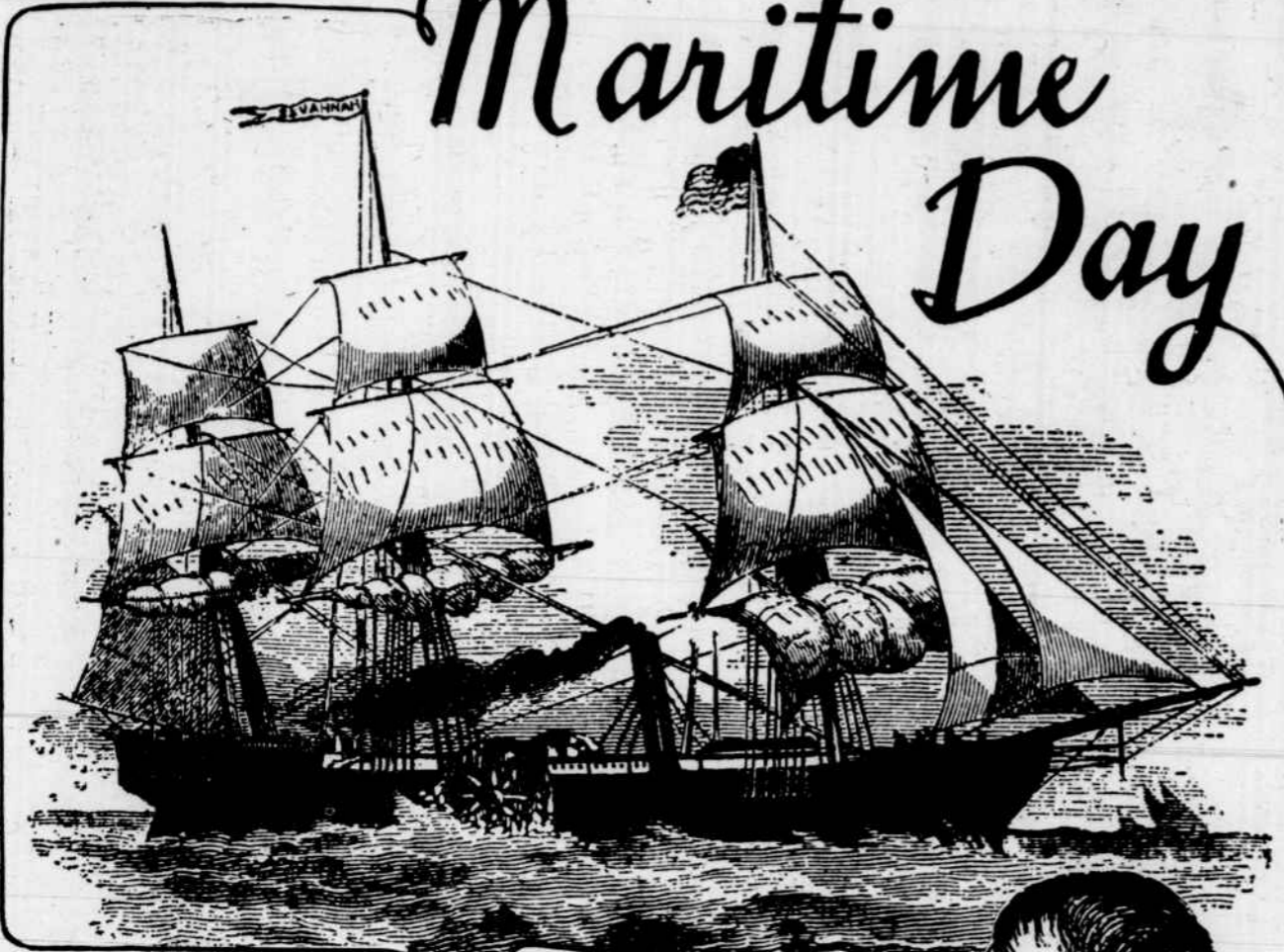


Why We Celebrate Maritime Day



The Savannah

By ELMO SCOTT WATSON

ON MAY 22 the American people will celebrate National Maritime day. Its first observance took place last year, so it fell to the lot of a sailor-President to add to our patriotic calendar a day which not only commemorates a great naval feat but also is designed to make this nation more "maritime-minded" and to spur it on to recapturing its rightful share of the world's sea commerce.

For the voyage of the Savannah, which began on May 22, 1819, was a revolutionary event. Not only did it thrill and startle the world (including that proud "Mistress of the Seas," Great Britain) and doom the clipper ship of romantic memory, but it also marked a new era in water transportation and presaged the day when ocean greyhounds would make the shores of the Old and the New world only five days apart instead of five weeks.

More than that, it is altogether fitting that this new red-letter day on the American calendar should make the name of a real naval hero more familiar to his fellow-countrymen than it has hitherto been. He was Capt. Moses Rogers of New London, Conn., the pioneer of a new era in ocean travel as well as a worthy exemplar of the best traditions of the old days of seafaring.

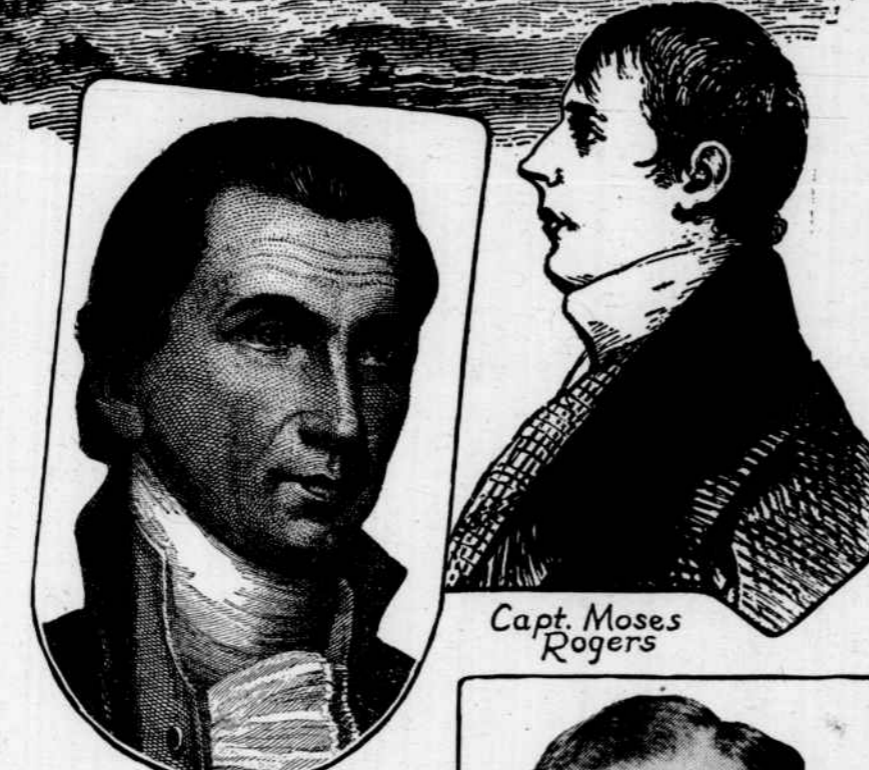
Even though Robert Fulton and others had proved that the steamship was a practical and reliable means of water transportation, the early Nineteenth century regarded transatlantic voyages by this "new-fangled" kind of ship with a great deal of skepticism. So that "foolhardy Yankee," Captain Rogers, had considerable difficulty in persuading a group of Southerners to back his plan for building a steamship to cross the ocean. He had commanded a steamboat on the Hudson river and had brought another vessel under steam from New York around to the head of Chesapeake bay, a voyage considered very dangerous in those days. But that was as nothing compared to the dangers which awaited such a ship out on the high seas.

Finally, however, Rogers convinced them that he could make such a voyage safely and in 1818 the first transoceanic steamship company was organized and incorporated at Savannah by the Georgia legislature. It ordered the construction of a wooden vessel 98.5 feet long, 25.8 feet wide and 12.9 deep with a gross tonnage of 319.70, to which was given the name of the Savannah. Financed by Georgians, built by Feckett and Crockett of New York city and provided with a "steam engine" supplied by Stephen Vall of Morristown, N. J., the ship was to be commanded by a Connecticut Yankee. So this venture was an all-American affair with both the South and the North represented in it.

The builders did not have the same faith in the steam engine part of it that Rogers did, so the Savannah was provided with masts and sails. But the captain seems to have regarded them more as auxiliary power and as insurance against discontent, or even possible mutiny, by the crew. He arranged for protection of his iron paddle wheels by having them made in detachable sections and invented machinery by which they could be switched on to the deck in case of a bad storm.

The log book of the Savannah, now preserved in the United States National museum, shows that the Savannah left New York at ten o'clock on the morning of March 28, 1819, and headed for the open sea, bound for Savannah, Ga. It is evident that the ship left under sail, for no mention is made of steam in the log. But the next morning they "got the steam up and it began to blow fresh; we took the wheels in on deck in 20 minutes." During the remainder of the voyage the steam engine was used only intermittently and on April 6, eight days and fifteen hours from New York, the Savannah reached the port of its namesake.

"On her approach to the city hundreds of citizens flocked to the banks of the river and, while she ascended, saluted with long and loud huzzas!", says an item in the Savannah Republican for April 7, 1819, which continues: "The utmost confidence is placed in her security. It redounds much to the honor of Savannah, when it is said that it was owing to the enterprise of some of her spirited citizens that the first at-



Capt. Moses Rogers

President Monroe

tempt was made to cross the Atlantic ocean in a vessel propelled by steam. We sincerely hope the owners may reap a rich reward for their splendid and laudable undertaking."

On May 1 the Savannah made a short trip to Charleston, S. C., and there on May 11 she was honored by having as guests President James Monroe and a party who spent the day on the new ship cruising to Tybee Light. The President was much pleased with her performance and requested that she be brought to Washington on her return from Europe.

On May 19 the Savannah Republican carried this advertisement: "For Liverpool—The steamship Savannah, Capt. Rogers, will, without fail, proceed for Liverpool direct, tomorrow, the 20th. instant. Passengers, if any offer, can be well accommodated. Apply on board." However, it seems that the citizens of Savannah did not still have "the utmost confidence in her security" for none of them "offered" to become passengers on this historic voyage. The truth was, they were afraid that the ship might either be set afire by her furnaces or that she might be blown up by an explosion of her boilers.

Nor did she sail "without fail" on May 20. An accident to one of the crew delayed the start two days. So it was not until nine o'clock on the morning of May 22 that Captain Rogers' ship "hove up the anchor and started with the steam from Savannah."

A week later, out in the middle of the Atlantic, the captain of another American ship, seeing in the distance a vessel which he believed to be on fire, started to her aid. "But," he wrote in his log, "we found she went faster with fire and smoke than we could do with all sail set! We then discovered that the vessel on fire was nothing less than a steamboat crossing the western ocean, laying her course, as we judge, for Europe, a proud monument of Yankee skill!"

A similar incident occurred on June 17 when the boat was seen off the southern coast of Ireland and reported as a ship on fire to the admiral of the British fleet in the cove of Cork. Thereupon he "dispatched one of the king's cutters to her relief; but great was their wonder at their inability with all sail set, in a fast vessel, to come up with a ship under bare poles. After several shots were fired from the cutter the engine was stopped and the surprise of her crew at the mistake they had made, as well as their curiosity to see the singular Yankee craft can easily be imagined. They asked permission to come aboard, and were much gratified by the inspection of this novelty."



President Roosevelt

power of her steam. She is a fine ship, and exhibits in her navigation across the Atlantic a signal triumph of American enterprise and skill upon the ocean."

The coming of the Savannah excited other emotions besides admiration and astonishment, however. Soon after her arrival it was learned that Jerome Bonaparte had offered a large reward to anyone who would carry off his famous brother, Napoleon, then an exile on St. Helena, and the British suspected the Savannah of being concerned in some such plot. So she was closely watched by the authorities all the time she was in port.

On July 21 she steamed away from Liverpool for a visit to Sweden and Russia and her visits to those two countries were triumphal processions during which she was visited by members of the royal families who joined in the praises of the daring Yankee skipper and his crew.

On October 10 the Savannah sailed for her home port. The voyage was a stormy one and the engines were not used on any single occasion during the trip until November 30 when, so the log records, "Capt. Rogers took a pilot inside the bar and at 10 a. m. anchored in the Savannah river and fired sails on the flood tide, got under way with steam and went up and anchored off the town." Thus ended her historic trip. Again the people of Savannah made a holiday in honor of the ship which had carried the name of their city to fame across the Atlantic.

The next year the city of Savannah was swept by a great fire and, because of the losses suffered by the owners of the ship in this disaster, she was sold, her engines taken out and she was used as a sailing packet between Savannah and New York. Later the Savannah was driven ashore on Long Island by a gale and pounded to pieces, just 21 days after the death of her gallant captain whose enterprise had brought her into existence and who had shared in all the glory of her great achievements of 116 years ago.

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MEMORY OF WAR NEVER LASTING

Horror Has Small Effect on New Generations.

It is not so long since war was "outlawed" and the outlaw was ostracized. Even that mild and gentle child named Neutrality was not mentioned in polite or academic society. The slogan was not neutrality in thought, but peace in thought. Now the outlaw is found not to be dead, but lurking in the woods, and it is discovered that all nations border on the same forest. The youth and some of their elders contemplate the future possibility of war by swearing any participation in it—when it comes. Veterans' organizations advocate legislation now to take the profit out of war—when it comes. Scholars and students of peace begin to re-examine the utility of our traditional neutrality policy as a device for keeping us out of war—when it comes.

Through it all drones the refrain of those who picture the horrors of the next war—the wiping out of cities from the air; newer and more frightful gases; death rays. The same song was sung before 1914 and long, long before. It has never deterred nations from war, because it acts, if at all, on the individual and not on the mass, not on the nation, not on the government.

Even for the individual it is too overwhelming and too remote to be grasped except by those in whom it touches and torments the chords of personal memory. Soon a new crop has ripened. Those impersonal things known as governments respond more readily to the stern high calls of national honor and prestige. They seek, often sincerely, the welfare of their country. It is both a material and a spiritual welfare. Would either be served by war today or on a near tomorrow?—Philip C. Jessup, in Current History.

To keep clean and healthy take Dr. Pierce's Pleasant Pellets. They regulate liver, bowels and stomach.—Adv.

Powerful Locomotive

In a recent test of a new locomotive in France it hauled three huge locomotives, with their pressure turned on as brake, and a heavy observation car, over the 70 miles between Orleans and Tours in an hour.

June Has Lost Rank as

Popular Marriage Month

June, long considered the brides' month, isn't in the running with July, August and September, the registrar general's statistical review of England and Wales indicates, writes a correspondent in the Washington Post. More people get married in the third quarter of the year than at any other time, the review shows. This has been the case ever since the beginning of the Twentieth century.

Even before the turn of the century June was not as great a favorite of brides as had been supposed. In the years preceding the dawn of 1900 the most popular months for weddings were October, November and December. At least, this was true in England and Wales.

Although the number of marriages is gradually mounting, the birth rate is steadily dropping, according to the statistical review. In 1933 the birth rate was only 14.4 per thousand population, the lowest recorded for England and Wales.

MIGHT TRY IT

If you have a tree that bears no fruit put a stone in its first crotch just before blossoming time; the tree will surely be fruitful after that.—Old Belief.



ARE YOU HAVING FOOT TROUBLES? Do your feet itch, are they inflamed, swollen, sore and calloused; cracked skin under toes? Nothing will help you like TEN-A-TEN. Works like magic. One or two treatments and you feel as if you have new feet. Immediate Relief or Money Refunded. PRICE \$1.00. MALBIN COMPANY 874 Eighth Avenue New York City

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Always insist on Simoniz and Simoniz Kleener for your car. If dull, the new, improved Simoniz Kleener quickly restores the lustre. It's surprising, too, how easy Simoniz is to put on, but it's hard for weather to wear off. That's why your car stays beautiful when you Simoniz it.

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JOSEPH F. BINNS, Manager

A GROUCH GETS THE GATE!

MR. WOOD, WE'VE COME TO ASK YOU IF WE CAN USE YOUR BARN NEXT MONTH FOR OUR SOPHOMORE BARN DANCE

NO!—YOU CAN'T! AND THAT'S THAT!

THEY'VE GOT A NERVE! MAYBE THEY'D LIKE TO USE YOUR HOUSE FOR A BASKETBALL GAME!

WHY, JACK... WHAT MADE YOU ACT THAT WAY? I'VE NEVER SEEN YOU AS CROSS AS YOU'VE BEEN LATELY. WHAT'S THE MATTER?

TELL HER IT'S BAD ENOUGH TO BE PESTERED BY KIDS WITHOUT HER NAGGING YOU!

YOU KNOW I'M NOT FEELING WELL! I CAN'T SLEEP NIGHTS, AND MY INDIGESTION AND HEADACHES ARE DRIVING ME WILD!

WELL—YOU KNOW WHAT THE DOCTOR TOLD YOU. HE SAID YOU HAVE COFFEE-NERVES—AND HE TOLD YOU WHAT TO DO!

TELL HER TO GO FLY A KITE! SHE'S ALWAYS PREACHING AT YOU, ANYWAY!

JACK—YOU KNOW YOU SHOULDN'T DRINK COFFEE. WHY DON'T YOU TRY POSTUM FOR 30 DAYS... AND SEE HOW YOU FEEL?

IT'S A LOT OF ROT... BUT I'LL TRY IT, IF YOU'LL KEEP QUIET!

CURSES! THIS WOMAN HAS ME LICKED! I CAN'T STAY HERE IF POSTUM IS COMING IN!

"I knew coffee was bad for children. But I never supposed it could have such a bad effect on me."
"The doctor says that the caffeine in coffee can harm grown-ups, too... cause indigestion, headaches or sleepless nights!"

30 DAYS LATER

MY GOODNESS, MRS. WOOD, YOUR HUSBAND HAS CHANGED SO THAT I HARDLY KNEW HIM!

ISN'T IT WONDERFUL? SINCE HE SWITCHED TO POSTUM HE'S BEEN A DIFFERENT PERSON!

If you suspect that coffee disagrees with you... try Postum for 30 days. Postum contains no caffeine. It is simply whole wheat and bran, roasted and slightly sweetened. It's easy to make, and costs less than half a cent a cup. Postum is delicious and may prove a real help. A product of General Foods.

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Send me, without obligation, a week's supply of Postum.

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