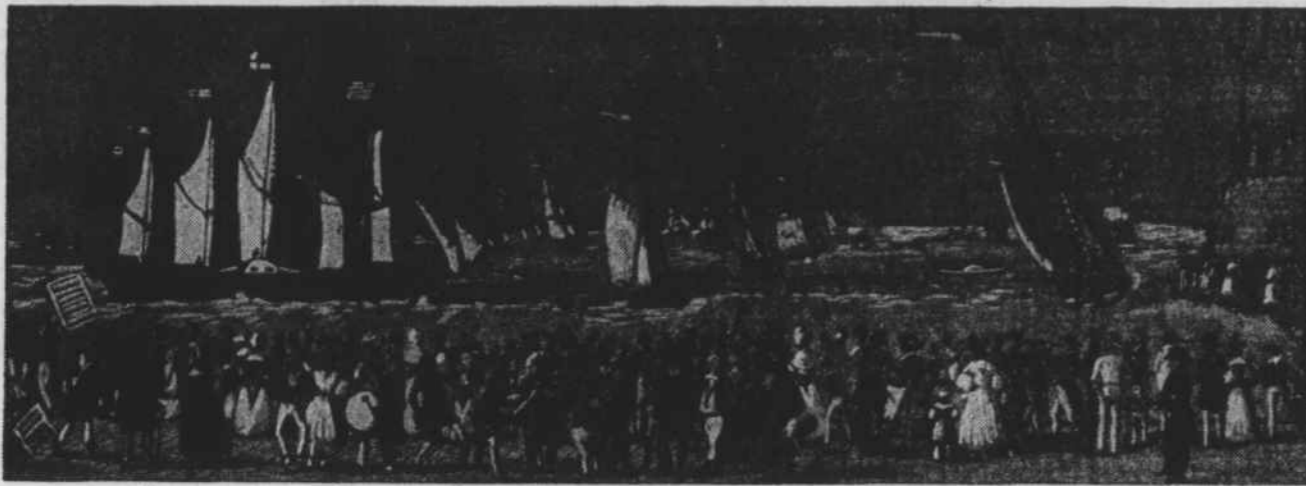


Maritime Day Recalls Ships That Pioneered in Trans-Atlantic Traffic . . . By ELMO SCOTT WATSON



Citizens of New York Gather at The Battery to Welcome the Great Western at the End of Her Record-Breaking Trip Across the Atlantic in 1838. (From a Contemporary Print.)

"Whereas in Public Resolution 7, approved May, 1933, it is stated that on May 22, 1819, the steamship The Savannah, departed from Savannah, Ga., on the first successful transoceanic voyage under steam propulsion, thus making a material contribution to the advancement of ocean transportation; and

"Whereas by said resolution the President of the United States is authorized and requested annually to issue a proclamation, calling upon the people of the United States to observe May 22 of each year as National Maritime Day;

"Now, therefore, I, Franklin D. Roosevelt, President of the United States of America, by virtue of the authority vested in me do hereby issue my proclamation calling upon the people of the United States to observe May 22, 1933, as National Maritime Day by displaying the flag at their homes or other suitable places, and I hereby direct that government officials display the flag on all government buildings on that day.

"In witness whereof I have hereunto set my hand.

"Done in the city of Washington this twentieth day of May, in the year of Our Lord nineteen hundred and thirty-three, and of the independence of the United States of America the one hundred and fifty-seventh."

SUCH was the document which added another red-letter day to our calendar three years ago and gave us another occasion for an annual nationwide celebration. Since that time the observance of Maritime Day has helped make Americans increasingly conscious of their heritage as a seafaring people and of the status of the United States as one of the principal maritime nations of the world.

Although the recent launching of the Queen Mary has placed Great Britain, the traditional "Mistress of the Seas," ahead in the race among the nations to have the "largest, finest and fastest" ocean liners, yet the fact remains that all of these floating palaces trace back to the products of American ingenuity and American daring more than a century ago. For the Ile de France, the Rex, the Europa, the Leviathan and the Queen Mary—all of them are lineal descendants of those first crude little steamships which John Fitch, Robert Fulton, Samuel Morey, William Longstreet, Elijah Ormsbee, Oliver Evans, Robert R. Livingston, John Stevens and James Rumsey built and operated in the streams of the eastern United States. And the captain of a modern "luxury liner" who guides its 60,000 tons of steel across the Atlantic ocean in less than a week is but following the trail blazed by a Yankee skipper with his 350-ton boat when he made his epochal voyage 117 years ago and took three weeks to do it.

That man was Capt. Moses Rogers of New London, Conn., and we celebrate Maritime Day on May 22 of each year now because on May 22, 1819, his ship, the Savannah, departed from Savannah, Ga., "on the first successful transoceanic voyage under steam propulsion, thus making a material contribution to the advancement of ocean transportation."

Although Maritime Day honors primarily the achievement of the Savannah, its celebration each year serves to recall the names of other ships which have played a part in the development of trans-Atlantic traffic. Despite the fact that Capt.

Moses Rogers had shown the possibilities of steam transportation across the ocean, other Americans were slow to follow his example. Daring seamen though they were, they clung to their fast-sailing clipper and packets because they argued that such ships were cheaper to operate, since the steamship's fuel and machinery took up too much precious cargo space, and that they were safer because of less danger of fire and explosions as was the case on what the Indians had called the "big fire canoes."

The British, however, saw great possibilities in trans-Atlantic steam navigation and since they did so much to develop it, it is only fair, on Maritime Day, to take note of their ships which pioneered in linking America and Europe more closely together. There is a special reason for doing this in the case of one which can be regarded somewhat as an "American ship" since she was built and operated by our Canadian cousins. That was the wooden paddle-steamer, the Royal William, which made the first crossing of the Atlantic using steam all the way.

The Royal William, built at Quebec, was launched in April, 1831, and towed to Montreal to be fitted with engines developing 200 horse power. Her cost when ready for sea was \$75,000. Her dimensions were: length over all 178 feet; depth of hold 18 feet; breadth over paddle-boxes, 44 feet. She was originally intended to ply between Montreal and Quebec and Nova Scotia, and the enterprise of building her was carried out by a group of Quebec

Early in August, 1833, she left Quebec for Pictou, in the Northumberland strait, where she remained a few days coaling, storing, repairing engines, and awaiting passengers. Eventually, on August 17, she steamed out of Pictou harbor for England. Her master was John McDougall.

During the voyage the starboard engine was disabled and the vessel sprang a leak. After 25 eventful days and nights the Royal William arrived at Gravesend. Ten days later the vessel was sold for \$50,000 and chartered to the Portuguese government as a troopship.

In 1834 the ship was bought by the Spaniards, sent to Gravesend to be converted into a "war-steamship," and re-named the Yabel Segunda. Later she returned to the Spanish coast, and on May 5, 1836, in the Bay of San Sebastian, she earned the distinction of being the first steamer of war to fire a hostile shot. In 1840 she was sent to Bordeaux for repairs but was converted into a hulk. Her engines were transferred to a new ship of the same name, which ultimately sank off the Algerian coast during a violent storm in 1860.

After the voyage of the Royal William, the next important event in trans-Atlantic steamship history was the arrival in New York on April 22, 1838, of the British ship Sirius, for which has also been claimed the honor of being the first boat to cross the Atlantic using only steam for propulsion. (Although a memorial tablet in the Canadian house of commons commemorates the feat of the Royal William as be-

see her. Her arrival was the signal for informal parades and drinking sprees of a kind never before seen in the city.

But the welcome given to the Sirius was as nothing compared to that which greeted another ship when it arrived in New York the very next day, April 23, 1838. That was the famous Great Western, destined to become the first steamer to make regular trips across the Atlantic and thus inaugurate a new era in ocean transportation. But the thing which aroused the wildest enthusiasm among the citizenry of New York on that April day 98 years ago was the fact that the Great Western had arrived only 17 hours behind the Sirius, despite the fact that she left England 11 days after her rival. That meant she had made the crossing in 12 days!

Moreover, it had been a "non-stop crossing" and the city staged much the same kind of celebration which it was to put on nearly a hundred years later in welcoming another non-stop trip across the Atlantic. Lieut. James Hosken, R. N., commander of the Great Western, was the Colonel Lindbergh of his day. Honors were showered upon him. He and his officers were wine and dined with an extravagance never before known in the history of New York. Guards had to be stationed around both the Sirius and the Great Western to keep souvenir hunters from tearing them to pieces. There were pitched battles between the police and the revellers who stormed the quays in their attempts to get near the vessels.

The Sirius may have been a wonder to behold with her length of 178 feet, beam of 25½ feet, tonnage of 708 and speed of 160 knots a day. But the Great Western was a marvel. She was the largest and fastest thing afloat. She was 236 feet long, had a beam of 58½ feet and a tonnage of 1,340. Her two engines were capable of furnishing 750 horse power, indicated, and she traveled at the terrific rate of 240 knots a day.

Before the Sirius returned to England she advertised her passage rates in the New York newspapers. For a cabin they were \$140, "including provisions and wine," and for second cabin \$80, "with provisions and wine." James Gordon Bennett went to Europe aboard the Sirius on her return trip, a journey of which he was always proud.

When the Great Western started for England on May 7, New York gave her nearly as great a send-off as its welcome had been. For every one realized that this marked the beginning of a new epoch in maritime history. Two years later the Great Britain, the first iron ocean liner and the first steamer driven by a screw propeller across the ocean, was launched in England. In 1840 also the Cunard line obtained the backing of the British government in the form of a profitable mail contract and in that year the Cunard ship Britannia, the first of a line of splendid ships which have since plied the Atlantic, arrived in Boston, there to be greeted by much the same enthusiasm as had greeted the Great Western in New York.

By 1850 the Cunard steamers had taken the best passenger trade away from the sailing ships and Americans realized that they must also resort to steam if they were to hold their own with the British. Their first steamers, built for trans-Atlantic service, proved to be too slow to compete with the English lines but in the fifties the famous American Collins line began operating a fleet of swift, luxurious steamships which outstripped their British rivals and succeeded in recovering a large part of the Atlantic passenger trade.

The modern era of ocean liners dates from 1875 when experiments proved that steel hulls were stronger, lighter and more buoyant than iron. Again the Cunard line pioneered with the Servia, the first steel-hulled trans-Atlantic liner, which was built in 1880. The next innovation was the twin-screw vessels, having two propellers and two sets of machinery. The City of New York, put into service in 1882, was the first of this type to cross the Atlantic. The adoption of the twin screw made sails obsolete and the modern era of trans-Atlantic travel began.

© Western Newspaper Union.

Even at that late hour, everybody who was able to do so hurried to the waterfront to catch a glimpse of the steamship that had made the trip across the ocean in the record time of 26 days. Sailors and other denizens of the waterfront built huge pitch fires on the beach near Jones' Wharf, where the Sirius was tied up, so that the populace might

STAR DUST

Movie • Radio

By VIRGINIA VALE

JAMES MELTON, one of radio's sweetest singers, has finished his latest radio assignment and arrived in Hollywood to work in "Cain and Mabel." Before leaving New York he made inquiries as to his own importance in the picture—wanted to know what sort of breaks he'd get on publicity etc.

He knew that Marion Davies, being the star, would come first in the hearts of the publicity men for the company. A casual inquiry revealed the fact that he'd come second, which was all right with him. But for the moment neither he nor his informant recalled that Mary Boland was also cast for that picture—and Miss Boland is pretty important, being an excellent actress and a favorite of movie fans as well.

Also—Mr. Melton is, first of all, a singer. The script calls for a prize-fighter as a hero. The question at the moment is—if you take his singing away from Mr. Melton, will you have a prize-fighter?

Now it's Harold Lloyd who wants to make pictures in color. He has been making experiments on his own hook for the last two years, but is not yet quite sure whether or not color would add to the type of comedies that he makes.

Furthermore, he's through with making just one picture a year; from now on he'll make two a year, he thinks, or at least, two every three years. And with his latest one, "The Milky Way," as an example, that comes under the heading of good news.

Those radio programs of Bing Crosby's are rapidly becoming one of the best of the broadcasts; he is getting really big names, (or rather, his sponsor is getting them for him), and he makes a delightful master of ceremonies. Better add this program to the list of those you tune in on Thursday evenings.

When you see "The Great Ziegfeld" (and of course you'll see it!) you'll hear "A Pretty Girl Is Like a Melody" beautifully sung. Allan Jones sang it, while Stanley Morner was photographed as if he were singing it. Jones did not get screen credit, and Morner, who has a good singing voice, got credit but didn't sing.

The youngsters in Hal Roach's "Our Gang" started on a personal appearance tour a while ago, which has proved so successful that they will go on and on right through the summer. Not only children, but grown people as well, arrive for the first show and then right on till closing time.

As if there hadn't been enough trouble over Mae West's latest, "Klondike Annie," the Chinese government is objecting to it now, so Mae won't be a welcome visitor in the Orient.

Another picture that you'll want to see is "I Married a Doctor"—which you'll recognize as Sinclair Lewis' great book, "Main Street."

Josephine Hutchinson and Pat O'Brien lead the leads, and do exceedingly well by them. However, here's a word of warning to young, unmarried doctors; don't take the girl you hope to marry to see this one, for it may make them feel that doctors don't make very good husbands.

Staging a come-back in pictures was rather a hard thing for Dolores Costello Barrymore to do; she was a victim of the early days of talkies, when she was given such insane speeches that audiences laughed at her, which cost her an opportunity she really deserved.

But she took voice lessons, and diction lessons, and did so well in "Little Lord Fauntleroy" that Paramount has signed her up. Now it looks as if a real career is opening for her.

ODDS AND ENDS . . . When people in New York asked Bette Davis if she was going to fly back to Hollywood she said, "No; I'm a sissy, I'll take the train . . . Al Tolson and Ruby Keeler did the same . . . But a few accidents have not frightened the general public; plane reservations still have to be made way ahead . . . Eddie Robinson refused to be frightened; his mother was ill in New York, so she flew to see her, and flew back . . . Anita Louise is the latest star to embark for picture-making in England . . . Eddie Cantor's new radio contract calls for something like \$15,000 a week, but he'll have to pay his company himself . . . Ed Wynne will return to NBC soon, and have Graham McNamee with him again.

© Western Newspaper Union.

TALL TALES

As Told to:
FRANK E. HAGAN and
ELMO SCOTT WATSON

Blondy by a Tongue!

WAY back in 1892—said the Old turfman—I owned a beautiful racing mare as ever was foaled. Her name was Blondy because of her color. My other possession was a farm in the Blue Grass country on which was hung a "plaster" of \$15,000.

Bad luck cut between me and the purses although Nigger Jim, my trainer, would get her cream-colored body in the pink before every race.

We taught Blondy a lot of tricks, between losing races. One was to make a face. Nigger Jim or I would hold an apple or carrot so she had to stretch her neck and put out her tongue for it. And she got so she would do this whenever we told her "make a face."

We entered the mare in a claiming race at Churchill Downs the spring of '02. It was May 15, to be exact. The mortgage on the farm was due May 16. Nigger Jim had Blondy in great form for the 1½ mile race. But the bookies were laying 20 to 1 against our nag. I managed to scare up exactly one thousand berries and placed the whole roll at 20 to 1. It was win the race or lose the farm.

The horses were away evenly but 100 yards from the start Blondy stumbled and lost stride. We groaned but heartened as she winged away, regaining lost ground at every jump. Then a horse cut in front of her. It was Dixie Dude, and she had to be pulled.

Down the back stretch and around the turn they came. Blondy was moving up on the outside. When they hit the stretch she and Dixie Dude were running head and head.

It looked like a certain dead heat but at the last jump or two Nigger Jim, hanging on the rail, yelled "Make a face, Yo' Blondy! Make a face!" Thank God! Blondy heard, straightened her neck, shot out her tongue across the finish line and won the race.

Man-Made Mesas

AFTER Paul Bunyan finished his work logging off the Pacific Northwest he decided he'd become an oil-driller. First thing he did was to go down into New Mexico and begin drilling a well on top of a mountain.

Paul's well was sunk to a depth of 14,066 feet without a sign of oil. Funny thing about that mountain—it was made up of alternate layers of thin rock and dry sand.

One night a windstorm came up. And how she did blow! The next morning when Paul woke up he looked out of the window of his shack and such a sight as met his eyes! There was his hole, standing straight up in the air as high as he could see. The wind had blown all the sandy layers away from it but the layers of rock were hanging around it like washers pushed around a drill stem.

Paul was pretty mad about it but he didn't waste any time standing around cussing. He just took a sledge and climbed up to the top of the hole. When he got there, he began pounding the hole down into the ground again. As he did so the layers of rock began to come together and in less than no time they made a mesa.

That sort of thing happened time after time and that's why New Mexico is so full of mesas. They're perpetual monuments to Paul Bunyan's unsuccessful oil-drilling operations there.

The Squalling Squonk

SOME cold, winter night, as you sit before a roaring fire in a hunting lodge or in the bunkhouse of a lumber camp in the North Woods, you're certain to hear outside a long-drawn-out moaning. But if you think it's the wind in the bare branches of the trees, you're mistaken! Your lumberjack friend will tell you it's a squonk, moaning because it has a warty, ill-fitting skin.

That's all a squonk ever does—just goes wandering among the hemlock trees, weeping and sobbing bitterly because its skin doesn't fit. When the thermometer is down to nine degrees above zero, you can follow it by the little globules of ice it leaves behind—the squonk's trail of frozen tears.

Because it is such a shy, nocturnal animal few men have ever seen a squonk. But once a lumberjack, by imitating its cries, ured one into his cabin. The little beast seemed perfectly satisfied until he shut it up in a wicker basket. Then it began to sob and moan.

This went on for hours, then died down. The lumberjack peeked into the basket to see if the squonk had cried itself to sleep. But all he found was salt water and a few bubbles. The squonk had dissolved itself in its own tears. "I mighta known better," said the lumberjack, as he added one of his own tears to the collection, "than to have shut up a squonk in a basket made from branches of the weeping willow tree."

© Western Newspaper Union.

Cactus Came From Africa

All cactus plants now flourishing in northeast Africa and southeast Asia have been developed out of plants imported from America.

Potters Revive Designs

Designs and coloring of old and famous English earthenware and china are being revived by potters of England.

Goodwill

Goodwill, like a good name, is got by many actions and lost by one.

The Mind Meter

By LOWELL HENDERSON

© Bell Syndicate.—WNU Service.

The Similarities Test

In each problem of the following test there are three words. The first two bear a certain relationship to each other. Write in a fourth word which will bear the same relationship to the third word that the second does to the first.

1. Franklin D. Roosevelt, United States; Albert Lebrun, _____.
2. Albany—New York, Columbia, _____.
3. Steamboat, John Fitch; motion-picture machine, _____.
4. Inning, baseball; chucker, _____.
5. Gobi Desert, Asia; Sahara Desert, _____.
6. Henry Morgenthau, Treasury; Henry A. Wallace, _____.
7. "Treasure Island," Robert Louis Stevenson; "The Lady of the Lake," _____.
8. Mayor, city; Governor, _____.
9. Al Simmons, baseball; Tommy Armour, _____.
10. United States, Washington, D. C.; India, _____.

Answers

1. France.
2. South Carolina.
3. Thomas A. Edison.
4. Polo.
5. Africa.
6. Agriculture.
7. Sir Walter Scott.
8. State.
9. Golf.
10. Delhi.

ALWAYS CROSS PRAISES CHANGE



NEW BEAUTY THRILLS HUSBAND

Her husband marvels at her clear complexion, sparkling eyes, new vitality. She is really a different person since she eliminated intestinal sluggishness. What a difference a balanced combination of natural laxatives makes. Learn for yourself! Give Nature's Remedy (NR Tablets) a trial. Note how naturally they work, leaving you feeling 100% better, fresher, alive. Contains no phenol or mineral derivatives. 25¢ for all druggists.

NO TO-NIGHT TOMORROW ALRIGHT

FRUITS-VEGETABLES WANTED!

In Truck and Car Lots. High Market Prices. Cash Sales. Financial responsibility assured. Full daily returns. Our market quotations are not supposed to induce shipments. Write or wire for them.

SCHLEY BROTHERS
"The Dependable"
18 East Camden St. BALTIMORE, MD.
Established 20 years and the only Wholesale Commission Firm now operating 4 separate locations and sales forces in Baltimore.

Foolish Assumption

That reason does not govern love is an assumption eagerly made by those who want to be foolish.

"Black Leaf 40"

KILLS INSECTS ON FLOWERS • FRUITS VEGETABLES & SHRUBS
Demand original sealed bottles, from your dealer

We'll Pick the First

Which is best of the three—optimism, pessimism or indifference?

BILIOUS SPELLS

In bilious spells, one of the first things to do is to take a dose of Black-Draught to relieve the attending constipation.

Mr. T. L. Austin, of McAdenville, N. C., tells of having used Black-Draught for a long time. "There is a box full on my mantel, now," he writes. "I take it for biliousness. If I did not take it, the dullness and headache would put me out of business. It is the quickest medicine to relieve me."

Black-Draught is purely vegetable. It is one of the most economical laxatives. Sold in 25-cent packages containing 15 doses.

BLACK-DRAUGHT

WNU-4 21-36

Rid Yourself of Kidney Poisons

Do you suffer burning, scanty or too frequent urination; backache, headache, dizziness, loss of energy, leg pains, swellings and puffiness under the eyes? Are you tired, nervous—feel all unstrung and don't know what is wrong?

Then give some thought to your kidneys. If they are functioning properly for functional kidney disorder permits excess waste to stay in the blood, and to poison and upset the whole system.

Use Doan's Pills. Doan's are for the kidneys only. They are recommended the world over. You can get the genuine, time-tested Doan's at any drug store.

DOAN'S PILLS