lieutenant Courtemanche.

Graham, in the Ohio State Archæological and Historical Society Quarterly, (Vol. 3, p. 300) says "it was the oldest fortification in Ohio and was built by an expedition sent out by Frontenac in 1680, as a military trading post."

In addition, we have Judge Doyle, John Gunckel, Mayor Smith of Maumee and E. W. Evers, author of the "Pioneer Scrap Book," all in substantial accord as to the date of the building of the local Fort Miami.

Evers writes, (p. 21) "Almost at Toledo's portals, on the high bank of the Maumee, is the site of Fort Miami, yet plainly distinguishable in its martialed outlines of grassy embankment. It was here a party of old Count Frontenac's hardy French explorers landed in the winter of 1679-80 and unfurled the French flag—the first symbol of civilization ever planted on Ohio soil."

There is not available much recorded material concerning events in this region during the remaining 80 years of the French occupation. It is said that Lieut. Courtemanche was transferred to the head of the Maumee River about 1697, where another Fort Miami was about to be constructed by the French. However, the Oxford Encyclopedia of Canadian History says Fort Miami (Ft. Wayne) was not built until 1715, and Brice, in his "History of Fort Wayne," sets the date as 1719.

In Edna Kenton's "Jesuit Relations," reference is made to Missions on Miami River established by Claude Allouer, during his thirty years of labor among the Indians (1665-1695). While we know that our Fort Miami was occupied from time to time by traders, missionaries, explorers and soldiers, yet we have no proof of continuous occupation.

When Cadillac, in 1701, founded Detroit, it immediately became the chief base of French operations in the west. The traders of a vast area supplied the Indians with goods from Detroit in exchange for their furs, which eventually were sent across the ocean.

Because of the wide river and the extensive marsh area along the Maumee Bay, it is safe to say that the fur trade conducted by the French in this region was very great, and that this industry welcomed the protection of the stockaded walls of Old Fort Miami against the assaults of unfriendly or drunken Indians. In fact it is altogether likely that this Fort was occupied almost continuously by traders until the fur trade ceased to be profitable. The Aiken Papers refer to one John Anderson, an English Trader at Fort Miami, in 1795, 1798-99, 1801. The missionaries, explorers and soldiers must also have been in evidence at the old Fort much of the time.

Mayor Smith, the local Historian at Maumee, claimed that the French were in occupation of this post as a Fort in 1748, and in Hannas "Wilderness Trail," we read: "In a report on the French forts made to the Pennsylvania Council in 1754, by John Ratton, a trader who was captured at Miami Fort by the French in 1750, and carried by them to Detroit and Quebec, Ratton states that "In the year 1750 the French built a small palisaded fort and

garrisoned it with about 20 men. Upon a river on the South-west side of Lake Erie." Also "Six traders captured by a band of 70 Cagnawagos Indians from Montreal were carried to a French Fort on the Miami's or Twigtwee River and from thence to Detroit."

The British Occupation

When in 1763, the French surrendered Fort Miami to the British, the latter are said to have rebuilt the Fort. It was at this time that George Knaggs, friend and protege of Sir William Johnson, became a trader at Fort Miami. Here he built a cabin and store, and here were born seven of his eight children. Whitmore Knaggs, his oldest son, afterwards United States Indian Agent and Interpreter, was in high favor with the Miami Indians, who granted him 3,684 acres of land lying along the river near Fort Miami. To his son George, Whitmore Knaggs deeded 300 acres of this tract in 1826. (This original deed is in the possession of the Historical Society of Northwestern Ohio.) Overlooking the river, on this tract, Whitmore Knaggs, built as a wedding present for his son George, what was considered in Pioneer days a palatial home. Here were entertained from time to time many distinguished people, who had occasion to visit the Valley.

In 1794, when Wayne began his victorious march, the British rebuilt the Old Fort and garrisoned it with 450 men and 10 pieces of artillery under command of Major Campbell.

Alexander McKee, the British Trader at the Foot of the Rapids, addressed a letter to Lieut. Gov. Simcoe of Canada under date of July 26, 1794, while Wayne was advancing with his army against the Indians and their British allies. McKee said: "With regards to Great Britain having occupied a post on this river (Maumee) it has been uniform since 1781, and was always considered as a dependency of Detroit. Capt. Pots of the 8th Regiment built a Fort at this place in that year and the British Flag has been flying ever since that period during the summer months, while I was awaiting the arrival of the different nations of Indians to deliver them the presents directed by his majesty."

The American Occupation

July 11, 1796, the British garrison evacuated Fort Miami, and it was immediately occupied by the American Captain Marchalk. Soon after, Captain Moses Porter was placed in command.

Scribner (p. 292) says: "The Rev. D. Bacon left Detroit, April 29th, 1802, in a canoe, with two companies, made the trip to the mouth of the river (Maumee) . . . passing on to Fort Miami, where he stored his belongings."

Lossing says: "Brig. General Hull, Governor of Military Operations in the West, occupied Fort Miami in June, 1912."

Shortly after Hull established his headquarters at Fort Miami, the British again took possession of the Old Fort and unsuccessfully conducted two sieges against Fort Meigs, across the river.

It was in 1835, during the so-called "Ohio and Michigan War," that 1200 Ohio militia men under Col. Mathias Van Fleet, occupied the Fort. This I think was the last military occupation of this old French post on the Miami of the Lake.

Restoration and Preservation

In these latter days, the property has passed into private ownership, much to the regret of all history-minded citizens of Ohio.

Tho the lines of the old ramparts are still plainly visible, yet it is evident

that this most historic landmark in Northwestern Ohio is gradually disappearing under the ravages of the elements.

From time to time, there have been efforts made to interest the State or the government in the restoration and preservation of this Old Fort, but so far they have come to naught. In 1888, O. M. Poe, Colonel of Engineers, and Brevet Brig. Gen. of the United States Army, in charge of the "Survey of Historic places along the Maumee River," recommended to Congress that a tract of land, 568/100 acres including the site of the Fort be purchased and a monument erected by the government, but no action was taken at that time.

Under the present administration, the project has been revived and some encouragement has recently come from the National Park Service with assurance that a survey and report will soon be made by a competent commission on the advisability or otherwise of allotting government funds for this project. It is proper to state that the local and state historical societies are keenly alive to the importance of acquiring, restoring and monumenting the old fort, yet they have so far been unable to obtain the necessary financial support.

In conclusion, I think it appropriate to read you some verses by Kate Brownlee Sherwood, entitled:

The Maumee Pioneers

2. Let others tell the tales of Dee
   The Danube and the Don
   The Rhine that ripples to the sea,
   The Iser rolling on:—
   New Englands' glades and palisades
   Virginia's vaunted years:—
   We'll tell of sturdier men and maids,
   The Maumee Pioneers.

3. We'll tell how came the brave LaSalle
   Two hundred years ago,
   To list St. Mary's madrigal,
   Responsive to St. Joe;
   To speak the vows that woke the trance
   Of long unfruitful years.
   And give to Frontenac and France
   The Maumee Pioneers.

4. Of Courtemanche whose lonely fort
   A Century before,
   Stood guard where Fort Miami's port
   Heard British cannon roar;
   How stripped Perrot the faggot sees
   Flash through Miami's jeers.
   'Till saved by Swift Outagamis,
   The Maumee Pioneers.

* * *

6. Our feet are on historic ground,
   The very streets we tread
   Re-echo to a solemn sound
   Above the shroudless dead.
   Now French, now British we define,
   Now red ally appears,—
   They form a vast and shadowy line,
   The Maumee Pioneers.

7. Here sleep the braves of Pontiac,
   There Harmar's hosts go down,
And bold "Mad Anthony" brings back
   The knights of old renown;
There Harrison's battalions glance
   Along the burnt frontiers,
And in the trail of arms advance
   The Maumee Pioneers.

8. Fort Meigs and Fort Miami show
   A sweet and solemn truce
And old Fort Industry I trow
   Has met a nobler use;
So we above our levelled graves,
   Across the flood of years,
May name with once dishonored braves
   The Maumee Pioneers.

9. For valor's not of any race,
   And right of grace has none.
If Wayne is given a hero's place,
   Tecumseh's fame is won;
If Wells be praised for warlike deeds
   That wring the heart with tears,
Then Simon Girty's fealty leads
   The Maumee Pioneers.

* * *

13. The wind is up, the sails are spread,
   The gales of traffic blow;
The Yankee comes with level head,
   The Teuton sure and slow;
The thrifty Scot, the Irish true,—
   And Quaker race appears
A wholesome leaven running through
   The Maumee Pioneers.

14. O free born sires! from whom there runs
   A tide of valor through
The hearts of sons' remotest sons!
   O wives, and daughters true!
Who toil and spin, and spin and pray,
   And hiding homesick tears
Keep heart and hope that crown today
   The Maumee Pioneers!

15. Blow soft above their lowly grave,
   O North wind swift and keen!
And South wind that the lily waves
   Keep aye their grasses green!
O Spirit of the Centuries!
   Blow on his heart who hears,
And wake to fragrant memories
   The Maumee Pioneers!

WALTER JUSTIN SHERMAN

PRESIDENT-EDITOR 1927-1937

IN the death of Walter Justin Sherman, Toledo lost a representative citizen—not representative because of any office or any public or political position he held—but representative because of his sterling worth and high ideals of citizenship, thoroughly tested by a long life of service.

A scholar, a man of intelligence, integrity and honor, with his untiring energy he exercised a wide influence for good which Toledo misses greatly and will miss through the coming years. No man in this vicinity had greater knowledge of the history of Ohio or did more to perpetuate knowledge of early days in Northwestern Ohio.

The Anthony Wayne Monument on the hillside above Maumee, overlooking the river at the scene of the Battle of Fallen Timbers, is a permanent token of his untiring persistence and resourcefulness in securing from State and County officials and from private citizens the grants of land and money which made that noble landmark a possibility. The design and ideal of that monument were his own—a monument not only to General Anthony Wayne, but also to the Indians whom he subdued and to the pioneers whose peaceful settlement here was made possible by that Battle of Fallen Timbers.

His artistic sense, rejecting the commonplace though beautiful sketches submitted by artists and sculptors of national renown, after months of discriminating study, achieved a monument uniquely significant of his great ideal.

Walter J. Sherman was an incorporator of the Historical Society of Northwestern Ohio and was for many years its honored President and animating spirit. To him our Society owes its Quarterly Bulletin. He was its editor, its chief contributor and compiler, searching tirelessly far and near for the material which made it a magazine of national importance, widely known and eagerly sought after by Historical Societies and by libraries and newspapers throughout the United States.

Its April number was finished with great effort on what proved to be his death bed and was his last accomplished task.

The study of early American History was his hobby; but his life work as a civil engineer—his great accomplishments as Chief Engineer and builder of great railroad systems, his construction of bridges and especially of the Galveston Jetties after the disastrous flood in that region, with much other constructive work throughout the country, earned him high place among the great civil engineers of America.

Several years ago Mr. Sherman retired from professional practice, but his highly trained mind was always active and the great physical strength which made him in his college days one of the famous victorious Cornell crew, trained under the great coach Courtney, remained with him in great measure, supplementing the mental strength which was his to the last.

Having no desire for political preferment or social prominence, he quietly and unobstrusively retained his large circle of devoted friends who respected and loved him for his worth as a citizen and as a man. Our Society, by this memorial, seeks to register its appreciation of his great worth.

SILAS E. HURIN,
FRED BISSELL,
RICHARD D. LOGAN,
Committee.

THE HISTORY AND SIGNIFICANCE OF THE AMERICAN FLAG

By Dr. Wayne Dancer, President, Anthony Wayne Chapter, Sons of the American Revolution

Radio Broadcast June 13, 1936, WSPD

Tomorrow is Flag Day—the one hundred and fifty-ninth anniversary of the adoption of the Stars and Stripes as our national colors. For on Saturday, June 14, 1777, the Continental Congress in session in Philadelphia passed this simple but important resolution: "That the Flag of the thirteen United States be thirteen stripes, alternate red and white: that the union be thirteen stars, white in a blue field, representing a new constellation."

Just as the people of Texas celebrate the development of their State by a pageant "Under Six Flags," so also can our nation trace its growth and development by the flags which have flown over it—just how many it would be very difficult to determine. It is possible that the Vikings were the first Europeans to plant their banner in the soil of North America. Be that as it may, we know that the Spanish flag was brought to America by Columbus and later carried by explorers from Florida to the Mississippi River.

A white flag bearing the cross of St. George was set up in the new continent by John Cabot in the name of Henry VII of England, and in 1524, the standard of France took its place in the new world. The colors of Portugal, Sweden and The Netherlands flew over parts of North America for longer or shorter periods, but they were replaced one at a time by those of the other nations. Three hundred years ago five national flags were sovereign over different sections of what is now continental United States. The Swedish, Dutch and French colonies eventually came under British dominion, leaving the south and west to the crimson and gold of Spain.

Flags used by the British colonies were quite varied, but several came into prominence as troubles with the mother country arose. The pine tree was a favorite emblem in the colonies of New England, the tree design sometimes being placed in the middle of the flag, sometimes in the upper left-hand corner. It was such a flag that was raised by the Americans at Bunker Hill. Flags bearing representations of a rattle-snake were adopted by the middle colonies. These colonial banners were commonly decorated with legends such as "An Appeal to God," or "Don't Tread on Me."

One of the most interesting of these early flags was that of Rhode Island, which contained thirteen stars in its canton, that is, in the upper left-hand rectangle. This seems to have been the first use of stars in a flag in this country, and is believed by many historians to have suggested the use of stars to represent the States in our familiar "Star-Spangled Banner."

As long as the colonies were separate and distinct they used emblems of their own designs, but as resistence to Great Britain became more determined, the motto "United We Stand, Divided We Fall," gained more weight. To symbolize their common purpose they felt it appropriate to have a common flag, and then came into being the Grand Union Flag, one of the most significant standards of the new nation.

This so-called Grand Union Flag was nothing more than the Red Ensign or "Meteor Flag" of Great Britain, with six white stripes drawn across its red field, and bearing the British Union Jack, that is, the crosses of St. Andrew and St. George, in the canton. The Congress adopted this banner late in 1775 upon the recommendation of the committee consisting of Thomas

Lynch, Benjamin Franklin, and Benjamin Harrison. This was the flag hoisted above the vessels of the first American Navy under command of Ezekiel Hopkins in December of 1775. Early in January '76 General Washington raised the new flag over his headquarters "in compliment to the United Colonies," as he wrote to a friend. So the Grand Union was our first national flag, and on July 4th, 1776, it became the flag of the United States. Carried by the armies on land, and our naval vessels at sea, it represented a new nation to the world, for by this time the colonists had declared their complete separation from Great Britain.

Under this new banner, and in the name of the United States, John Barry was the first to conquer a British warship and make it strike its colors. Captain Isaiah Robinson on a trip to the West Indies to procure arms received the first salute to the American Flag, from the Dutch. Glorious and successful were the exploits of the infant nation under its new flag, but it was not to endure as the American standard. The British Union Jack, which it contained, was no longer tolerable; it had to be replaced by some design which would more truly represent the United States.

The anniversary of the Stars and Stripes, which we are celebrating today, came suddenly, and as a surprise to the nation. In the records of the Continental Congress there is nothing to show that a new flag had been proposed or even discussed. History does not tell us who designed the Flag, although it seems quite well established that Francis Hopkinson and Betsey Ross had a hand in it. The former was a signer of the Declaration of Independence, Chairman of the Naval Board, and an authority on heraldry and the banners of the times. Betsey Ross, a seamstress of Philadelphia, is known to have made flags for the Commonwealth of Pennsylvania, and for the Continental government.

The presence of stripes in the new flag is easy to understand. One of the first flags to appear in this country, that of The Netherlands, consisted of three horizontal stripes, red, white and blue. An early naval flag of the colonies contained thirteen red and white stripes superimposed by a rattlesnake. But more recently the Grand Union Flag had had six white stripes drawn over Britain's red field, giving exactly the striped design of the new banner.

But the stars, on the other hand, are more difficult to explain. Possibly they were taken from the flag of Rhode Island. At any rate the Union Jack had to be replaced by some fitting symbol. The pine tree would not do, as it had represented only the Northern colonies, and the rattle-snake had never been a popular design. Someone, whose name is unknown to us, hit upon the idea of having the thirteen States represented by thirteen stars, a new constellation. Thus "An Appeal to Heaven," a motto carried on some of the colonial banners, was followed by a group of stars from the heavens.

Unfortunately the early history of Old Glory is obscured in uncertainty. Just where and when the Stars and Stripes were first used as the National Flag is not known. In the absence of definite information, many legends have grown up, but most of them are contradictory and untrustworthy. It is plausible to think that the new standard should have been raised immediately over Washington's headquarters, but the Grand Union Flag continued in use there. Likewise one would surmise, like the historian Bancroft, that the Stars and Stripes should have been used in the celebration of the first anniversary of Independence Day, July 4, 1777, but that was not the case.

Although the Stars and Stripes were adopted as the new Flag of the United States on June 14th of that year, such information did not appear in the press until August, and the announcement was not made officially until

September. In a way, then, use of the Stars and Stripes as our national emblem was not official until September, 1777. However stories persist that the new flag floated above Fort Schuyler (previously Fort Stanwix) on August 3rd, and it is well established that the Stars and Stripes were carried in the Battle of Bennington. That battle flag is still preserved by the Bennington Battle Monument and Historical Association. This oldest example of the Stars and Stripes has many interesting variations from our well-known pattern. Its field bore seven white and six red stripes, and the stars were placed in the form of an arch over the number 76.

Much of what I am telling you seems to be contradicted in famous pictures which you have no doubt observed. In those paintings of Washington Crossing the Delaware, Washington in the Battle of Trenton, and of the Battle of Princeton, one sees prominently the Stars and Stripes flying. That, however, is artistic license, for it was the Grand Union Flag that was in use at the time of these events. The painters probably thought that the modern flag would better portray their ideas.

It was on the Ranger, under command of John Paul Jones, that the Stars and Stripes first went forth upon the high seas. And what a glorious venture! Capturing two British ships on the way, the Ranger arrived in France, and there, in the waters of Quiberon Bay, the Stars and Stripes received the first salute from a foreign power.

Fourteen years after the establishment of the Stars and Stripes as our National Flag, Vermont was annexed to the Union, and Kentucky was admitted the following year. It became obvious that thirteen stripes and thirteen stars did not properly represent a union of fifteen States. Consequently in 1795, against tremendous opposition, the National Flag was altered to contain fifteen stripes, and a union of fifteen stars.

This fifteen-fold flag perhaps seems strange to us now, but we must realize that it served as the official standard of the United States during a vital period of its existence. It was under this fifteen-stripe banner that we fought the wars with France, and with the Barbary pirates; it was this flag which was raised at New Orleans to symbolize our sovereignty over the great Louisiana Territory. It was under the fifteen-stripe flag that Perry won his brilliant victory out on Lake Erie. Of all famous United States Flags preserved in museums, a certain flag of fifteen stripes and fifteen stars is said to be the most highly honored—the one which floated over Fort McHenry and inspired Francis Scott Key to write "The Star-Spangled Banner."

But the fifteen-stripe flag "put itself out of business," so to speak. The new nation grew so rapidly under it that it was out of date soon after its adoption. Tennessee entered the Union in 1796, and our own Ohio in 1803. In 1818, after the Union consisted of twenty States, the following measure was passed by Congress "to establish the Flag of the United States." It provided: That from and after the fourth day of July next, the Flag of the United States be thirteen horizontal stripes, alternate red and white: that the union have twenty stars, white in a blue field: that on the admission of every new State into the Union, one star shall be added to the union of the Flag: and that such addition shall take effect on the fourth day of July next succeeding such admission.

Thus was our Flag standardized. One hundred years ago, in 1836, it bore but twenty-four stars. In 1912, upon the admission of New Mexico and Arizona, the union took its present form of forty-eight stars arranged in a rectangle, six by eight. In its modern form our Flag has been carried around the world, and from the poles to the equator "as the gorgeous ensign of the Republic."

But after all, our Flag is not to be thought of as a piece of material nor a device in heraldry, but rather the symbol for that freedom, equality, justice, and humanity for which our forefathers sacrificed their lives and fortunes. Today our Flag represents a nation of over one hundred million free people, its Constitution and institutions, its achievements and aspirations.

Midwest Historical Notes

THE FIRST PRINTING IN DETROIT.—The first man who is definitely known to have used type and press in Michigan was a typographer named John McCall, who did some printing at Detroit in 1796. This is a surprisingly early date for that region, as the printing press had not appeared anywhere west of the Alleghanies before 1786. Printing had begun in Kentucky in 1787, but did not start in Ohio until 1793.

In the Great Lakes region, printing did not begin at Buffalo until 1811, and it was a number of years after that before the press appeared at any Ohio point on Lake Erie. John McCall's brief activity at Detroit before the opening of the nineteenth century is therefore a matter of considerable interest to the typographic historian. Unfortunately, nothing has yet been discovered as to McCall's origin or as to how he happened to be in Detroit at so early a date. And nothing is known of his later career.

As evidence of McCall's work as the first Michigan printer, we have a single copy of a sixteen-page pamphlet containing An Act passed at the First Session of the Fourth Congress of the United States of America, with the imprint "Detroit: Printed by John M'Call. MDCC.-XCVI," and also a number of blank legal forms produced at about the same time but not bearing the printer's name. The only known copy of the 1796 Act, which, regulated trade with the Indians of the North-West Territory, is preserved among the treasures of the Burton Historical Collection of the Detroit Public Library. The fact that McCall operated a press in Detroit in 1796 is further established by the ledger of James May, pioneer Detroit merchant and justice of the court of common pleas there, which contains some accounts in the name of "John McCaul, Printer" in that year.

It seems likely that McCall continued to print in a small way for some years after the year in which his only dated work was done. If not McCall, then some other unknown printer produced a quantity of legal forms for writs and other court processes, a variety of which are still preserved in the Wayne County archives. These printed forms were in use at Detroit up to the year 1805.

In 1805, fire destroyed the little settlement of Detroit, and probably the press perished in the flames, which may also have consumed various printed documents from the McCall press of which we have no record today. It is noteworthy that after the fire the writs, summonses, and other legal forms preserved in the Wayne County records are almost without exception in handwriting. Evidently there was no press to print such forms.

The man who was to reestablish the press in Detroit and who has come to be regarded as the real founder of the press in Michigan was Father Gabriel Richard, a resident of Detroit since 1798. Richard was a French Catholic priest of the Sulpician order and was pastor of St. Anne's Church in the little town. Together with all the other buildings, St. Anne's had been destroyed in the fire of 1805. In 1808, Father Richard went east to solicit funds for rebuilding his church, and it was on this journey that he acquired a press, a supply of type, and a printer.

—By Douglas C. McMurtrie.