LAUNCHING OF SHIP

The Magnificent New Battleship Vermont Slid into the Sea without a Mishap.

CHRISTENED BY MISS BELL

Large Crowd Present to Witness the Ceremony—Speeches by Govs. Bell and Douglas and Assistant Secretary Darling—Silver Service to Be Given by the State.

Quincy, Mass., Aug. 31.—The United States battleship Vermont was launched at the yard of the Fall River Shipbuilding company at 10.55 to-day. The great steel ship was released from the stocks and slowly and smoothly glided down the ways without a mishap. Thousands cheered and waved their hats as the hull rushed into the water, among those who witnessed the spectacle being many citizens of Vermont.

Miss Jennie C. Bell, daughter of Governor Bell of Vermont and sponsor of the vessel, prettily dressed in white, was the central figure on the launching platform. Besides her were the maids of honor, Miss Mary E. Morse of Randolph, Vt., and Miss Virginia E. Perry of Meindoes, Vt., Miss Morse being a close friend and Miss Perry a cousin of Miss Bell. The three girls were surrounded by a brilliant party the guests including Governor Bell and Mrs. Bell, the governor's staff and wives, Gov. William L. Douglas and Mrs. Douglas and many representative citizens of Massachusetts, Mayor Thompson of this city, Assistant Secretary of the Navy Charles H. Darling, Commander A. G. Boutakoff, Russian naval attache at Washington, several New England congressmen, W. S. Lark and W. L. Balsinger of the Carnegie Steel company, President Grove of the William Cramp & Sons' Shipbuilding company and newspaper men.

In the Vermont party were Governor and Mrs. Bell, their two daughter, Misses Jennie and Adine Bell, Lieut.-Gov. and Mrs. Stearns and their young son, Adjt.-Gen. and Mrs. William H. Gilmore, their daughter, Mrs. Chamberlain, wife of Capt. H. E. Chamberlain, U. S. A., Judge Advocate-General Nathan G. Williams and Miss Williams, Surgeon-General and Mrs. Warren E. Putnam, Col. and Mrs. Franklin S. Billings, Col. and Mrs. Merton D. Wells, Col. and Mrs. Nelson A. Cole, Col. and Mrs. Merritt B. Roberts, Col. Charles W. Scarff, Col. Emery, collector of customs, Newport, Vt., and Mr. Emery, Mason Stone, superintendent of education for the State of Vermont, and Mrs. Stone; Miss Mary Morse of Randolph and Miss Virginia Perry of Meindoes Falls.

Owing to the great demand for tickets, the yard at the last moment was open to all Vermonters and many who claimed Vermont as their native State were present to witness the launching. The Vermont Veteran association of Massachusetts, 150 strong, together with the Vermont association of Massachusetts and Massachusetts Daughters of Vermont, occupied a special reviewing stand near the bow of the battleship.

When the new man of war was released Miss Bell drew back a bottle of American wine, suspended from the platform by ribbons, and as the huge craft dipped stern foremost into the high tide she swung the pendulum hard against the armored bow. The bottle struck squarely and broke upon the ship, as Miss Bell exclaimed, "I christen thee Vermont."

Then came loud hurrahs, a bedlam of salutes from the assembled steam craft and music by the Marine band of Charlestown navy yard, while the monstrous hull, after the first plunge, gradually came to rest.

There was no speaking from the launching platform, but, after cheering and music, the party adjourned to the mould loft nearby and was entertained at luncheon by the Fore River company. Here some informal speeches were made.

The party then took a special train to Boston.

The contract for the Vermont was signed in June, 1903. To-day the vessel is about two-thirds complete. It is to be ready for commission December 0, 1906. When completed, the new battleship will have cost about $7,000,000.

At the last session of the Vermont Legislature the sum of $5,000 was appropriated for the purchase of a silver service which will be presented to the new battleship when she is ready for commission.

The Vermont is a sister ship to the battleship Kansas, launched at Philadelphia August 12. At the launching of the latter vessel, Governor Hock of Kansas introduced the use of water in christening the craft.

At the luncheon Rear-Admiral Bowles, president of the shipbuilding company, introduced Governor Douglas to the 500 persons present. Governor Douglas informally grasped the hand of Governor Bell and said: "I welcome you to Massachusetts."

Rear-Admiral Bowles then introduced Governor Bell, who spoke briefly.

Assistant Secretary Darling, on being introduced, threw the assembly into the most enthusiastic demonstration by proposing a toast to President Roosevelt. Everyone present arose immediately and cheers filled the loft. Secretary Darling, referring to the President, spoke of his part in the victory at San Juan and his courage in making a recent trip on the submarine boat Plunger. Then he said: "But the greatest of all he is the envoy of peace. In uniting Russia, our long time friend, and Japan, our foster child, the Yankee of the East, he has added great glory to himself."

THE WORK OF LAUNCHING.

Two hundred and seventy-five men armed with mallets and sledges were stationed along the sides ready to strike at the wedges when the word was given. At five in the morning an army of workmen began at the important task of greasing the ways so that the ship would slip easily and not be injured by the friction. Tallow was principally used, 5,500 pounds being the exact amount needed, also 1,560 pounds of lard oil and 200 pounds of launching grease.

Nearly three miles of the best Manila rope was used and destroyed in the launching, 9,000 feet being of nine-inch hawser rope. This enormous amount of cordage was stretched across the ways like the strings of a harp, from the battleship to the water. It was divided into 112 strands, which was broken in succession as the vessel moved down to the sea, steadying her and preventing the attainment of too great headway.

DESCRIPTION OF NEW SHIP.

The Vermont is 60 per cent. finished, much more than usual when a battleship is launched, and was the quickest ever built in the United States.

The Vermont is one of the largest and most powerful battleships yet laid down for the navy. The general dimensions are as follows: Length of load waterline, 450 feet; breadth, extreme, at load waterline, 76 10-12 feet; displacement, 16,000 tons; mean draft to bottom of keel, 24 1-2 feet; gross draft, full load, about 26 3-4 feet; total bunker capacity, 2,000 tons.

The requirements call for a trial speed at the sea for four hours of 18 knots.

The hull is of steel throughout, fitted with docking and bilge keels.

In the main batteries there will be four 12-inch breech-loading rifles, eight 8-inch breech-loading rifles, twelve 7-inch breech-loading rifles; secondary, battery, twelve 3-inch, 14-pounder rapid-fire guns, twelve 3-pounder and semi-automatic guns, six 1-pounder automatic guns, two 1-pounder semi-automatic guns, two 3-inch field pieces, two machine guns, caliber .30, and six automatic guns, caliber .30.

The engines will be of the vertical, twin screw, four-cylinder, triple expansion type, of a combined I. H. P. of 16,500. The steam pressure will be 250 pounds. The stroke will be four feet. The ratio of high pressure to low pressure cylinder will be at least 1 to 7, and the diameters will be sufficient for the required I. H. P. at about 120 revolutions per minute. Each engine will be located in a separate water-tight compartment.

There will be twelve boilers of the Babcock and Wilcox type, placed in six water-tight compartments. They will have at least 1,360 square feet of grate and 46,770 square feet of heating surface, and must be able to furnish steam for the main engines and all the necessary auxiliary machinery and other steam machinery throughout the ship with an average air pressure in the ash pits of not more than one inch of water.

The vessel is to be heated by steam and lighted by electricity. The electric plant will consist of eight 105-kilowatt steam-driven generating sets, all to be of 125 volts' pressure, at the terminals, disposed in two separate and independent dynamo rooms. Ice and evaporating plants will be part of the equipment, and there will be telephones, automatic fire alarm warning signals, alarm signals, etc.

All main compartments of the ship below the gun deck, except the coal bunkers, are to be provided with forced ventilation, and there will be thirty-three blowers, with a combined capacity of not less than 340,000 cubic feet per minute. The ventilation system is designed to cut the minimum number of water-tight bulkheads. All blowers, except forced draft blowers, are to be electrically operated.

The vessel is designed as a flagship, and the arrangement of quarters will provide ample accommodations for a flag officer, chief of staff, nineteen wardroom officers, ten junior officers, ten warrant officers, and not less than 761 men, including sixty marines.

THE CHRISTENING OF THE VERMONT.

My song to-day is a song of joy,
A ship ahoy! A ship ahoy!
Bedecked with banners from stem to stern
All ready to launch at a moment's turn,
When the skipper said, "My lads," said he,
"It's time this tub was in the sea."
And Gallagher said,—he's the mate, you know,
"Ay, Ay, Sir, sure, I will let her go"
Then he kicked the keys from the binding stays,
And the ship went sliding down the ways,
As a maiden fair stepped over the line
And broke a bottle of sparkling wine,
A free libation to coddle and coax
The guardian care of Neptune's folks,
And the filling shower of Nectar drips
Made dear old Proteus smack his lips.
The rainbow hues from the spray that fell
Fulfilled the promise that "All is well."
Then Triton rose like a Unicorn
And blew a blast from his wreathed horn,
And the deep toned voice from the cannon's throat
Enforced the drum and the bugle note,
And the crowd piped in with a wild hip, hip!
Hurrah for the luck of the new born ship!
And so, this infant with promise great,
Was duly christened a ship of State.
And we sent her forth on the ocean wide
To battle her way 'gainst the wind and the tide,
To guard our coasts on every side
With honor to her name.

VERMONT.

O, Thou, majestic arbiter of fate;
Bearing the seal of our beloved State;
Riding upon the bosom of the sea;
Floating the starry emblem of the free;
Long life to thee! And may the dove of peace
With thee abide 'till Bloody wars shall cease and be forgotten.

And may thy spirit be endowed with power
And holy inspiration from this hour,
When every heart in this responsive throng
Beats loud with loyalty and joy and song,
And every true Vermonter, everywhere,
Is offering up for thee a silent prayer,
That some bright star of destiny inspire
And woo thee in its calm, ethereal wake,
As through the firmament it rises higher,
Disclosing reefs and shoals where combers break,
And may thy course be led through crystal seas
Where mermaids chant their sweetest melodies.

Patrol the mighty deep: The flag defend;
Thy mighty strength in times of danger lend:
And may thy kindly presence, calm and brave,
Be oil and incense to the angry wave.
May thy fierce dogs of war be ne'er unchained,
Nor let thy decks with human gore be stained;
And when we hear thy cannon's thundering roar,
May it thy friendly attitude attest,
As faithful watch-dog at his master's door
Barks full mouthed welcome to the coming guest.

God speed the coming day when thou const sail
On every sea without thy coat of mail:
But simply girt about with silken bars,
And on thy queenly brow a wreath of stars.
Thy sovereignty, supreme, will claim respect
With no defensive armor to protect.

O, peerless daughter of Columbia!
With head erect and colors flying free!
Be thine the privilege to lead the way
As peace restoring Mistress of the Sea,
Thou, Fair Vermont.

C. W. SCARFF.

"Now good digestion waits on appetite, and health on both."
If it doesn't, try Burdock Blood Bitters.

THE BATTLESHIP VERMONT

Detailed Description of the Vessel Launched Thursday---One of the Largest and Most Powerful Warships Ever Built.

The following description of the designs of the Vermont, one of the largest and most powerful battleships yet laid down for the navy, is taken from the official circular published for the information of bidders.

The general dimensions and features of the vessel are as follows:

Length of load water line, 450 feet.

Breadth, extreme, at load water line, 76 feet 10-12s.

Displacement on trial, not more than 16,000 tons.

Mean draft to bottom of keel at trial displacement, 24½ feet.

Gross draft, full load, about 26¾ feet.

Total bunker capacity, coal, about 2,000 tons.

Coal carried on trial, 500 tons.

Feed water carried on trial, 60 tons.

Trial speed at sea for four hours, 18 knots.

The hull is to be of steel throughout, and will be fitted with decking and bilge keels.

ARMAMENT.

Main battery: Four 12-inch breech-loading rifles; eight 8-inch breech-loading rifles; twelve 7-inch breech-loading rifles.

Secondary battery: Twenty 3-inch, 14-pounder, rapid-fire guns; twelve 3-pounder and semi-automatic guns; six 1-pounder automatic guns; two 1-pounder semi-automatic guns; two 3-inch field pieces, two machine guns, caliber .30; six automatic guns, caliber .30.

The battery will be mounted as follows:

The 12-inch guns in pairs in two electrically controlled, balanced, elliptical turrets on the centre line, one forward and one aft, each with an arc of fire of about 270 degrees.

The 8-inch guns in pairs in four electrically controlled, balanced, elliptical turrets, two on each beam, at each end of the superstructure.

The 7-inch guns in broadside on pedestal mounts on the gun deck behind 7-inch armor, each gun being isolated by splinter bulkheads of nickel steel of from 1½ to 2 inches thick; forward and after guns arranged to fire right ahead and right astern, respectively; other 7-inch guns to have the naval broadside train.

The guns of the secondary battery in commanding positions, having a large arc of unobstructed fire, and protected wherever practicable.

All the 7-inch guns are so arranged that their muzzles train inside the line of the side armor, thus leaving a clear and unobstructed side when it is desired to go alongside a pier or vessel.

Arrangements will be made whereby the 3-inch guns on the main deck can be quickly and conveniently dismantled, housed, and secured.

ARMOR AND SIMILAR PROTECION.

The hull is protected at the water line by a complete belt of armor 9-feet 3-inches wide, having a maximum thickness of 11 inches for about 200 feet amidship. Forward and aft of this the maximum thickness is 9 inches within the limits of magazines, from which points the thickness is gradually decreased to 4 inches at the stem and stern.

The lower casemate armor extends to the limits of the magazine spaces and reaches from the top of the waterline belt to the limits of edge of the 7-inch gun ports on the main deck, and is 6 inches in thickness, the athwartship bulkheads at the ends of this casemate also being 6 inches thick.

The casemate armor around the 7-inch guns on the gun deck is 7 inches thick, and the splinter bulkheads are from 1½ to 2 inches thick. The protection of 3-inch guns is nickel steel 2 inches thick.

The upper casemate athwartship armor extending from the shell plating to the 12-inch barbettes is to be 7 inches thick throughout.

The 12-inch barbettes extend from the protective deck to about 4 feet above the main deck, and consist of 10 inches of armor in front and 7½ inches in the rear above the gun deck. Between the gun deck and protected deck there will be a uniform thickness of 6 inches. The barbettes will not have any special framing, the connection of the armor to the decks being sufficient.

The 12-inch turrets will have a front plate, 12 inches thick, rear plates 8 inches thick, and top plates 2½ inches thick.

The 8-inch barbettes will be 6 inches thick in front and 4 inches thick in rear, with the upper tube 3¾ inches thick and the lower tube 3 inches thick.

The 8-inch turret front plate will be 6½ inches thick, the rear plate 6 inches thick, and the top plates 2 inches thick.

The conning tower and shield will each be 9 inches, and the signal tower 6 inches thick. An armor tube 36 inches in diameter will extend from the base of the conning tower to the protective deck, and will be 6 inches thick throughout.

Teak backing of a minimum thickness of 3 inches will be fitted behind all side, athwartships and 12-inch armor; 2 inches of backing to be fitted behind the 8-inch turret armor; other armor will be fitted without backing.

PROTECTED DECK.

There is a complete protective deck extending from stem to stern, the deck being flat amidship, but sloped at the sides throughout, and sloped at each end. It will be built up of 20-pound plating throughout, with nickel steel of 40 pounds on the flat and of 100 pounds on the slopes.

The following nickel steel protection is also to be fitted:

Hatch coaming and gratings in the protective deck; splinter bulkheads on gun deck; sponsons and wing plates for two forward 8-inch guns on gun deck; bullet shields between wing plates for 8-inch guns on main deck; turret shell plates; conning tower base plates; 7-inch gun port sill plates; 80-pound protection on ammunition hoist trunks not otherwise protected by armor and 80-pound protection on coaling trunks on slope of protective deck to the height of berth deck amidships.

Cofferdams about 30-inch thick and extending from protective deck level will be worked from end to end of the vessel, these cofferdams being extended above the berth deck, forward and aft the transverse armor, to a height of about 36 inches.

The cofferdams will be packed with cellulose or other approved water excluding material.

AMMUNITION.

The magazines and shell rooms are so arranged that about one-half the total supply of ammunition will be carried at each end of the ship.

Magazines, bulkheads adjacent to heated compartments, such as fire rooms, engine rooms and dynamo rooms, are arranged with air spaces.

The ammunition for 7-inch and smaller guns will be conveyed by hoist directly from the ammunition rooms or ammunition passages to the deck on which it is required, or as near that as possible. The hoists will be driven at constant speed by an electric motor and will be arranged to deliver seven pieces per hoist per minute.

The number of hoists will be as follows: Twelve for 7-inch, 14 for 3-inch, 3-pounder and 1-pounder combined, and sufficient whip hoists to the tops. To supply the 7-inch hoists, four horizontal ammunition conveyors operated by electric motors will be fitted in ammunition passages for the transfer of ammunition from the handling rooms to the base of the hoists.

The turret guns have regular turret ammunition hoists, operated by electric power, these hoists leading directly from the handling rooms or the ammunition passages to the turrets.

For transporting 12-inch, 8-inch, and 7-inch ammunition, trolleys and tracks will be fitted in handling rooms, passages and shell rooms.

PROPELLING MACHINERY.

The engines will be of the vertical, twin screws, four-cylinder, triple expansion type, of a combined I. H. P. of 16,000. The steam pressure will be 250 pounds. The stroke will be four feet. The ratio of high pressure to low pressure cylinder will be at least one to seven, and the diameter will be sufficient for the required I. H. P. at about 120 revolutions per minute. Each engine will be located in a separate water-tight compartment.

There will be 12 boilers of the Babcock & Wilcox type, placed in six water-tight compartments. They will have at least 1,360 square feet of grate and 46,770 square feet of heating surface, and must be able to furnish steam for the main engines and all necessary auxiliary machinery and other steam machinery throughout the ship with an average pressure in the ash pits of not more than one inch of water.

There will be three funnels, each 100 feet high above the base line.

The following auxiliary steam machinery of approved make and design, in addition to that pertaining to the main engines and dependencies, is to be supplied: steering engines; windlass engine; ash hoist engine for each fire room; forced draft blowers one plant with a cooling effect of three tons of ice per 24 hours; evaporating plant to consist of not less than four units, having a total capacity of 16,000 gallons of fresh water per day; a distilling apparatus capable of condensing at least 1000 gallons of water per day.

The vessel is to be heated by steam throughout.

The weight of all machinery and tools, stores, and spare parts will be about 1,500 tons.

The vessel will be lighted throughout by electricity. The electric plant will consist of eight 100 kilowatt steam-driven generating sets, all to be of 125 volts pressure at the terminals, disposed in two separate and independent dynamo rooms.

There will be fitted all the usual means of interior communication such as telephones, voice pipes, call bells, buzzers, gongs and annunciators, engine and steering telegraphs, revolution and rudder indicators, heeling indicators, automatic fire alarm, warning signals, alarm signals, etc.

The total weight of equipment outfit complete, will not exceed 355.25 tons.

With the exception of the auxiliaries above mentioned to be operated by steam all power on board of the vessel will be electric, as for instance, boat cranes, deck winches, turret turning motors, ventilation blower motors, etc.

All main compartments of the ship below the gun deck, except the coal bunkers, are to be provided with forced ventilation, there being no less than 33 blowers, with a combined capacity of not less than 340,000 cubic feet per minute. Special attention has been given to spaces subject to habitually high temperature, such as engine rooms, fire rooms, and dynamo rooms. The ventilation system will be designed to cut the minimum number of watertight bulkheads. All blowers, except forced draft blowers, are to be electrically operated.

The coal bunkers are to be arranged with satisfactory reference to the rapid and efficient supply of coal to the fire rooms and have a maximum capacity of about 2,200 tons. There are to be provided for coaling not less than six winches, 12 booms, and all necessary fixed chutes, scuttles, hatches and other openings.

There will be two bill boards and four hawse pipes; each hawse pipe to be so designed that stockless anchors may be stowed in them. There will be four heavy anchors, two of the navy type and two of the stockless type.

The following boats will be carried, adequate provision being made for their convenient stowage and handling, two electrically operated boat cranes, eight pairs of boat davits, adjustable boat chocks, and all necessary fittings being provided for this purpose: One 50-foot steam cutter, two 36-foot steam cutters, one 30-foot steam launch, three 30-foot launches, five 30-foot cutters, two 30-foot whaleboats, one 26-foot gig, whaleboat, one 26-foot barge, two 26-foot dingeys, one 16-foot dingey, one 14-foot dingey, and two life rafts.

DESIGNED FOR FLAGSHIP.

The vessel is designed as a flagship, and the arrangement of quarters providing ample accommodations for the following complement: A flag officer, a chief of staff, 19 wardroom officers, ten junior officers, ten warrant officers, and not less than 761 men, including 60 marines.

There is a lower bridge both forward and aft, and a flying bridge forward, according to the latest practice. On the flying bridge is a fitted screen of bronze for the protection of the men at the wheel, and there is also a bronze chart house forward.

There are steel masts forward and aft, the foremast having an upper and lower top, the main mast a lower top only. Masts are arranged for wireless telegraphy. There is one signal yard on each mast also a searchlight platform forward and aft, with a crow's nest on the foremast.

A summary of the weights to be carried on trial is as follows:

Guns, mounts, magazine equipments, etc., 944.94 tons.

Ammunition, two-thirds full supply, 593.97 tons.

Steam engineering complete with water in boilers, condensers, piping, etc., and stores, etc., not included 1,500 tons.

Reserve feed water for steaming purposes, 66 tons.

Coal, normal supply, 800.

Boats and cranes, 51.27.

Masts and spars, 30.93 tons.

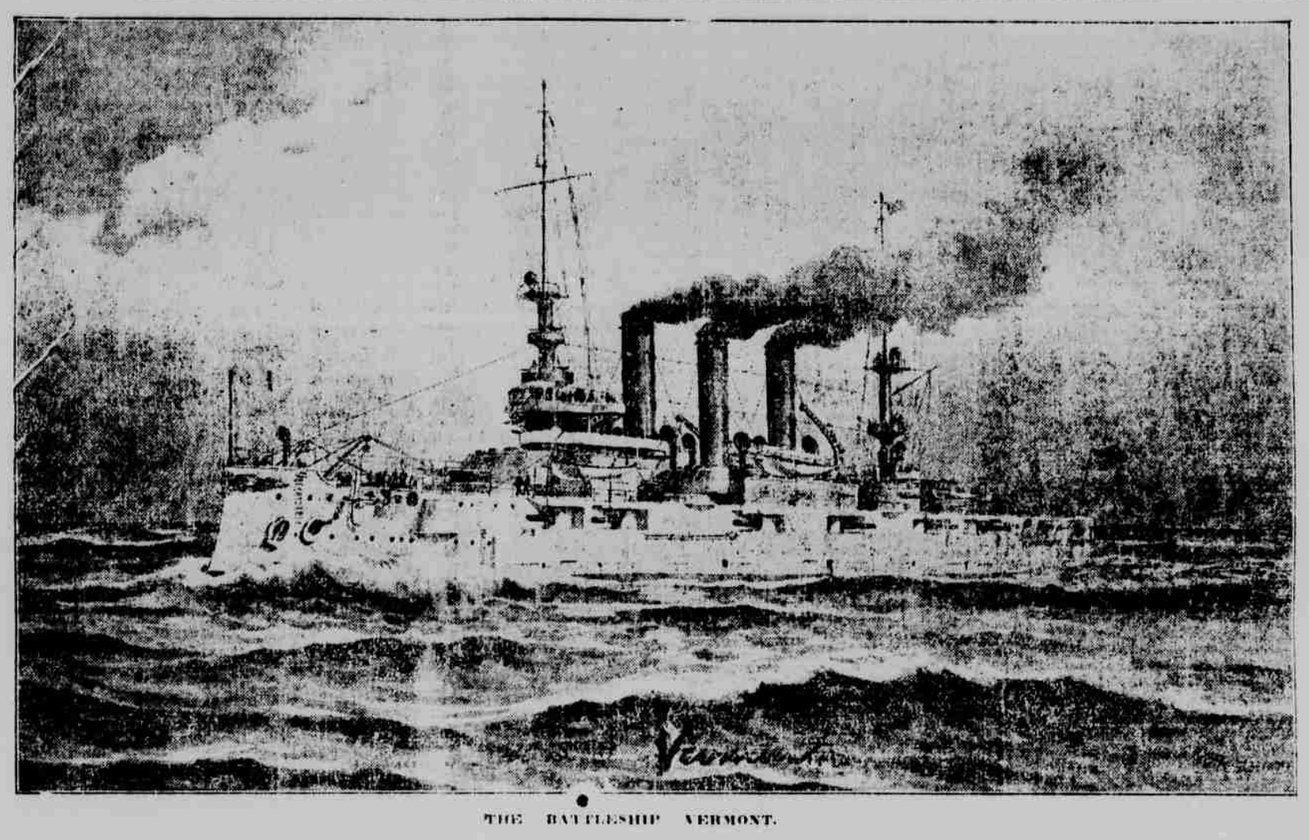
Equipment complete, including anchors, chains, electric plant, etc., and two-thirds equipment stores, 355.28 tons.

Miscellaneous stores and water, two-thirds full supply, 81.32 tons.

Provisions, clothing and small stores, two-thirds full supply, 140.81 tons.

Officers, crew and effects, 165.32 tons.

Total protection, including armor, armor backing, armor bolts, cellulose, and splinter bulkheads, 3,302 tons.



THE BATTLESHIP VERMONT.

E. W. LAWRENCE PROMOTED

Has Been Made Assistant Attorney in the Department of Justice—A High Compliment.

Washington, D. C., Sept. 3.—E. W. Lawrence of Rutland, Vt., who has been an assistant in the office of the assistant attorney-general for the postoffice department since the great scandals were unearthed there, has been appointed assistant attorney in the department of justice, under Asst. Atty.-Gen. Charles W. Russell, who has charge of litigation involving insular and territorial matters.

Mr. Lawrence was formerly clerk to Senator Proctor's committee on agriculture of the Senate. When Charles H. Robb of Vermont was made assistant attorney-general to succeed the late General Tyner, he chose Mr. Lawrence to succeed Daniel V. Miller of Indiana, who was charged with crookedness in connection with the Ryan get-rich-quick turf fraud. In November, 1903, Mr. Lawrence was promoted to the place formerly held by George C. Christiancy, who resigned on account of the scandals with which his name was linked. During considerable time since then, Mr. Lawrence has been acting assistant attorney-general for the postoffice department and has continued to render efficient aid under Judge Goodwin, Mr. Robb's successor, in rooting out illegal schemes against which it is the business of the department to issue fraud orders.

Attorney-General Moody appointed Mr. Lawrence without question, upon the recommendation of Mr. Russell. The change the young Veromnter makes is decidedly to his advantage, as the opportunities for a young man in the department of justice are much broader.

It is understood that Postmaster-General Cortelyou has Mr. Lawrence's successor already picked out, but the appointment will probably not be announced until after Cortelyou's return from his vacation, the latter part of September. That Lawrence's services are appreciated by his superiors is evident from the following statement made by Acting Postmaster-General Frank H. Hitchcock this afternoon:

"I regret to see Mr. Lawrence leave this department very much. His departure is a distinct loss to the postal service, and it will be no easy matter to fill his place. I regard Mr. Lawrence as one of the ablest young lawyers I have ever known, and think the department of justice strengthens its force notably in acquiring his services."

Queen Helena of Italy has written a book of poems in Servian, the home language of the queen, and they have been translated into German for publication. They are of a high order of merit.

No need to fear sudden attacks of cholera infantum, dysentery, diarrhoea, summer complaint of any sort if you have Dr. Fowler's Extract of Wild Strawberry in the medicine chest.

A CONNECTING NAVAL LINK

Last Living Officer of First Vermont at Birth of the New.

Dr. Isaac Hazelton of Wellesley Hills Sees Miss Bell Christen the Great Battleship as It Takes the Water at Fore River.

More interested, more interesting than any of the thousands who saw old ocean take as bride the mammoth battleship Vermont, was a short, gray-haired man, with snowy mustache and goatee, who stood at the railing just below Miss Bell and watched with eager eye her every move—Dr. Isaac H. Hazelton of Wellesley Hills, only surviving officer of the first Vermont, a man who saw her launched in '18 at Charlestown navy yard, and begged without avail to be allowed to sail with her two years since on her last sad journey from New York city to the junk heap on the coast of Eastport, Me., says the Boston Journal.

Eyes sparkling, blood tingling, the perky old memories of that launch of the long ago poured forth in sharp, quick sentences as the trains of the "Star-Spangled Banner" swept this new leviathan of the seas along her brutal pathway.

BACK FIFTY-SEVEN YEARS.

"Different! Different!" he said again and again. "Why, young man," he continued quickly, "that launch of the other Vermont seems now but yesterday—and it's 57 years ago! She was a three-decked sea fighting ship of the line—and my first visit to her at Charlestown was phophetic—strangely so. I went aboard her as she stood on the stocks with my dear old mother. It was a sort of visitors' day. I was almost at young manhood then—and that was in '41.

"An officer who was showing people around the half-completed vessel halted with us as we passed along.

"'I'd like to ship with her when she puts out,' I said to him.

"He smiled. 'Lord, sonny,' he replied 'you may be an officer on this boat the next time she goes to sea.'

FOUR YEARS LATER.

"They didn't do things in those days as they do today. It was four years before they sent off that old Vermont—and what the officer told me in a joking way was all prophetic. He said I might be an officer, and I was—the first assistant surgeon.

"The ship was launched in 1818, but they couldn't get her ready to go to Perry's expedition because she drew too much water, and so she hung around till January, 82, when she was fitted up to go to Fort Royal as a store and hospital vessel.

BAD LUCK FROM START.

"I was detached from the Macedonian and ordered to duty on the Vermont on this her maiden journey. We sailed the 29th of February, 1842, and ill luck started with us. First night out we lost all our sails, and the third morning we lost the rudder.

"We were off the Georges shoals, a gale of wind tearing through the naked rigging, and lashing into fury the two or three fathoms of water where we lay. We made a temporary rudder, but it was guyed with rope and broke. Then we shipped another and guyed it with chain; set new sail and thus journeyed to Fort Royal. To the dot it was 30 days after we'd put out from Boston.

ON SHOAL ALL DAY.

"And still did bad luck follow us. Going up the harbor we grounded on a shoal, and pounded there from nine in the morning till six in the afternoon. Got off again, and next day the starboard leak showed but half an inch more water in the hold than she'd shown before. When the government built ships they knew how!

"I stayed aboard her till December 31, 1842, when I was detached to the Paul Jones in '43 or '44 the Vermont went North again, and from the close of the war until early in 1866 was stationed at the Brooklyn navy yard as a receiving ship.

"One day they sold her to a Boston firm of wreckers, who towed her to Eastport, Me., where they burned her on a beach for the copper bolts and rivets.

PLEASED TO GO.

"I knew she was going, and I persuaded to be taken aboard, that I might say in sentiment I'd followed her from the cradle to the grave. They'd torn her to sides out, so she was little but a hulk, and the people who bought the vessel had to refuse my request because there were no accommodations aboard her. I was sorry, for I'd have given more than I can tell to have seen her burned to ashes.

"Since I remember I was sent to Hampton Roads, with 275 wounded men aboard, partly white, partly colored. The white men wouldn't group because they wanted to show the black men they were Yankees, and the black men wouldn't group when they saw how the white men acted. It was a sort of feud, and I doubt if there was ever another hospital ship in the history of naval warfare that carried a quarter regiment of wounded, not one man of whom, though suffering fearfully, made a moment of complaint or discontent.

CROWNS HIS LIFE.

"In last General Saxton ordered me to take charge of three hospital ships and get the wounded home. I resigned in September, 1865, and was retired as assistant surgeon in the regular service. So far as I know, I am the last surviving officer of the old Vermont. I saw her launched. I wanted to see her, with colors flying as of old, go to her doom. For today has crowned my life. I've seen her name-sake sled away—but probably I shall not live to see her end."

Dr. Hazelton brushed a hand across his eyes.

In the midst of the talk far beyond us, out through the perspective of the uprights of the ways, a mammoth shape rod painted, painted with grandeur—stately slow.

"See, boy! The new Vermont!" he said. "Goodby."

A LAD WITH AN APPETITE.

A Parisian boy was noticed by a traveler picking up lots of tallow dropped from a candle and eating them as fast as would easily. To see how much he would eat this man gave the whole candle. The boy was delighted and immediately bolted down and eagerly bolted for more. He was given a second and the third candle when the man thought the boy was too generous to be nibbled up in this reckless fashion. He gave the boy what he had promised, several pennies, and passed on to his duty. The traveler saw the boy no more for some days. The traveler at last met the boy again. The traveler asked the boy how he had fared since he had eaten those candles. The boy replied: "Oh, I have paid for it without cost."

"But the pain you must have had!" he said to the boy. "Pain? Oh, I got even with every bit of it and made a good many more!"

REFLECTIONS OF A BACHELOR.

A dangerous thing about an heiress being her money is that all her good looks go with it.

A nice thing about having a bald head is you don't have to worry when your hair turns gray.

One of the queerest things about loving a girl is the way she believes you when she says she doesn't.

When a woman tells you that they don't sit on the floor to put on their stockings, what makes them think you think so?

Old maids know how to teach mothers how to raise their children and young wives how manage their husbands.

Either a girl has a high income or she thinks she has.

Sometimes a man is so smart he can't save money even in his sleep.

When a girl is engaged to a man it is awful hard for him to love his lovely mother-in-law, unless he calls her his aunt.—New York Press.