

UNCLESAM'S GHOST SHIPS

FLEET OF HAUNTED CRAFT WITH FRIGHTENED SAILORS.

The Constitution, which Whipped the Guerriere, is Flagship—Strange Case of the Fern.

Though steam and steel have displaced belling sail and sturdy oak in the navy of the world, Jack Tar is still a superstitious soul on every sea. And young and modern though he be, Uncle Sam himself possesses a fleet of haunted ships. The natural flagships of the navy are the venerable old Constitution, a relic of the days when the Flying Dutchman was as much a reality in the minds of many mariners as any craft that ever plowed the waves.

It is 57 years since the Constitution whipped the British frigate Guerriere, and the stanch old Yankee craft has long been used as a receiving-ship in the navy-yard at Portsmouth, New Hampshire. Some of the seamen attached to her say she is still haunted by the ghost of Captain Isaac Hull; every midnight the wraith of the gallant old sailor may be seen pacing the quarter-deck, arrayed in a uniform coat, shining cocked hat and the famous white trousers that were split in the memorable engagement of August 31, 1812. He comes and haunts the blighted old hulk until after she reaches New York. A day or two following her arrival, a dinner party was given on board, in the

supernatural, and the ridicule that was heaped upon him by the other members of the mess made him very bitter. "All right," he would say, "You fellows can laugh at the truth as much as you please, but if I should die while any of you are attached to the Ticonderoga, I'll come back and haunt the blighted old hulk until you'll all be glad to apply for other duty."

Well, the young officer died, suddenly, of heart disease, one night in a howling storm off the coast of Brazil. His body was committed to the deep next day, and that night the trouble began. Strange rappings were heard from W-'s stateroom, and though the officers who went there to investigate discovered nothing, they were seized by an overpowering feeling of dread. In the sick bay that night a sailor who was very ill with consumption started from his sleep with a scream of terror. He declared that a shadowy hand had felt his pulse with the familiar touch of the ship's dead doctor, who had attended him so long. The manifestations continued while the ship was at sea, and did not stop until after she reached New York. A day or two following her arrival, a dinner party was given on board, in the

The Frolic, an old-fashioned craft of about 70 tons that was used for years as a dispatch-boat and tender, was long declared to be haunted, because of certain extraordinary noises heard in the ward-room about the beginning of the war. The watch every night. So persistent were these sounds, says the Kansas City Star, that none of the wardroom boys could be persuaded to enter the apartment unless accompanied by a commissioned officer. After 10 o'clock, when lights were put out. Even the officers were annoyed, since the noises not only interrupted the slumber of men liable to be called for duty at any hour of the night, but also increased the natural superstition of the sailor. Mr. X, the junior watch officer, professed to have been kept awake several hours one night and, on his motion, a party was formed the following evening with the intention of surprising the ghostly visitor. The officers sat up to an unusual hour, maintaining a respectful silence, but nothing happened by 1 o'clock and they turned in.

About 40 minutes later the first lieutenant was awakened by the sound of a heavy body moving stealthily around the ward-room to the accompaniment of a muttering voice. The lieutenant arose and stepped out into the light that came dimly from a single lamp over the center of the table. He beheld the figure of Mr. X, dressed only in pajamas and moving in a circle on hands and knees over the polished mahogany. Meanwhile he repeated over and over in sepulchral accents the mystic phrase: "Little pieces of orange peel; little pieces of orange peel." Being roused, Mr. X explained that he had dreamed he was the victim of the most important scientific discovery. The disclosure that Mr. X was a sleep-walker was thought to solve the mystery; but, though he was carefully watched thereafter, the noises continued, and on the Frolic's arrival in New York she was sold and broken up.

The newest of our haunted ships is the Fern, used throughout the Spanish war as a supply vessel, but now turned over as a practice ship to the naval militia of the District of Columbia. After the Maine disaster the Fern was the first United States vessel to visit Havana; several of the injured sailors were taken aboard, and two of the victims died on her deck. Being an old wooden vessel, she never went to sea before her visit to the Maine wreck, without carrying a large cargo of rats. On her return from Havana it was noticed that the rats were deserting her, singly, in groups of three or four, or in multitudes. Little attention was paid to this until one night a water tender, who had been sent down into the coal-bunkers, came up trembling and white as a sheet. This man, a Maine survivor, affirmed that while below he had distinctly heard the voice of one of his old shipmates growling. Several officers started down toward the coal-bunkers, and when nearing them, plainly heard noises such as the sailor had described. As the party progressed the growling grew fainter and finally ceased. They are said to have been heard since on several occasions.

Another Fern ghost story is based on the alleged apparition of a strange being that roams about the coal-bunkers, and, when anyone approaches, takes refuge near the propeller shaft. It is described as a shadowy creature, somewhat resembling a wildcat, though it has two big yellow eyes that glare ferociously out of the darkness. Dogs have been taken down to attack this mysterious creature several times, but they have fled to the deck invariably with howls of terror, after noising around a few moments.

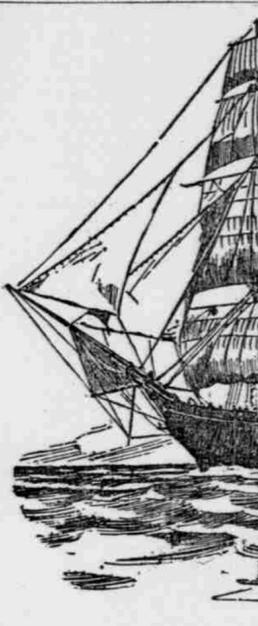
Down to 1890, when "the wardroom country" of the old corvette Monongahela was overhauled and reconstructed, the stateroom on the port side of the vessel had been left vacant for three cruises. It was the Monongahela that was washed ashore in Peru by means of a tidal wave and then washed to sea again without suffering serious injury, and with the loss of only a single man; but this has nothing to do with the ghost story. Years after the tidal wave incident there was a one-eyed paymaster with a red beard on the Monongahela. He was known throughout the Navy as one of the three or four best story-tellers in the entire service. He was also famous for his love of whisky. When told that he was going to die, he summoned his fellow officers to his bedside. "Dear boys," he said, "you have heard me and I love you for it. I've often heard you say the wardroom mess wouldn't be a mess at all without me, and so I'll tell you what I'm going to do: I'll be around as usual in my old room No. 2 on the port side, so that you can't say, 'old fellows, that I ever left the ship.' Among the sailors of the ship talk about the paymaster's ghost was seen several weeks of his departure. Nearly every night he reported that he was seen portering around among the ship's stores and figuring up accounts on the desk by the safe. One of the crew, a paymaster's man, was sent to the sick bay. His illness was trifling, but he told the doctor one morning that his time had surely come, for the dead paymaster had stood by his bedside at 2 o'clock in the middle watch and beckoned him away. As a matter of fact, he died in a day or two. About three months after this, Passed Assistant Paymaster S—, joined the ship. He was a lively young chap. He had no superstitions whatever, he said, and cheerfully installed himself in room No. 2 on the port side of the vessel on April 23, 1885, was one of unusual merit in the mess. The ship was homeward bound, with a fair wind, and the passed assistant paymaster was the jolliest man on board. About two hours after midnight he returned in the entire wardroom was awakened by an unearthly yell, followed by a noise as of a man falling. The officers turned out, in a few minutes there was S—, doubled over an upchuck and there was a moaning unintelligibly. He had seen the dead paymaster's ghost in his berth! After that strange occurrence, the story of which is an established legend in the navy, room No. 2 on the port side of the Monongahela was unoccupied until the reconstruction. Few officers are alive today who served with the Monongahela on her memorable cruises, but the following story concerning strange happenings on the Ticonderoga has been told by an officer of high rank now in the Department of Naval Intelligence and another, at present attached with the Bureau of Ordnance. The Ticonderoga was of the Monongahela class, a wooden steamer of 260 tons displacement, and she had seen good service during the Civil War. Among her officers on the cruise in the South Atlantic during the early '70s was a young assistant surgeon named W—. He had a firm belief in the

THE INTER-STATE LAW

STATEMENTS OF JUDGE KNAPP BEFORE SENATE COMMITTEE.

Bill Amending Present Law May Not Be Passed at Present Session—The Trust Question.

The Senate committee on interstate commerce has not yet begun the consideration in executive session of the bill introduced by Chairman Cullom to amend the interstate commerce act, says a Washington letter. They will probably begin such sessions soon, but it is doubtful if any serious effort is made to pass a bill at the present session of Congress. The reasons for this growing out of the lack of agreement between the railway, the shippers and the Interstate Commerce Commission, have been frequently set forth in these dispatches. There is one



U. S. S. TICONDEROGA, WITH A SURGEON'S GHOST ABOARD.

course of which one of the officers related the story of the recent strange occurrences. As he concluded a hush fell over the company, and in the midst of the hush a succession of raps, followed by a sharp crash, came suddenly from the haunted stateroom. The cause of the noise could not be discovered by the most careful investigation, but there were no similar manifestations on the vessel's subsequent cruises.

INDIANS AT SILETZ.

Mention of Robert De Poe Brings Out Interesting Statements.

ELK CITY, Or., March 5.—(To the Editor)—I notice in The Morning Oregonian of March 3 that Robert De Poe, a pupil of the United States Indian training school at Chemsawa, has been appointed to a membership in the famous Carlisle Indian band, of Carlisle, Pa. The writer says that Mr. De Poe belongs to the Rogue River tribe of Indians. This is a mistake. He is a Joshua, and belongs to that tribe of Indians, now living on the Siletz Reservation. His brother, Charlie De Poe, is now living on the Siletz. He is not a chief, but has always been a leading man among his people on the reservation, has always encouraged education and civilization among the Indians, and has always taken an active part in everything that would improve and build up the condition of the people. Robert was a good boy, and always had the good will and confidence of his teachers. He attended school for some years at Siletz, and was noted for his studious habits and good deportment while there, and it is not surprising that he has been appointed to a position in that great band at Carlisle. Merit will always win, and Mr. De Poe deserves his promotion. The Joshua was a large and powerful tribe of Indians that lived, before being driven to the reservation in 1854, at the mouth of Rogue River. The rest of the above them on the same river was the Tutu-unnies, and still above in the mountains came the Rogue River, the most important and strongest tribe in Southern Oregon. When all these Southern Oregon Indians were brought upon the Siletz in 1855-56, they numbered about 2000 persons, and consisted of 17 different tribes, but in trying to pass through the

element which may cause a change in the situation, but which has not yet fully developed. This is the desire of the Republican majority in Congress to do something to prove their sincerity in restraining the improper exercise of monopoly powers by trusts and combinations. If the industrial commission recommends that authority be conferred upon the Interstate Commerce Commission to fix maximum freight rates, and this seems to be the most feasible method of striking at the so-called "trusts," it may be adopted at the present session of Congress. There will be stubborn opposition by the railway interests, however, to such action as this without any provision of law modifying the anti-trust act of 1890 so as to permit proper and reasonable agreements between the roads for uniformity of rates. The exact status of railway administration by the Federal Government was set forth clearly by Judge Martin A. Knapp, chairman of the Interstate Commerce Commission, when he appeared before the Senate committee on February 15. His summing up of the manner in which the commission exercised its powers or supposed powers, prior to the decision of the Supreme Court, was as follows:

"The substantive features of this present law are found in its first three sections. Those are its fundamental principles. All the rest is nothing but machinery, designed to enable the administrative body to give effect to those declarations. For nearly 10 years after the commission was organized it assumed and proceeded upon the theory that if in any case which was investigated upon complaint, and after notice and due hearing it found that the law was violated, as that law is declared in either of the first three sections, it could not only determine that there was violation of the law, but could decide in what respect the conduct of the carrier complained of should be changed, so as to bring that conduct within the requirements of the law. It acted upon that theory, and, therefore, if in any case when it was investigating rates complained of, it was accustomed to explain of it was satisfied upon all the proofs that such complaints were well founded and that there should be some change in the amount of adjustment or railroad charges. It was accordingly made an order directing the carriers for the future to make a certain reduction or certain change in the relation of rates, as believed by the commission to be neces-

from Cincinnati to Southern destinations. It was the exercise of that power in that case which the Supreme Court declined to uphold. The case to which Judge Knapp referred was that of the Interstate Commerce Commission against the Cincinnati, New Orleans & Texas Pacific Railroad Company (157 U. S., p. 473), decided May 24, 1897. Judge Knapp declared to the committee that speaking in general terms and having reference to its general purpose, the bill "is designed to give the commission substantially the same power that it assumed to exercise for about 10 years, and until the Supreme Court said that it did not possess that power." He added that the main purpose of the bill "is to give to the commission in these cases where complaints are investigated, upon notice and opportunity to be heard, and with all the formality of a judicial inquiry, substantially the same authority to prescribe what shall be done in the future as was exercised by the commission for nearly 10 years." Judge Knapp was called upon by Senator Elkins to state whether the bill introduced by Senator Cullom was "a complete bill for export, and found that the Supreme Court and the public interests, and all concerned." In replying to this inquiry, Judge Knapp gave the following explanation of the origin of the bill:

"Well, Senator, I cannot answer that question, in justice to myself, without a word of explanation. I think it is fair to indicate to the committee very briefly the history which immediately preceded the formulation and introduction of this bill. During the last year the commission had occasion to investigate very especially, and with great thoroughness, the whole question of export rates, and particularly the relation of export to domestic rates on the same article, and also the relation of the rates on wheat to the rates on flour for export. That investigation was instituted upon the demand of a very large number of millers in different parts of the country, who said that their business was seriously hampered and threatened almost with ruin because the rates on wheat for export had dropped so much below the rates on flour that they could not make any flour for export, and found that the competition in the foreign markets for flour, which they could not meet, was the competition of foreign millers who made their flour out of American wheat. We investigated that subject very fully and made a report. Thereupon the millers, through their various organizations, seem to have taken this matter up, and later a conference of some sort was held in Chi-

ago, which was attended by representatives of a large number of business organizations, including millers' associations and others, for the purpose of preparing some bill to be introduced at this session of Congress. As a result of that conference they took, as I understand, as the basis of the measure which was prepared by them, the specific recommendations of the commission, which appears as an appendix in its report for 1897, made some additions to them and some alterations in them, and sent the bill themselves to Senator Cullom, who introduced it. That is the origin of the bill.

Drummer is Missing. Fears That He Has Been Killed in Grant County. Baker City Republican. A. W. Markell, a solicitor and salesman of harness, saddles and farm implements for a St. Louis firm, started on a business trip to Grant County about 10 days ago. The last heard of him he was in Canyon City last Thursday evening at about dusk. Since then he has never been seen nor heard from. The supposition is that he has been murdered and dropped into a prospect hole in that neighborhood, as he was known to have had a considerable amount of money on his person at that time. The Sheriff and others have been searching for him for several days, but can get no trace of him. His father, a wholesale harness dealer of St. Louis, has been notified. Mr. Markell had formerly been in the employ of J. B. Griswold, of Baker City.

A Natural Ice-House. Immense Store, From Which Supply May Be Had in Summer. Lakewview Examiner. Some 20 miles away, and on the border of a lake, is a region of country known as the lava beds, a romantic locality much frequented by tourists and curiosity-hunters, and which, not many years ago, was the scene of much hard fighting, considerable fighting and some killing. In that region, where, by the laws of nature and the spouting of the big volcano, everything had been turned upside down, there were, and probably now are, innumerable rocky labyrinths and caverns, one of which

is of especial importance in a season like this, when the lakes refuse to freeze and no ice can be obtained for next summer. It is a cavern, from which great quantities of ice can be taken during the hottest weather. In this, one of the most notable of nature's ice-houses, an immense store of ice has been kept from generation to generation for probably 100 years or more, and one may get a load of that cool and refreshing commodity any day at any time of the year. So it is said, and we hope with truth and without exaggeration. But if only that true, there is still plenty of ice, and we hear that often on melting summer days the settlers living near by go there and carry away wagonloads of it. Therefore, if our ice-houses are not filled by ice from the lakes, let us fill them by making ice-gathering pilgrimages to the lava beds. Thus we may unite business with pleasure, and romance with reality, by visiting and exploring the lava beds, and at the same time bring home the wherewith to cool our drinks and make life tolerable.

World's Money Center. New York to Leave Other Financial Headquarters in the Rear. Bankers here will long predicted that New York will in due time become the money center of the world, leaving London, Paris and Berlin far in the rear, says a New York special to the Pittsburg Dispatch. The placing of \$25,000,000 of Russian Government bonds, to pay for the construction of the Russian Trans-Continental Railway, which is on foot in this country, is taken as the first indication that financial supremacy will come to New York in a short time. It has been known for nearly a month that \$10,000,000 of the bonds had been taken up in this city, and today the details of the deal were made public by W. C. Van Antwerp, of Seligman & Van Antwerp, the bankers, who arranged the matter in St. Petersburg. The New York Life Insurance Company, the and J. P. Morgan & Co. have taken the first \$10,000,000, and it is said the other \$15,000,000 will be taken in Wall street within a few days. The securities yield 4 per cent per annum, and besides being guaranteed by the Russian Government, are also a

THE RED FRONT ALTERATION SALE

Tomorrow we commence improvements and alterations on the interior of our store, and while same are in progress we are going to inaugurate

A MIGHTY MARK-DOWN SALE

Prices in every department will be slashed right and left, as we intend making this

GREAT ALTERATION SALE Of Clothing And Furnishings

Everything in the store included in this sale. The object is to make as clean a sweep as possible and make it doubly quick. If you will look at the excellent values we are offering, you'll marvel.

Suits and Overcoats

The alteration sale brings you the biggest saving we have ever known on well-made

Men's Suits 400 thoroughly good suits are to be grouped in one lot at one small price \$8.25

The suits are of plain cloths, of mixed cloths, of fancy cloths and nobby patterns, in round cut, square cut and double breasted. Even though you live out of town it will pay you to look at this line.

The Sale of Trousers

The alterations compel a quick sale of several hundred pairs of trousers. Every one who reads these lines owes it to himself to see the great values we are offering. These several hundred pairs range in value from \$3 to \$4, but during our alteration sale THREE MIGHTY GROUPS have been made.

\$2.10, \$2.60, \$3.35

IN MEN'S FURNISHINGS

A Banner Sale CUT PRICES WILL REIGN SUPREME ON

Men's Clothing Boys' Clothing Men's Furnishings

Our Hat Department

The new swell crush hat, sale price... 90c Men's pearl Fedoras, sale price... \$1.35 Men's new black stiff hats, sale price \$1.35 All the newest shapes in J. B. Stetson spring block, sale price... \$3.50

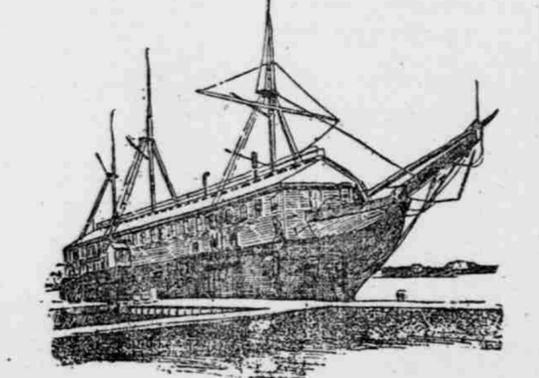
Hats and Caps Overshirts and Underwear

Boots and Shoes

Get our alteration prices in this department; it will pay you. Painters and paper-hangers have been instructed to rush all work, so bear in mind our Sale Won't Last Long So come at your earliest opportunity.

The Red Front

A. J. PRAGER & SONS 269-271 MORRISON ST.



THE OLD CONSTITUTION, FLAGSHIP OF THE HAUNTED FLEET.

different grades of the white man's civilization upon the close confinement of a reservation, have all perished except about 500. F. M. CARTER.

John L. Wilson's Interests. Spokane Spokesman-Review. J. L. Wilson directs the policy of the Seattle Post-Intelligencer, and boasts that he owns a controlling share in the property. One of the papers, the Seattle paper, or even a tenth part of the paper, his interests in Seattle outweigh his holdings in Spokane, because the judicial records show that he is insolvent here. Whatever industrial or business interest, therefore, he may have in this state, is lodged at Seattle. He is camping here only as a part of his political game.

Soldier's Remains Unidentified. SAN FRANCISCO, March 7.—Of the hundreds of bodies of dead soldiers received at the Presidio from the Philippines, one remains unidentified. It is supposed to be that of Private Thomas Bryant, of Company H, First California Regiment, and if his mother can be found, it is believed she can make this surmise a certainty.

first lien on the railway property itself, so that they are doubly secured. One of the features of the transaction which is a matter of congratulation is that not a dollar of this money will go out of the United States, since all the funds are to be applied to the payment of obligations incurred by the Russian Government for American iron and coal. This sale of bonds is an experiment, and Mr. Van Antwerp said today that if it proves successful other Russian bonds are sure to find a market in this city. It is the first time such a large block of Russian Government securities has been taken up here, although in smaller quantities such transactions are by no means a new thing in New York.

Not Settled Until Settled Right. Hartford Courant. "No question is settled until it is settled right." This question of fair play to the Puerto Ricans has not been settled. It has been evaded and postponed. We were bound—we are still bound—in honor and decency and conscience to see to it that the people are no worse off but better off for coming under the sovereignty of the United States.

A Political Item. Eugene Guard. F. M. Mulkey and Charles E. Lockwood, well known in Eugene, are said to be Republican candidates for the office of Municipal Judge in Portland. Judge E. B. Watson is said to be a Republican candidate for Judge, in Wolverson's place, on the supreme bench. Mr. Wolverson would not object to a renomination, either.

Likely to Be an Acquisition. Chicago Tribune. "Who are these new people that are moving into the house next door?" "I don't know, but I am sure we shall get along splendidly with them. They have just unrolled a wheelbarrow and a lawnmower."

Shake Into Your Shoes. Allen's Foot-Powder. It cures painful, itching, nervous feet and ingrowing nails and makes the feet cool and comfortable. It's the greatest comfort discovery of the age. Allen's Foot-Powder makes itchy or new shoes feel easy. It is a feet-saver. It keeps the feet cool and hot, and makes them feel like a cloud. Sold by all druggists and shoe stores. Trial package FREE. Address: Allen S. Cimino, Le Roy, N. Y.