

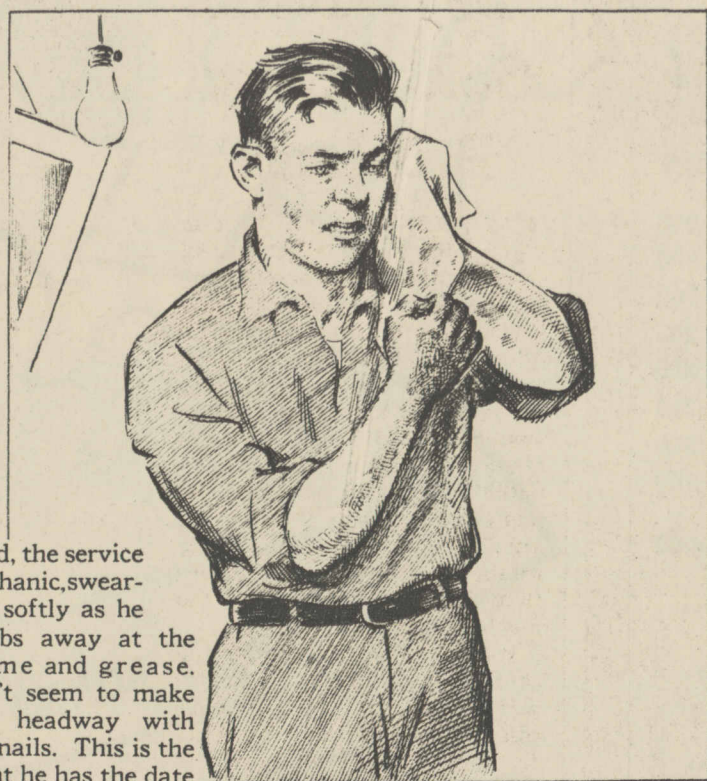
"CHECK YOUR OIL?"

By W. E. Hill

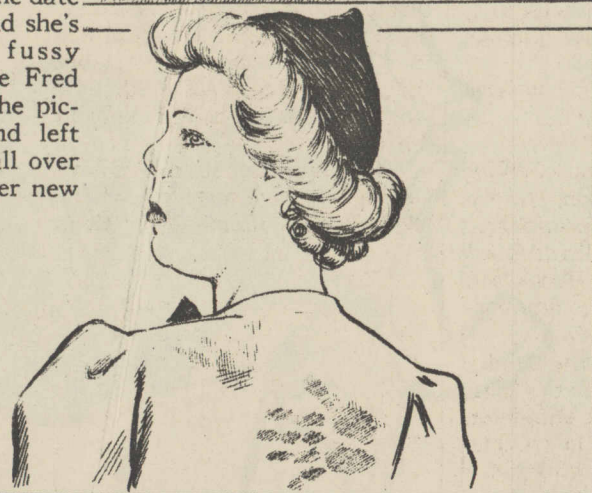
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The suspicious motorist, who thinks the gas station is trying to gyp him, during gas war. Decides to go a little farther and maybe he will be able to get seven for \$1.12.



Fred, the service mechanic, swearing softly as he scrubs away at the grime and grease. Can't seem to make any headway with the nails. This is the night he has the date with Babe, and she's been pretty fussy since the time Fred took her to the picture show and left black marks all over the back of her new blouse.



Careful owner. This is his first car and he is apologizing to station attendant for running car seventeen miles over the usual five hundred before attending to greasing and oil change. Asks if his engine is ruined.



"Smart? I'll say she is. Only six in November, and she can wise-crack with the best of them!" Showing manager of service station entertaining lady motorists—while the car is being fixed up—with snapshots of his little girl.



The wife of the gas station proprietor, with the big welcoming smile, comes out to help a confused motorist find his way. Tells him, straight ahead till he sees a white church, then turn right, till he comes to a dump heap, then left, and right again just beyond the railroad bridge to route 17, etc., etc.

The foreign car. The service station attendants never saw an engine like this before. But that won't hinder them from taking it apart.



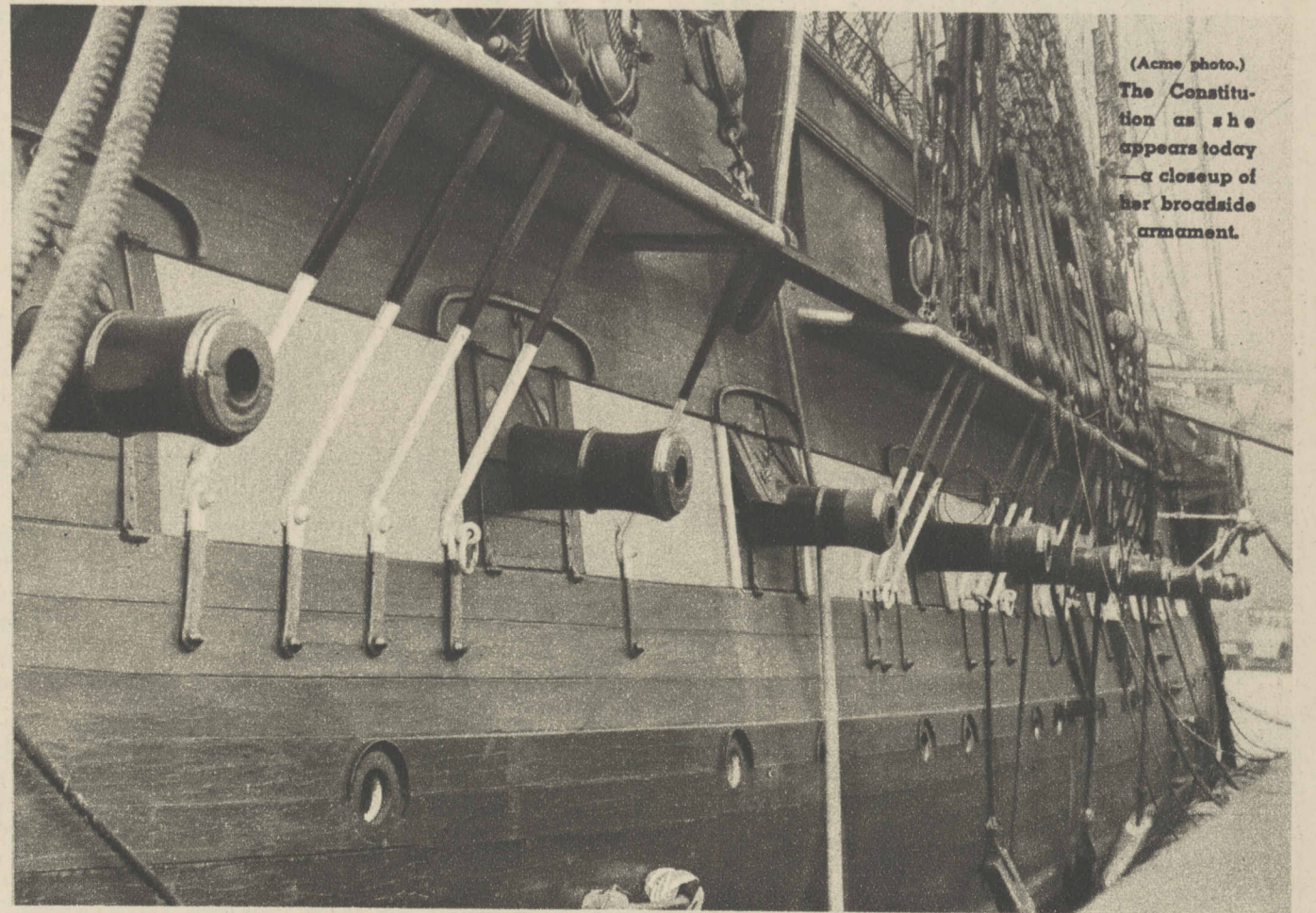
"The engine is only on two cylinders now, and the battery is no good. I can put new bearings in, which will help the oil pressure to go up and ease the motor. The car has been run without water so the fiber gaskets are gone and the rubber hoses all burnt out. I'll have to replace the steering shaft, electric starter, and battery terminals and put in new ignition," etc., etc. (Service station mechanic breaking the sad news to man who purchased a used car on faith.)



Bad-tempered customer. Has terrible fights with service station proprietors and calls them nasty names because the work on the car which was promised Thursday isn't done on Friday, etc., etc

1-30

Most Famous Warship



(Acme photo.) The Constitution as she appears today—a closeup of her broadside armament.

Reproduced in colors on page one of the picture section are a photograph of a sailor's model of the U. S. S. Constitution and two paintings by Worden Wood, one showing the engagement between the Constitution and H. M. S. Guerriere and the other the engagement between the Constitution and H. M. S. Java.

THE FRIGATE Constitution is the most famous vessel of war ever to fly the American flag.

Under the command of Capt. Isaac Hull on Aug. 13, 1812, she destroyed the British frigate Guerriere, Capt. James Richard Dacres, in a thrilling engagement in the Atlantic about 700 miles east of Boston.

On Dec. 29 of that same year, while under the command of Capt. William Bainbridge, she met and defeated the British frigate Java, Capt. Henry Lambert, in a hard-fought contest thirty miles southeast of San Salvador.

About 175 miles east by northeast of Madeira, on Feb. 20, 1815, the Constitution, under the command of Capt. Charles Stewart, defeated and captured in a three-cornered fight the British frigate-built ship-corvette Cyane, Capt. Gordon Thomas Falcon, and the British ship-sloop Levant, Capt. George Douglas.

Almost as thrilling as these were some of the other exploits of this celebrated fighting craft. The Constitution, affectionately known as Old Ironsides, is afloat today, restored, reconditioned, and appearing much as she did when she was defeating the British during the War of 1812. An inspiration for patriotism to the generations that have lived since that conflict is this veteran frigate.

And truly she was a frigate, despite the contention of the British that, because she was somewhat larger and carried more pieces of ordnance than the majority of their frigates, she should, along with two other similar American vessels, the United States and the President, be rated as a line-of-battle ship. The line-of-battle ship was the battleship of that day, while the frigate was the cruiser. But, as Theodore Roosevelt pointed out in his "The Naval War of 1812," the smallest line-of-battle ship of that period was the vessel rated as a 74 (meaning 74 guns), but which actually carried 83 pieces of ordnance. The Constitution is best described as a heavy frigate. According to naval classification in vogue at the time she was built, she was rated as a 44.

In her fight with the Guerriere she actually carried 54 pieces—30 long 24-pounders on her main deck and 2 long 24-pounders and 22 short 32-pounders on her spar deck. Half of her 24-pounders and half of her 32-pounders constituted her broadside, which figures out at 736 pounds of metal. But American cannonballs at that time were of short weight. Her real broadside, considering the short-weight metal, was 684 pounds. Against this the Guerriere, with 30 long 18-pounders, 2 long 12-pounders, 16 short 32-pounders, and 1 short 18-pounder, fired a broadside of 556 pounds of metal.

When the Constitution fought the Java she carried only 52 pieces, two of her short 32-pounders having been removed previously. The actual weight of metal of her broadside then was 654 pounds. The Java, with her 28 long 18-pounders, 2 long 12-pounders, 18 short 32-pounders, and 1 short 24-pounder, threw a broadside of 576 pounds.

The Cyane and the Levant together hurled broadsides totaling 763 pounds, as compared with the Constitution's nominal broadside of 704 pounds, not

Old Ironsides Inspiration to Nation

By JOHN A. MENAUGH

allowing for short weight of metal. The Cyane carried 22 32-pound carronades, 2 long 12-pounders, and 10 18-pound carronades, and the Levant carried 18 32-pound carronades, 2 long 9-pounders, and 1 12-pounder.

The Constitution was constructed in the shipyard of Cloghorne & Hartly of Boston after plans prepared by Joshua Humphreys of Philadelphia and was launched Oct. 21, 1797. She cost the government \$302,718. Three of our modern superdreadnaughts, the Maryland, Colorado, and West Virginia, each cost in excess of 27 million dollars.

The Constitution, the United States, and the President were the three larg-

armor belt would be. To compensate for this extra weight he sacrificed weight of certain deck fixtures. On this slightly larger hull more guns were placed, and this accounted for the long dispute between the British and American navies about their frigate actions. The guns also increased the weight of the ships.

"To get the same or greater speed (comparing them with lighter frigates) it was necessary to increase the height of the masts and the width of the yards. In order to keep the weight of the yards and masts down they were made smaller in diameter, which made them weaker. As these ships were driven at a high rate of speed, it was necessary to tend the yards and the masts very carefully. This could be done at that time, because the sailors in our merchant ships, who manned our men of war in time of war, were prime seamen. The extra sail area provided the increased horsepower necessary to drive these ships at least as fast as their contemporaries, and usually a little faster."



(U. S. Navy photo, after painting by Gilbert Stuart.) Isaac Hull, one of the U. S. S. Constitution's famous commanders.

Captain Puleston makes a point when he explains that America's first efforts in naval construction were to put more guns upon a ship, that its next step was to armor the ship, and that its final step (speaking of the navy of sailing ships) was to give the ship as much speed as a fair risk to the masts and sails would permit. This principle, he adds, has come down to us and is partly embodied in the famous phrase of Admiral Farragut:

"The best armor is our own guns."

John Brainard MacHarg in "The Story of Old Ironsides," which appeared in United States Naval Institute Proceedings of October, 1931, says that the Constitution was surprisingly like a cup-winning yacht of today. That is, as he infers, she was a graceful craft with lines and rigging that indicated her fleetness under sail.

More than once was the Constitution able to show her heels to pursuing British craft that could have "ganged" on her and sent her to the bottom of the sea. For example, in July, 1812, she outsailed the strong British squadron under Commodore Broke. During a portion of this thrilling race a dead calm fell upon the sea and the sails of the ships hung loose and slack. The British put a number of ships' boats into the water and seamen at the boats' oars towed their vessels, but Captain Hull, who then was in command of the Constitution, resorted to a process called kedging. A sea anchor attached to a towing cable was placed in each of two boats, which were rowed ahead of the ship. While the sailors aboard the Constitution were pulling her up to one anchor which had been planted, the other was advanced to be in readiness for use. In this manner Captain Hull kept far enough away from his leading pursuers to be out of danger. And then when a breeze came up his sails filled out and he pulled away from the British.

Among the features of the Constitution and other American frigates that were superior to those of the British were the facilities provided for aiming their guns. The Constitution carried pieces equipped with sights, while the Guerriere, for example, had no sights upon her guns.