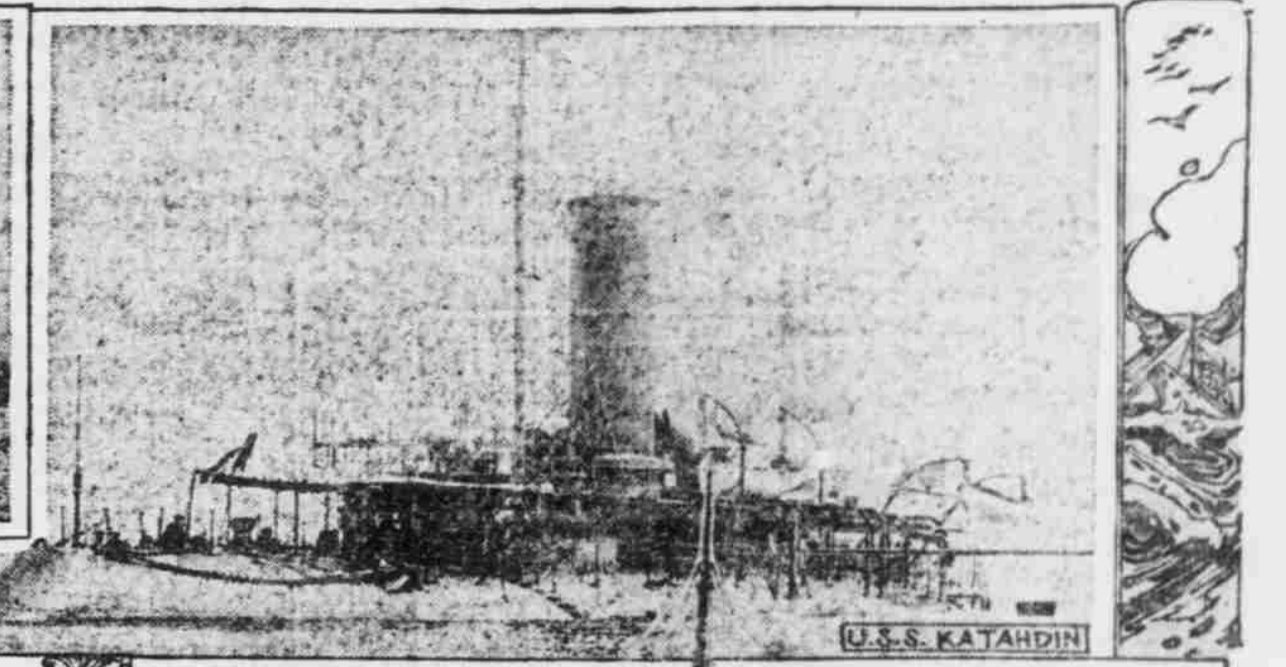
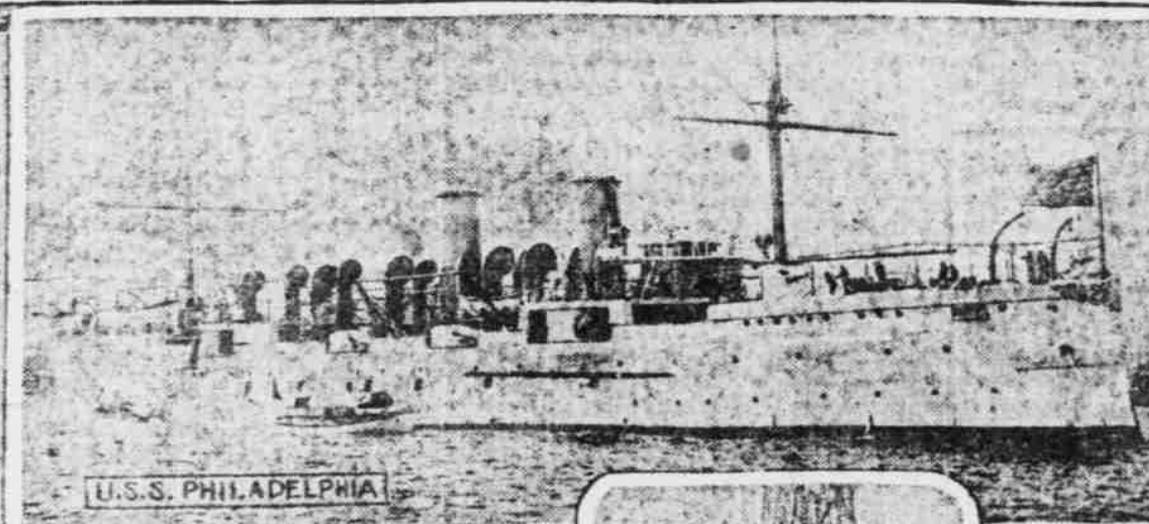
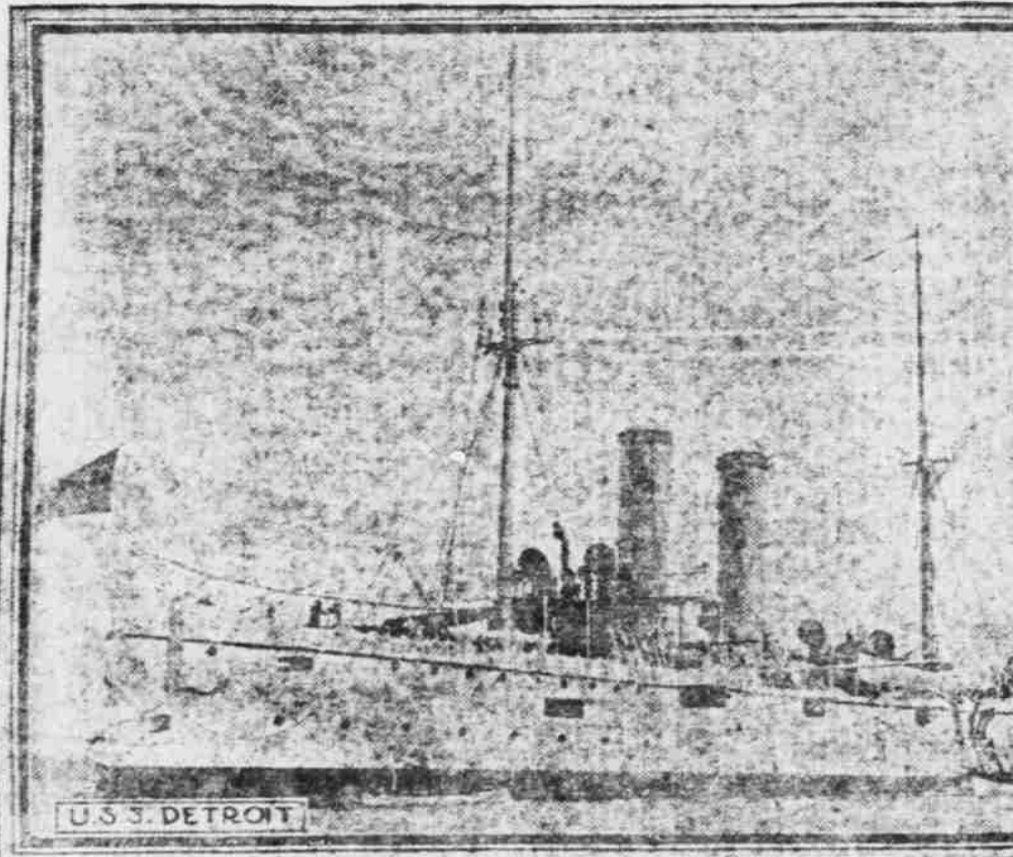


# Former Naval "Scrappers" Now Headed For the Scrap Heap



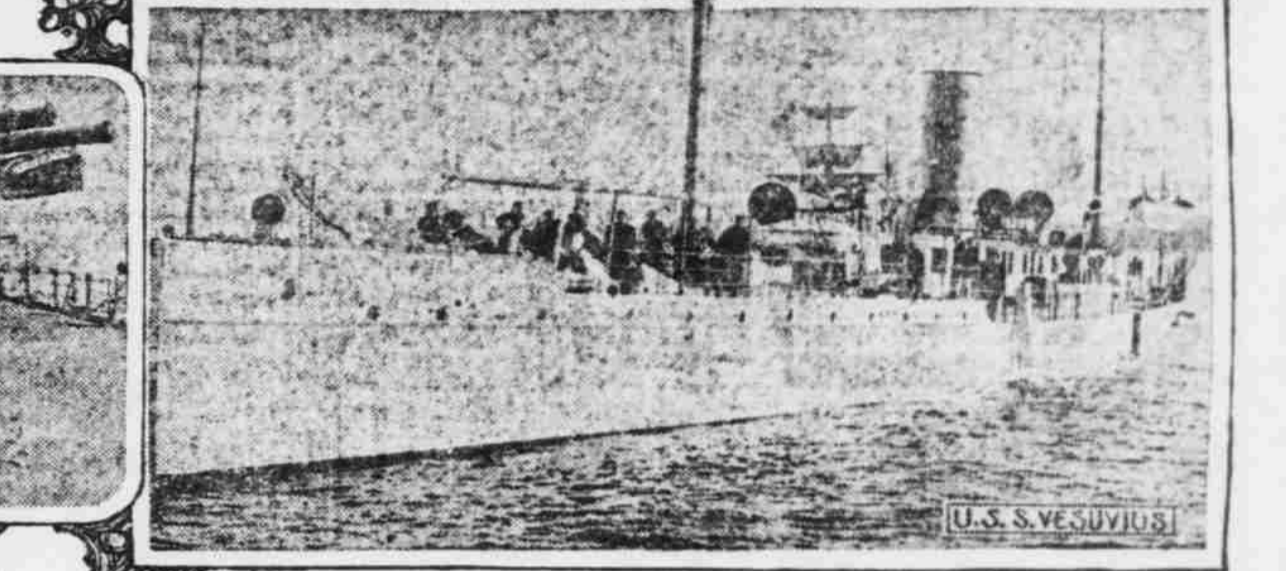
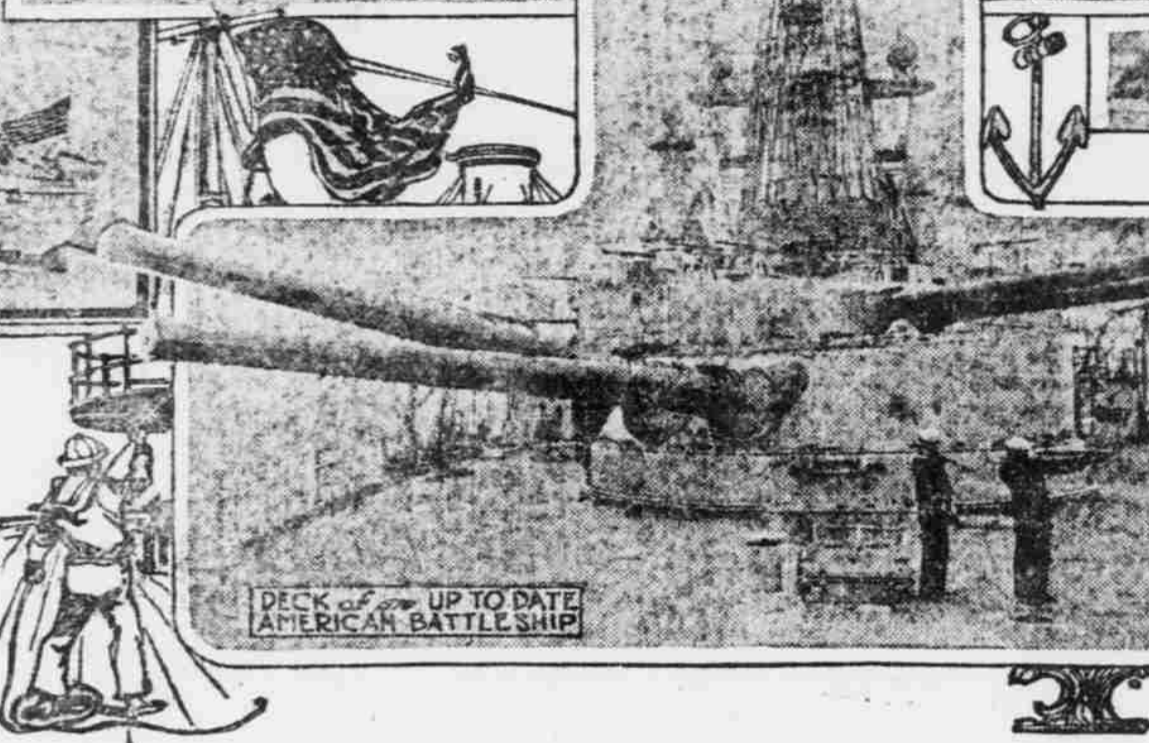
By CHARLES N. LURIE.

HERE'S a problem in proposition: If the cost of a warship twenty years ago is to its present worth as \$1,222,025 is to \$28,000, how much will be the value of the ships of the United States navy one year, five years or ten years from the present time?

We are spending millions each year for new ships. The latest navy bill calls for an expenditure of more than \$24,000,000 for vessels, with other appropriations bringing the total of money to be expended on the navy in one year to more than \$25,000,000. That is a considerable heap of cash even for a "two billion dollar country," especially when it is considered—and hoped devoutly, of course—that the ships and men and armaments for which it is to be given out may never be called upon to fire anything more terrifying than a salute to the assistant secretary of the navy or a visiting admiral of the Baltic fleet.

about in the order named. The South American republics are making valiant efforts to provide themselves with big fighting ships, but they are as yet "fools-folk" on the water despite the possession of a few of the biggest and best of battleships.

What shall it avail all these nations to sink millions and scores and hundreds of millions in battleships which will in a few years become almost as obsolete as the old wooden ships? The problem of deterioration and progressive uselessness of naval vessels is one that is vexing seriously the whole world of statecraft at present. It is a live issue in every country which has a big navy—more so in some than in others, of course, since its seriousness is proportioned to the length of time in which each nation has been engaged in the launching of ironclads doomed to rust out their lives in inglorious ways.



**Rating of Nations in Naval Power.**

We are building Dreadnought after Dreadnought on the latest approved lines of naval architecture in the effort to retain our place as the second greatest naval power of the world. It is well known that we are second in the race to Great Britain and that she has no intention of permitting us or any other power to pass her in the contest which she deems of vital importance to her national safety and the preservation of the empire. Close in our wake comes Germany, taking very seriously the Kaiser's dictum of several years ago that "Germany's future lies on the water." France, Japan, Italy, Austria and Russia trail along

with a plan, later approved, for a larger ship, carrying heavier and more powerful guns. It is decided that sending the older ships against vessels of the newer type and larger size would be sending their crews to certain death without the possibility of inflicting serious damage on the enemy. The newer vessels are built, the older ones are placed first "in reserve," then "out of commission," then dismantled and finally sold at auction to the highest bidder for whatever they will bring, small fractions of their original cost in the millions. Some few are retained to serve as receiving ships or for other purposes, but they never again know the joy of the green water spouting up to their bows. They are doomed to rust in ordinary forever.

name, the victim of Havana harbor; the Oregon, Clark's famous ship which got around the Horn in time to fight at Santiago; the St. Louis, the Charleston and the Milwaukee, crack armored cruisers of the beginning of the present century; the Alabama, the Kearsarge and the Kentucky, famous battleships of a few years ago, which went on the famous "around the world cruise"—these and many others, some costing over \$5,000,000 apiece, are headed for the port of obsolete ships, destined never again to hear the thunder of big guns in battle unless it be that they shall be sent to certain doom as last desperate hopes of the nation.

**List of Obsolete Ships.**

Here is a list of American naval vessels which have been noted possibilities as sea fighters and which are regarded no longer as good fighting units:

**BATTLESHIPS.**

Alabama	Keel laid	Cost
Illinois	1886	\$4,696,820
Indiana	1887	4,621,465
Mississippi	1881	5,363,271
Texas	1882	5,371,295
Kearsarge	1886	5,643,591

**ARMORED AND SEMIARMORED CRUISERS.**

Brooklyn	1883	\$4,423,700
New York	1890	4,346,642
St. Louis	1902	3,818,177
Charleston	1902	3,820,415
Milwaukee	1902	3,505,255
Total		\$20,936,279

**UNARMORED CRUISERS.**

Atlanta	1883	\$568,071
Baltimore	1887	1,978,728
Boston	1883	568,925
Chicago	1883	889,000
Cincinnati	1880	2,373,388
Detroit	1890	1,752,053
Columbia	1890	3,909,011
Marblehead	1890	1,201,162
Minneapolis	1891	3,843,596
Montgomery	1890	1,287,100
Olympia	1891	2,979,238
Philadelphia	1888	1,864,900
Raleigh	1892	2,197,729
San Francisco	1888	2,155,303
Total		\$27,198,823

An exception must be noted in the case of the famous armored cruiser New York, known in her day as one of the biggest and fastest vessels Uncle Sam owned. Time was when she was called the equal of a battleship. She has been remodeled at a cost of more than \$500,000 and has been renamed the Saratoga, yielding her former designation to the new monitor battleship New York which has been planned. The others are scattered among the navy yards and stations of the country. Some, like the New York and the Texas, have lost their names to newer ships. The Texas was selected recently to serve as a target for the big gun. The Katakhdin, a famous ram in her day, which never rammed anything bigger than a pier, underwent a similar fate. The Vesuvius, famous "dynamite cruiser" of other days, is not included in the list, but she is shown in the picture as a type of obsolete vessel. She never proved her worth or justified the money spent on her, the scheme of hurling dynamite from the deck of a naval vessel having been proved impracticable, even in the Spanish-American war, when it was tried.

## Today's Market Quotations

**BOARD OF TRADE TRANSACTIONS.**

**Wheat.**  
May, 90 3/4, 91 1/4, 92 3/4, 93 1/4, 94 1/8.  
July, 87 3/4, 88 3/8, 89 3/8, 90.  
September, 85 1/8, 86 3/8, 87 1/8, 88 3/8.

**Corn.**  
May, 49 1/4, 50 3/8, 51 1/2, 52.  
July, 50 1/4, 51 3/8, 52 1/2, 53.  
September, 51 3/8, 52 1/2, 53 1/2, 54.

**Oats.**  
May, 21 1/4, 22 3/8, 23 1/2, 24 1/8.  
July, 21 1/4, 22 3/8, 23 1/2, 24.  
September, 20 3/4, 21 1/2, 22 3/4, 23 1/2.

**Pork.**  
May, 15.02, 17.70, 17.50, 17.50.  
July, 16.70, 16.72, 16.52, 16.52.  
September, 16.50, 16.50, 16.50.

**Lard.**  
May, 9.20, 9.20, 9.12, 9.12.  
July, 9.12, 9.12, 9.07, 9.07.  
September, 9.07, 9.07, 9.07, 9.07.

**Ribs.**  
May, 9.52, 9.57, 9.47, 9.47.  
July, 9.10, 9.15, 9.07, 9.07.

**THE GRAIN MARKET.**

Chicago, March 11.—The market in wheat is downward bound; September wheat probably 85. Sentiment hesitant either way. Big change in corn sentiment. This change has helped out oats. I am sending out a card today stating it is the duty of your broker to suggest timely investments. I recom-

mend immediate attention to the purchase of May, 1911, corn. Your instructions will receive personal service.

E. W. WAGNER.

**Liverpool Grain.**

Liverpool, March 11.—Wheat was firm on the opening on unexpected firmness in American markets yesterday, and the closing steadiness in Buenos Aires, and shorts were induced to cover some. The steadiness in Paris and a continued fair demand from the continent caused further tightening of offers. Later and just before the close the market turned lower with a decline of 3/8 from the opening on the increased pressure of both Australian and India offers, at a decline, and talk of large world's shipments this week, with liberal contributions from Russia. There was a quiet demand for spot, with all cargoes offered at a decline. At the close the market was easier and unchanged to 1/8 higher than yesterday.

Corn was firm and higher on American strength and scarcity of first-hand American offers. The advance was checked by better reports from Argentina, and a decline of 1 penny in plate spot.

**Chicago Cash Grain.**

Wheat—No. 2 1/2 @ 91 1/4, No. 3 1/2 @ 88 1/2, No. 2 1/2 @ 90 1/4, No. 3 1/2 @ 88 1/2, No. 1 1/2 @ 90 1/4, No. 2 1/2 @ 89 1/2, No. 3 1/2 @ 88 1/2, No. 4 @ 87 1/2, No. 5 @ 86 1/2, No. 6 @ 85 1/2, No. 7 @ 84 1/2, No. 8 @ 83 1/2, No. 9 @ 82 1/2, No. 10 @ 81 1/2, No. 11 @ 80 1/2, No. 12 @ 79 1/2.

**Chicago Estimates Tomorrow.**

Wheat	13
Corn	197
Oats	93

**Primary Movement.**

Wheat today	400,000	208,000
Year ago	645,000	230,000
Corn today	529,000	472,000
Year ago	507,000	548,000

**LIVE STOCK.**

**Opening of Market.**

Hogs 10,000. Left over 1,800. Opened strong, 5c higher. Mixed 6.90@7.25, good 7.00@7.20, rough 6.75@6.95, light 7.00@7.25.

Cattle 200; steady.

Sheep 2,000; strong.

**Nine O'clock Market.**

Hogs Monday 38,000, cattle 23,000, sheep 26,000.

Hogs mixed to 10c higher. Quality good. Mixed 6.95@7.30, good 7.00@7.25, rough 6.80@6.95, light 7.05@7.35, pigs 6.90@7.40, bulk 7.05@7.25.

Cattle steady. Beefves 5.00@5.90, cows 2.50@6.00, stockers 4.25@5.90, Texans 5.90@5.90, calves 7.50@8.75.

Sheep 2.75@4.80, lambs 4.65@6.45.

**Close of Market.**

Hogs closed weak; early advance lost. Mixed 6.90@7.25, good 6.95@7.20, rough 6.75@6.90, light 7.00@7.30.

**Cattle and sheep steady.**

**Western Live Stock.**

Hogs, Cattle, Sheep	
Kansas City	2,500 100 500
Omaha	6,500 100
St. Louis	3,500

**Estimated Tomorrow.**

Hogs, Cattle, Sheep	
Chicago	38,000 23,000 26,000

**NEW YORK STOCKS.**

New York, March 11.—Following are the quotations on the market today:

Gas	140 1/2
Union Pacific	172 1/2
U. S. Steel preferred	118 3/4
U. S. Steel common	76 3/4
Reading	154 3/8
Rock Island common	29 3/4
Southern Pacific	115 1/2
New York Central	106 1/2
Missouri Pacific	55 3/4
Great Northern	124 1/2
Northern Pacific	121 1/4
Smelters	75
Colorado Fuel & Iron	32 1/2
Canadian Pacific	215 1/2
Illinois Central	125 1/2
Pennsylvania	134
Erie	28 3/4
Chesapeake & Ohio	81 3/4
Brooklyn Rapid Transit	103 1/4
Baltimore & Ohio	103 1/4
Atchafalpa	106 3/4
Sugar	118
St. Paul	120 1/4
Copper	62 3/4
Lehigh Valley	171 1/4

**New York Bank Statement.**

New York, March 11.—Members' daily average cash reserve, 25.54; reserve decrease, \$3,835,625; less U. S. decrease, \$3,842,800; loans increase, \$6,445,900; specie decrease, \$1,086,700; legal tenders decrease, \$1,941,700; deposits increase, \$3,228,900; circulation decrease, \$97,900.

**LOCAL MARKET CONDITIONS.**

March 11.—Following are the quotations on the local market today:

**Live Poultry—**Old hens, 10c; springs 16c pound; ducks, 18c pound; geese, 16c pound; turkeys 18c pound.

Fresh eggs, 19c.

Potatoes, per bushel, 65c.

Butter, dairy 24c; creamery 26c.

Lard, 12c.

Onions, 80c.

**Feed and Fuel.**

Corn, per bushel, 50c.

Oats, 32c.

Wheat, 85c.

Forage—Timothy hay, \$15 to \$16; Clover hay, \$15.

Wood—\$4.50 per load.

Coal—Lump, per bushel, 15c; slack, 10c.

Sales on Market square in last 24 hours up to noon today:

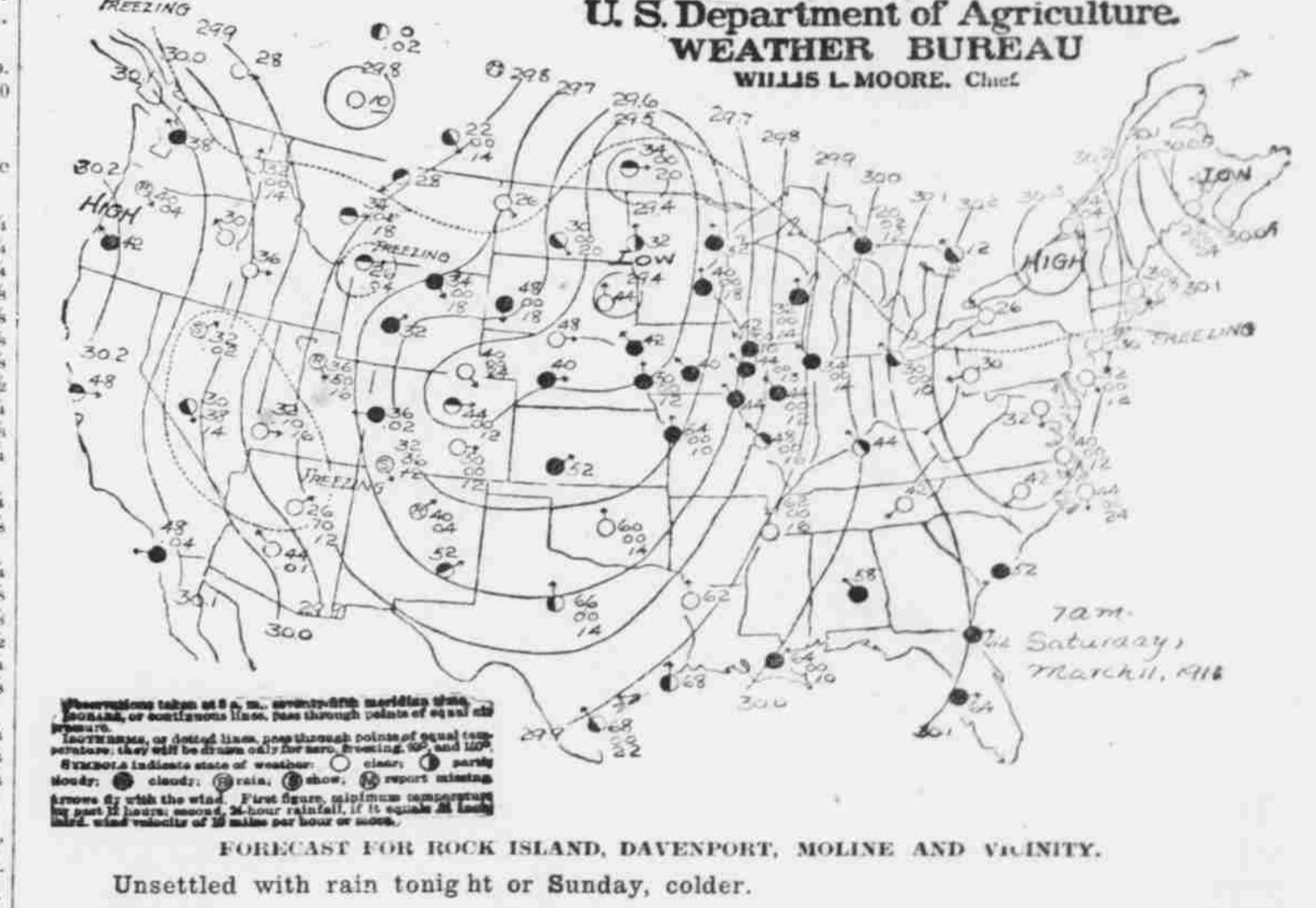
Oats, two loads at 32c.

Corn, six loads at 48c and 50c.

Hay, three loads at \$15.

Clover hay, one load at \$14.

## Daily United States Weather Map



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