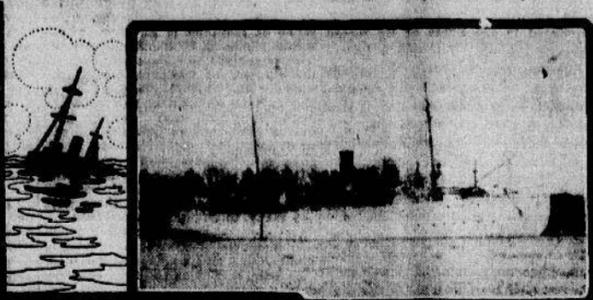


THE WATCHDOGS of the SEA



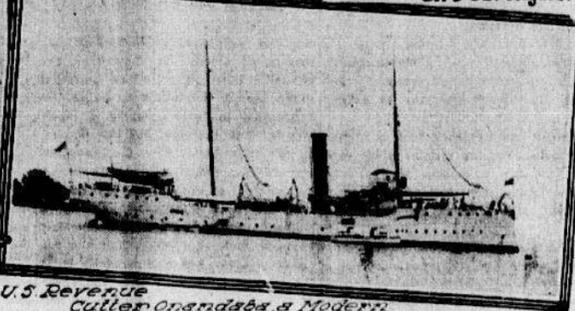
U.S. Revenue Cutter Apache which has done much rescue work on the Chesapeake Bay



U.S. Revenue Cutter Androscoogwin built for service along the coast of Maine



Derelict Destroyer Seneca



U.S. Revenue Cutter Onondaga a Modern Type which closely resembles a Cruiser



U.S. Revenue Cutter Tahama

President Taft's suggestion that the United States revenue cutter service be taken from under control of the treasury department and made an auxiliary of the navy has not only aroused a storm of disapproval from shipping interests of both coasts, but has given much publicity to a branch of federal public service that is believed to be superior to any other department of the government in looking after the welfare of maritime interests.

Although it has been an important part of the national service since the formation of the republic the revenue cutter service has only in the past few years been given the recognition it deserves. Its work is carried on quietly, yet effectively, and in war and in peace it has always responded nobly to its motto, "Semper Paratus" (ever ready).

It was an ordinary tugboat, the Hudson, manned by revenue officers and men, that steamed in under the Spanish batteries at Cardenas and towed out the helpless torpedo boat Winslow, which Ensign Worth Bagley lost his life. During that war with Spain there were, in co-operation with the navy, 13 cutters carrying 61 guns, 98 officers and 562 enlisted men. Eight of the cutters were with Sampson's fleet and one with Dewey. The others patrolled the Atlantic and Pacific coasts.

the continental navy and the first commission granted by President Washington to any officer afloat was given to Captain Hopely Yeaton of New Hampshire, who had previously served on the frigates Raleigh and Dean.

In the expedition sent against the French privateers in 1798 eight cutters were included in the fleet of about 20 ships, and it is notable that of the 22 prizes taken the revenue cutters took 16 and assisted in the taking of two others. The cutter Pickering alone captured 10 craft, one of which was a 44-gun frigate with 200 men and three times her size and strength.

Again in 1812, the "sailor's war," the revenue cutters again distinguished themselves with conspicuous and meritorious service. The first prize of the war, the schooner Patriot, was captured and towed in by the cutter Jefferson. In the Seminole campaign in 1836 the cutters participated, rendering effective aid to the army and winning commendation of the commanding officers.

In the war with Mexico the revenue cutters were again in the front. In 1858 the cutter Harriet Lane was one of the ships in the naval expedition against Paraguay. Later this vessel took part in the capture of the fortifications at Hatteras inlet during the civil war. In this war the cutter did valuable work, both in naval engagements and in holding the blockade.

The maintaining of the blockade was the most arduous work that was given to the navy and the cutters. Day and night, week in and out, the vessels lay

off the southern ports always with a full head of steam and their crews on the watch. Not for a moment could vigilance be relaxed for not only were the swift and daring blockade-runners endeavoring to slip by, but there were armed expeditions being sent out by the confederacy to break the chain that the Union forces were welding about the ports.

It was a cutter, the McCullough, that was with Admiral Dewey when he descended upon Manila, and the admiral, in his report, mentioned the cutter as being "a valuable auxiliary to the squadron." It remained for the Hudson, at Cardenas, to perform one of the most spectacular as well as daring feats of the war, and congress awarded to the men and officers gold, silver and bronze medals for their heroism.

But, while the revenue cutter service has played an honorable part in war, it has been none the less renowned in times of peace, and it has fulfilled its many and varied duties consistently and without regard for personal risk. The assistance of vessels in distress, the removal of obstructions to navigation, protection of seals and fisheries in Alaska and the enforcement of maritime laws and quarantine regulations.

The work of the service, as defined by law, consists in the enforcement of almost every statute bearing upon the maritime interests of the nation. It is called upon to protect the customs revenue with the right to search all merchant craft, to not only search for smuggled wares, but also to see that their papers are correct, to suppress piracy; to search for wrecked and missing vessels, to suppress mutiny and to enforce neutrality laws.

In addition the cutters are assigned to guard the courses for yacht races and they have supervision of anchorages.

A notable example of the efficiency of the service was given in the summer of 1905 when orders were given to that department to proceed to the Gulf coast and patrol the shores of Florida, Alabama, Mississippi and Louisiana and prevent the spread of yellow fever, which was epidemic in those states. The service, with four cutters and a fleet of chartered craft, manned by revenue officers, performed their duty so thoroughly that there was not a single case of the disease that spread through communication by sea, though one of the ships had fever on board, all being constantly within the affected zone.

From December 1 to April 1 certain cutters are designated by the president to patrol the coastline in search of vessels in distress, and the work of the ships on the Atlantic coast during the past year has been especially notable. On the Chesapeake bay alone the cutter Apache rendered aid to more than a dozen vessels, valued at fully \$75,000,000. In several instances the cutter fought her way through heavy fields of ice to save small craft which, with their crews were threatened with destruction.

In the Arctic region the cutters have again and again saved scores of whalers and their crews, and the gallant expedition of 1897-8 for the relief of whalers frozen in and starving at Point Barrow, a desperate voyage of nearly 1,000 miles through heavy ice packs, won congressional recognition.

It was a cutter that first found the steamer Republic after she had been rammed, and a cutter remained by the vessel until she sank and then rescued members of the crew who had remained until the last minute. It was a cutter that was ordered to find and give relief to a British schooner which was baffled from port to port because some of the members of her crew were stricken with what was feared to be

leprosy. No matter what the duty the men of the service hesitate not upon the order.

Besides all of the duties enumerated there is a distinct life-saving section of the service, the tug Snohomish, manned and officered by revenue men, which is stationed at Neah bay, near Vancouver island, British Columbia. Her cruising ground is along the rock-bound, fog-shrouded coast of British Columbia, the Straits of Juan de Fuca and Puget sound, as dangerous sheets of water as exist.

After the wreck of the steamer Valencia in Neah bay in 1906, when 136 persons perished, the lifesavers reported that nothing short of a powerful steamer could have reached the scene in time to have saved the passengers and crew, that the lifesavers, with their equipment of sail and oared lifeboats, were helpless. This was brought out by a special commission which was appointed by President Roosevelt to ascertain the cause of the wreck, and this commission recommended that a special, powerful tug be built for Neah bay station.

The building and naming of the tug fell to the revenue cutter service, and the Snohomish was the result. She is 152 feet over all 23 feet beam and 17 1/2 feet depth, driven by 1,800 horse power engine. She cost \$189,957 and is regarded as the most powerful and complete craft of her size afloat. Besides being equipped with wireless and Arcton signals, she is a floating lifesaving station, carrying two 21-foot metal lifeboats of the self-bailing, self-righting type and a 20-foot surf boat.

Her armament is designed to be used for the operation of a breeches buoy and for this she has the usual outfit of life lines, hawsers, etc. It is estimated that this equipment can be used at a range of 1,000 feet. Another feature of her equipment is a heavy, steam-operated towing bit of the most powerful type made.

their regular work, the department has in the Seneca a vessel that was built specially for this service, and which was designed along lines different from the regular cutters. While all cutters have numerous duties that frequently call them into inland waters, the Seneca is a free lance. To her there is but one assignment, that of cruising along the Atlantic coast from Sandy Hook to Hatteras to assist vessels in distress and destroy or tow in derelicts, which are vessels that have been abandoned.

Built for this particular service, the Seneca embodied many features not found upon the regular cutters. She is larger and more high-sided, being 204 feet over all and of 1,500 tons. She has a speed of 12 knots and a cruising radius of 3,000 miles. Her equipment is the best procurable, and she has every modern convenience for her crew of 90 and 9 officers. On her afterdeck is a steam towing gear which no other cutter, save the Snohomish, has, for she frequently has to tow derelicts into port. Already she has towed in a large number, many of which have been refitted.

Since she went into service a few years ago she has proven to be not only all that was expected, but more. She has rid the coast of dozens of derelicts, towed a number of them safely to port, has given valuable assistance to many steamers, and has saved numbers of lives.

The revenue cutter service has a school, but in this respect it is unique, having its "academy" on board. The old gunboat Hancock, now the Itasca, as the Itasca cruises pretty much all the time, the school may be said to be wherever the ship is, though there is a sort of land station near New York. For many years the land station was at Arundel cove, near Baltimore, where is located the repair depot of the service.

Appointments to cadetship in the service are made upon strict competitive educational examinations, which are open to young men between the ages of 18 and 24 who can also pass the physical tests. Examinations are held throughout the country from time to time, and the highest averages attained constitute the surer for appointment. The training is military and technical and the course is three years.

Caribbean Politics

XII.—The Situation in Haiti.

By Frederick J. Haskin

Port au Prince, Haiti.—Haiti is the one place in Christendom where black rules white. Here the negro has had the opportunity of working out his own destiny. He has won for himself independence, and during a long term of years has been governing himself according to his own motto. Haiti is a republic in name and is organized in emulation of the United States. It won its independence from the French, massacred all of the French women and children in the country, and yet its institutions are French, its language bears about the same relation to French that cockney English bears to the tongue of Shakespeare and Milton, and its people like to read the news from Paris better than that from any other of the world's capitals.

The past history of Haiti is exceedingly dark. Between assassination, abdication and suicide, perhaps two-thirds of its presidents ended their terms violently. But today the Haitians believe a new era has dawned. They see in President Comte, who succeeded Nord Alexis after his assassination, a man who will give the country a rule of peace instead of a reign of terror. It is but just to say that he has started out auspiciously, although that might be slightly misleading were it not added that others before him have given promise of wholesome rule at the beginning and have failed signally in the end.

When Secretary Knox talked with President Comte he was rather impressed with the showing made by the new ruler. The most gratifying information he gave to Mr. Knox was the fact that he had already reduced the army of the republic from 16,000 to 5,000 and that he hoped he would yet be able to cut it down to 2,500. He may not have caused his generals to beat their swords into plowshares, but he declares he has caused dozens of them to lay down their commissions as military leaders and to take up new ones as members of the street improvement force. "I now have a great many generals breaking rock on the street," said he, "and I hope to add others."

Secretary Knox reminded him that Haiti is a rich country, and that what is needed is a long era of peace—not only peace internal, but peace with Haiti's fellow-inhabitant of the island—Santo Domingo. President Comte quickly comprehended what Mr. Knox was driving at, and responded that while it was true that most of the guns found in the hands of the revolutionists in the Dominican republic were Haitian guns, they were there in spite of the Haitian government, and not through any purpose of Haiti to aid or abet the Dominican revolution. He said that in the succession of wars in Haiti it was inevitable that thousands of stands of arms should

fall into the hands of unauthorized persons, and that these arms were now being smuggled across the line into Santo Domingo. He promised to use every effort to prevent Haitians from giving aid and comfort to either of the contending factions in Santo Domingo.

The foreign element in Haiti believes that President Comte is animated by correct motives, and that if he continues as he has begun Haiti will cease to be revolution-swept. One American, who has been in business in Haiti for 36 years, says that Comte is starting his administration better than any of his predecessors in all that time.

Conditions in Port au Prince are bad enough, but they are said to be better than one finds elsewhere in the republic. The other cities are innocent of sanitation, and the rural districts are undeveloped. The people of the whole island are voodoo worshippers. It has been said that the first act of every nation in starting a new colony is typical. Spain builds a church, England opens a bank, Germany sets up a store, France starts a cafe, and the United States looks after sanitation. Haiti is somewhat French and distinctly un-American. The only reason all its cities are not dead is because men become immune to germs.

Haiti has a navy of which its people are proud. The flagship of the fleet is the old Italian cruiser Etruria. When she was ready for the scrap dealer she was sold to a German junk dealer for a song. He got into touch with the Haitian government which finally bought her at \$300,000. She was brought over under a German merchant flag and delivered. Now the Haitians would sell her for \$10,000. One may get an impression of the patriotism of the people of Haiti from a conversation with a boy who is gunner on the Etruria. He said that when the United States sent one of our cruisers into the harbor last year she was afraid to tackle the Etruria. A sailor of the Washington, to whom he was talking, replied that the United States could whip the Etruria with steam launchers. Asked the size of the guns on board the Etruria, the Haitian gunner hesitated. The Washington sailor asked him if their largest guns were not 17-inch ones. He thought a moment and then replied that they had bigger guns than that, the biggest ones being 21-inch. Let if all his associates were as ignorant as he, they would not have hesitated to engage a Florida or a North Dakota at close range.

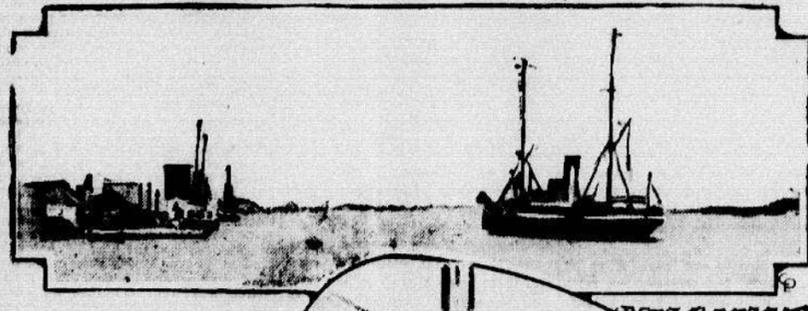
There is many a laugh in the thousand and one little surprises that come to the visitor to Haiti. Some of them seem more fitting for the burlesque stage than for a government. When one of the revolutions succeeded some

years ago the victor proclaimed himself emperor under the title Faustin the First. He made four men princes, one of whom claimed the title "Prince Bobo." He established 59 dukedoms, and among the dukes were of marmalade. A later president was known as Tiresias Augustin Simon Sam. As we speak of the colored people in the United States, they speak of the "blacks" in Haiti. The soldier in Haiti is supposed to get about \$12 a year and his pay is reckoned in "gourdes," the unit of Haitian money. Although Catholicism is the state

religion it can scarcely hold its own against the voodooism which is widely practiced. The voodoo are men and women who are part-masters in the use of subtle poisons. Borrowing a lot of mysticism from Asia and Africa, they mix it with their poisons, so to speak, and are able to convince their followers of the supernatural powers they claim to exercise. The high priests and high priestesses of voodooism—they spell it vaudou—are known as papalou and mamalou, which term are corrupted from the French. Do you have an enemy you wish to kill? Visit a papalou and he

will give that enemy a potion which will entail any desired degree of suffering. Do you want to take a man's reason from him and leave him a raving maniac for life? Mamalou has the potion that will do it. Do you wish to put a man into an indefinite stupor out of which he can be called when you desire it? A good bankbill for popolou is all you need. And so it is everywhere, wreck and ruin and desolation, hopeless ignorance, the people but brothers to the ox. Can President Comte change it all? If he does he will deserve a high niche in the temple of fame.

Scenes at Titanic Morgue



Upper Picture: Cableship "Mackay-Bennett" entering the harbor at Halifax, N. S., with cargo of Titanic victims. Lower Picture: Temporary morgue at Halifax, where identifications were made.

Halifax, N. S., May 18.—When the cableship Mackay-Bennett arrived in this port with her cargo of Titanic victims she was met by scores of mourning relatives of lost passengers of the ill-fated liner. They had come to claim their dead. The 190 bodies which the morgue ship had picked up were placed in the Halifax curling rink. Relatives and friends of victims entered this temporary morgue and there, amid heart-rending scenes, made the identification of their dead. Many bodies were identified and sent to various parts of the United States and Canada. Others were not identified. On May 3, impressive ceremonies were held for the dead, and 56 bodies, most of them known, were buried in the two cemeteries here. Each grave was carefully marked.

BANKRUPT.

Helena, May 18.—(Special.)—Frank M. Major, a traveling salesman of Missoula, filed a petition in bankruptcy in the federal court today. His liabilities are \$7,089.28 and his assets \$483.

On the Spur of the Moment

By Roy K. Moulton

The Sultan of Sulu has looked us all over; He says we American men are in clover; Because in the matter of trouble and strife, We're lucky in that we have only one wife. With only the monarch of Sulu is given; The last time he counted he had just sixteen. Poor little Sultan of Sulu. Imagine the fix of the Sultan of Sulu With Mabel and Agnes and Myrtle and Lulu. And Hattie and Nellie and Mollie and Grace. Each ready to scratch up the other one's face. Imagine the tongue lashing, hair pulling spats. When the Sultan aches up for their new autumn hats. Poor little Sultan of Sulu.

The Sultan must be quite an adept in ruses. He has to think at least 14 excuses. When he stays out late with rounders at night. And doesn't get home until early daylight. Atonement in plenty he makes for his sins. In facing 14 good, old, stout rolling pins. Poor little Sultan of Sulu. Of course, there is something in wielding a scepter, But we who have married just one wife and kept her. Are mostly inclined to be pleased with our lot. No matter if we rule the roost or not. If to have 14 wives is the way of the Sult. Of the kingdom of Sulu, we don't care to Sult. Poor little Sultan of Sulu.

Caught on the Fly. An Iowa woman has laughed herself into hysterics over a newspaper story. It must have been something about Uncle Jim Wilson's probable resignation from the cabinet. An English editor has just died, leaving \$10,000,000. It is evidently not the custom in England to send in cordwood and pumpkins for subscription. A Youngstown, Ohio, couple eloped on the bumpers of a freight train, which is another instance in which the course of true love did not run smooth. Hon. Joe Bailey of Texas has indorsed Taft. It doesn't seem as though the president has done anything bad enough to deserve that. "Little Joe" Brown is again governor of Georgia. He ought to be able to work this up into a vaudeville stunt after awhile. A government report says more bank notes are in circulation now than

ever before—and they all keep right on circulating, too. Perhaps it would be well for the Chinese republic to hurry up and take that census before there are any more battles. Russia has thrown a poet into prison. Upon very rare occasions Russia does something worth while.

According to Uncle Abner. Some fellows get their reputation for learning by going to college, while others save time by merely buying eye glasses. I always have my suspicions of a "good" man. Most of 'em are too good to be true. Lem Higgins says he always stops smokin' during political campaigns and he knows he has added at least 20 years to his life by so doing. The old philosopher who said there was nothing impossible in this world never tried to get a real poem published in a 15-cent magazine.

Things That Make Life Worth Living. Admiring a pretty woman's back and finding out that she is your wife with her hair done up a new way. Sitting beside a man in the theater who saw the play with the original company. Getting a bunch of No. 14 collars from the laundry when you wear 17s, and when you have to have one for the party that evening. Receiving a tall, dignified, clerical-looking gentleman whom you take for a minister, and inviting him in, the house politely only to have him hand you a bill from the coal company.

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