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VOL. XXX. NO. 40. ELLICOTT CITY, MD., SATURDAY, OCTOBER 7, 1899. SINGLE COPIES, 5 CENTS.

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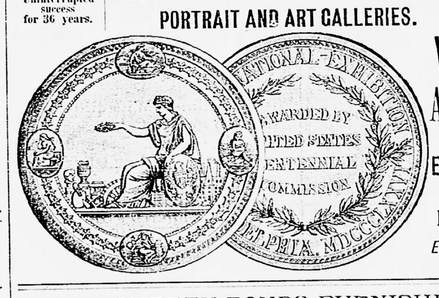

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PAID-UP CAPITAL	$1,000,000.00
SURPLUS	1,000,000.00
RESERVE REQUIREMENTS AND UNDIVIDED PROFITS	661,290.75
TOTAL	$2,661,290.75

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GLORY OF THE NAVY.

DR. TALMAGE'S SERMON ON DEWEY'S HOME COMING.

Naval Heroes Deserve Full Measure of Praise—Useful Lessons Drawn From Their Bravery and Devotion. Heroic Deeds Lauded.

[Copyright, Louis Klopsch, 1899.]

WASHINGTON, Oct. 1.—At a time when the whole nation is stirred with patriotic emotion at the return of Admiral George Dewey and his gallant men on the cruiser Olympia and the magnificent reception accorded to them, the Rev. Dr. T. De Witt Talmage, in his sermon, preaching to a vast audience, appropriately recalls for devout and patriotic purposes some of the great naval deeds of olden and more recent times. Text, James iii, 4, "Behold also the ships."

If this exclamation was appropriate about 1872 years ago, when it was written concerning the crude fishing smacks that sailed Lake Galilee, how much more appropriate in an age which has launched from the drydocks for purposes of peace the Oceanic of the White Star line, the Lucania of the Cunard line, the St. Louis of the American line, the Kaiser Wilhelm der Grosse of the North German Lloyd line, the Augusta Victoria of the Hamburg-American line, and in an age which for purposes of war has launched the screw sloops like the Idaho, the Shenandoah, the Ossipee, and our ironclads like the Kalamazoo, the Roanoke and the Dunderberg, and those which have already been buried in the deep, like the Monitor, the Housatonic and the Wee-Lawken, the tempests ever since sounding a volley over their watery sepulchers, and the Oregon, and the Brooklyn, and the Texas, and the Olympia, the Iowa, the Massachusetts, the Indiana, the New York, the Marietta of the last war, and the scarred veterans of war shipping, like the Constitution or the Alliance or the Constellation, that have swung into the naval yards to spend their last days, their decks now all silent of the feet that trod them, their rigging all silent of the hands that clung to them, their portholes silent of the brazen throats that once thundered out of them.

If in the first century, when war vessels were dependent on the oars that paddled at the side of them for propulsion, my text was suggestive, with how much more emphasis and meaning and overwhelming reminiscence we can cry out as we see the Kearsarge lay across the bows of the Alabama and sink it, teaching foreign nations they had better keep their hands off our American fight, or as we see the ram Albemarle of the Confederates running out and in the Roanoke and up and down the coast, throwing everything into confusion as no other craft ever did, pursued by the Miami, the Ceres, the Southfield, the Sassacus, the Attahasett, the Whitehead, the Commodore Hull, the Louisiana, the Minnesota and other armed vessels, all trying in vain to catch her, until Captain Cushing, 21 years of age, and his men blew her up, himself and only one other escaping, and as I see the flagship Hartford, and the Richmond, and the Monongahela, with other gunboats, sweep past the batteries of Port Hudson, and the Mississippi flows forever free to all northern and southern craft, and under the fire of Dewey and his men the Spanish ships at Manila burn or sink, and the fleet rushing out of Santiago harbor are demolished by our guns, and the brave Cervera surrenders, I cry out with a patriotic emotion that I cannot suppress if I would, and would not if I could, "Behold also the ships."

Naval Heroes Deserve Praise.

Full justice has been done to the men who at different times fought on the land, but not enough has been said of those who on ship's deck dared and suffered all things. Lord God of the rivers and the sea, help me in this sermon! So, ye admirals, commanders, captains, pilots, gunners, boatswains, sailmakers, surgeons, stokers, messmates and seamen of all names, to use your own parlance, we might as well get under way and stand out to sea. Let all landlubbers go ashore. Full speed now! Four bells!

Never since the sea fight of Lepanto, where 300 royal galleys, manned by 50,000 warriors, at sunrise, Sept. 6, 1571, met 250 royal galleys, manned by 120,000 men, and in the four hours of battle 8,000 fell on one side and 25,000 on the other; yea, never since the day when at Actium, 31 years before Christ, Augustus with 260 ships scattered the 220 ships of Mark Antony and gained universal dominion as the prize; yea, since the day when at Salamis the 1,200 galleys of the Persians, manned by 500,000 men, were crushed by Greeks with less than a third of that force; yea, never since the time of Noah, the first ship captain, has the world seen such a miraculous creation as that of the American navy in 1861.

There were about 200 available seamen in all the naval stations and receiving ships and here and there an old vessel. Yet orders were given to blockade 3,500 miles of seacoast, greater than the whole coast of Europe, and, besides that, the Ohio, Tennessee, Cumberland, Mississippi and other great rivers, covering an extent of 2,000 more miles, were to be patrolled. No wonder the whole civilized world burst into guffaws of laughter at the seeming impossibility. But the work was done, done almost immediately, done thoroughly and done with a speed and consummate skill that eclipsed all the history of naval architecture. What brilliant achievements are suggested by the mere mention of the names of the rear admirals! If all they did should be written, every one, I suppose that even the world itself could not contain the books that should be written. But these names have received the honors due. The most of them went to their graves under the cannonade of all the forts, navy yards and men-of-war, the flags of all the shipping and capitals at half mast.

I recite today the deeds of our naval heroes, many of whom have not yet received appropriate recognition. "Behold also the ships." As we will never know what our national prosperity is worth until we realize what it costs, I recall the unrecited fact that the men of the navy in all our wars ran especial risks. They had not only the human weaponry to contend with, but the tides, the fog, the storm. Not like other ships could they run into harbor at the approach of an equinox or a cyclone or a hurricane, because the harbors were hostile. A miscalculation of a tide might leave them on a bar, and a fog might overthrow all the plans of wisest commodore and admiral, and accident might leave them not on the land ready for an ambulance, but at the bottom of the sea, as when in our civil war the torpedo boat blew up the Tecumseh in Mobile bay and nearly all on board perished. They were at the mercy of the Atlantic and Pacific oceans, which have no mercy. Such tempests as wrecked the Spanish armada might any day swoop upon the squadron. No hiding behind the earthworks, no digging in of cavalry spars at the sound of retreat. Mightier than all the fortresses on all the coasts is the ocean when it bombards a flotilla.

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Undecorated Watery Graves.

In the cemeteries for Federal and Confederate dead are the bodies of most of those who fell on the land. But where those are who went down in the war vessels will not be known until the sea gives up its dead. The Jack Tars knew that while loving arms might carry the men who fell on the land and bury them with solemn liturgy and the honors of war, for the bodies of those who dropped from the ratlines into the sea or went down with all on board under the stroke of a gunboat there remained the shark and the whale and the endless tossing of the sea which cannot rest. Once a year, in the decoration of the graves, those who fell in the land were remembered. But how about the graves of those who went down at sea? Nothing but the archangel's trumpet shall reach their lowly bed. A few of them were gathered into naval cemeteries of the land, and we every year garland the sod that covers them. But who will put flowers on the fallen crew of the exploded Westfield and Shawsheen and the sunken Southfield and the Winfield Scott? Bullets threatening in front, bombs threatening from above, torpedoes threatening from beneath, and the ocean, with its reputation of 6,000 years for shipwreck, lying all around, am I not right in saying it required a special courage for the navy in 1863 as it required special courage in 1898?

It looks picturesque and beautiful to see a war vessel going out through the Narrows, sailors in new rig singing,

A life on the ocean wave,
A home on the rolling deep,

the colors gracefully dipping to passing ships, the decks immaculately clean and the guns at quarantine firing a parting salute. But the poetry is all gone out of that ship as it comes out of that engagement, its decks red with human blood, wheelhouse gone, the cabins a pile of shattered mirrors and destroyed furniture, steering wheel broken, smokestack crushed, a hundred pound Whitworth rifle shot having left its mark from port to starboard, the shrouds rent away, ladders splintered and decks plowed up and smoke blackened and scalded corpses lying among those who are gasping their last gasp far away from home and kindred, whom they love as much as we love wife and parents and children.

Oh, men of the American navy returned from Manila and Santiago and Havana, as well as those who are survivors of the naval conflicts of 1863 and 1864, men of the western gulf squadron, of the eastern gulf squadron, of the south Atlantic squadron, of the north Atlantic squadron, of the Mississippi squadron, of the Pacific squadron, of the West India squadron and of the Potomac flotilla, hear our thanks! Take the benediction of our churches. Accept the hospitalities of the nation. If we had our way, we would get you not only a pension, but a home and a princely wardrobe and an equipage and a banquet while you live and after your departure a catafalque and a mausoleum of sculptured marble, with a model of the ship in which you won the day. It is considered a gallant thing when in a naval fight the flagship with its blue ensign goes ahead up a river or into a bay, its admiral standing in the shrouds watching and giving orders. But I have to tell you, O veterans of the American navy, if you are as loyal to Christ as you were to the government, there is a flagship sailing ahead of you of which Christ is the admiral, and he watches from the shrouds, and the heavens are the blue ensign, and he leads you toward the harbor, and all the broadsides of earth and hell cannot damage you, and ye whose garments were once red with your own blood shall have a robe washed and made white in the blood of the Lamb. Then strike eight bells! High noon in heaven!

The Veterans of the Navy.

While we are heartily greeting and banqueting the sailor patriots just now returned we must not forget the veterans of the navy now in marine hospitals or spending their old days in their own or their children's homesteads. O ye veterans, I charge you bear up under the aches and weaknesses that you still carry from the wartimes. You are not as stalwart as you would have been but for that nervous strain and for that terrific exposure. Let every ache and pain, instead of depressing, remind you of your fidelity. The sinking of the Wechawken off Morris island, Dec. 6, 1863, was a mystery. She was not under fire. The sea was not rough. But Admiral Dahlgren from the deck of the flag steamer Philadelphia saw her gradually sinking, and finally she struck the ground, but the flag still floated above the wave in the sight of the shipping. It was afterward found that she sank from weakness through injuries in previous service. Her plates had been knocked loose in previous times. So you have in nerve and muscle and bone and dimmed eyesight and difficult hearing and shortness of breath many intimations that you are gradually going down. It is the service of many years ago that is telling on you. Be of good cheer. We owe you just as much as though your lifeblood had gurgled through the scuppers of the ship in the Red river expedition or as though you had gone down with the Melville off Hatteras. Only keep your flag flying, as did the illustrious Wechawken. Good cheer, my boys! The memory of man is poor, and all that talk about the country never forgetting those who fought for it is an untruth. It does forget. Witness how the veterans sometimes had to turn the hand organs on the street to get their families a living. Witness how ruthlessly some of them were turned out of office that some bloat of a politician might take their place. Witness the fact that there is not a man or woman now under 45 years of age who has any full appreciation of the four years' martyrdom of 1861 to 1865, inclusive. But, while men may forget, God never forgets. He remembers the swinging hammock. He remembers the forecastle. He remembers the frozen ropes of that January tempest. He remembers the amputation without sufficient ether. He remembers the horrors of that deafening night when forts from both sides belched on you their fury and the heavens glowed with ascending and descending missiles of death and your ship quaked under the recoil of the 100 pounder, while all the gunners, according to command, stood on tiptoe, with mouth wide open, lest the concussion shatter hearing or brain. He remembers it all better than you remember it, and in some shape reward will be given. God is the best of all paymasters, and for those who do their whole duty to him and the world the pension awarded is an everlasting heaven.

Debt We Owe the Navy.

Sometimes off the coast of England the royal family have inspected the British navy, maneuvered before them for that purpose. In the Baltic sea the czar and czarina have reviewed the Russian navy. To bring before the American people the debt they owe to the navy I go out with you on the Atlantic ocean, where there is plenty of room, and in imagination review the war shipping of our four great conflicts—1776, 1812, 1865 and 1898. Swing into line all ye frigates, ironclads, fire rafts, gunboats and men-of-war! There they come, all sail set and all furnaces in full blast, sheaves of crystal tossing from their cutting prows. That is the Delaware, an old Revolutionary craft, commanded by Commodore Decatur. Yonder goes the Constitution, Commodore Hull commanding. There is the

(Continued on fourth page.)

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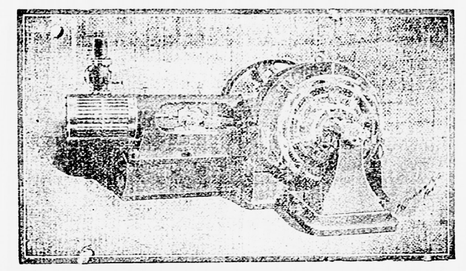

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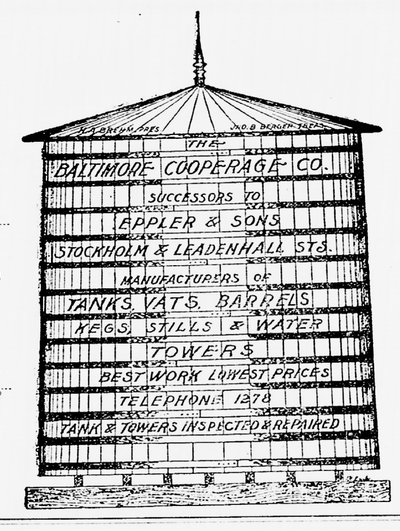

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Open from 8 A. M. to 8 P. M. 300 NORTH EUTAW ST., BALTIMORE, MD.
Our New Painless Process is something wonderful. When applied to the gums, we guarantee you will feel no pain.

Extracting with our New Process	25c	made to fit equal to new	$1 to $2
" with Vitalized Air	50c	Gold Crowns	$4 and $5
" with Gas	50c	Crown and Bridge work	$4 and $5 a tooth
Sets made at	$3, $4 and $8	Gold Fillings	$1 up
Sets made with seamless gums	$2 extra	Silver Filling	50c to $1
Old or new plates lined with Gold	$4 to $5	Porcelain Fillings	75c to $1
Old, loose or broken sets repaired and		Cement Fillings	50c to $1

FIRE, ACCIDENT, LIFE, WIND STORM, BOILER, PLATE GLASS
....INSURANCE....
HESSE & HESSE,
LAW, COLLECTION AND INSURANCE,
619 Law Building, St. Paul and Lexington Sts., BALTIMORE, MD.
Claims of all kinds collected in all parts of the U. S. and Canada. Mail communications promptly answered. All business entrusted to our care will receive prompt and careful attention.
☞WIND STORM POLICIES OF $1,000, $2 FOR FIVE YEARS.