

The Monterey,

ships had met their doom-the same ship from

which Philip ordered his men not to cheer when

the Vizcaya, the Cristobal Colon, the Maria Ther-

esa, the flower of Cervera's squadron, were burn-

ing and sinking down into the grave to which the

deadly shots of Sampson's gunners had consigned

them. But the old Texas, which, like the New

York, was renamed so that the name of the Lone

Star state might adorn that of the new New

newer and more modern ships, to prove the

marksmanship of whose men the Texas was de-

stroyed, the hulk of that old ship—a sister of

the Maine that went down in Havana harbor,

and which going down hastened the conflict with

Spain-still half floats in Chesapeake bay, just

enough of her left to provide another marksman-

ship test for some mighty dreadnaught of the

As went the old Texas, so will go some of the

other ships of the fleet that is obsolete. Already

the Indiana is mentioned as the next martyr ship

for the Atlantic fleet, and after her the Massa-

chusetts, and then the Iowa, and perhaps within

a year or two the Kearsarge and the Kentucky,

the Alabama, the Illinois, and the Wisconsin, all

of them beyond all question or doubt now of the

But let's call the roll of the obsolete fleet, and

1. The cruiser Olympia, flagship of Dewey at

2. The armored cruiser Saratoga, flagship of

4. The battleship Oregon, Clark's immortal

5. The battleship Iowa, "Fighting Bob" Evans

6. The battleship Texas, already gone, "Jack"

7. The battleship Massachusetts, another fa-

8. The battleship Indiana, sister ship of the

9. The fattleship Kearsarge, first of superim-

10. The battleship Kentucky, sister ship of the

11. The battleship Illinois, one of the around-

12. The battleship Alabama, also of the fleet

that went around the world under Evans and

13. The battleship Wisconsin, with the Ala-

bama and Illinois the only battleships of the navy

whose twin funnels are arranged in parallel fash-

ion, one to the port and the other to the star-

the martyr ship of 1898, and yet a ship that is

already obsolete and has been missing from the

15. The battleship Missouri, another around-

14. The battleship Maine, built in memory of

Oregon and Massachusetts, and, like them, one

The armored cruiser Brooklyn, flagship of

the flagships shall lead off just as they did at

fleet under Admiral Badger.

obsolete type of fighting craft.

Manila and at Santiago:

Sampson at Santiago.

around-the-Horn ship.

last command as a captain.

mous Santiago memory.

the-world voyage ships.

Thomas and Sperry.

of Santiago's famous contenders.

Atlantic fleet for several years.

Schley at Santiago.

Philip's old ship.

posed turret ships

Kearsarge.

Manila.

Ripped, riddled and torn by the shells of the

rk's sister, has long since met her fate.

The lowa - Evan's Ship in Cuban Campaign



IFTEEN years ago George Dewey stood on the bridge of the famous Olympia and won the battle of Manila bay, William T. Sampson from the bridge of the armored cruiser New York directed the operations before Santiage, and the pennant of Winfield Scott Schley fluttered from the masthead of the beautiful three-funneled armored cruiser Brooklyn. The world acclaimed the commanders of the squadrons of which these vessels were the flag-

ships, while all America joined in one grand hurrah for a navy that was admittedly one of the best on the seven seas.

The American navy is still among the best, but the ships that were fought by Dewey and by Sampson and by Schley are no longer figured in the line-up that makes the great fleet under comnd of Rear Admiral Badger powerful fighting organizations the world has

Every one of the famous ships of 1898 is today officially admitted to be obsolete, and all of them put together would not be as powerful as is the giant superdreadnaught Wyoming, or the Arkansas, or the Florida, or the Utah, any one of which would be a match for all the ships that fought under Dewey and Sampson combined, if such a test should be made.

Just a year ago the then secretary of the navy, George von L. Meyer, publicly called attention to the fact that the American navy had more than its full quota of battleships whose day in the first line had passed and the places of which would have to be taken by more modern ships of the Wyoming and Florida classes if the United States was to retain its position as the world's second naval power. The other day the observation of the ex-naval secretary was recalled by a naval officer in New York, who took pencil and pad and, going back fifteen and twenty and twenty-five years, figured out just what the obsolete ships now adorning the naval lists originally

cost the United States government. It was so ridiculously easy, the computation of that total value of famous ships that are ready to die a naval death of old age. The result was astounding, and when at last the navy man wiped his brow and announced the result of that little mathematical feat of his he had proved that the value of those ships, some of them still less than a dozen years old, reached the stupendous total of more than \$100,000,000, or, to be exact,

2129.932.814. Of this \$130,000,000 fleet that was, it is interesting, and in a way sad, to note that it includes the Saratoga, the name given Sampson's old flagship New York when her name was taken so that it could be given to the mighty superdreadnaught New York, now nearing completion in the navy yard in Brooklyn; Schley's flagship, the Brooklyn; the Olympia, from the bridge of which Dewey uttered his famous order to Captain Gridley, "You may fire when ready, Gridley;" the Iowa, that was "Bob" Evans' ship in 1898; the Indiana, and the Massachusetts, sister ships, which won fame and glory before Santiago, and the Oregon, which won the plaudits of an admiring world by her great run around the Horn, and which in her old age will probably be given the honor of being the first American war vessel to pass through the Panama canal in April of next

Then, of course, there was the old Texas, the ship that was commanded by the beloved Captain Philip, the vessel from the deck of which he offered his prayer of thanksgiving to God when Santiago's battle was ended and the Spanish

missing in the news of the navy that a generation has grown up that knows her not, and she was of the flying squadron of 1898.

18. The commerce destroyer Minneapolis, s speed record breaking cruiser of the late nineties, a sister of the Columbia and, like her, of the flying squadron of 1898.

The monitor Amphitrite. The monitor Miantonemah.

The monitor Monadnock.

The monitor Cheyenne, formerly the Wyoming The monitor Ozark, formerly the Arkan-23.

sas. The monitor Tonopah, formerly the Ne-

vada The monitor Tallahassee, formerly the 25.

Florida. 26. The minotor Puritan.

The monitor Terror. The monitor Monterey.

The protected cruiser St. Louis.

The protected cruiser Charleston.

The protected cruiser Milwaukee.

The protected cruiser Newark. The protected cruiser Chicago.

The protected cruiser Cincinnati.

The protected cruiser Raleigh, Coghlan's

36. Twenty-eight torpedo boats. Twenty years ago this fleet of sixty-three ships would have been a match for any naval organization then afloat, with the exception of the fleet of Great Britain. Today all the vessels in it could not last half an hour in a battle with the five dreadnaughts that constitute the great first diviinited States Atlantic

And this mighty fleet of "naval has-beens" cost the United States government more than \$129,-000,000 and the oldest among them, not including the old monitors, is not yet twenty-five years old. The battleships in it to build and equip cost the government \$64,435,225, and the cruisers, montors and torpedo craft raise the total to the \$129,000,000.

What will become of these ships? Some are now in reserve and there they will stay until their end is decided upon. Will that end be the target range or the auction block and the junk pile, or will they be permitted to rust away in navy yards nominally as units in reserve fleets but in reality as useless reminders of a navy that in its day was great but which, owing to marvelous progress in naval construction, has reached quickly but surely that state of obsoleteness from which there can be no "come-back."

The Oregon and the Olympia will probably be retained for generations to come as glorious reminders to Americans of future years of the navy that won immortality in the brief conflict that wiped Spain off the map of the western world and which added to American territory an island empire in the far east and won for this country for the first time a full, free recognition by all the nations of the world of the right to be numbered among those powers whose mission and influence is "world wide."

In the line up of the "has been" fleet it will be noted that there is included the entire fourth division of the great fleet that circumnavigated the globe in 1907 and 1908. This division was made up of the Alabama, the flagship of Sperry when he began the voyage as a division commander; the Kentucky, the Kearsarge and the Illinois. In that fleet three of the vessels of the third division are now also listed among the obsolete fighters, the ships in question being the Ohio, the Missouri and the Maine, all sister ships and in their day held up to the world as embodying all that was best in the construction and equipment of modern men-of-war of the battleship class.

The Atlantic fleet when it sailed out of Hampton Roads in December, 1907, was made up of sixteen first-class battleships, and a look at the make-up of the organization shows that in a period of less than six years seven, or lacking one of exactly half of those famous ships, have been relegated into the reserve, the first steppingstone that leads to junk pile and oblivion.

LESS FOLIAGE.

"This is a great age." "What has struck you now?"

"The fact that so many doctors are successful without whiskers. It wasn't so thirty years ago."

ACROSS THE SAHARA FOR FUN | His party included a young officer | The party was not trying to make a | automobile and railroad to the The whole journey took about five

> Down the Niger they started by boat. At least, that was the plan. party, including a general retired for But the general fretted at the inac- age. Salah, in the desert, and here the na- tivity and went off on a hunting trip

months; the only casualty was the when man had to fight his way about 2,000 miles, in three months. At death of a pet dog. The native chiefs Harry Woods, Beautiful amber colored were friendly, and there was nothing to mar the pleasure trip of a small

> One of the world's largest church organs is an electrical instrument at

GOVERNOR EDWARD F. DUNNE WRITES SHERIFFS AND POLICE CHIEFS.

FREQUENT COMPLAINTS MADE

Letter is Sent Out at the Request o Secretary of State Woods, Who Says Statute Is Being Violated.

Springfield.-A circular etter was sent out to every sheriff and chief of police in the state by Gov. Edward F. Dunne, urging them to enforce the law relative to automobiles strictly and vigorously. Secretary of State Woods wrote the governor stating that frequent complaints had been made to his department of the failure on the part of the officers of the counties and cities of the state to enforce the law requiring owners and drivers of motor vehicles to secure licenses previous to operating their machines and that he had appointed investigators in some of the large cities and that reports to him indicate that a very large percentage of automobile drivers are openly and wilfully violating the law in this regard. He states that his office force is wholly inadeguate to compel observance of the law without the co-operation of all the officers of the state, and asks the governor to use the means at his command and as authorized by law, to require these officers to do their duty in the enforcement of the law.

Governor Dunne in his letter to the sheriffs and chiefs of police calls attention to the various provisions of the automobile law, and says, in

part: "I shall rely upon you to see that the law is enforced in these particu- Fire Marshal Opens Crusade. lars in your county. A failure to comply with the law is depriving the state of a large amount of legitimate income which is to be used, under the new road and bridge act, for the improvement of the roads of the state.'

Fair Will Open October 3.

The greatest fair on earth will open its gates to thousands of visitors October 3-11, beginning on Friday of one week and closing on Saturday of the next week.

The Illinois state fair has added new title to its already formidable list. It is now known as the Two Million Dollar fair. Secretary Dickirson two years ago had an inventory made of the value of exhibits and the total ran up to approximately \$2,000,000. The magnitude of this the greatest agricultural exhibition in the world can be appreciated with this appraisal of exhibits, which was made by experts who inspected each animal and article on the grounds.

For the first time in nineteen years "Governor's day" will be Democratic day. The state board of agriculture is not a partisan society and has carefully kept politics in the background. From time immemorial Thursday has been set apart and recognized as the day when the governor of the state shall be received with especial honor. The supreme court and state officers always have been included in the special invitation list, which was closed the executive and

branches of the state government. Illinois broke a precedent last year | Miners Predict Warm Election. and elected a complete set of Democratic state officers. Hence Governor's Mine Workers of America promises day will be Democratic day.

will shine equally with Gov. Edward ers, has decided to make the race. F. Dunne as an attraction for the vis-

itors. It was hoped by many that Secre-

The Republicans and the Progress ives and the Prohibitionists and the Socialists and the suffragets all may have their days, and they will have

After all is said, it is certain that to see statesmen, or politicians, or officeholders.

be tolerated by the beard.

Will Make Headquarters in Chicago. The state industrial commission, created by the last legislature, will es tablish headquarters in Chicago. A decision to this effect was reached at a which controls homes for dependent meeting in Springfield of the two children at Duquoin, Evanston and Pomembers now composing the commis- tomac, has announced various changes sion, H. S. Tanner of Paris, chairman, and Peter Angsten of Chicago. The fact that three-fourths of the business of the commission, most of which will arise under the workingman's compensation act, is expected to come from Chicago, led the commission to make its decision.

Improvement on State House Skylights The skylights at the state capitol building are undergoing a transformation at the hands of workmen under the direction of Secretary of State glass, with a decorative border, has over the stairways on the third floor. The glass domes of the senate and house chambers are also being repaired, while new lights are also being piaced above the broad marble stairway in the west wing.

sh for Boy Corn Growers. An Illinois boy and an ear of corn, rather ten ears of cornand the boy will be given a place of honor among the farmers of the world. The state fair this year—the opening day is Friday, October 3, and the closing day is Saturday, October 11offers to the industrious boys of the state \$134 in gold for the best ten ears of corn grown by a boy. The state is divided into three grand divisions. northern, central and southern, and the best ten ears in each division will receive prizes, and then there is a championship prize between these three. No safer or better method of arousing the latent talent and indus-

try of a farmer boy could be devised. The boys' school at the fair this year will be enlarged and improved over previous years. This splendid feature was inaugurated three years ago by Col. Charles F. Mills of Springfield, Secretary J. K. Dickirson and Superintendent of Public Instruction Francis G. Blair, and received the hearty indorsement and co-operation of President J. T. Montgomery, then a member of the board and in fact the entire board of agriculture. It has become one of the great features of

The boys live in tents furnished by Governor Dunne from the militia equipment, mess like soldiers, listen to lectures by able instructors on farm topics, inspect live stock, machinery, and poultry, and write papers for home consumption on what they see and what they have learned. Arrange ments have been made this year for an increased number of boys, and the lists are full and running over. It has been the great annual treat for a battalion of the rising generation gathered from every county in the state. Colonel Mills, it is said, is endeavoring to add some special attractions for the youngsters this year, and for one thing is contemplating marching them to some Springfield church for divine services on Sunday of the fair. This year they will be better provided for and entertained than ever before Their tents will be pitched on the knoll near the southwest entrance.

A crusade was opened by Acting State Fire Marshal Morgaridge against dealers who have failed to comply with the ordinance in placing gasoline in cans not properly labeled and painted red. Warrants were issued for several companies and individuals, and many more are expected to follow. The campaign has been progressing

secretly for some time and follows the increasing list of casualties which have resulted from fires and explosions through careless handling of gasoline. With Springfield as a nucleus for the movement, the state fire marshal intends to extend the movement over the entire state and prosecute every case. Bulletins have been sent to the police authorities in every city with a copy of the ordinance regarding receptacles for gasoline, and directions to arrest every person violating the act.

The work of gathering evidence against the local dealers has been conducted by Deputy Fire Marshal J. E. Galavin and the testimony will be presented at the hearing before Justice of the Peace Reilly September 26. The majority of individuals and representatives of companies for whom warrants were issued gave bond for their appearance on that date. They were as follows:

People's Oil company, Standard Oil company, N. B. Christman, Leslie Rebbins, George Solle, J. W. Hunter, J. W. Wineman, R. M. Dockum and Fred

The coming election of the Illinois

to be one of the hottest contested in All the big chiefs of the dominant years. Announcement was made at party will participate in the great do the headquarters in Springfield that ings on Thursday. There will be nomination blanks have already been pow-wows and combinations and plen- sent out to several hundred locals in ty of talk, talk, talk, all of which will the state. It was also learned that be fed to the rank and file of Illinois Joseph Pope of Belleville, the presiyeomanry by the daily press. It is dent of the organization, will have certain that United States Senator strong opposition for re-election. James Hamilton Lewis will lend the James Lord of Farmington, the pres occasion the honor of his presence and ent vice-president of the mine work-

A hot contest for vice-president is also expected. The position is being sought for by Daniel Clark, who has tary of State Bryan also would join for many years been a member of the his Illinois brethren in their day of executive board of the Springfield disthanksgiving and praise, but word trict, Paul Smith of Marion, who was from Washington has reached some of last year defeated in the race for presihis friends that the great Nebraskan dent, and Adolph Germer of Belleville. will not be able to attend. However, a It is expected by the members of the roll call of the senate and house of organization that Duncan McDonald, the Illinois legislature undoubtedly the present secretary-treasurer of the develop a querum of both mine workers, will be re-elected without opposition.

Frank Farrington of Streator is a candidate for re-election on the international board, and so far in the race has no opposition. In addition to the the privilege of designating them regular election of officers this year, through their party organizations. The the organization will elect a scale comstate board of agriculture will not do mittee. The committee will next year it. That is one thing that would not form an agreement with the operators. The nominations must be in at the state headquarters not later than Ocvisitors to the state fair do not attend tober 10. The election, which is by referendum vote of 78,000 miners of the state, will take place December 9.

Changes Are Announced.

The board of directors of the Illinois Children Home and Aid society, in the management of that society.

Dr. Tastins H. Hart, formerly secre tary of the state board of charities and corrections of Minnesota, has been succeeded as superintendent by Wilfred S. Reynolds of Chicago, executive secretary of the Cook county board of

State Highway Commissioners Adjourn Illinois highway commissioners at their concluding session in Bloomington discussed possible improvement in the new Tice roads law. A. D. Gash. Chicago, president of the new state highway commission, made a stirring taken the place of the dingy panes appeal in behalf of good roads. John which formerly adorned the skylights Gornsey of Champaign urged harmony as essential to good results in promot ing highway improvement. Mrs. Daniel Smalley of Streator, aged sixty-five. was killed by an automobile while crossing a street. She failed to hear warning by the driver.

ILLINOIS NEWS TERSELY TOLD

Rockford.-A golf ball driven by Mayor Bennett in a fog hit Alder Ernest Smith in the face, breaking his nose. Smith was playing with the mayor and had gone ahead to look for his own ball.

Freeport.—George Wiegand and Patrick Galvin were the first men arrested for illegal fishing in the Pecatonica river since that stream was made fish preserve. They were found fishing with a net.

Galesburg.—Despite the death of Max Lillie here, De Lloyd Thompson of Chicago, his partner, made a successful flight, notwithstanding strong breeze. Before his ascent he telephoned to his sweetheart in Chicago and bade her good-by.

Rockford.—Announcement that he has decided to quit the ministry in order to enter business, Rev. G. L. Leake of Pecatonica, near here, has handed in his resignation to the Methodist Episcopal district superintendent to take effect October 1.

Benton.-Five hundred and seventy votes were cast in the special city election here on a proposition to extend the city limits. Four hundred and eighty-seven voted for and 83 against the proposition. Of these 230 were women, twenty of whom voted against the proposition.

Champaign.—Optimism concerning crop conditions exists at the College of Agriculture at the State university. Prof. A. E. White, Prof. Fred H. Rankin and Prof. I. W. Dickerson of the college all say that reports of a condition that nearly approaches famine are entirely without foundation.

Rockford.—Seized with a coughing

spell while at work. John Magnu an employe of the Forest City Furniture company, bled to death before a physician, who had been summon arrived. His death was very unusual in that it is believed that he ruptured the sorta the biggest artery in the body, and which leads into the heart. Chicago.—The first woman ever chosen a delegate to the confer ence of the fourth Episcopal district of the African Methodist Episcopal church was seated by that body here. Julia Folk of Burlington, Ia., was the delegate. Bishop Benjamin F. Lee

ence. Cario.-Work of driving the steel piling to protect the base of the Ohio river levee from being undern by water, and to stop the seepage through the base of the levee, was started by the General Railroad Con struction company, the subsidiar company which is handling the Cario evee contract for the Walsh Constr tion company.

issued instructions that she be re-

ceived as a lay member of the confer

Jacksonville.—The sixty-eighth year of the Illinois Woman's college with the largest attendance in the his tory of the school. This is the lars school exclusively for girls in the west and now holds full colle rank by reason of having raised an endowment fund of \$180,000 in the last year as required by the Metho church, which has jurisdiction over the college.

Murphysboro.—A jury returned a erdict finding Corum Beavers, Roy Hopkins and Mike Williams guilty of attacking a young woman and fixed their punishment at ten years in pris on. Ralph Cundiff and Will Chris so just before the case went to the jury. Edith Gray, eighteen years old, was their victim, and the crime oc curred on the night of June 18 last.

Centralia.—Two wrecks occurred on the Southern railroad near here. car of meat was derailed one mile west, and at Dix three cars and an engine were derailed. One of the cars was loaded with stock, which was unloaded. The wrecker from Princeton turned over the cars so trains could pass. No. 85 was delayed five hours, and No. 2 detoured to St. Louis over the I. & N. from Mount Vernon. No one was injured.

Quincy.-Two years after a crime of embezziement was committed, the grand jury returned an indicts against Joseph Woodruff, formerly of Clayton, who is alleged to have st 1400 from the Modern Woodmen lodge of Clayton. He has been arres Springfield. Woodruff averred that he was held up by two masked men, and to substantiate his statement the defendant showed several gashes in the

Joliet.-Edmund M. Allen, warden of the state penitentiary here, discharged three more prison. and it is rumored that a fourth official has tendered his resignation to the executive. The three to lose their positions are G. A. P. Cummings and N. E. Cederholmes, wall guards, and Alexander Barrowman, guard. It is rumored that H. E. Witte, superintendent of the receiving and discharging department, has voluntarily resigned.

Joliet.-After a desperate hand-tohand fight, six revolting convicts employed in the penitentiary chair factory were overcome by guards and driven to the solitary cells, where they now are in confinement. The convicts threw down their tools. When their guard, H. M. Stoddard, ordered them to resume work they refused and threatened "to do" him. Before they could attack him however, Stoddard called for help and emergency guards came to his aid. Following a desperate struggle, the revolters finally were placed under control and were placed in solitary confiement.

Marion county circut court to the October term of the supreme court, am which will be the case against Ern Harrison, now in the penitentiary at Chester on a charge of kidnaping Dorothy Holt of Salem for ranso Aurora.-Frank Boardman, a boy,

Centralia.—A number of important

cases will be appealed from

became champion plowman when he wrested the laurels from William Fairweather who won the title last year and held the championship six times previously. He lost his title by a narrow margin, Boardman turning a straighter and truer furrow.

Retired General's Peculiar Pleasure Trip From Algiers to the Gulf of Guinea.

Last winter Gen. Bailloud, chief of the 19th French Army corps, stationed in Algiers, was retired under the age limit law. But to show that he was not yet ready to quit active life, he Timbuctoo and on to the Gulf of Guinea.

and two corporals with apparatus for record. Through the mountain passes coast. receiving wireless messages, with a of the Southern Sahara they took their small escort. The time has passed time, reaching the Niger at Bamba, through the desert.

The railway took them to Biskra and automobile and horse to Onargia. tives saw for the first time a Christ- at every chance, joining the boats lanned a trip across the Sahara to mas tree; the children of the village lower down.

the-world voyager.

On Christmas day they were at In

Timbuctoo old friends were met.

enjoyed both the candles and the pres- It was not long before modern Hamburg, which has 12,173 pipes, means of transportation were reached some of which are 37 feet long.