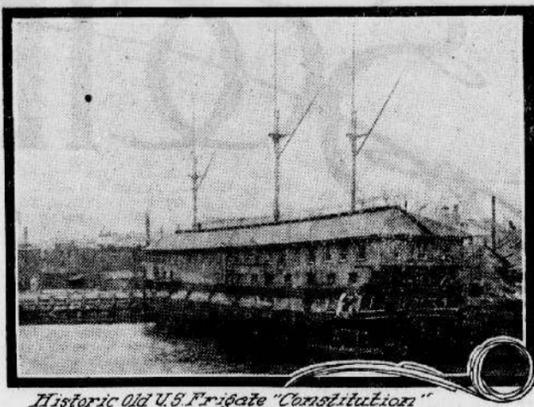


# THE PASSING of the WOODEN WALLS

## VESSELS OF THE OLD NAVY ARE BEING RELEGATED TO THE SCRAP HEAP

BY THOMAS WILSON



Historic Old U.S. Frigate "Constitution" Now at Navy Yard, Charlestown, Mass.

New Hampshire or Rhode Island class, while she sails into insignificance when ranged alongside the North Dakota.

But what of that. She belonged to an era when she was just as representative of the fighting strength afloat as are any of the ships of that time. Her history fills pages of the brightest annals of maritime warfare, and her decks ran red with the blood of men who were fighting for their rights and made possible the nation as it is today.

Is it any likelihood, therefore, that this noble craft should go to the junk dealers and become a prey to the torch of the shipbreaker? Not much, and it is likely that if her timbers will hold together she will be in existence when many a steel warship of a decade or two ago, will have been broken up as worthless.

The navy also has other maritime pensioners. They are all vessels built from 35 to 50 years ago as sailing craft, but are now scattered around at the many navy yards, where they are used for various purposes. All of them are housed over, just as the Constitution, and present an odd appearance. These vessels are listed as "unservicable" and among them is the Jamestown, in the marine hospital service and stationed in Hampton Roads.

There are eight of the old craft—Franklin, Wataash, Independence, Pensacola, Richmond, Philadelphia, Hancock and Lancaster—used for receiving ships at different navy yards, while there are some others, like the old Santee and the Dale, that the government hardly recognizes at all as being worthy of mention in the list. The old Hartford, Admiral Farragut's flagship, is still in commission, and only last year a small fortune was expended upon the old Constitution to rebuild her that she might again carry under her own canvas the flag she bore in 1812, while another ship of the same name, built at the Norfolk navy



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yard in 1854, is numbered among the training ships for recruits.

In this class, along with the Intrepid and Cumberland, modern steel craft launched in 1907, are the old Alliance, built in 1876; the Monongahela, built in 1862, and the Portsmouth, built in 1843. These gallant old vessels serve a most useful purpose training young men in the rudiments of seafaring life, making them acquainted with sails and preparing them for service upon the gigantic floating steel forts—the modern naval vessels.

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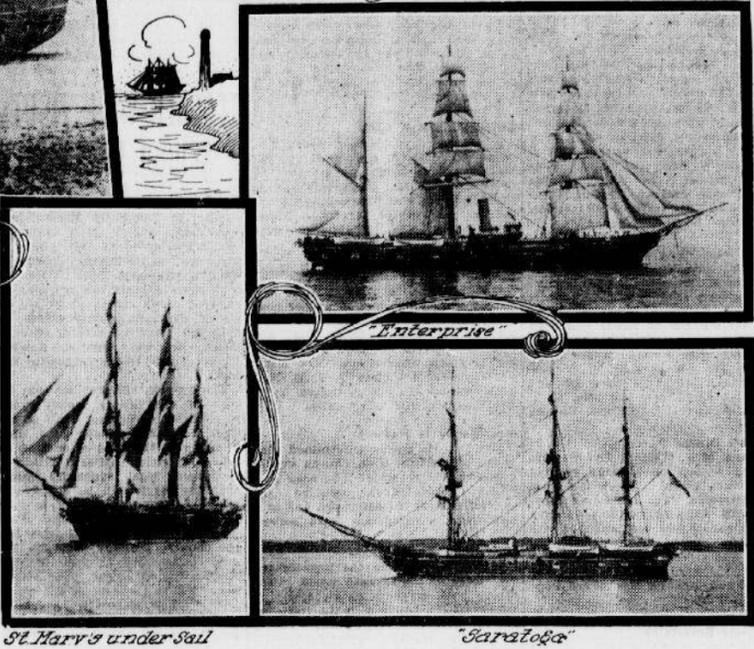
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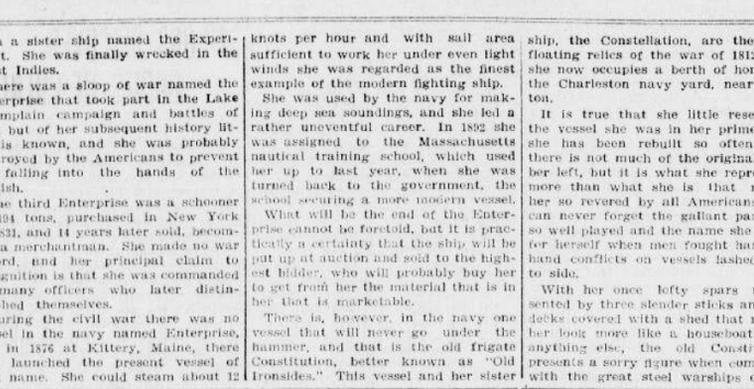
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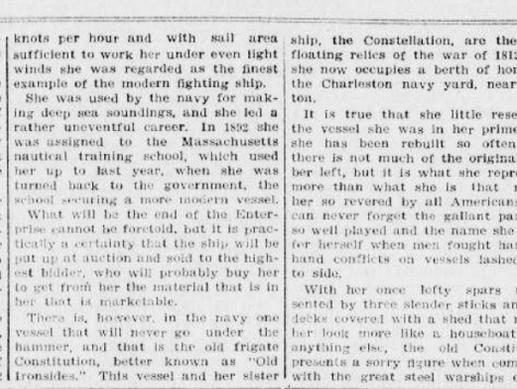
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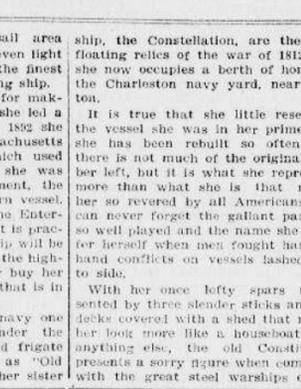
The St. Mary's on Beach a few minutes before the torch was applied



The St. Mary's under sail



The Enterprise



The Saratoga

THE SALE of the old sloops-of-war Saratoga, St. Mary's and Enterprise, after having been condemned by the government they served so well, brings vividly to mind that the "wooden walls" of the old navy are rapidly being relegated to the past.

Indeed, when the Monitor and the Merrimac fought their famous battles in Hampton Roads and the onlooking world perceived that the days of wooden fighting ships were over, the three crafts that have lately been cast aside as unfitted for service, were just in their prime and were numbered among the finest vessels of their class in the whole world.

Today these same vessels, when compared to the mighty battleships New Hampshire, North Dakota, Delaware and others, such as the class, are as compared a smooth bore 12-pounder to a 12-inch rifle or an ox-cart with an automobile.

But even though they suffer by comparison, and are considered unworthy of further official notice or public moneys to maintain, it is some compensation to those who love the old vessels for their own sake to know that within a few years even the mightiest fighting craft of the present day will be pronounced obsolete in view of the many improvements that the craft of a decade or two hence will possess.

In these days war material not infrequently becomes out of date before it has had an actual test under the conditions for which it was designed, but in the epoch of wooden walls there were no such sudden changes. Perhaps it was due to a lack of rapid development of ideas, but it is a fact, nevertheless, and to this alone is due the long life of these vessels.

Of all the vessels that were in service up to within the past few months the Saratoga and St. Mary's were the oldest. The former was built in 1842 at Kittery, Maine, and the latter two years later at Washington, D. C. The Enterprise was built at Kittery, Maine, in 1876, and was equipped with a steam engine, being, at that time, regarded as a most efficient vessel, representing the very latest ideas in maritime construction, with the possible exception of armor plate, which, when appreciated, had not been adopted by this government up to that time.

A comparison with the St. Mary's, which was then considered old, made her indeed seem formidable. The St. Mary's was of 1,025 tons displacement, 300 tons less than the Enterprise, and her armament was so inferior as to hardly be worth while comparing.

Notwithstanding the trio have come to their end as fighting craft, all have won their laurels on many a sea, and while there does not hang about them the halo of actual carnage when scuppers ran deep with the blood of their crew, they served the flag well and won victories of peace no less renowned than those of war.

The St. Mary's first duty was in the Mexican war, when she landed troops at Vera Cruz, in 1847, and later she brought to this country the trophies of victory. She was then sent to the Pacific, where she remained until the close of the civil war, when she was again ordered to the Atlantic. While in the Pacific, however, she looked out for the interests of the union by chasing confederate privateers, and on occasion thwarted the privateer Shenandoah in her design upon a score of ships in the Chincha Islands.

In 1869 the ship was at Valparaiso, when the Spanish admiral, Pinzon, and his fleet sailed in. The Spaniard wanted to bombard the town, but Captain G. M. Colvocoresses, who was desirous of protecting American interests ashore, anchored her between the city and the Spanish fleet.

Admiral Pinzon sent an arrogant note, in which he stated that unless the St. Mary's was moved at once she would have to take the consequences. This note brought a reply that was characteristic and right to the point. After stating that his vessel was anchored in a position entirely to his satisfaction, the plucky American skipper concluded by stating that if there were a bombardment there should be exercised that none of the shots struck the vessel, for, while he realized the weakness of his vessel as compared to the squadron, his ship represented 3,000 guns on the sea. There was no bombardment.

About 25 years ago the St. Mary's was turned over to the New York nautical school, and up to last summer she was used by that organization. She was practically rebuilt three years ago, but the design of the school to obtain a more modern craft led the government to condemn and dispose of her.

Her ultimate fate was that she was recently placed on the beach at Point of Pines, Mass., and burned, for the sake of the copper and other metal with which she was put together.

The steam sloop of war Enterprise is the fourth of that name to fly the national war flag. The second was the most successful, which, from her remarkably successful career in the brief naval war with France, 1790-1800; in the brilliant operations against the Barbary powers, 1801-1805, and in the war with England, 1812-1814, became known in the service as "The Lucky Little Enterprise."

Among the young men who saw service on her deck were Hull, Bainbridge, Decatur, Lawrence, Macdonough, Somers, Barrows and many others, who either lived to write their names high on the scroll of fame or gave their lives for their country and gained equal fame. This little vessel was built at Baltimore in 1799 along

with a sister ship named the Experiment. She was finally wrecked in the West Indies.

There was a sloop of war named the Enterprise that took part in the Lake Champlain campaign and battles of 1776, but of her subsequent history little is known, and she was probably destroyed by the Americans to prevent her falling into the hands of the British.

The third Enterprise was a schooner of 194 tons, purchased in New York in 1831, and 14 years later sold, becoming a merchantman. She made no war record, and her principal claim to recognition is that she was commanded by many officers who later distinguished themselves.

During the civil war there was no vessel in the navy named Enterprise, but in 1872 at Kittery, Maine, there was launched the present vessel of that name. She could steam about 12

knots per hour and with sail area sufficient to work her under even light winds she was regarded as the finest example of the modern fighting ship.

She was used by the navy for making deep sea soundings, and she led a rather uneventful career. In 1892 she was assigned to the Massachusetts nautical training school, which used her up to last year, when she was turned back to the government, the school securing a more modern vessel.

What will be the end of the Enterprise cannot be foretold, but it is practically a certainty that the ship will be put up at auction and sold to the highest bidder, who will probably buy her to get from her the material that is in her that is marketable.

There is, however, in the navy one vessel that will never go under the hammer, and that is the old frigate Constitution, better known as "Old Ironsides." This vessel and her sister

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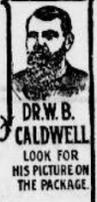
We have used the sample bottle of Syrup Pepsin and one regular 50-cent bottle and are now using a \$1.00 bottle. I feel greatly benefited by its use and expect to continue using it until I am entirely cured. I am 48 years old and was afflicted with indigestion, liver trouble and general constipation, and was feeling better since I began using your medicine than I have for years before.—Mrs. Brick Flinchum, Jackson, Kentucky.

I received your sample bottle of Syrup Pepsin and after taking it I thought several bottles from my druggist. I find it a good remedy for indigestion, and also constipation. I don't regret the money I paid for it.—Ida Fortune, Grand Junction, Tenn.

About four years ago I was taken ill with indigestion and stomach trouble. After trying several remedies I was induced to try Dr. Caldwell's Syrup Pepsin. After taking several bottles I was entirely relieved, and have kept a bottle in my house since. I find it the finest stomach tonic I have ever used, and highly recommend it to all who have stomach trouble.—C. Fowler, Carson City, Mich.

I used your Syrup Pepsin last summer for indigestion, constipation and biliousness, and I find it the best medicine I have ever used.—Noah B. Hatfield, Zelma, Mo.

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## BRITISH SKY PILOT SEES GHOST

### REV. ROBERT BROOK REPORTS STRANGE AND INEXPLICABLE EXPERIENCE.

One of the chief topics of conversation in London is the Astley ghost story, which from the statements made by persons concerned, the circumstances of the alleged apparition and the effort made at prompt investigation, deserves a special place in the chronicles of alleged psychic phenomena.

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"Owing to the fact that his wife was not in good health, Dr. Astley, vicar of East Rudham, decided to winter in a warmer climate, obtaining a chaplaincy at Biskera, Algeria, and left England with Mrs. Astley on Dec. 10. It was arranged that I should act as locum tenens.

"I met Dr. Astley for the first time in London on Dec. 9 and spent more than half an hour with him prior to coming on here; and I heard nothing more of him until Dec. 24, when I received a letter from the Rev. Herbert Muri, the English chaplain at Algiers, announcing that Dr. and Mrs. Astley had sustained injuries in a railway accident on Dec. 16. On the same evening I got the letter I was sealed, but the housekeeper, came to me and said, 'Come and see Dr. Astley' and led me into the study.

Seeing Figure Against Wall.  
"Looking through the glass window on the lawn, I myself distinctly saw the figure of Dr. Astley in clerical attire standing against the wall which adjoins the dining room. It certainly was not a reflection of my own face, for I am clean shaven, and the face of the figure I saw wore a beard and moustache. It was distinctly Dr. Astley as I saw him in London. I rubbed my eyes and looked again. I was not dreaming. The figure was not looking at me.

"Mrs. Hartley had a candle in her hand, and I told her to take it away. I still saw the figure most clearly. A housemaid who had joined us also could see the figure.

"I will go and have a look in the garden," I said, and I did go. There was nothing to be seen there; and when I returned the vision had gone. The time was about 4:45 p. m. The vision lasted ten minutes."

Second Appearance of Vision.  
On the following Tuesday, Dec. 29, Mrs. Hartley again saw the apparition. "As on the previous occasion" con-

tinued Mr. Brook, "Mrs. Hartley went to close the shutters of the study, and came running in to me, saying: 'Come quickly! Here it is again!' I went rapidly to the study. Looking through the window I again saw distinctly the vision on the lawn, albeit it was not so distinctly visualized as before, probably because of the strong moon shining."

After the first apparition telegrams were sent to Algiers inquiring about the Astleys. The response came that both Dr. and Mrs. Astley were progressing comfortably, but, curiously enough, a letter written Dec. 26, which arrived in England later, revealed the interesting fact that Dr. Astley was suffering from concussion of the brain and presumably was unconscious at the time of the apparition.

The Rev. Robert Brook has suggested an explanation of the mysterious apparition:

Dr. Brook's Explanation of It.  
"My own impression Saturday," he said, "having had no previous experience in these things, was that Dr. Astley was dead. Now, it really would appear that when we saw his figure outside the study window he was in a state of unconsciousness or delirium and in some mysterious way was able to project himself in a living form to his home in England, where, perhaps, at the time he supposed himself to be. It remains to be seen whether this explanation will commend itself to scientists and students of the supernatural."

The independent narratives of three witnesses—Mr. Brook, Mrs. Hartley, a woman of 78, who is of nervous temperament and given to seeing things, and a housemaid, aged 17, who says she saw Dr. Astley on the occasion, but was too frightened to look a second time, were taken down by the correspondent of the London Times, and as one unimaginations scientific contributor to that paper writes:

"The publication is really of great value because it is evident the witnesses to the so-called apparition were suffering from an optical delusion."

Another skeptic points out that the vision, to have been convincing, should have appeared on Dec. 16, the day of the accident; not ten days later, when the news of it had reached the impressionable Mrs. Hartley, who transmitted her impression to the Rev. Mr. Brook, whom the skeptic classifies as a believer in spirits by profession.

Apparatus for the Inhalation of oxygen will play an important part in the equipment of the aeronaut whom the Aero club of France plans to send in a balloon to a height of more than six miles.

## DRAIN ON INSURANCE FROM WEST

EFFORT IS BEING MADE TO CREATE SOME LOCAL OPPORTUNITY FOR INVESTMENT.

Chicago, Jan. 13.—The west's \$100,000,000 annual contribution to the insurance funds of the east and of Europe at last has become the subject of anxious thought by western business men, the Chicago Association of Commerce having decided "to see if more than the present 1 per cent of that total of premiums cannot be retained here," where it will be more available for financing western projects. The "seeing" promises to be energetic. The subject has been under investigation for two months, being forcibly brought under consideration by an address to the association members by Robert B. Armstrong, formerly assistant secretary of the treasury, who cited figures to show why New York has three-fifths of all the actual money in the United States, figures which he said prompted his company, the Consolidated Casualty company, to decide in the United States, figures which he said, prompted his company, the Consolidated Casualty company, to decide on Chicago in the mid-western field, rather than an eastern city. "All this great healthy heart of America, the middle west that surrounds Chicago, sends over \$400,000,000 each year to the east and foreign countries for insurance," he said, a fact now to be acted upon. "Hardly a drop remains for the sustenance of Chicago. One of the total insurance premiums of the United States—almost a billion dollars annually, to be exact, \$800,000,000 in 1907—less than 1 per cent was retained in Chicago, second to only New York in this country in population. The assets in the great life insurance companies alone in this country amounts to \$2,000,000,000. Ninety per cent of this is contracted east of the Alleghany mountains. The other 10 per cent is scattered throughout the balance of the country. Chicago's portion is negligible. It has no great investing institutions."

The second white rhinoceros ever captured alive in Africa has been brought to a museum near Brussels.

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