

PERRY'S FLAGSHIP TO SAIL AGAIN ON LAKE ERIE

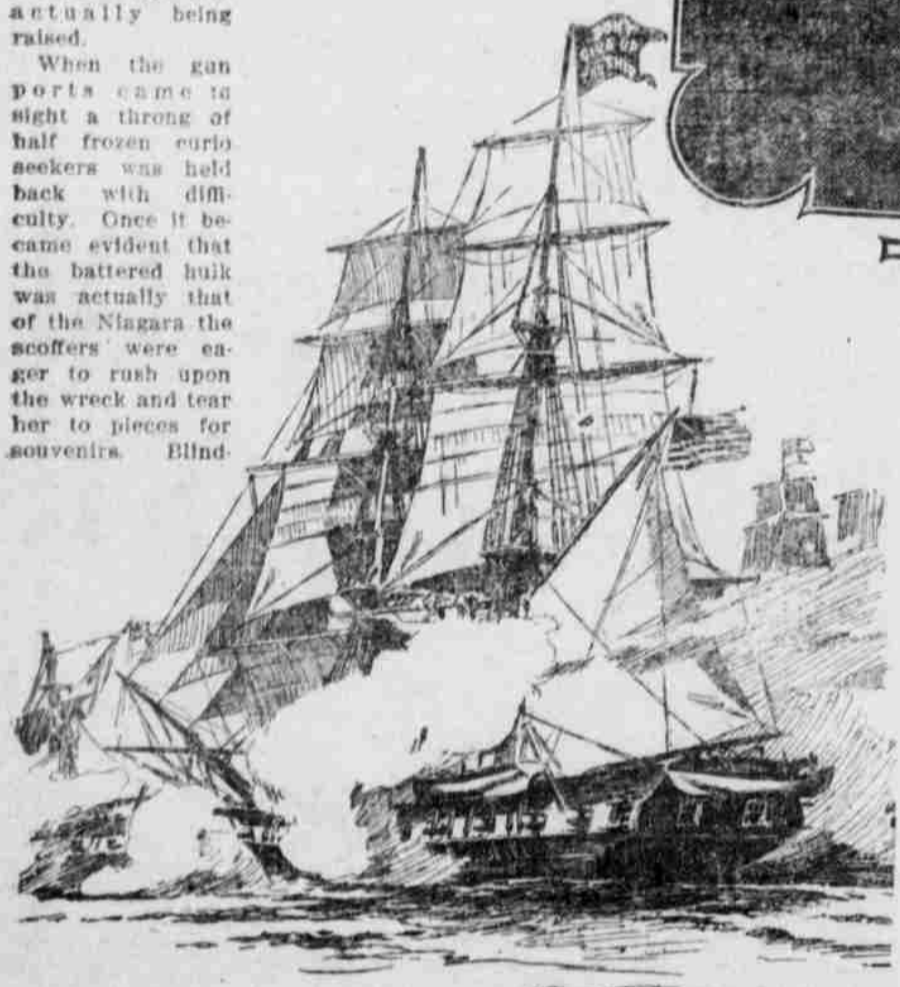
THE famous ship Niagara, the vessel which turned defeat into victory for Oliver Hazard Perry in the battle of Lake Erie on September 13, 1813, will sail again this summer the waters where she conquered a British fleet. The raising of the Niagara is the most striking feature of the impending celebration of Perry's victory which celebrated the fortunes of the United States a hundred years ago.

This engineering feat seems to have no exact parallel, and in sentimental and patriotic interest it is the most notable phase of the coming centennial celebration. To attempt to lift the hulk from the mud of Erie harbor was a daring idea from the start. To make the project fact required courage and perseverance of a high order. Many were the scoffers. It was said, to the very last, that the contractor had hold of an old canal boat, and not till the gun ports of the Niagara appeared above the surface of the lake did the great crowds ashore concede that Perry's ship was actually being raised.

When the gun ports came in sight a throng of half frozen curio seekers was held back with difficulty. Once it became evident that the battered hulk was actually that of the Niagara the scoffers were eager to rush upon the wreck and tear her to pieces for souvenirs. Blind-



PERRY AT THE BATTLE OF LAKE ERIE



THE NIAGARA GOING INTO ACTION

Jug snow and cracking ice seemed no deterrent to their frenzy.

Within a few days the battered craft had been raised higher above the water and propelled to shore on pontoons. She is soon to be hauled to a shipbuilding yard near by, where she will be partly rebuilt and put into shape for her last splendid cruise on Lake Erie this summer.

On this cruise the Niagara will visit all the principal ports of the great lakes, decked with flags and vari-colored bunting, and wallowing splendidly as befits a ship of her size, contour and noble achievement. She is 110 feet long, has a 20-foot beam and is about 10 feet deep. There is nothing of the clipper ship about her, but there is a stanchness that kept her steady while she emptied broadsides at a whole English fleet. In her prime, at the time of the decisive battle of Lake Erie, she was a brig of the old-fashioned sort, with an enormous spread of sail for those days. She had single topgallants and, what was more characteristic of the time, single top-sails. Thus the number of her sails was not apparently great, but her actual spread of canvas was very large for her day. Her rigging was all of the old-style sort. Her main, fore and mizzen tops were really fenced in for lookouts and she had a spanker to aid her in maneuvering better than her natural square rig would.

Capt. W. L. Morrison of the United States training ship Wolverine, who is an official of the Perry centennial celebration and an authority on historical facts relating to the Niagara, has made the prediction that in the vessel's hold will be discovered many old buckles and revolvers; and in a short time the world will know if he is right.

Raising the Niagara was the hardest kind of work. It is a big feather in the cap of the local contractor, who succeeded in lifting the hulk from the mud of the lake bottom, where she had lain for a hundred years. The task had to be done in winter in order to use spring to get the vessel in shape. Winter on the great lakes is such as to make a naturally delicate job of this sort well nigh impossible.

The interstate board of the centennial celebration had official charge of the work. To raise the hulk took just three months. The original contract called for the task to be done in thirty days, but bad weather knocked this schedule sky high.

It was planned at first to sink pontoons alongside the Niagara and pump them out, bringing the ship to the surface with them. Had the weather permitted this the salvage of the hulk would have been accomplished in contract time. Storms, however, threatened the undertaking almost every day and the contractor dared not sink his pontoons lest he lose them. Therefore four pontoons were anchored on either side of where the ship would lie when raised vertically to the lake's surface. Other pontoons were stationed over her bow and stern. Chains were made fast to the wreck by divers and she was simply pulled up to the water's edge.

Ice piled up six feet high about the pontoons, workmen were in constant danger of losing their lives in the black and icy water. Several fell into alcohols in thawing ice but were rescued. The Niagara had to be raised through twenty feet of water.

And now for something about the Niagara's historic day.

The Niagara and Commodore Perry's flagship, the Lawrence, were the only two vessels in the American fleet of six ships that, even in 1813, could have been called men-of-war. They were 500 tons burden each, and each carried twenty

guns. It was almost as much of a feat for Oliver Hazard Perry to build the vessels as to win the battle of Lake Erie. The commodore had been in the American navy for some time, and in 1811 as a lieutenant in command of the schooner Revenge he ran the vessel ashore at Watch Hill, R. I., and wrecked it in a storm. He was tried by court martial for this, but acquitted.

He failed to get a command when the War of 1812 started. Then he applied to Commodore Chauncey and was ordered to report at Lake Erie. On March 27, 1812, he arrived at Lake Erie and found a force of fifty shipwrights. The squadron had to be built from the forests near by. A fleet of nine vessels was built by him and his men. A regiment of Pennsylvania militia covered the shipbuilders while they were at work.

The battle against a superior British squadron lasted all day, and the Lawrence was dismantled, so that Perry had to row through a hail of shot to the Niagara, where he hoisted his flag again. At 3 o'clock he was able to send his famous dispatch: "We have met the enemy and they are ours."

Commodore Perry was then twenty-seven years old. Perry was a Rhode Islander by birth. The son of a naval officer and the daughter of an Irishwoman of unusual attainments, he had the most careful early training, so that after Lake Erie some who knew the family spoke of it as "Mrs. Perry's victory." Young Oliver Hazard Perry was fond of Plutarch's Lives, Shakespeare and Addison. He was a pupil of Count Rochambeau. At fourteen he was commissioned a midshipman.

When the war with England began there was probably no better ordnance officer in the American navy, and in the training of his crews he was unwearingly in personal attention to details. By assembling his gunboats occasionally he gained actual knowledge of the evolutions of a fleet. He also practiced sham battles, which taught him much.

Within twenty-four hours after receipt of Commodore Chauncey's order to go to Lake Erie he had sent off a detachment of fifty men, and five days later he set out himself with his younger brother, Alexander. Traveling chiefly in sleighs he reached Erie on March 27. There he found Noah Brown, shipwright, and Sailing Master Dobbin awaiting fifty carpenters from Philadelphia. The carpenters were more than five weeks making the wintry journey.

The keels of two twenty gun brigs and three gunboats had already been laid. Incredible toll in the wilderness enabled Perry to collect nine vessels of 1,671 tons with 54 guns capable of throwing a broadside of 938 pounds of metal, of which 288 pounds could be fired at long range. Puny figures these seem in this day of dreadnaughts, but in 1813 they were respectable if not exactly impressive.

The Lawrence and the Niagara, which were the two twenty gun ships, carried two long twelve pounders and eighteen thirty-two pounder carronades. The long range guns were the chief dependents of the Americans. To make his carronade fire effective Perry relied on grape and canister shot and favorite American ammunition, langrage, which was made out of scraps of iron sewed up in leather bags.

Perry's force of men consisted of about 500 landmen and sailors, many of whom had never seen salt water. On the British side Captain Barclay had six vessels of 1,450 tons, manned by nearly 500 men, but he had sixty-three cannon. Barclay was one of Nelson's veterans.

As the fleets approached each other at about 11 o'clock the bugle sounded from the flagship. The men of the whole British line gave three cheers and the long guns of the Detroit opened on the Lawrence at a distance of a mile and a half. By noon the battle began in earnest in the form of a duel, the heaviest vessel in each fleet confronting the other. Barclay had at first a manifest advantage. The gunners of the Lawrence, depending too much on their carronades, fired too fast, and overshooting their stumpy guns were able only to pit and dent the sides of the Detroit. So the Lawrence was reduced to a hulk by a steady British fire. After two hours only one gun was left mounted, the cockpit was crowded with wounded and only eighteen un-

harmened men, including commander and surgeon, were left on board.

The Niagara for some reason had remained in the rear. The smaller American vessels seemed unable to do anything to prevent a British victory.

With the audacity of genius Perry called four sailors to man the boats, and with his brother Alexander, the flag of the Lawrence wrapped round his arm, he left the ship. At first he was shielded by the battle smoke. Then he was rowed through the enemy's fire for fifteen minutes, at last reaching the Niagara unharmed. The breeze now freshened, speeding the Niagara and the American schooners into action. The Queen Charlotte of the British fleet was disabled while getting into position for a broadside. She fell foul of the Detroit. The American schooners took raking positions. The full battery of the Niagara, joining in the steady and rapid fire, swept the British decks. Kentucky riflemen in the tops acting as marines picked off every enemy visible. At 3 o'clock the British flag was hauled down. It was the first time in Britain's history that she had lost a whole squadron. Then it was that on the deck of the Niagara Perry dispatched to the secretary of the navy the brief account of his victory and shortly afterward sent to Gen. William H. Harrison the line: "We have met the enemy and they are ours."

Congress voted Perry thanks, a medal and the rank of captain. The city of Boston presented him with a set of silver, and other cities voted him thanks. He assisted in the defense of Baltimore, and in the squadron that was sent to the Mediterranean in 1815 he commanded the frigate Java. In June, 1819, while in command of the John Adams and other United States vessels in the West Indies, he contracted yellow fever in the Orinoco and died.

The United States has appropriated \$250,000 for a Perry memorial to be erected at Put-in-Bay on Bass Island. The great shaft will stand in the midst of a park. Individual states have brought the total up to \$700,000. New York gave \$50,000; Ohio, \$83,000; Pennsylvania, \$75,000; Wisconsin, \$50,000. Other states that interested themselves were Michigan, Illinois, Rhode Island, Kentucky and Minnesota.

About a year ago the national commissioners of fine arts accepted a design for the memorial submitted by J. H. Freedlander and A. D. Seymour, Jr. The design provides for a plaza 1,000 feet long and about 200 feet deep. On the plaza will be a Doric column 320 feet high. The island on which the column will rise is one of a group at the western end of Lake Erie.

The fourteen acres have been acquired to provide a reservation around the memorial. The Doric column will serve as a lighthouse. Other features are a museum, a statue typifying peace flanked by a colonnade. In the museum will be panels arranged for mural paintings descriptive of historical events connected with the battle of Lake Erie.

The plan calls for a crypt under the shaft in which will be placed the bodies of American and British sailors who perished in the battle, which were buried on the island. The sum of \$100,000 has been set aside for harmonizing the landscape with the general scene.

The members of the commission having charge of the Perry centennial celebration will try to secure a brief suspension of that convention between the United States and Canada by which warships may not enter the Great Lakes. The idea is to have British and American battleships at the ceremony of dedicating the column to Perry's victory and possibly a warship or two of Canada's new navy.

The national commission of fine arts which selected the design for the Perry memorial consists of Daniel H. Burnham, chairman; Daniel C. French, Thomas Hastings, Frederick Law Olmsted, Charles Moore, Cass Gilbert and Francis D. Millet. They were unanimous in their choice of a design. Commander George H. Worthington, Gen. Nelson A. Miles and Col. Henry Watterson are on the interstate board in charge of the celebration.

LITTLE SURPRISES

"I don't want any afternoons out, mum; I'm satisfied if I can go to church Sunday evenin's."

"Harry, you've been an awful long time making up your mind to ask me to marry you!"

"Your bill, doctor, is only about half what I expected it would be."

"Bobby, I've kept you in after school to tell you you're a dear, good little boy. Won't you give your old teacher a kiss?"

"No, sir, I haven't anything in stock that's quite as good as what you are asking for; try that druggist across the street."

POULTRY FACTS



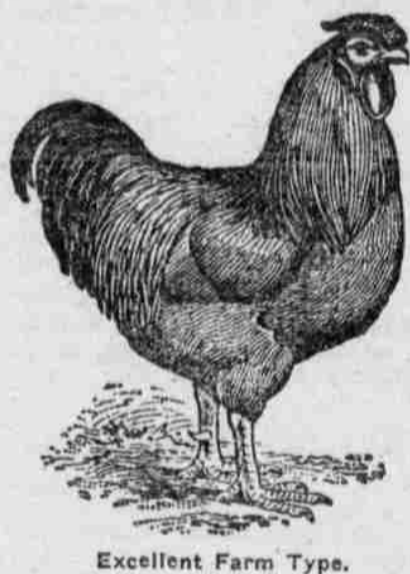
WYANDOTTE IN FAVOR

Excels in Ability to Be Pushed for Rapid Growth.

Breed Ranks About With Plymouth Rocks as Layers, but is More Active and Has Less Tendency to Overfatness.

(By R. G. WEATHERSTONE.)
The Wyandotte is smaller than the Plymouth Rock, but an equally rapid grower. It is generally claimed that the White Wyandotte will stand pushing for rapid growth the best of any breed.

As layers the Wyandottes seem to rank about with the Plymouth Rocks, but being somewhat more active and



Excellent Farm Type.

having less tendency to overfatness they should be credited with a slight advantage.

The Rhode Island Red breed constitutes the latest addition to the list of popular American breeds of chickens. This variety differs from the majority of breeds in claiming for themselves an origin based solely on practical considerations.

They are partly of Asiatic blood, but in their selection, which extends over a period of fifty years, attention has been paid to rapid growth and egg production, so that the breed today more nearly resembles the Leghorns than does either the Plymouth Rock or Wyandotte.

One fundamental difference still exists that shows the Asiatic origin of the red chicken, they being persistent sitters.

The Rhode Island Reds do not reproduce themselves with certainty as to shade of color or style of comb, but in practical points they may be considered a distinct and well-established breed.

In the eastern part of the United States are many farms keeping from one to several thousand hens and devoted exclusively to the production of poultry and eggs for the market.

The use of any breed on such farms should be good witness of its utility. The tabulation of the breeds used on such plants as are shown to the writer gives the following results:

White Wyandottes occupy first place, being used on about twice as many plants as any other one breed. Single-comb White Leghorns, Barred Plymouth Rocks and White Plymouth Rocks follow next in order. Rhode Island Reds, Light Brahmans, Buff Wyandottes, Buff Plymouth Rocks, Brown Leghorns and Black Minorcas are the other breeds in use. Leghorns, Minorcas and Rhode Island Reds are used on the egg farms, Light Brahmans and Plymouth Rocks on the roaster and capon plants, while the broiler and combination plants use Plymouth Rocks, Wyandottes or Rhode Island Reds.

Cause of Gapes.

Gapes are caused by a worm-like parasite that becomes attached to the lining of the windpipe. Wet and filthy grounds are a prolific cause. Isolate the infected birds and spade up the yard with slacked lime once a week. Remove the parasites from the windpipe with a feather dipped in turpentine. Put a little turpentine or camphor in the drinking water.

Limit on Eggs.

One good mother hen can brood twenty chicks and even more with ease, while she cannot successfully cover more than thirteen. Thus it is well to set two hens at the same time and give one the chicks from the two hatchings. The other hen can thus cover thirteen eggs again and raise her own little family when these are hatched.

Grit in the Ration.

A hen cannot digest her food properly without plenty of grit in her digestive apparatus. Keep a good supply of it always on where she can have free access to it, for, no grit, no digestion; no digestion, no eggs; no eggs, no dividends from the direction of the henhouse.

The ONCOOKER S. E. KISER

To the LAND of LITTLE CARE



Come, little comrade, let us fare across the hills, beyond the city, And wander in the open, where no voice shall call to us for pity; We'll wade in brooks that bubble by the slanting fields and forest edges, And listen to the winds that sigh and sing through aromatic sedges.

We'll linger in the hawthorn's shade and carve the letters of our names On mossy fences that were made by hands that toil no longer claims; ('I'll lead you where the valleys lie deep in the morning's gleaming dew') The wild crab's fragrant blossoms I will pluck from thorny boughs for you.

The friendly colt shall come to lay its velvet muzzle in your hand, And we will watch the lambs at play, and hear no master's harsh command; No clanging gong shall terrorize and there will be no shrieks of pain, No maiming wheels nor warning cries, no angry bickering for gain.

Come, little comrade, let me guide you out beyond the roar and rattle And show you that the world is wide, that life is not a ceaseless battle, And through the joy that you shall know and by the glow of your expression The boyhood I had long ago shall come again to my possession.

Unkind Doctor.

"I would suggest," said the doctor, after he had looked at the lady's tongue and felt her pulse, "that you walk three miles every day and be careful to chew everything you eat. Take a light breakfast and avoid sweets of every kind."

"Yes, doctor."

"That's all. Good morning."

"But, doctor, aren't you going to prescribe any medicine?"

"No, I never give medicine where it can be avoided."

"Oh, pshaw! I have saved up nearly a dollar's worth of bottles that I wanted to exchange in at the drug store."

The Outlook.

THE OPTIMIST.
When war drums throb no longer And navies melt away, The righteous will be stronger, The just will have their day.

When all the warring's ended, And no man cheats for gain, Then Virtue will be splendid And Righteousness will reign.

THE PESSIMIST.

When armies are disbanded And soldiers till the soil, The people, to be candid, Will still buy Standard Oil.

When navies are forgotten And warriors cease to kill We'll probably have rotten State legislatures still.

Pride All Around.

"I'm proud to say," boasted the man with the large stomach and the immense solitaire, "that I ain't never wasted any time readin' poetry."

"Well," ventured the gentleman with the seedy clothes and the high brow, "if the poets were asked they would probably agree that they were proud of it, too."

Not a Hardship.

"Do Mr. and Mrs. Wickelson, the people who live across the hall from you, ever disturb you at night by their quarreling? I am told that they fight like cats and dogs."

"They do fight, but we are not disturbed in the least. My husband always permits me to let the transom down and listen without a protest."

A Wonder.

"You seemed to regard that man with a good deal of awe."

"Yes. He excites my wonder. He's married to one of my former wives and getting along with her."

Unforgiven.

There are many people in this world who can never forgive a man for achieving success after they have predicted that he would never amount to anything.

S. E. Kiser.