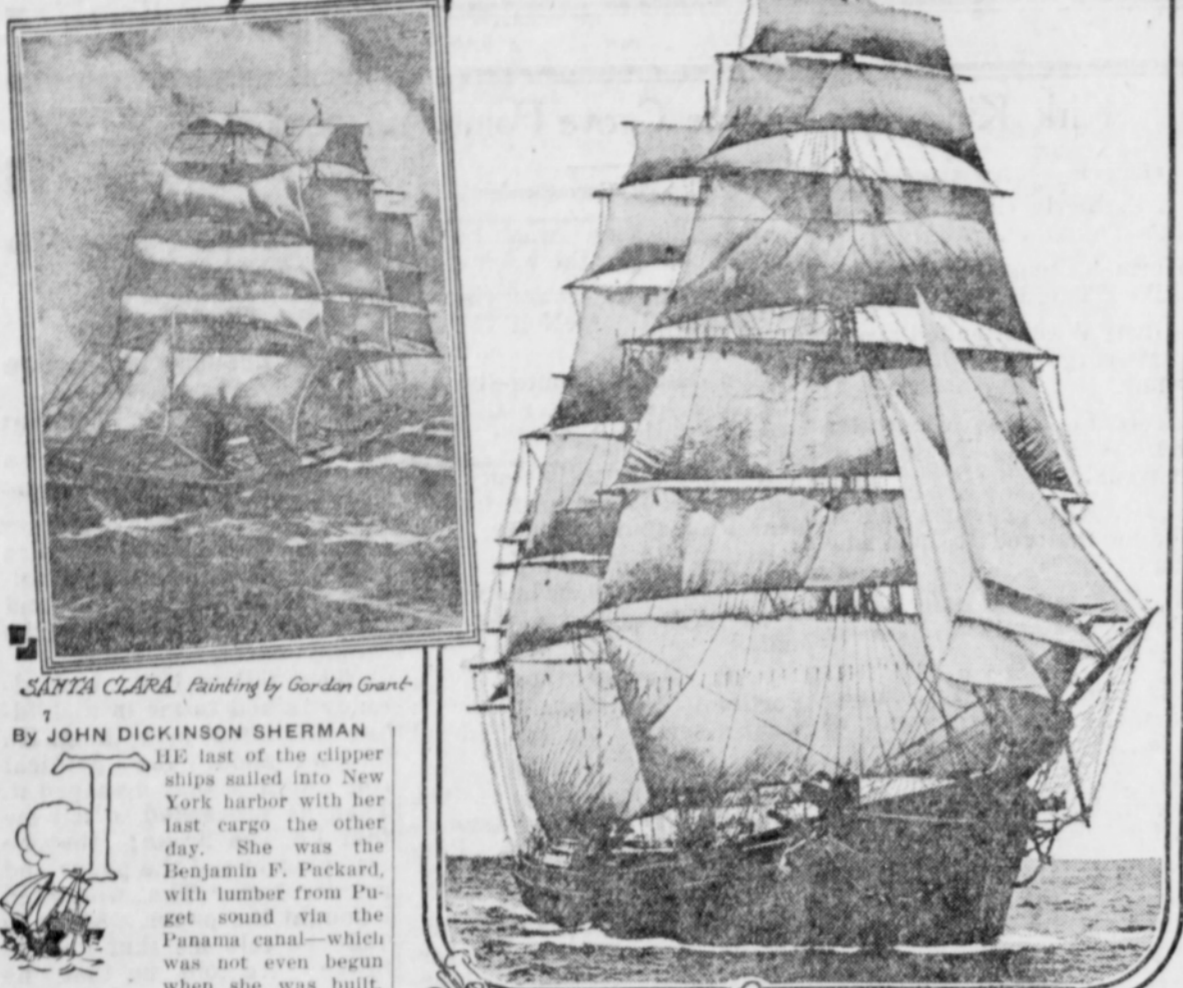


# Last of the Clipper Ships



SANTA CLARA. Painting by Gordon Grant.

By JOHN DICKINSON SHERMAN

THE last of the clipper ships sailed into New York harbor with her last cargo the other day. She was the Benjamin F. Packard, with lumber from Puget sound via the Panama canal—which was not even begun when she was built.

It was a solemn moment for Capt. Dan Martin and his crew. In a spirit that befit the occasion they raised a chantey, an old, familiar chantey that is as much out of date as the Packard herself—"Whisky for my Johnny!" It was the requiem for another American institution gone—the clipper ship, the loveliest craft that ever delighted a sailor's eye.

The Packard, for a clipper ship, is a youngster. She's only forty-three years old. That's because she was built after the heyday of the clipper was past. And she's sound. That's because she was built at Bath, Maine, of oak and yellow pine, with copper fastenings. She was put together to stay, for there's rough weather 'round the Horn where she was bound.

Later the Packard was engaged in trade between Liverpool and Melbourne. Still later she was used in the Alaska salmon trade. Once as fast as any clipper ship afloat, the Packard is now too slow—and too old-fashioned—and too uneconomical to be useful in a marine world of oil-burning steel steamers. What will be her fate? The junk heap—unless some public-spirited citizen rescues her and preserves her as a relic.

Time is remorselessly sweeping all the sailing ships from the merchant marines of the civilized world. Many a man still hale and hearty has seen the beginning and the end of steam's driving out canvas. Another old-timer now being broken up in San Francisco bay is a full-rigged ship Santa Clara, built at Bath about ten years before the Packard. Her last service was between the Alaska fisheries and San Francisco. The last of the old-time whalers, the Charles W. Morgan of New Bedford, was laid away the other day in her home port after eighty-four years of voyaging on the Seven Seas.

How fascinating is the evolution of the Leviathan of today from the dug-out of the prehistoric savage! Possibly that evolution, if we could trace it, is a fair record of man's growth in mental power and mastery of the secrets of nature. Who fashioned the first keel? Who attached the first rudder? Who first contrived to sail to windward? Important things these—on such hazy mounds of the history of the world. It was Drake and his sea captains who saved England from the Spanish Armada and made her "Mistress of the Seas"—because their handy little ships could sail rings around the unwieldy floating citadels of the Spaniard!

When man first ventured on the open sea, he kept within sight of land. In due time came the compass and the chart and the ability to find the ship's latitude and longitude.

The first recorded mention of a vessel tells of a warship in Egypt, 3000 B. C.—a warship; therefore there were other warships and also merchant ships. The Phoenicians were the greatest seafaring people of antiquity. From 700 to 30 B. C. the Roman trireme was the most powerful warship; in 300 B. C. it was 140 feet in length and 25 feet in breadth and carried 250 men.

Columbus by discovering America so



FLYING CLOUD

stimulated exploration by sea that the whole globe quickly became an old story. Vasco da Gama doubled the Cape of Good Hope and reached India. Magellan rounded the Horn and died in the Philippines and his men finished the circumnavigation of the earth. The Western Hemisphere was conquered and colonized from Europe.

We Americans have always been at home on the sea. No smarter sailor than the American ever went down to the sea in ships. The beginning of the Revolution saw Britain "Mistress of the Seas." It was by reason of her marine that she had attained her greatness and on her marine that she depended for safety and prosperity and world-dominance. Here is her declaration:

"Our maritime superiority is in fact a part of the law of nations. It is the right of conquerors, since men associated together in civilization, to give laws to the conquered."

We had no navy. Yet it was our cruisers and privateers which largely won the Revolution. Next we won an honorable peace in the naval war with France. Next we freed ourselves from the exactions of the Barbary pirates.

In the War of 1812, fought to maintain our inalienable rights on the sea won in the Revolution, our famous frigate Constitution humbled Britain's pride and set the maritime world agape by her superiority over the best fighting ships afloat. And this war was also largely won on the sea.

Between the Revolution and the War of 1812 our merchant ships were anathema to both England and France, and the British preyed upon them through the impressment of sailors and the seizure of cargoes. Thereupon we developed a flourishing trade with the Orient. It was in the 1790s that Boston, Salem and New York made the beginning of a vastly profitable "three-cornered trade"—trinkets and trade-goods to Alaska; furs to China; silk and tea back home. In Philadelphia Girard in 1795 began the building of his famous fleet of eighteen ships for the Orient trade—and made a fortune of millions. These fleets in the Orient trade were the forerunners of the clipper ships.

Donald McKay is to have a belated memorial at Boston, erected by public subscription. Who's he—and why? Because Donald McKay was one of the great shipbuilders of the world and because he built some of the finest and fastest clipper ships that ever sailed the seas. McKay was a Nova Scotia farmer's boy whose grandfather in tarzan and kilts had marched up against the Yankees to "a Bunker Hill vic-

tory." In East Boston, beginning with 1845, he built fifty vessels. In 1853 he launched ten vessels with an aggregate of 24,600 tons, valued at \$80 a ton. Among the famous clipper ships he designed and built were the Flying Cloud, Sovereign of the Seas, Great Republic, and the Flying Fish. The Great Republic, for example, was launched in the presence of a crowd of 60,000 people. She was 325 feet in length, 53 in breadth, 37 in depth and her tonnage was 4,000.

The Flying Cloud once sailed from New York to San Francisco, round the Horn, in eighty-nine days, eighteen hours. The Oregon's famous run in the Spanish-American war was from San Francisco to Santiago, Cuba, in seventy-five days. Figure it all out and there is not much difference in speed. And the Comet reduced the Flying Cloud's record to eighty-three days!

Some of the clipper ship records are marvelous, even in this day of steam. In 1854 the Lightning ran from Boston to Liverpool, 2,827 miles, in thirteen days; she ran in sixty-four days from Melbourne to Liverpool, 12,270 miles. In 1865 the Nightingale ran from Melbourne to New York, 12,720 miles, in seventy-three days.

And these clipper ships were the loveliest craft to the eye that ever sailed the seas. The first one turned out was the Rainbow, built in Baltimore in 1843 for the China trade. She was longer than the merchant ships of her day and with less beam. She had a sharp bow and all her hull lines were graceful. She was small—only 750 tons—but she was ample demonstration of the revolution that had been brought about.

When such ships as the Flying Cloud began to show what the American clipper ship could do, the maritime world gasped in astonishment. "Carry on!" was the motto of the Yankee captain. Nothing short of a gale could make him reduce sail; his ship was able and the harder it blew the shorter the voyage. And he carried on by night as well as by day, while ordinary shipping hove to in heavy weather and regularly reduced sail during the night watches.

But while the American clipper ship was making history—and the British were quick in imitation—steam had begun to demonstrate its power. In 1823 came the side-wheeler. Ten years later came the iron hull. And then in quick succession came the screw propeller, the compound engine, the steam-hull, the twin screw, the turbine. Today the model craft is oil-burning and electrically-driven. What next?

sengers, and the crowd which quickly collected, says the Sheffield Telegraph.

Shooting out its tongue, the reptile, which was more than three feet in length, wriggled about the road on to which it had evidently strayed from the common, and held up several vehicles, including the motor bus which was bound for Lewisham. Eventually the bus-driver stunned it with his destination board and a policeman administered a death-blow with his truncheon.

IMPROVED UNIFORM INTERNATIONAL

## Sunday School Lesson

(By REV. P. B. FITZWATER, D.D., Dean of the Evening School, Moody Bible Institute of Chicago.)  
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Lesson for January 17

JESUS AND NICODEMUS

LESSON TEXT—John 3:1-17.  
GOLDEN TEXT—For God so loved the world that He gave His only begotten Son that whosoever believeth in Him should not perish, but have everlasting life.—John 3:16.  
PRIMARY TOPIC—Nicodemus Visits Jesus.  
JUNIOR TOPIC—A Ruler Visits Jesus by Night.  
INTERMEDIATE AND SENIOR TOPIC—What Nicodemus Learned From Jesus.  
YOUNG PEOPLE AND ADULT TOPIC—The New Birth.

I. The History of Nicodemus (vv. 1, 2; Cf. 7:45-52; 19:38-42).

The lesson of today has its peculiar significance in the light of Nicodemus' station in life. He was a learned rabbi, a doctor of the law, and presumably a man of good character. His coming by night indicates his timidity. Like Joseph of Arimathea he was afraid to openly espouse the cause of the new teacher of Galilee. Though timid, as an honest man he investigated and got first-hand information. Because of this information he uttered the brave words in the Sanhedrin against judging a man before hearing him (John 7:45-52), and he also rendered the loving service at the Lord's tomb (John 19:38-42).

II. Jesus' Discourse With Nicodemus (vv. 3-17).

The subject of this conversation was the new birth.

1. The Necessity of the New Birth (vv. 3-7).

It is not a matter of choice whether one is to be born again, but of necessity. If he is ever to see or enter the kingdom of God, regeneration is the first demand the gospel of Christ makes upon man.

(1) The kingdom of God is a spiritual kingdom, therefore there must be a spiritual birth in order to enter it (v. 3). As we enter the physical kingdom by a natural birth, so we enter the kingdom of God by a supernatural birth.

(2) The nature which we get through the natural birth is radical and essentially bad (v. 6; cf. Gal. 6:19-21). That which is born of the flesh is flesh. The flesh cannot be improved (Jer. 12:23); cultivate and educate it all you please and it will still remain flesh. In order to enter into the kingdom of heaven there must be a nature fitted for heaven. There is nothing that can be substituted for the new birth. Men today are trying to substitute morality and education for the new birth. Nicodemus possessed these, yet Christ declared that he needed something more. It is no more possible to have a physical being without a physical birth than it is to have a spiritual nature without being born of the spirit.

2. The Mystery of the New Birth (vv. 8-13).

Though mysterious, its results are definite. We cannot discern from whence the wind cometh, or whither it goeth, but we know that it blows by its effects. The fruits of our life demonstrate our nature, whether it is heavenly or carnal. We need not be told that we have had a physical birth, for our bodies with their various faculties prove it. Even so, the presence within us of a nature which has no affinity for the things of the world, but a strong affection for God and a disposition to yield prompt obedience to His commands, proves that we have been born from above.

3. The Ground Upon Which the New Birth Rests (vv. 14, 15).

Christ's atoning death on the cross makes regeneration possible. He took the place of sinners. His infinite merit was placed to their account; He suffered in the sinner's stead.

4. For Whom Salvation Was Provided (vv. 16, 17).

"Whosoever believeth on Him." These verses give in a condensed form the whole plan of salvation. Observe:

(1) Its source—"God so loved." (2) Its ground, the death of Christ—"He ever." (4) Its condition—"believeth on Him." Its results—"should not perish, have everlasting life."

III. Man's Attitude Toward Christ (vv. 18-21).

1. Some Believe and Are Saved.

Those who believe are now free from condemnation (John 5:24). They are not only saved now but forever (John 10:28, 29).

2. Some Will Not Believe and Are Therefore Rending Under the Condemnation of God.

The awful sin which causes men to be eternally lost is unbelief in Christ. The cause of their unbelief in Him is their love of sin. Refusal to come to Christ proves that men's deeds are evil and that they love darkness rather than light.

In God's Eternity

Look up, my wearied brother; see thy fellow-workmen there, in God's eternity; surviving there, they alone surviving; sacred band of the immortals, celestial bodyguard of the empire of mankind.—Carlyle.

The Honor

When one has come to seek the honor that comes from God only, he will take very quietly the withholding of the honor that comes from men.—George Macdonald.

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Puts Ban on Mistletoe

Destruction of mistletoe in national forests of the United States has been ordered by the Department of Agriculture. The department doesn't object to the kissing, but to the mistletoe, which is regarded as a dangerous forest pest. A drive has been started against mistletoe in all national forests, and within ten years the department hopes to exterminate the plant.

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From hard work on a farm to the study of medicine was the course Dr. Pierce pursued. Finally he determined to put up in ready-to-use form his "Golden Medical Discovery" so the public could easily procure it. This "Discovery" is a tonic in its effects on the stomach and digestive apparatus; an alterative in its action on the blood, liver and skin. It increases the appetite, stimulates the digestion, enriches the blood, and makes both men and women feel as they did when they were young.

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Merely Time's Change

"The ambition of the young man of today," laments an eastern educator—and so far as we're concerned he'll have to do his lamenting alone—"is to acquire a flapper and a flapper," says the Detroit Free Press.

Well, what of it, and what can be done about it? The ambition of his dad and his granddad, probably, was to acquire a gig and a gal.

Dr. Peery's "Dead Shot" is not a lozenge or syrup, but a real, old-fashioned medicine which cleans out Worms or Tapeworm with a single dose. 372 Pearl St., N. Y. Adv.

A Collegiate

Socks slipping down over the shoes used to be a sign that a man was shiftless—these days it is a sign the patent-leather-headed youth is attending an institution of higher learning!—Cincinnati Inquirer.

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### Found Coin Long Buried

While John Wood, a truck driver of Morrowville, Kan., was assisting in excavation work at an old church, he dug up a large copper cent which bears the date of 1817, says the Topeka Capital. The coin has 13 stars around the edge, emblematic of the 13 original states. It is blackened by age, but is in a good state of preservation, and the characters on it can easily be read. The coin was about

### Viper Invades British Bus

A Sheffield (Eng.) bus-driver's five-minute fight with a large viper on Keston common recently provided considerable excitement for the pas-