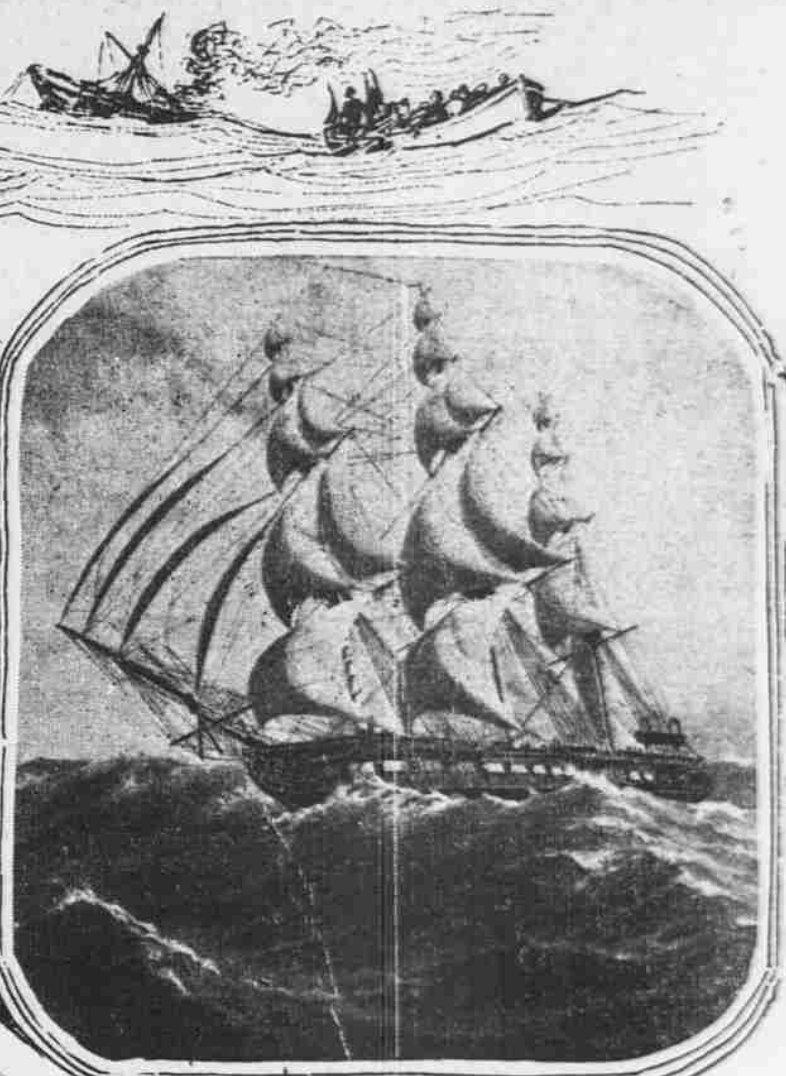
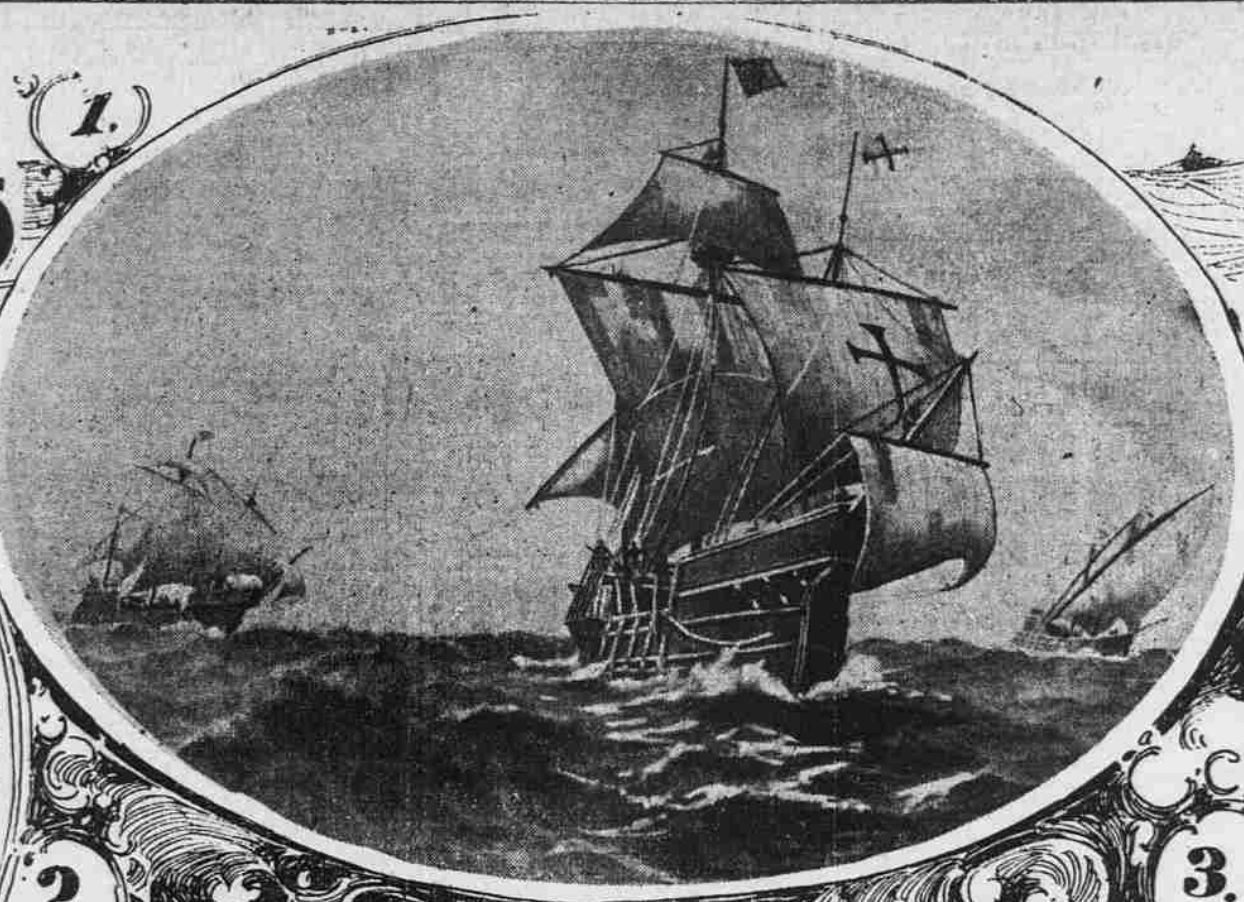
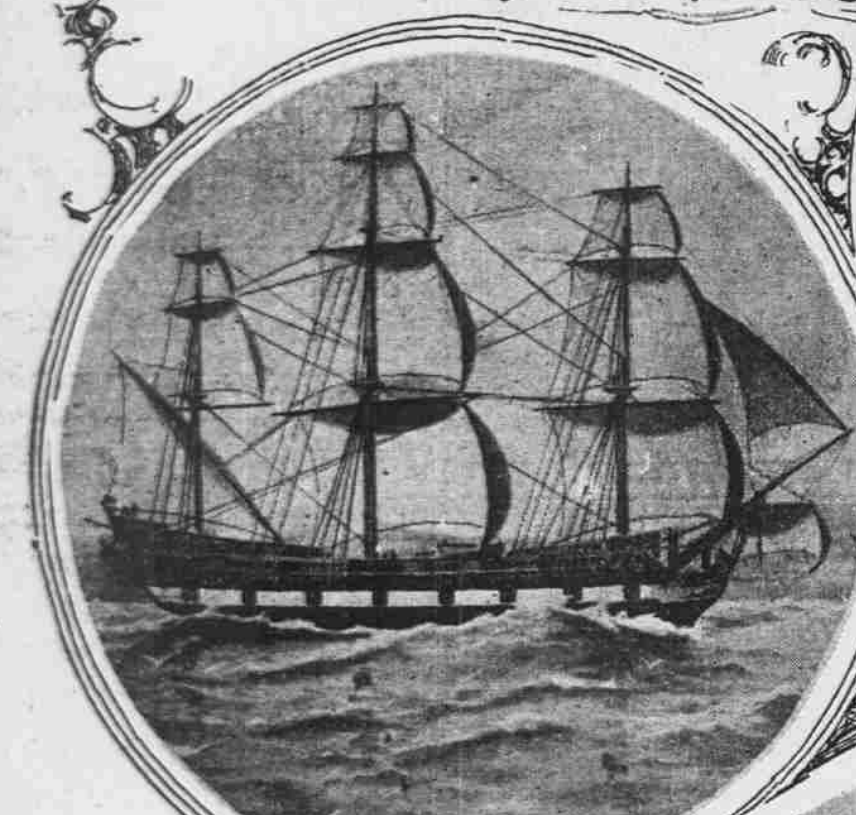


THE STORY OF NAVAL PROGRESS



WASHINGTON, Oct. 1.—A series of pictures has been prepared under the direction of Admiral Richborn, Chief Constructor of the Navy, and recently placed in the circular spaces above the windows and doors in his office, which represent the evolution of what might be called National naval architecture in this country, from its earliest beginnings to its latest development. It includes a representative of each distinct type.

NUMBER ONE.

Beginning with the historic fleet of Columbus, the Santa Maria, Nina and Pinta, the first vessels, with the exception of the semi-mythical Norse boats, which crossed the ocean and floated in our waters, it will be seen that, while they were great ships in their day, the largest of them is a mere corker shell alongside of modern ships. The Santa Maria, the largest of the Columbus fleet, was a vessel 65 feet long, and of about 200 tons burden; the Nina was not more than 45 feet in length, and the Pinta was a still smaller vessel.

NUMBER TWO.

From the time of Columbus until the first naval vessel was built in this country, there is a gap of two centuries. This vessel was the Falkland, represented in the next picture of the series. She was built in Portsmouth in 1690, and was the first ship of the line built in the United States, and was presented to the English Government by the colonists and added to the Navy March 2, 1765. She was of 627 tons burden, and carried 64 guns and a crew of 236 men.

NUMBER THREE.

The next picture of the series shows our historic Constitution, built at Boston in 1797, and still in existence. She was one of the finest frigates afloat in her time, and is 175 feet long, 45 feet wide, and when ready for sea drew 20 feet of water, with 2200 tons displacement. No American needs to be told her history, which is perhaps the corner-stone of our naval glory.

NUMBER FOUR.

From the days of the Constitution there was but little change in type until the advent of steam, and the next picture represents two types of the earlier steam frigates, the Powhatan and the Minnesota. The former was a sidewheel vessel, built at Philadelphia in 1830. She was a vessel of 2880 tons displacement, carrying 17 guns, and she continued in service until 1857, when she was condemned and sold. The Minnesota was of a class of six powerful auxiliary steam frigates, which were in their day the best war vessels in the world. To this class belonged the Kearsarge and Merrimack, both cut down and converted into ironclads at the beginning of the Civil War by the Federal and Confederate authorities respectively; the Franklin, in which Admiral Farragut made his tour of European ports after the close of the war, the Colorado and the Wabash. All were good ships and performed splendid service. The Minnesota was built at the Washington Navy-Yard in 1855, and is still afloat, having been turned over to the Massachusetts Naval Militia. She is 304 feet 8 1/2 inches long, 51 feet 4 inches wide, and at 22 feet draft of water displaces 4700 tons. She carried originally a battery of 46 guns. Her engines of 1000 horsepower were considered only as auxiliary power, her sails being mostly relied upon for propulsion.

NUMBER FIVE.

The most radical departure from precedent in the history of warship construction came while the Minnesota and her class were still new, and one of them, the Franklin, unfinished, and is represented in the next picture of the series, which shows the original Monitor, accompanied by the latest development of the monitor type, the Arkansas and class. The Monitor was built by John Ericsson in 1861, and though individually she was the first crude development of an idea, she revolutionized the nature of the world. Her splendid service showed that masts and sails must no longer be considered as part of a war vessel's means of propulsion, and that ships must be protected by armor to meet the improvements in ordnance. While the Monitor type has long since passed out of favor as a sea fighter, there are certain phases of National defense for which many authorities consider its latest development, the Arkansas, Connecticut, Florida and Wyoming, now building, the best vessel that can be devised. In them the only radical departure from the original concept in providing living accommodations above water. Other differences are those of detail.

NUMBER SIX.

The sixth picture shows the Katakhdin and the Holland. The former is in a sense

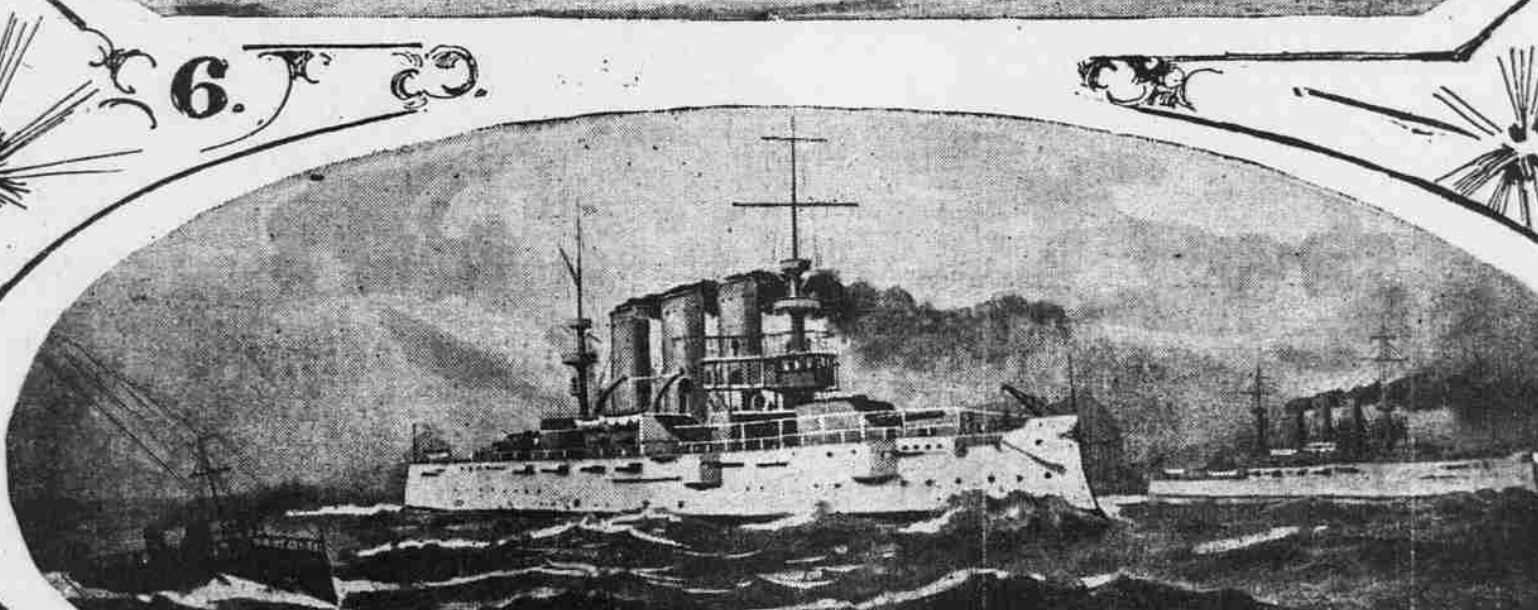
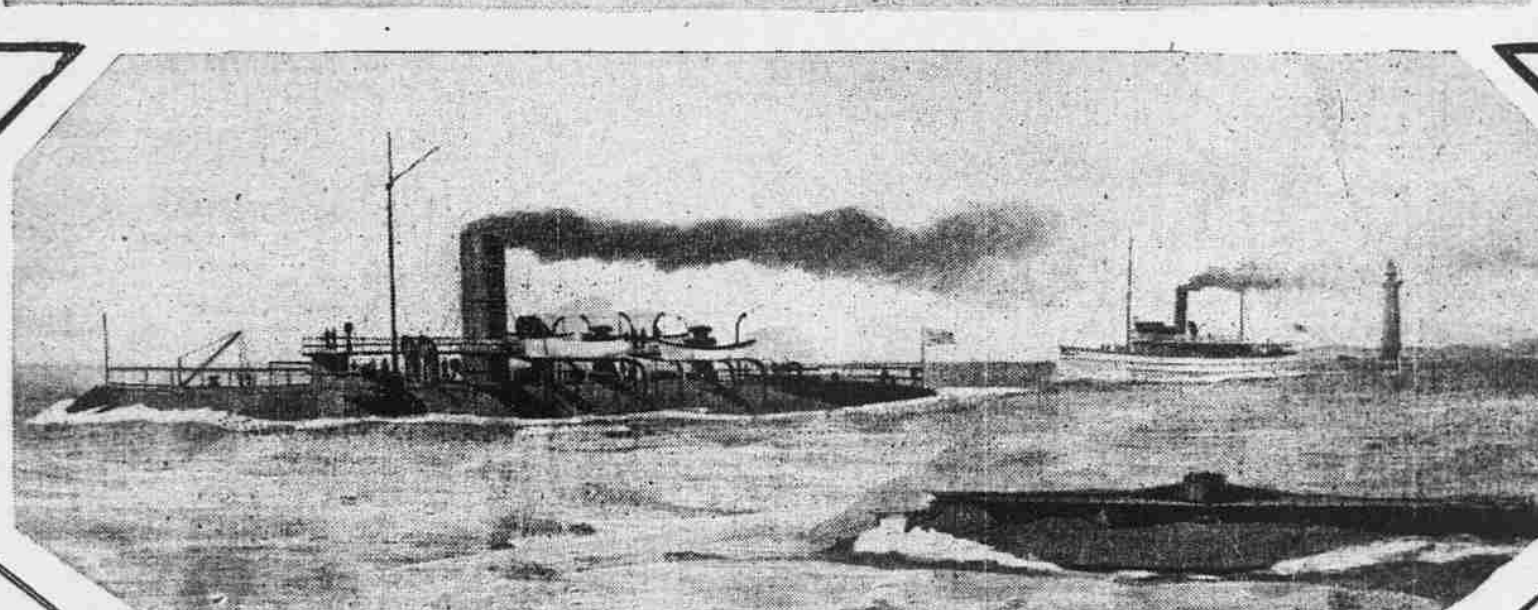
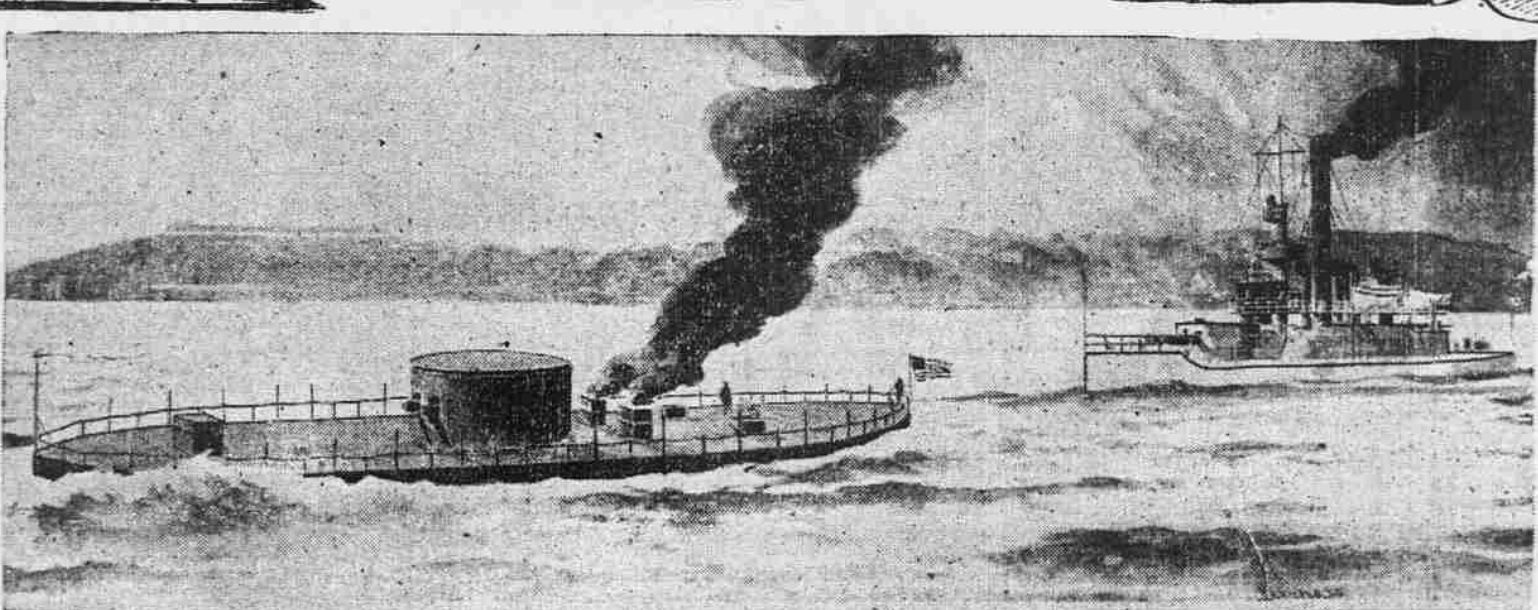
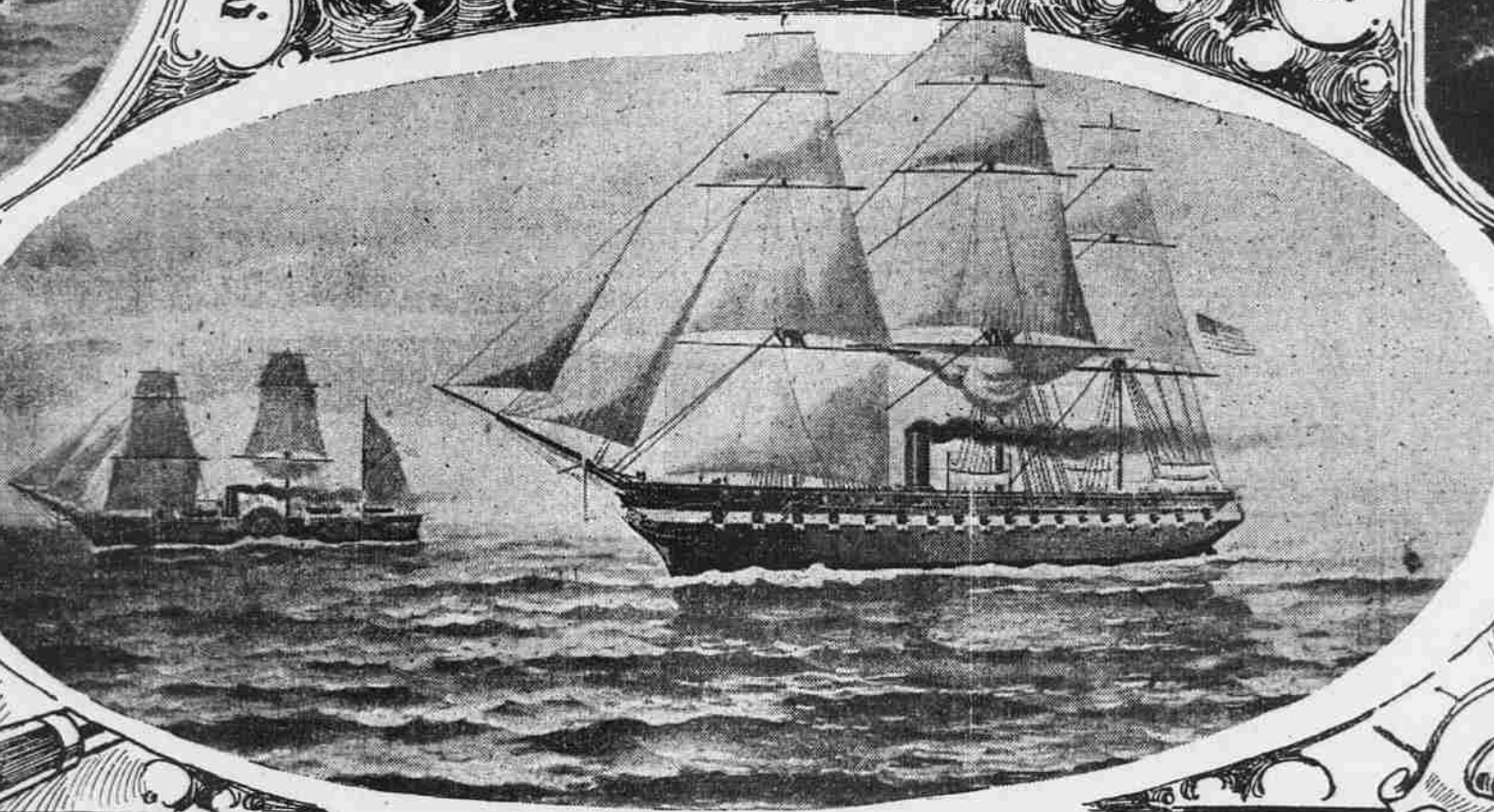
the outcome of the Confederate ram Tennessee. Admiral Ammen, who participated in the fight between that vessel and the Federal ships, always thereafter held a fixed belief that the ram was the most formidable weapon of marine warfare, and finally persuaded Congress to

authorize the construction of a vessel after his designs, and the Katakhdin was commenced at the Bath Iron Works in July, 1891. Owing to the difficulty in procuring her armor she was not completed until February, 1894. She is 861 feet long, 43 feet 5 inches wide, 21 feet

deep, and at a 15-foot draft displaces 2155 tons. Her turtle-back deck rises only six feet above the water, and is armored all over with steel plates ranging from six inches thick at the sides to 2 inches thick at the center. Her armament comprises only four six-pounder guns, and

the coamings around these, the armored conning tower, and the smokestack and ventilators are the only projections above the deck, except the davits and gallow frames for stowing the boats. The Katakhdin had no opportunity to display her qualities during the Spanish War. The

other vessel is the submarine boat Holland, lately purchased by the Government, Congress during the last session having authorized the construction of five similar boats. Accompanying these two is the steel tugboat Unadilla, a type of several which have been constructed in



small yards for nav. use. She was built at the Mare Island Navy-Yard in 1895, and is 110 feet long, 25 feet wide and at 10 feet draft displaces 345 tons.

NUMBER SEVEN.

The final and up to date picture of the series shows the first-class battle-ship of the Pennsylvania class, the designs for which are being completed by the Bureau of Construction and Repair. In the same picture is shown the new Maine and the torpedo-boat destroyer Farragut. The Pennsylvania class will be of 18,000 tons displacement and have a speed of 19 knots per hour. The principal dimensions being: Length, load water line, 435 feet; beam, 76 feet, and draft, 25 feet. The Maine is being constructed in Philadelphia, and is 338 feet long, 72 feet 2 1/2 inches wide, and has a displacement of 12,300 tons. The Farragut was commissioned just about a year ago in California, having been built at the Union Iron Works, San Francisco. She is 215 feet 8 inches long, 29 feet 7 1/2 inches wide, and at 9 feet draft, displaces 279 tons. Her speed on trial was 20.13 knots with 5600 horsepower. She is armed with two 12-inch Whitehead torpedo tubes and four six-pounder guns.

BRYAN AND HIS REGIMENT

Thrust Aside a West Point Officer to Command as a Raw Recruit.

New York Tribune.
SIR: In your leading editorial of this morning's issue you say: "When he (Bryan) wanted to be Colonel of the Nebraska regiment at the outbreak of the war with Spain he secured the appointment by thrusting aside a graduate of the Military Academy, a trained and able soldier, whose experience and military education would have been of the greatest value in that emergency."

Would you object to stating specifically whether or not there exist a candidate of the Colonelcy of that regiment, of military training, who would have had reasonable expectation of receiving the command, except for the political position and influence of Mr. Bryan?

Governor Roosevelt's action in declining the Colonelcy of his own regiment, yielding it to an officer of military training and demonstrated military ability, however laudable, was after all simply patriotism.

Jeopardizing the interests of a nation at war or the proper care and handling of a regiment in the field, even in the slightest degree, that personal ambition may be gratified, can find no justification whatever.

The Democratic campaign speeches and documents, when solemnly referring to facts or conditions, seem to be characterized by statements apparently calculated rather to meet the particular exigencies, emergency than to conform to the ordinary decent requirements of plain veracity.

The satisfactory position of the Republican party both as to issues and the Administration's record on its part, however, a campaign of absolutely clean parties.

Understanding this to be the Tribune's policy, I ask information I have on the matter referred to. The charge against Colonel Bryan is too serious to make if not founded on absolutely specific facts; if so founded, it is too serious to ignore. Very respectfully,
A. R. STANTON.

New York.
(A heavy artillery regiment was formed in Nebraska at the outbreak of the Spanish-American War. Captain Dudley, U. S. A., was to be its Colonel. A dinner was given, at which Bryan promised to use his influence to get the regiment accepted. Bryan, largely apparently because of the enthusiasm shown by him at this dinner, was offered the place of Lieutenant-Colonel. Before all the details were arranged, however, it became known that the Government did not want a heavy artillery regiment from Nebraska or anywhere. The members of the regiment then offered to go as infantry, with Captain Dudley as Colonel. This would have been satisfactory to the Governor and the Government, but by this time Bryan had become ambitious for military honors. He said that he would raise a regiment himself, and that he might as well be Colonel as Lieutenant-Colonel. Accordingly he did raise a regiment, refusing even to accept companies from the artillery regiment, because he had friends of his own who had raised companies and wanted to come in. It should be added that the members of the artillery regiment were for the most part young men who had been trained at a military school in Nebraska. Bryan thus thrust aside Captain Dudley, a trained officer, and his trained men, and substituted Colonel Bryan and his political regiment. Governor Holcomb, of course, was influenced by Bryan, and sent the Bryan regiment.

The authority for all this is The Conservative, published at Nebraska City by Mr. J. Sterling Morton. An article in The Conservative of September 4, pages 6 and 7, gives the details.—Ed.)

New Inventions Are Old Ones Done

Scribner's Magazine.
It is really one of the most astonishing things in the phenomena of human intelligence, the incapacity of the mind to create anything worth having, except as the slow result of other men's experience. It is tacitly accepted as true that nothing really new is ever invented. With all its vast gains in physical science, and still more in the scientific method of study, the present epoch is, with regard to that which is as yet unthought of, much as the 15th century was toward that which had not yet crossed the boundaries of its conception.