

OLD IRONSIDES REPAIRED

Famous Frigate Constitution as it is Today.

NOT THE CONSTITUTION OF OLD

Difference Between Its Present and Its Former Appearance—Armed with Dummy Guns—Fittings Still Lacking.

BOSTON, Sept. 2.—Besides the local question of the retention of the Constitution at this port, there is another relating to the method and purpose of the repairs made to the vessel.

Old Ironsides lies at its dock in the navy yard here, a noble looking vessel, a type of its date and build.

Whoever examines a copy of its old mail plans, now hanging in its main cabin, can find that its mainmast was 104 feet long.

The ship's lower masts, compared with its size and age, must be smaller than the original spars.

Its channels and chain plates are much smaller than those first built and fitted.

When it was launched the channels of a man-of-war of its size—its scantling was that of a frigates.

Its head spars, bowsprit, jibboom and flying jibboom are as long and slender in proportion as those of a yacht.

It never carried a spritsail, as most ships of its rig and time did, but instead a giant pair of "whiskers."

In 1866 the Constitution was rebuilt at the Portsmouth navy yard.

Its model is the conventional one of its time, improved and refined by Yankee brains.

The old ship's cutter ends in a plain bullet head. In 1812 it bore a female figurehead emblematic of the Constitution of 1812.

The stern is ornamented with five stars above a spread eagle, bearing on its breast a shield with thirteen white stars on a blue ground.

All the above ornament, forward and aft, is later than 1812, or badly copied.

Previous to the campaign of Trafalgar, British naval captains painted their ships pretty much as they fancied—sometimes striped with red—but before his last battle Nelson ordered his fleet into the conventional black and white of the succeeding decades.

It has not yet been definitely determined how the Constitution was painted from 1812 to 1814.

One record did exist, and perhaps still exists. Fifty years ago an oil painting of some artistic merit, representing the action between the Constitution and the Guerriere, wherein the former was depicted of a wood color, with sheerstrakes in a darker shade, picked out with green.

The old frigate's draught forward is now marked in numerals on its bow up to 25 feet, but is not noted on its stern; its best trim in 1812 to 1814 was 21 feet forward and 23 feet aft.

With all its crew, ammunition and stores on board it displaced 2,200 tons. Then its freeboard, to the portside of its main deck, was from eight to ten feet, according to the sheer of the ship.

It was originally pierced for fifty-four guns, and it has today that number of portholes. In 1812 it carried fifty-five cannons.

In its waist—the space on its spar deck between the mainmast and the third port shaft the foremost—its bulwarks are lower, less thick than elsewhere, have to stern, nearly 300 feet.

No ports and carry as hammock settings, for reasons which will shortly be explained. The rest of its rail is 3 1/2 feet and carries hammock settings, which, when filled, will make it about six and one-half feet high.

Inboard its spar deck is unique; it is what is called a flush deck, that is, one whose planking stretches unobstructed, save by necessary ship's gear, from stem to stern.

In 1812 to 1814 it was open in its waist, save for the deck beams and the gangways, to the main deck, that is, the deck planking was not laid there save on two narrow spaces eight or nine feet wide outward from the starboard and port—or larboard—as it was then called—rails; these passages were called gangways.

The above mentioned open space, on the spar deck beams, the ship's spare spars and certain large boats were stowed.

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A small, but beautifully worked model of the Constitution, in ivory or bone, stands in a glass case in the frigate's main cabin.

It is made to scale and shows the open waist above mentioned and other details. Its steering wheel is modern and at least one foot less in diameter than the wheel of 1812.

In 1860 the Constitution was sent to Annapolis and the wheel of 1812 was then on board; it was with the greatest difficulty that the misalignment of the rigging were prevented from cutting it to pieces for souvenirs.

The landman should remember that the steering wheel of a frigate of the Constitution's size in 1812 was composed of two wheels, several feet apart, made fast to the same barrel, which controlled the tiller ropes and moved the tiller which steered the ship.

Shocks for Verity. In 1812 the Constitution's armament was, on its spar deck, as follows: On the quarter deck, that is, from the stern to its mainmast, sixteen 32-pounder carronades; on the foredeck, that is, from the bow to the waist, his 24-pounder carronades, two long 24-pounders and one long 18-pounder.

Today it carries in place of the above twenty-four dummy or sham cannon, rough imitations of its old 24-pounders, lately and carelessly cast, only half-way bored and even without sham vents.

A shudder must have run through the timbers of the old ship when these things were brought on board and mounted upon raw, four trucked oak carriages, imitations of those of 1812.

The rear admiral, commandant of the yard, while on board the Constitution, was asked by a civil young person, 75 years old, whether he had ever before seen or heard of a gun's breeching being drove through its carriage, and replied, mystically and brusquely:

"You are too young to know." The admiral was at the time personally conducting a congressional committee and probably had troubles of his own.

The main deck batteries of the old frigate are composed today of thirty sham 24-pounders, duplicates of and mounted like those on the spar deck.

The ship's wardrobe and the quarters of its junior and warrant officers are on the berth deck aft. The officers' state-rooms are dimly lighted by glass air ports eight or nine inches in diameter.

The bulkheads and partitions on the ship are modern, of pine, painted white. The boats, anchors, shottrucks and a thousand other fittings necessary for its complete equipment have not yet been provided, or at least not yet sent on board.

Cost of Wild Animals. Coyotes, Bears and Wolves Make Inroads on Profits of Oregon Farmers.

Coyotes, wolves, bears and lions cost Oregon over \$2,000,000 a year. One million of that alone is in the sheep killed.

The other million is a low estimate of the loss in calves, chickens, colts and pigs eaten, or rather killed, by the wild animals.

Coyotes and wolves are much thicker today than they ever were when Oregon was practically a wilderness. With so much to eat they can be killed so easily the wolves, and especially the coyotes, breed fast and live long.

When Oregon had a 22 bounty on coyotes it cost the state \$100,000 a year; that is, about 100,000 scalps were brought in during the two years the bounty was offered.

The effect was at once seen on the range. Our losses dropped off to a mere fraction of what they had been or are today. But Portland and Multnomah county day. But Portland and Multnomah county day.

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Of course the cutting down of the free open range is changing the condition of the sheepmen in this state greatly. In five years practically so open range locks will be run. They will all be fed from cut food, as is done in other states east of here.

This is bound to come. It cannot be helped, and in the end the result in good to all concerned, not only to the sheepmen, but to every person in the state. It means that the land now wild will be cultivated, crops now sold just off the field will then go to the market in the form of wool, leather and meat, and that where one man is now employed from five to ten will have work tending the sheep. It also means a much higher grade of sheep, but less of them, at least for some time to come.

It is the same old story of cattle in Texas all over again here in sheep. I run 30,000 sheep on 22,000 acres of land; three sheep, roughly, to two acres of land. In time one acre will support far more sheep than that, just how many depends on the skill of the raiser and the farmer.

HARTMAN'S FALL EXHIBITION OF HOMEFURNISHINGS OF EXTRAORDINARY NATURE

Extraordinary in character—in variety—in extent. These great Fall stocks have been prepared with a thorough knowledge of the tastes and desires of the people of this community and have been made to embody the most advanced ideas of the most noted furniture designers and makers in the country.

THE "LOW PRICE FEATURE" and the high character feature of these goods are the result of extensive purchases made by twenty-two great Hartman stores where quantities ordered were so great as to enable this mighty chain of stores to elevate the standard of quality while saving wonderfully in the cost of production.



This Elegant Nantucket Leather Morris Chair for \$6.50. This is positively the biggest value in a Morris Chair that was ever offered to the home provider of America.



Automatic Bed Davenport—Frame Is Made of Quarter-Sawed Oak 26.50

This Davenport Sofa Bed is of the new automatic opening design which opens to a full size bed without removing from the wall.



This Large Six-Hole Steel Range for 26.75

This is unquestionably the largest, best and most handsomely ornamented Steel Range ever sold at this price.



Three-Piece Parlor Suite, Highly Polished Mahogany Finish 15.75

Here is a parlor suite value that can't possibly be duplicated elsewhere in Omaha. It is made of best selected materials and is constructed in a most thoroughly dependable manner.



Imperial Monarch Brussels Rug, 9x12 feet, 15.75

The Imperial Monarch Brussels Rug is woven specially for us by one of the largest and best known rug weavers on this continent.



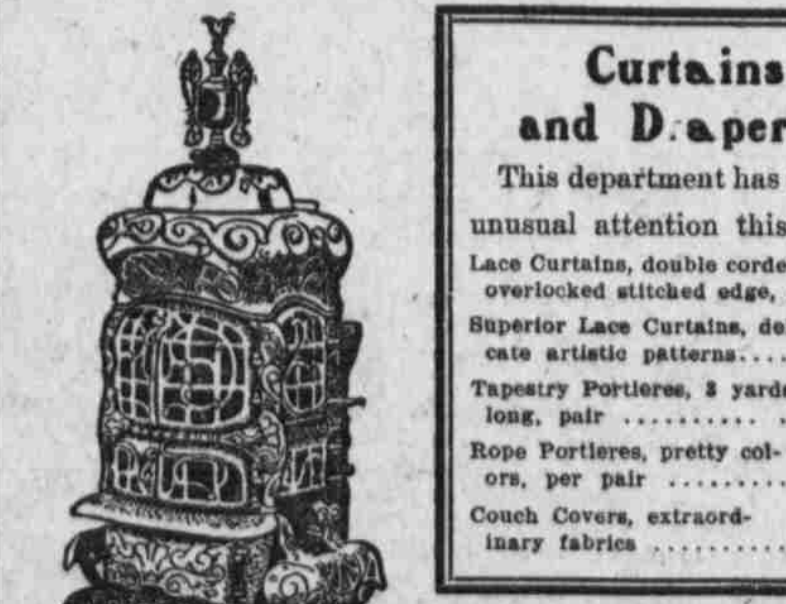
Quarter-Sawed Oak Pedestal Extension Table, 17.69

We firmly believe that this is by far the biggest Pedestal Extension Table value on sale in Omaha.



Solid Oak Sideboard, 15.75

This Sideboard is a very elegant design, serpentine front, elaborately carved ornamentations and extra large French bevel mirror.



Double-Heating Base Burner, 26.75

This is a most powerful Double-Heating Base Burner. It has full reversible flues, with extra large radiating surface, and so constructed as to produce the greatest possible amount of heat with the least amount of fuel.



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