

NOTABLE DEATHS.

JOHN GRIMES WALKER, son of Alden and Susan Grimes Walker, was born in Hillsborough, N. H., March 20, 1835; he died at Ogonquit, York Beach, Maine, September 16, 1907. He was of Scotch-Irish descent. Among his paternal ancestors were the defenders of Londonderry in the siege of that city, 1689, so graphically described by Macaulay (*History of England*, chapter XII). His mother, a daughter of John Grimes, was an older sister of James W. Grimes by thirteen years. She died in 1846, and the next year he came to Iowa, and lived with his uncle at Burlington, and upon a farm in the northern part of Des Moines county. Appointed to the Naval Academy at Annapolis, he graduated at the head of his class in 1856. His earliest sea-service was in the Pacific and upon the coast of Brazil. Promoted Lieutenant, 1858, he was instructor in mathematics in the Academy, 1859-1860. He served with Farragut and Porter in the opening of the Mississippi, in the capture of New Orleans, and the siege of Vicksburg. While in command of the ironclad Baron DeKalb on an expedition up the Yazoo river to destroy stores of the enemy, his vessel passed over a sunken torpedo, and was blown up, officers and men barely escaping with their lives. Afterwards, he commanded one of the naval batteries that aided in effectuating the surrender of Vicksburg. Subsequently assigned to duty on the Atlantic coast, he served in the Blockading Squadron, and assisted in the capture of Wilmington, N. C. Upon recommendation of the Board of Admirals, July 25, 1866, he was promoted to the office of Commander "for gallant and meritorious service during the War of the Rebellion." He was next assigned to duty at the Naval Academy under Admiral Porter, and in 1869 took the graduating class on the frigate Sabine for a course of instruction. At different periods he served on the Lighthouse Board and in the Bureau of Navigation. He rendered valuable aid in creating the new navy with all the modern improvements of steel plates, heavier guns, and applied electricity. He was intrusted with the command of expeditions to Central and South America and to Venezuela when there were disturbances in those waters, and the presence of a U. S. fleet was demanded for the protection of American commerce, and in the interest of pacification generally. Promoted Commodore in 1889, he commanded the White Squadron which by its gallant show, and the skill and drill of its manoeuvres surprised and delighted both sides of the Atlantic. Commissioned Rear-Admiral in 1894, and put in command of the Pacific Squadron, he guarded the interests of the United States and of the Hawaiian Republic as against British intrigue and the restoration of the ex-Queen. President Cleveland, however, took the part of the Queen, and ordered the retirement of the naval force from Honolulu. The matter excited much anxiety both in Hawaii and in the United States. It was investigated by the Senate Committee of Foreign Affairs, and a naval force was returned to Honolulu; the authority of the Hawaiian Republic was sustained and its annexation to the United States duly followed, as advocated by Admiral Walker. Placed on the retired list in 1897, at the age of 62, he was made President of the Nicaragua Canal Commission, and in 1899 of the Isthmian Canal Commission. Walter Wellman said (*Review of Reviews*, April, 1904): "Much of the skillful handling of the Canal propositions, which led the French Panama Company to reduce its price from one hundred to forty million dollars was due to Admiral Walker. That was a delicate period in the negotiation; a mistake might have been fatal. Admiral Walker is probably more familiar with Canal con-

ditions than any other living American. He has made many trips to the Isthmus, and personally inquired into all the plans and routes. He has virtually lived with the Canal problem these last ten years. He is a strong executive and a diplomatic manager of men." In fit recognition of his qualifications and services, President Roosevelt placed him at the head of the Commission for the construction of the Panama Canal. With firmness and dignity of character Admiral Walker united suavity and grace in his manners, which won the admiration and esteem of all who were under his authority or shared in his counsels. An adept and master in the naval profession, his mind was large and generous, affluent in knowledge of the arts and sciences, and thoroughly versed in the history and public affairs of his own country and of the world. His distinguished and multifarious services in war and in peace have given splendor and renown to his name, and add to the honor of Iowa, as he always remembered that his original appointment to the Navy was "from Iowa." Closely related and especially endeared to the third Governor of the State, and of kindred independence and loftiness of character, their names enrich and ennoble the Annals of Iowa. The funeral of Admiral Walker took place from the home of his daughter, Mrs. Fitzgerald, in Boston, September 18; and from All Souls Church, Washington, D. C., September 21. The interment was in Arlington Cemetery with high military honors.

W. S.

ALFRED WILSON LEE, one of Iowa's most successful and best known editors and publishers; was born in Johnson county, Iowa, July 8, 1858; he died in Nottingham, England, July 15, 1907. He was a son of John B. and Elvira Lee. He obtained the rudiments of his education in the public schools of Iowa City, and at the age of 13 entered the State University of Iowa. He took two years in the preparatory department and two in the collegiate course. He chose journalism as his profession, identifying himself with *The Muscatine Journal*, his brother-in-law, Hon. John Mahin being editor and publisher. In 1885 he was admitted into the management of *The Journal*, and soon thereafter he married Mary Ingalls Walker, eldest daughter of W. W. Walker, of Cedar Rapids. Four years later he accepted the business management of *The Hutchinson (Kansas) News*. Soon afterward, he identified himself with the advertising department of *The Chicago Times*. In 1890 he bought *The Ottumwa Courier*, and later he erected a commodious and admirably arranged building and equipped it with new and costly machinery. His career in Ottumwa was in all respects successful. He was for several years postmaster, but resigned in order to devote his time exclusively to his fast-growing business. He was actively identified with the development of the city, and was honored with the presidency of several local organizations. He was quick to take advantage of the new methods by which large enterprises are directed by one master-mind. Mr. Lee saw the door of opportunity and promptly entered—not with a rush, but with caution—finally entering upon the large career for which he was admirably fitted. One by one he added another daily to his list until, in 1906, the "Lee Syndicate" included five evening journals, *The Ottumwa Courier*, *Muscatine Journal*, *Davenport Times*, *Hannibal Courier-Post* and *LaCrosse Tribune*. When, last summer, Mr. Lee started on his tour abroad, he left home with the satisfying thought that every one of his five newspaper offices was manned by an able and trusty associate whose powers he had discovered and in large measure developed. With Mr. Lee, mere worldly success was far from the whole of life. If any one of his altruistic purposes commanded more of earnest thought and endeavor than another, it was the development of the latent

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