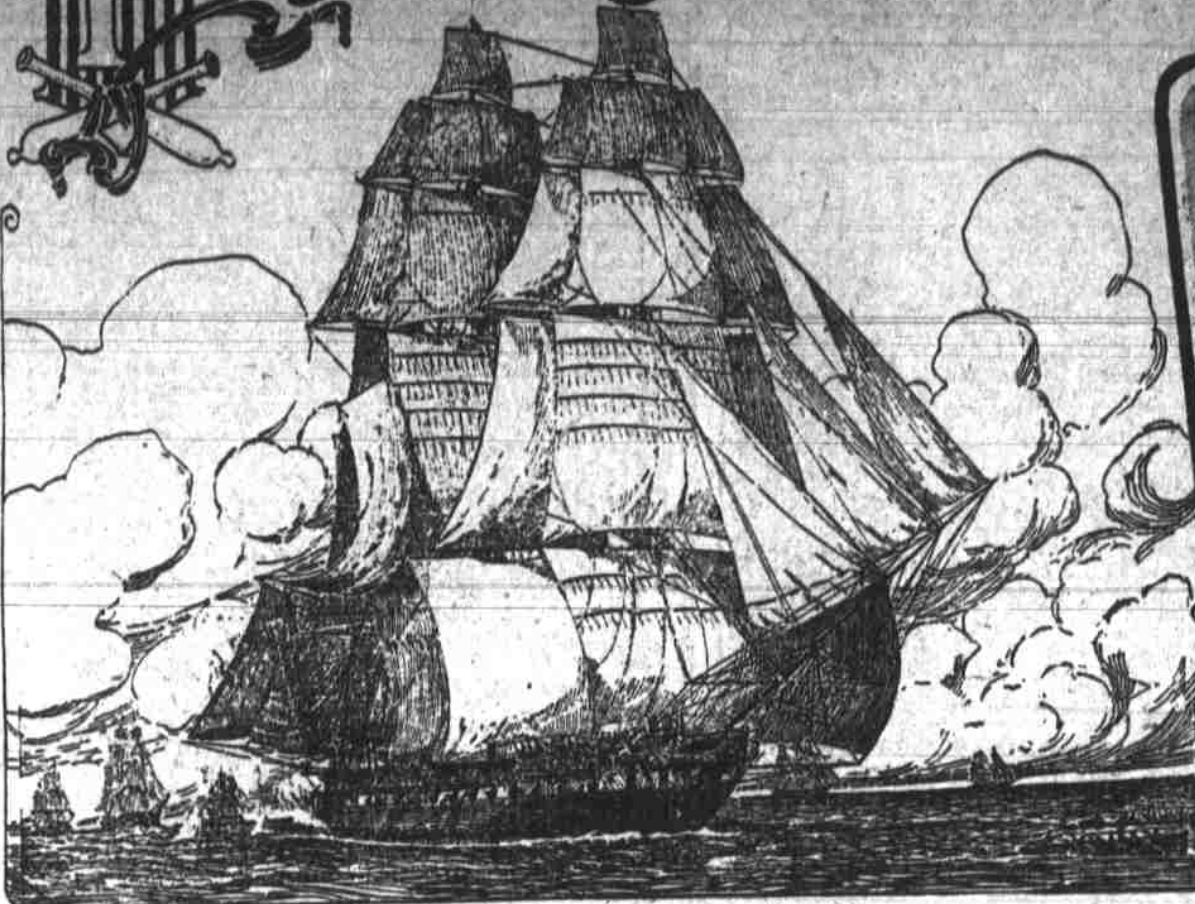


Fighting Ships of 100 Years Ago And Now



FRIGATE CONSTITUTION PRIDE OF THE NAVY IN 1812

Striking Contrast Between the Frigate That Won Victories at Sea in 1812 and the Dreadnaught of Today

It is a century since the United States frigate Constitution, by its memorable victory over the British ship Guerriere in an engagement of 25 minutes' duration, raised the theretofore despised American navy to an equality with the proudest of the world and drew from Great Britain such an expression of rage and humiliation as has not since been heard.

Thus raised to a plane of proved efficiency by the splendid performances of the old frigates during the war of 1812, the United States navy since has held its place with the world powers and in the recent years, that have brought such an astounding evolution in the construction of fighting monsters of the dreadnaught class, she has kept pace with the armed progress.

Twice this summer Portlanders have had opportunities to inspect two of Uncle Sam's fighting ships, the cruiser Oregon and the battleship Utah, and while neither craft represents the highest efficiency in naval construction, both are sufficient for purposes of contrast with the men-of-war of a century ago to point out the advancement in naval construction. And when such battleships of the dreadnaught class as the Florida and her sister ship, the Utah, are considered, the contrast is more striking.

When Captain Hull of the frigate Constitution, immortalized by Oliver Wendell Holmes in his thrilling poem, "Old Ironsides," engaged the Guerriere in battle at sea 100 miles east of Boston, in August 1812, he was in command of a wooden sailing ship 175 feet long, having a displacement of 2500 tons, and capable of attaining a speed of 13 1/2 knots. His officers and men numbered 450 and the main battery of the Constitution included 22 32-pounders, 23 24-pounders and one 15 pounder. Were the commander of the battleship Florida to engage in battle with the Guerriere, he would direct the operation of 16 12 inch rapid fire guns, four 3-pounder automatics and other smaller pieces. In addition two submerged torpedo tubes would be available. The sea victory of 1812 was won with a craft costing \$307,719, and costing \$193,720 for annual upkeep, while the battleship of today would engage ships costing upwards of \$10,000,000 each, and on each of which \$650,000 are spent annually for maintenance.

The Constitution's Escape.

It was 100 years ago last week that the Constitution made her memorable escape from the pursuing British ships in a manner that well illustrates the quality of American seamanship of that time as her victory over the Guerriere shortly after proved the superiority of American gunnery and marksmanship.

The Navy in 1812.

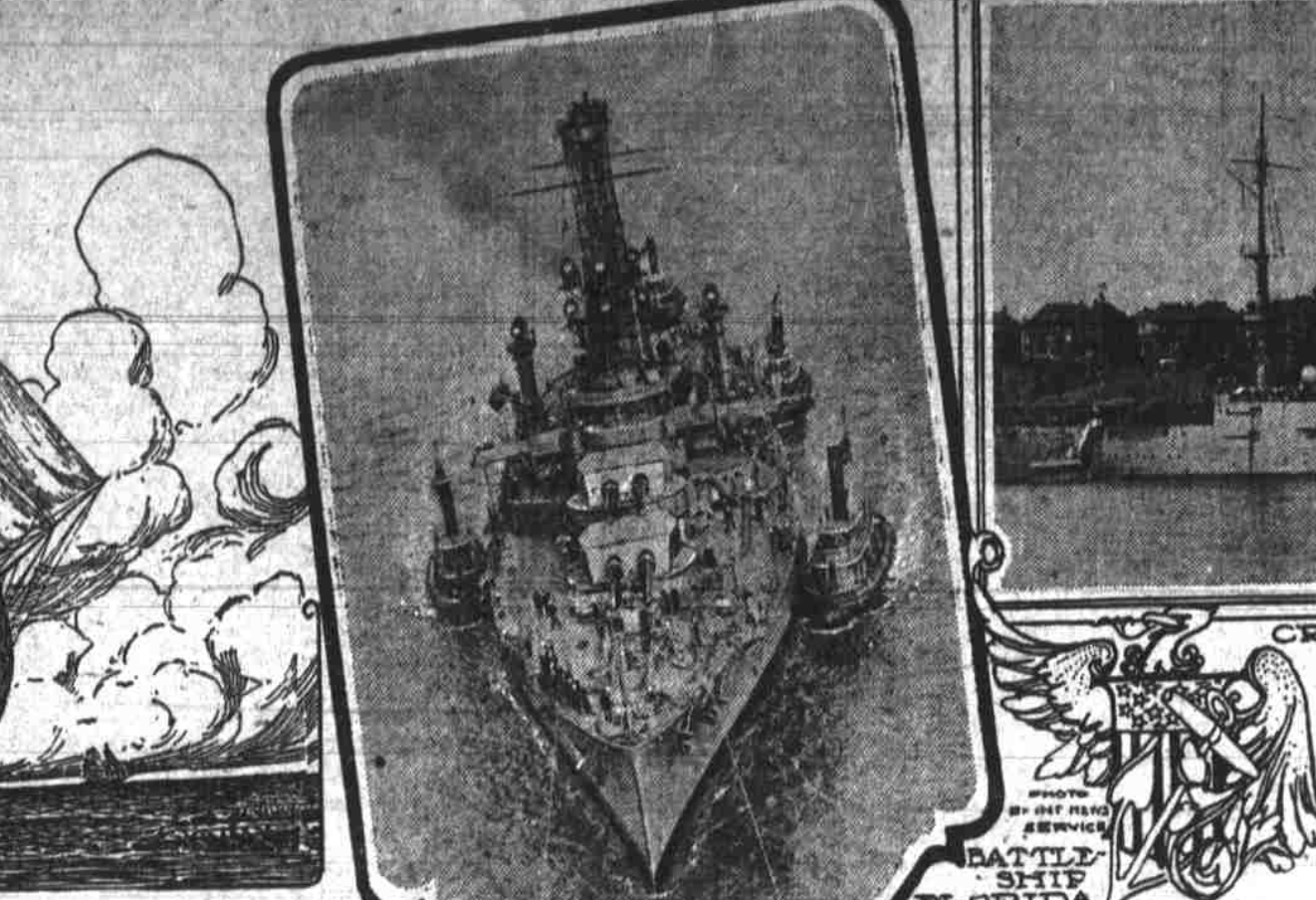
At the outbreak of the war of 1812 the United States had in commission but five vessels. These were the Constitution, 44 guns, the President, 44; the United States, 44; the Congress, 36, and the Essex, 32 guns. While there were added to this force a number of smaller craft the total American fighting fleet was ridiculously small compared with the resources upon which Great Britain drew.

Millions Near Starvation.

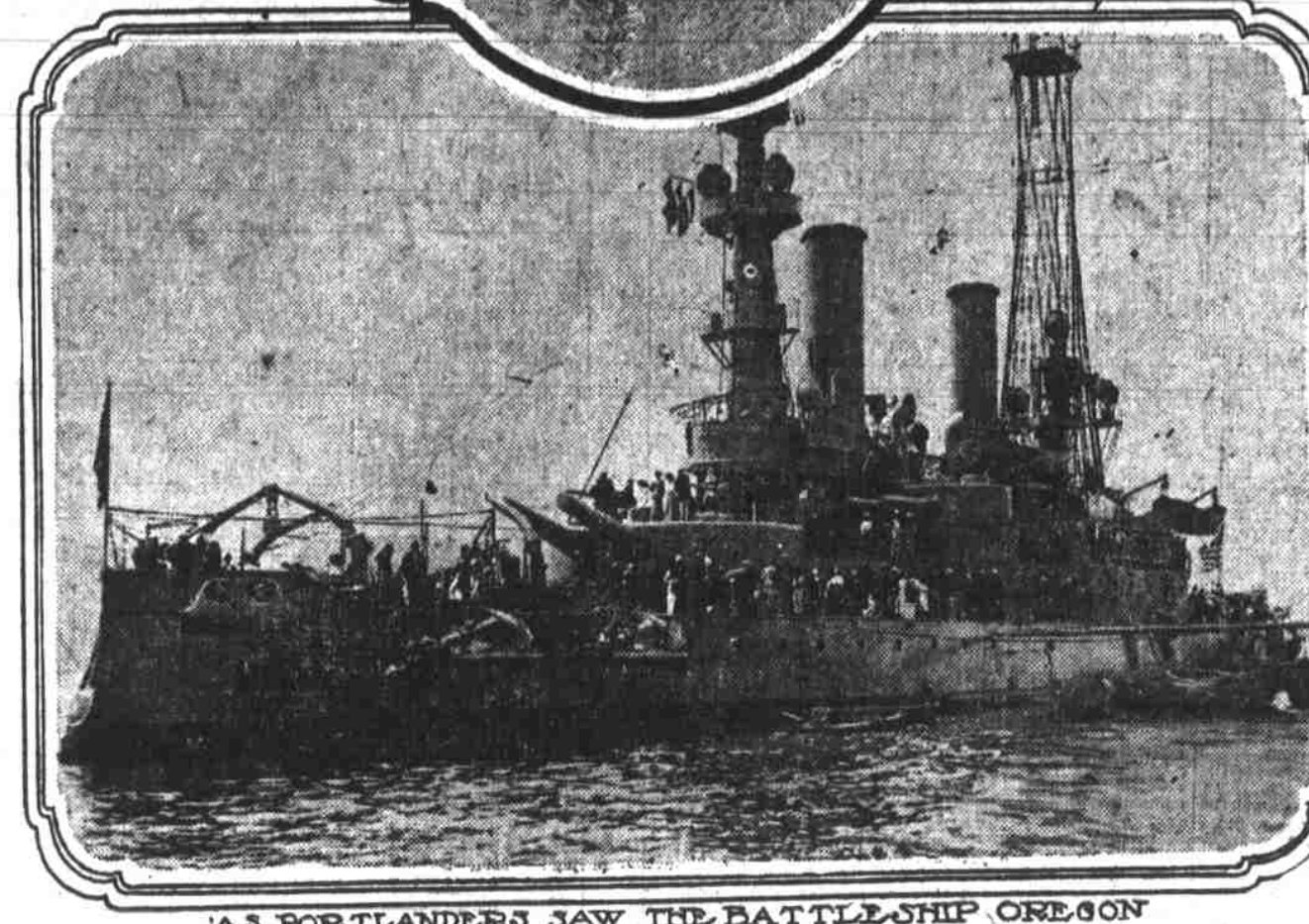
At one time it was estimated that fully 10,000,000 people were actually at the verge of starvation. Food riots were common, particularly in Scotland

Reaches Agreement With Russia.

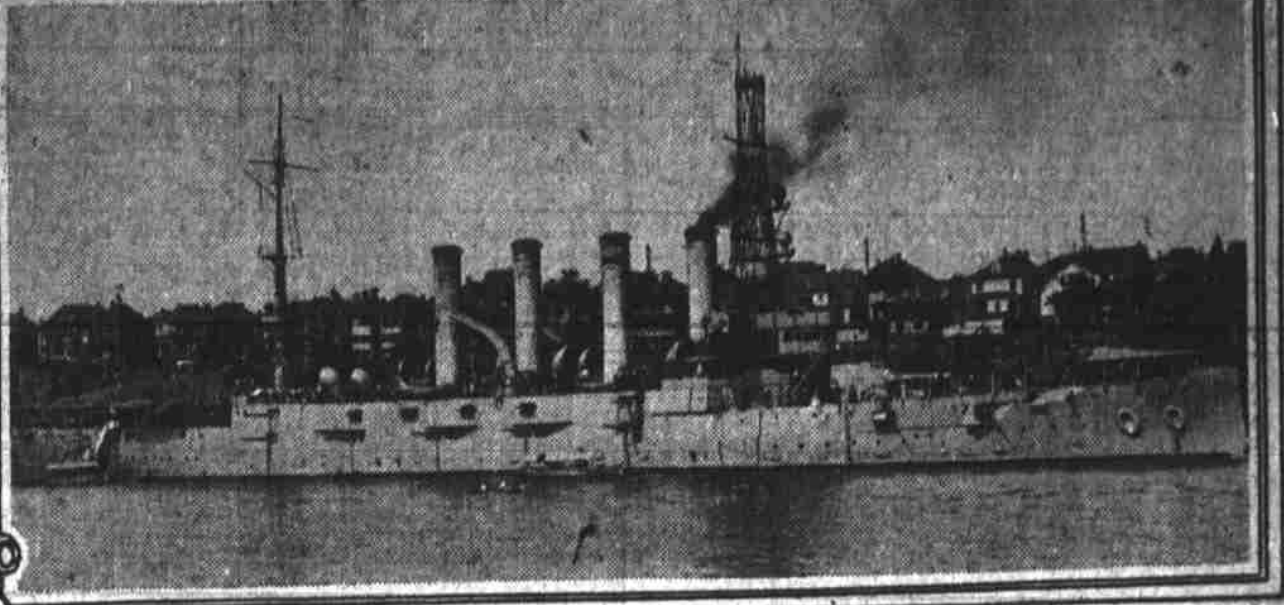
By 1810, when he founded the Pacific Fur company, Astor extended the scope of his scheme so as to include a work-



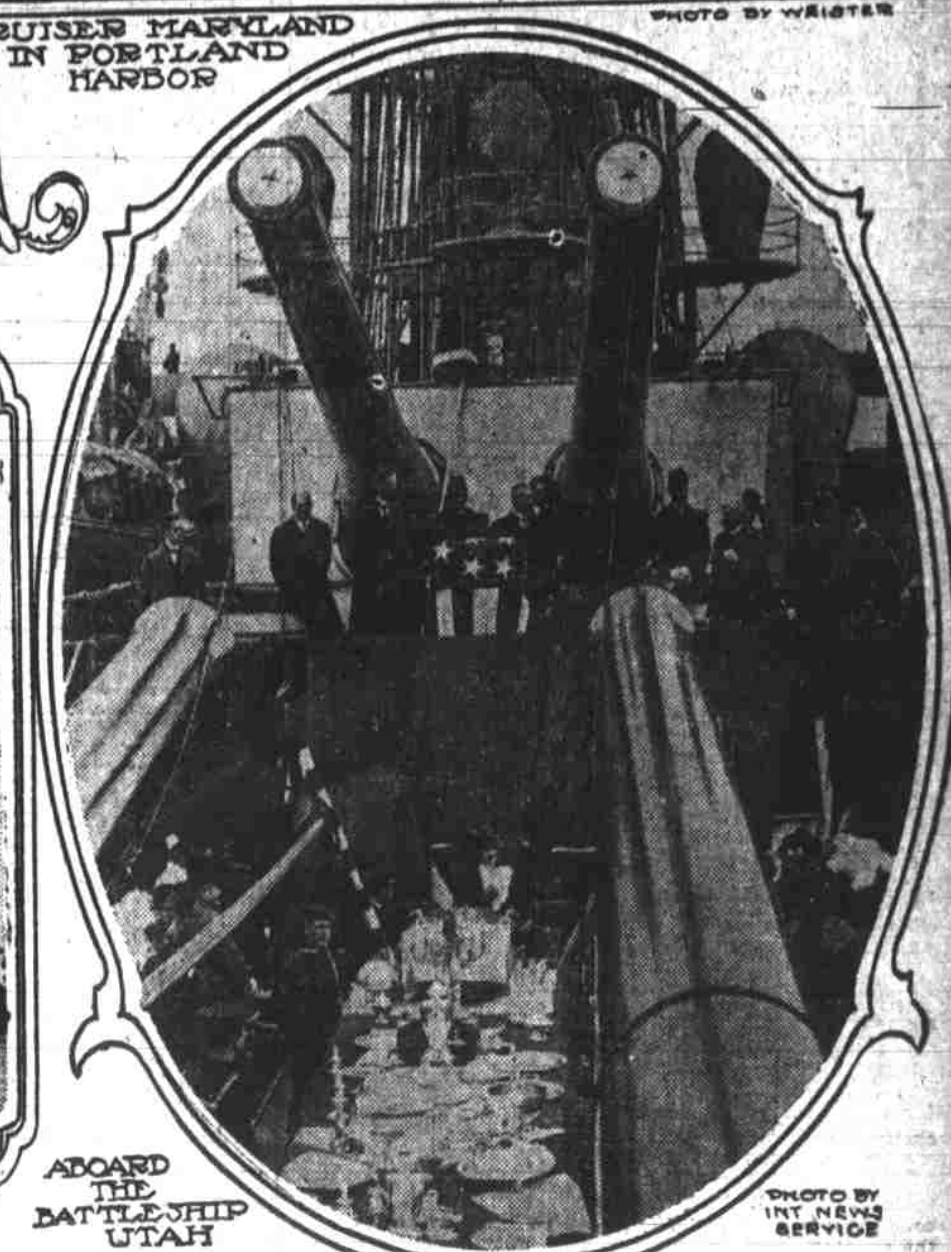
BATTLE SHIP OREGON



AS PORTLANDERS SAW THE BATTLE SHIP OREGON



CRUISER MARYLAND IN PORTLAND HARBOR



ABOARD THE BATTLE SHIP UTAH

time between 700 and 800 efficient cruisers, and England possessed in the West Indies, in Bermuda and at Halifax ports within easy reach of the American coast, where her vessels of war could refit and places of refuge for her prizes.

The gunpowder of those days produced dense clouds of smoke and the ship havers, and England possessed in the West Indies, in Bermuda and at Halifax ports within easy reach of the American coast, where her vessels of war could refit and places of refuge for her prizes.

condition of service afloat a hundred years ago. A hundred years ago the sailors slept between decks under hygienic conditions that would appal a modern board of health. Ventilation was imperfect when the weather was stormy. Candles were the only illuminants, and these were granted but sparingly to the enlisted

men. After nightfall the living spaces were at best in a state of twilight, and for the enjoyment of their pipes the men were allowed to gather only in limited numbers around the smoking lamp in the neighborhood of the ship's galley, as the cooking oven or stove was lit.

There was but little comfort in cold weather, and the few stoves allowed were quite incapable of making the living quarters of the crew really warm. Their food was of the coarsest and its preparation was turned over to men but little qualified to make anything more than half way palatable. In those days ships were at sea for months at a time and salted provisions were the staple food supplies. It was to make these provisions afford variety that the rather weird concoctions known as scouse, lobscouse, softack, skinkage, burgoe, dog's body, duff and similar dainties came into being.

WILL 1912 PROVE THE TERRIBLE YEAR?---Continued From Page 1 This Section

In India, likewise, famine and plague are ever present menaces during 1912 as in other years.

Nor is the plague any longer confined to the Orient. With its accustomed persistence it has been working its way around the world. South America has been fighting it. San Francisco barred it out by the most strenuous methods. Now it has worked its way up the opposite coast and shunted over to San Juan, Porto Rico.

Should the plague ever get enough of a start to display its old time virulence, 1912 would indeed be the most terrible year of this generation.

To famine and the pestilence is added an unusual number of wars. The one in China has been mentioned under the head of civil strife. Another of the same nature has been waging in Mexico for a number of years, how many lives have been blotted out on the sun beaten wastes of Tripoli.

Floods, too, have added their quota to the numbers of killed and swelled the monetary loss by many millions. The inundation of the Mississippi valley alone swept away \$10,000,000 worth of property and cost more than 30 lives. For relief work alone the government was forced to appropriate \$500,000 for 40,000 families were homeless and destitute.

Along with these wars and disasters have come industrial uprisings that have perhaps been even more widespread and far reaching in their effects upon the great body of mankind. First and foremost was the great English mine strike. At one time there were 3,000,000 men out of employment. One third of these were miners, the other 2,000,000 were men who could not work because the shortage of coal had paralyzed their fields of employment.

Almost a famine there was throughout the British Isles. Not only did the families of the miners suffer severely, but it was almost impossible to transport food supplies.

and Wales. In the northern part of the principality 60,000 free soup kitchens were conducted by the various municipalities.

To estimate the millions that were lost through this long and disastrous disturbance would be futile. The indirect cost, both to English and to American business, must have been hundreds of millions, anyhow.

Scarcely had the echoes of the coal strike died down than 125,000 dock laborers, carmen and transport workers went on strike. The bakers, suffering from the fever to quit work, also went out, and there was menacing unrest in many of the other trades. In the Thames there were hundreds of thousands of tons of foodstuffs held up.

Imagine the amount of produce it takes to feed 7,000,000 people, and think of a good part of the supplies stranded wherever they happened to be when the strike died down.

London was for a time in grave danger of a famine. Prices went soaring in a manner almost undreamed of. The ordinary staples, like bread and meat, were almost impossible to secure. Families that had not provisions for a week, and those were few, experienced some very trying times.

Nature added its unleashed terrors when the summer season of sudden storms arrived. Last year was notable for its frequent cyclones; but the month

of June this year was only well under way when the middle Atlantic states were swept by one of the most severe wind and electrical storms that has visited them in a long period. Five persons were killed, three of them in a cloudburst at Allentown, Pa., and scores were injured, while damage to property marked with ruin trails that were miles in length.

Not a week elapsed before a succession of tornadoes, devastating Missouri, Ohio and western Pennsylvania, killed 20 people, injured hundreds of others and wrought havoc that amounted to \$1,000,000.

It seemed as though the United States would be called to bear the brunt of the season's storms, as it has in the past; but the year's occult, mysterious spite against all humanity was evidenced as the month closed by the first terrible news of the disaster at Regina, in Saskatchewan, Canada, when 50 residents of the young city were crushed in the unprecedented power of the wind and the damage wrought amounted to \$10,000,000.

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Man's Follies Are Many.

Meanwhile man's own follies and rashness have been working with nature's exceptional pitilessness to mark the year for one of horror and death. Perhaps it is not altogether an unmitigated evil, for the world's gasps of appalled dread have led to new emphasis on the significance of such figures as have been prepared by the executive committee of the group of 100 prominent men who are laboring for the establishment of a national health department. Of the deaths which occur annually in the United States, it has been found that 42 per cent are preventable. There is no other nation in the world which tacitly permits so many wanton murders; every year is a terrible year when this is considered.

Among all the misfortunes of the year 1912, the most impressive, although not so startling in point of total numbers, have been the fatalities attending aviation. Last year's total of 71 was sufficiently appalling, and the impulse it gave to the endeavor to improve the factor of safety promised a substantial decrease in the number of this year's victims. But when the first six months of the discovery of the Columbia by the Yankee skipper Gray in 1792, and on the exploration of the valley of that river and of some of its tributaries by Lewis and Clark in 1805-06. To these were now to be added the stronger title of occupation, through the planting of the Astor settlement at the mouth of that river.

PACIFIC EMPIRE PLANNED BY ASTOR

If President Madison Had Granted John Jacob Astor's Request for Letters of Marque in 1812, History of Pacific Northwest Might Have Been Much Different.

THIS year of the centenary of the beginning of the War of 1812 furnishes a fit occasion for reviving an almost forgotten incident connected with that conflict which touched the fortunes of the United States pretty closely, writes Charles M. Harvey, in the New York Evening Post. Associated with it was a name with which Americans are somewhat familiar. This was the founder of the house of Astor.

Congress declared war on England on June 18, 1812, and shortly afterward John Jacob Astor petitioned President Madison to issue letters of marque to him under which he could arm vessels at his own expense to defend his possessions on the Pacific against British attack. His appeal was ignored. Had it been granted—and Astor had some right to expect it to be granted—the history of the Pacific coast would have been altered, and the area of it which would have eventually come under the American flag might well have been far larger than it is today.

Beginning in a small way, soon after he landed as an immigrant from Germany in 1783, and steadily and rapidly broadening his field of operations, Astor had gained control of much of the fur trade south of the great lakes and onward to the Mississippi river by 1807. From letters and talks by Cook, Gray, Vancouver and other navigators, the enterprising German had learned that sea otter, seal and beaver in great numbers could be found on the shores of the Pacific. This information led him to await, with greater interest than any other person in the country except Jefferson, the author of the Lewis and Clark expedition, the story which these explorers would tell of the fur-bearing animals which they encountered on their journey from the mouth of the Mississippi to the mouth of the Columbia, and back, in 1804-06. The outlines of his story, told in a crude way, Astor read from the journal of Patrick Gass, one of the members of the expedition, which was published in 1807, several years before the official report of Lewis and Clark saw the light.

Astor's Plans Comprehensive.

By 1807, with his extensive line of posts along the south side of the great lakes and with a dozen vessels in the trade with England, China and other countries, Astor was the richest merchant in the United States, and he had no serious rivals in the fur business on

the American continent except the Hudson's Bay company, which had received its patent from Charles II, back in 1670 and the Northwest company, which had been organized by merchants of Montreal in 1783. Each of these British corporations had its principal field of operations in Canada, but had many posts also in United States territory, west of the Mississippi as well as east of it. Neither in Canada nor in the United States, however, had they any posts west of the Rocky mountains. Astor planned to get ahead of them in the vast field on the sunset side of that range.

After reading Patrick Gass's account of the region traversed by Lewis and Clark, he consulted President Jefferson and laid his projects before him. That alert Virginian promised to give him government recognition in this enterprise, as far as this could be done legitimately. As Astor outlined his scheme to Jefferson, it contemplated the strengthening of his posts along the lakes to the Mississippi, the establishment of a line of stations along the Missouri to the Rocky mountains and thence by way of the Columbia and its principal tributaries to the Pacific with a base at some convenient point on that coast and a great central collecting and distributing depot at St. Louis. The latter place was then a frontier village of a few hundred inhabitants, many of whom were engaged in the fur trade.

In carrying out this conception, in its preliminary stages, Astor obtained a New York charter for the American Fur company in 1808, a name which was to cover all his enterprises, and he subscribed its entire \$1,000,000 of capital. In 1810 he formed the Pacific Fur company, which was to operate the fur western end of his projected line of transcontinental posts. He himself was to contribute all the money and the supplies for the latter corporation, to lead half the stock, and to distribute the other half among his partners, the most prominent of whom were Wilson P. Hunt, Donald McKenzie, Robert McLellan, Joseph Miller, Ramsey Crooks, Duncan McDougall, Alexander McKay, David Stuart and his nephew, Robert Stuart. Hunt was to have supreme control of the field activities of the Pacific company.

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On October 8, 1810, the bark Tonquin, carrying part of Astor's force, under the lead of McDougall, sailed through the Narrows at New York and turned its bow southward. It rounded Cape Horn on Christmas, touched at the Sandwich Islands on February 11, 1811, crossed the bar of the Columbia on March 24, and laid the foundations of Astoria, the first United States settlement ever planned on the big western ocean. Another party, under Hunt, left St. Louis in October, 1810, traveled overland, marked out convenient sites for stations on the way, and, divided into several sections, reached Astoria at different dates in 1811.

Because of scantiness of fresh vegetables and the absence of any means of keeping them, scurvy was all too common among seamen. Corned beef and salted pork were the dietary mainstay, combined with hardtack. Lime juice, lemon juice was indispensable to the navy doctor in fighting off the scurvy, and the daily tot of half a pint of spruce played an important part in keeping the sailorman up to the work expected of him under the conditions of his life afloat. So important was this stimulant that the navy regulations expressly put a limit of one weak on the withholding of grog from a sailor suffering punishment.

The Navy of Today.

The force of officers, seamen and marines in the navy today exceeds 60,000 persons. Both the officer and the enlisted man reflect the intellectual betterment of the naval calling. Humiliating punishments have substantially disappeared. The sailor now lives better than a flag officer a hundred years ago. In place of the tallow dip he has the widespread glow of hundreds of electric lights.

No silverware was supplied a century ago to a captain or flag officer, while now both the government and patriotic bodies help to make the modern naval skipper's table a thing of beauty with its polished plate.

Great as are the changes of the century as regards the man behind the gun and the sea officer, there is still greater difference between the modern ship of the battle line and her predecessor of wood and sail. Except for purposes of observation the modern ship carries no masts, and her 20,000-odd thousand tons of steel clad bulk is immobile upon troubled waters which would have made the old cladding roll violently. Today the dreadnaught goes forging on at full speed against wind and wave. Where acres of snowy canvas told of the speed of a ship of war a century ago, just the faintest escape of steam at a smokestack's top indicates the overpressure in the throbbing boilers below the water line—barely hinting at the many hundredfold horsepower pent up in those great steel cauldrons. But this fleeting veil of steam does not suggest the scores of mechanical auxiliaries which draw their energizing force from the boilers and do varied service throughout the complex internal getup of the fighting ship of today.

Tough for Students.

The difficulties of the English language are illustrated in the experience of the three French boys who were doing Shakespeare into English from their French versions. When they came to the line from Hamlet, "To be or not to be," the three translations came out as follows: "To was or not to am," "To were or is to draw," "To should or not to will."

No Argument Here.

"Shall we call on our congressmen a body or individually?" "I figure it this way. If we call it a body he'll just make us a speech."