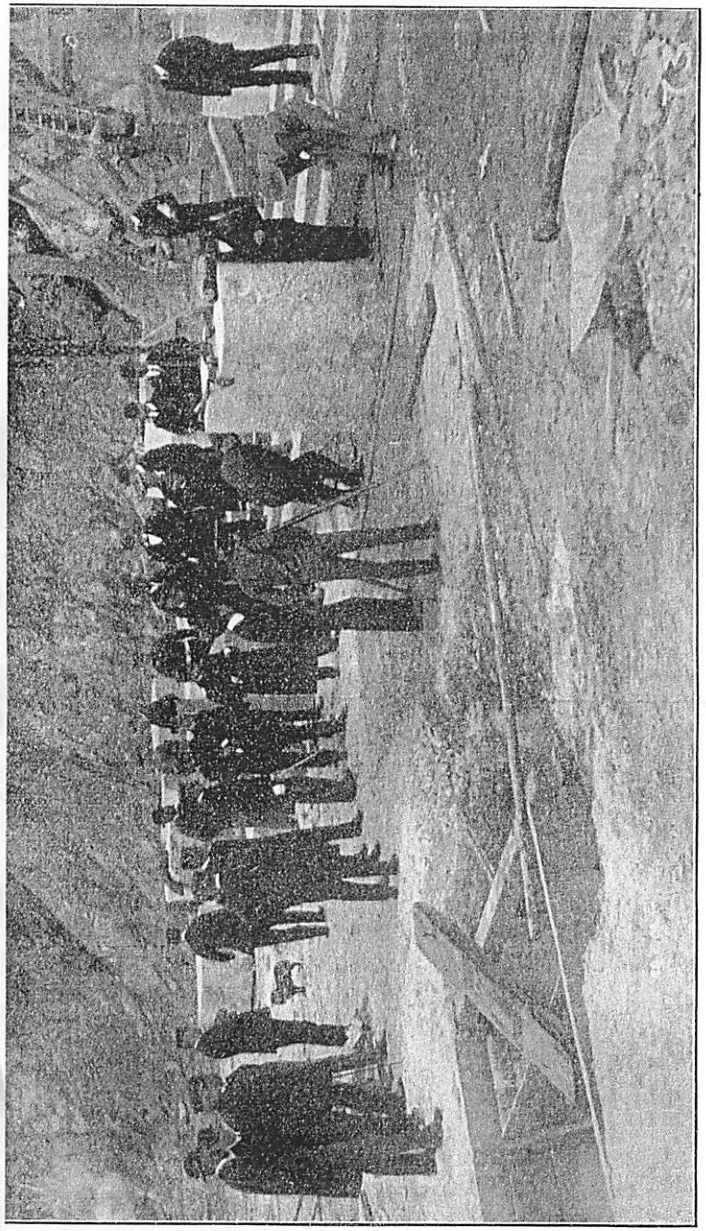


PORTSMOUTH NAVY YARD—THE NEW STONE DRY DOCK.

Laying the first stone, May 29, 1901, in the presence of the officers of the yard and others, including Rear Admiral Read, Lieut. Gregory, C. E., and Lee Treadwell, C. E.

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THE PORTSMOUTH NAVY YARD, THE NEW DRY DOCK, AND HENDERSON'S POINT.

By Timothy P. Sullivan.

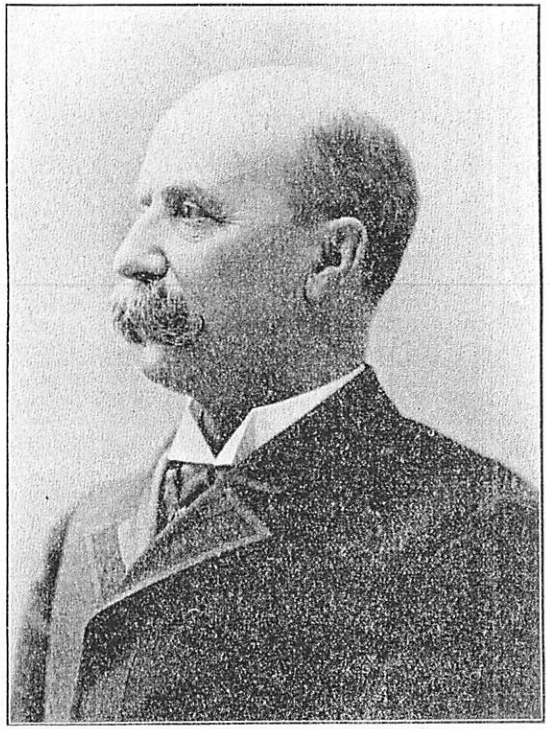
THE two islands which constitute the "Portsmouth Navy Yard," until ceded to the United States government, were a portion of the state of Maine, and were very early known as "Puddington islands," being occupied by a man named Puddington previous to 1639. After 1645 both islands were known as the Fernald islands, named after the Fernald family who were granted the same according to the following deed in the York County records:

"These presents, witness, that I, Richard Vines, Steward General of the Province of Mayne, have given and granted unto Tho. Furnell, the Soun of Renald Furnell of Piscataqua River, Chieurgeon for and in behalf of Sir Fardinando Gorges Knt. and proprietor of Sd Province of Mayne, Two islands lying and being on the north east side of Piscataqua River aforesaid, commonly called or known by the name of Puddington islands, the said Thos. Furnell yielding and paying inn to the Sd Farden Gorges, his heirs and assigns two shillings and six pence yearly. Given under my hand this third day of May 1645. Richard Vines."

One of the very interesting spots in what is now called "Seavy's island" (the first Seavy owning any portion of the island was Stephen, who had a deed of sixteen acres in 1721), is the little Fernald cemetery, presumed to be not far from the early Fernald homestead. It is not far from the "Spanish graves," both being close to the water and facing New Castle and the mouth of the Piscataqua. In this little family cemetery one well preserved Welch slate headstone, still defying the ravages of time, is to the memory of "Elizabeth Eastwick, wife of Captain Stephen Eastwick, who died in the year 1714." She was one of the seven daughters of Thomas and Temperance Fernald, the original owner of the islands. It is hoped that Uncle Sam as present owner will never disturb the last resting-place of the early pioneers of this region, and that some of the numerous and wealthy Fernalds will suitably enclose the same.

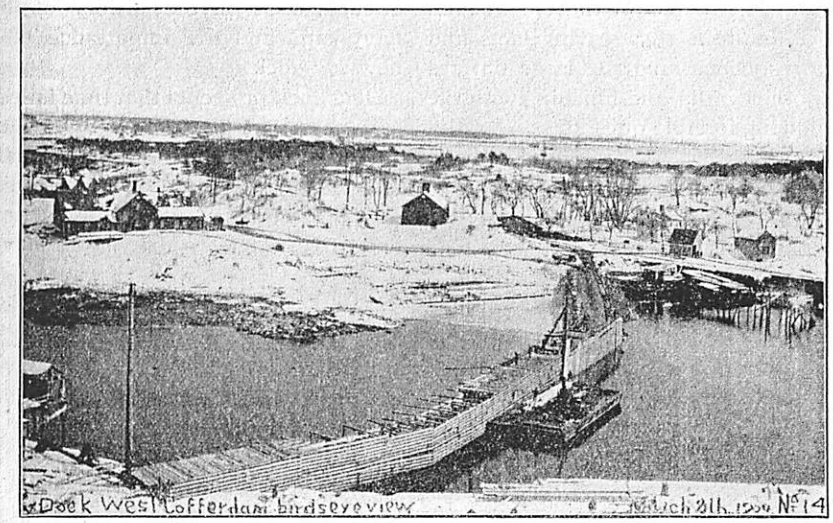
During the early settlement of New Hampshire, Portsmouth, as the only seaport town of the colony or state, became prominent for its wealth and enterprise, and, until the revolution created by the introduction of canals and railroads, it was to New Hampshire what Boston is to-day. Although her commerce has largely disappeared, yet state pride is continually centered there on account of the growing importance of the place as a naval station. Through the earnest and untiring watchfulness of our senators

and representatives in Washington, this navy yard is kept abreast of the times in naval construction and modern improvements. The building of one of the largest and best permanent dry docks in the world, here marks a new era in the history of the yard, and the last and only objection to the place as a first-class naval station was removed when congress enacted a law appropriating sufficient money ($749,000) for the cutting away of the obstruction in the harbor's entrance, called "Henderson's point."



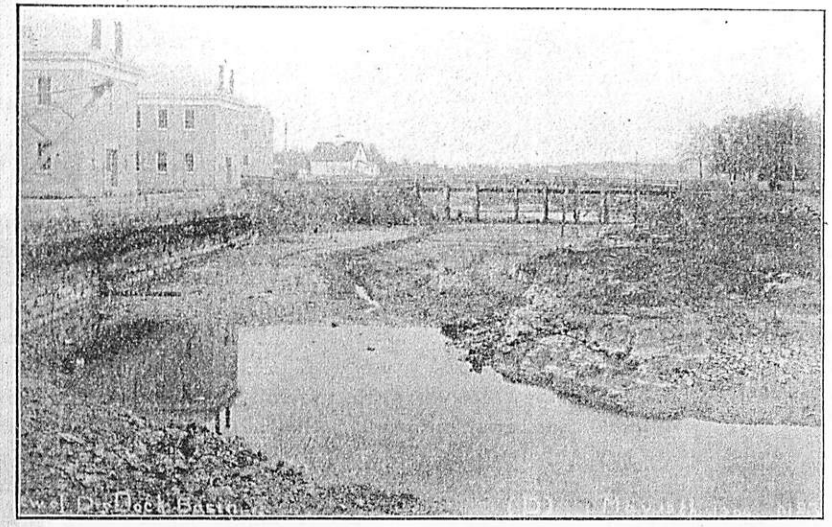
Hon. Jacob H. Gallinger.

As early as 1826 congress passed a resolution directing the president "to cause an examination and accurate survey to be made by a skilful engineer for a site for a dry dock at Portsmouth, N. H., Charlestown, Mass., Brooklyn, N. Y., and Gossport, Va." A survey and estimate was made by Loammi Baldwin of Boston, and although the estimated cost for a stone dry dock at Portsmouth was the lowest—$350,000—this location was ignored, and the stone dock in Charlestown was built in 1833 at a cost of $550,000; the one in Gossport (Norfolk, Va.), at a cost of $900,000, and Mr. Baldwin was appointed engineer to superintend both docks. The Portsmouth yard had to wait until 1852, when the wooden floating dock which is now in use and cost complete almost $750,000, was built, and the project to build a stone dock deferred until the present time, when Portsmouth possesses one of the finest, largest, and safest stone dry docks in the world, for which the people of New Hampshire should feel grateful to the persistency and untiring work of Senators Chandler and Gallinger.



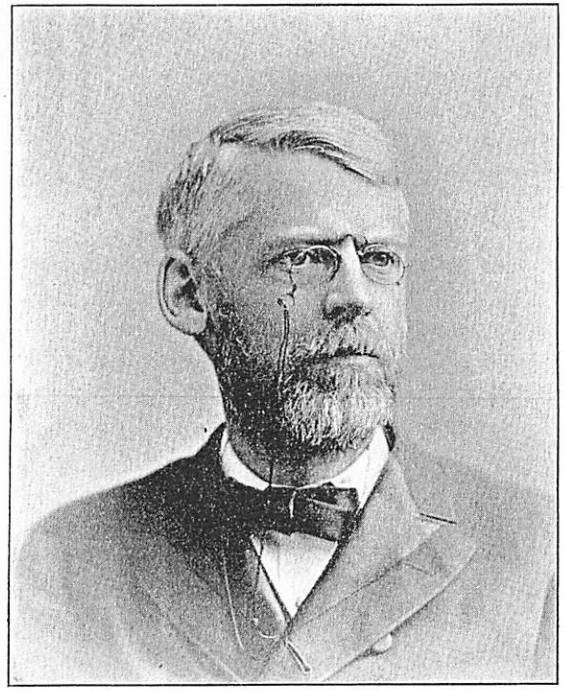
Coffer-dam under construction at the mouth of the proposed new dry dock, and which recently broke away beyond the far-off angle to be seen in the illustration. Photographed March 8, 1900.

January 21, 1892, Senator Gallinger introduced a bill "for the construction of a new wooden dry dock at the United States navy yard, Portsmouth, N. H.," following it with a very exhaustive account of the his-



Site of the new dry dock, showing the bridge connecting Savage's island, taken May 19, 1900.

toric seaport and of the old wooden dock built in 1852, giving facts and figures concerning the large outlays for other yards, and finishing with the following forcible questions: "Why is it that Portsmouth cannot have a new dock as well as the rest, and especially as well as Norfolk or Port Royal? Why is it that this yard is



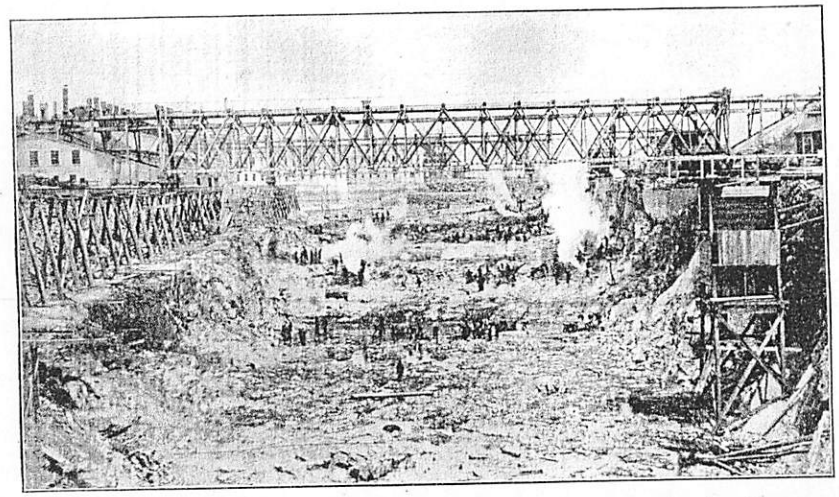
Hon. William E. Chandler.

almost closed and depleted of all material while there are millions being spent at Norfolk and $500,000 being expended at Port Royal preparatory to opening a navy yard there? I trust Mr. President that the bill may receive prompt and careful consideration at the hands of the naval committee." In the following April Senator Chandler from the naval committee reported favorably on the bill, making an eloquent speech on the history of the navy yard and the importance of a new dry dock.

The dock project at that time failed, as Senator Gallinger made another speech May 2, 1896, on an amendment made by him to a pending bill which read thus: "For construction of a dry dock at the Portsmouth navy yard of such size, design, and material as may be determined by the secretary of the navy, $600,000, of which $100,000 shall be immediately available." The senator made an able speech in support of his amendment, but for the time did not convince the senate, as the amendment was ruled out of order. During his speech he brought out the facts that during the past twelve years there were sixty-one

vessels built or in the course of construction, and we possessed only six docks that were fit to receive a ship to be cleaned or repaired. He made the following comparison of our condition in the matter of dry docks with some of the European nations: "All maritime nations in modern times have recognized this necessity. England and France, with their limited coast line, possess respectively forty-three and thirty-four dry docks, and both nations are constantly adding to the number. There are now completed at the Portsmouth (England) dock yard eighteen docks, and several in process of construction or projected. They range from 200 to 650 feet in length, and some of them are capable of accommodating ships drawing forty feet of water. A contingency may easily arise in the case of ships damaged in action. Only two of our naval stations are provided with more than one dock, Norfolk having two and New York three, one of which is yet uncompleted."

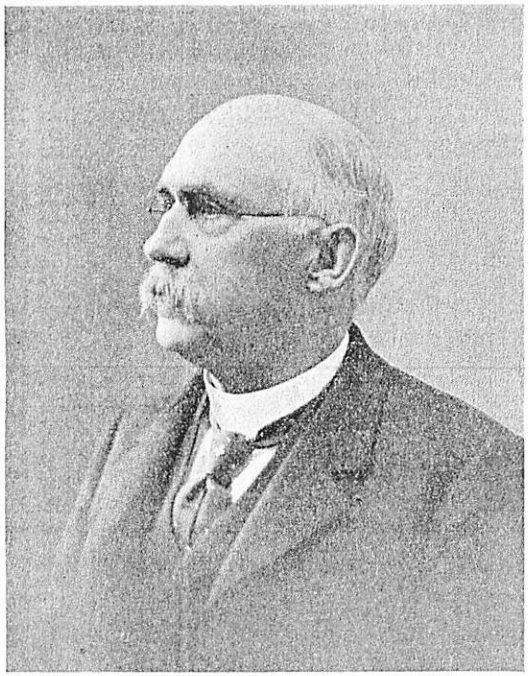
He also, in the course of his remarks, anticipated the condition the government might be placed in time of war, but a few years having elapsed since we had to send a war vessel to Halifax to be docked and cleaned, in the following words: "It should be borne in mind that when the emergency comes the nation will need dry docks and that badly. The lack of them in an emergency will cost us more than the construction of a hundred docks, and in no place can a dock do better service and be more economically constructed than in the time-honored Portsmouth navy yard, for it must be remembered that in the time of war the larger portion of our fleet would be concentrated on the coast from Virginia to Maine, the territory embracing all the larger cities which would become the objective point of the enemy. Dry docks are therefore necessary in the vicinity, in order that vessels can be immediately repaired."



Site of dock partly excavated, showing the numerous steam drills used for blasting, May 2, 1901.

In the year 1897, the navy department appointed a board to consider

the subject of dry docks required by the government, and from its report it appears that Portsmouth was entirely ignored as a feasible place for a dry dock. The board consisted of Commodore F. M. Bunce, Commodore F. E. Chadwick, Naval Constructor Robert B. Dashiell, and Chas. W. Parks (the latter the only civil engineer on the board, and its recorder, now in



Hon. Henry E. Burnham.

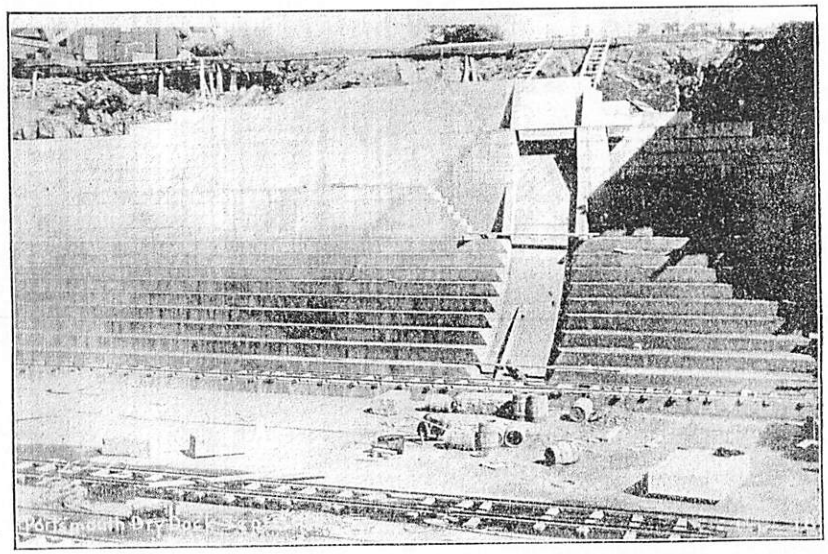
charge of the department of yards and docks in Charlestown, Mass., navy yard, and reputed to be the designer of the Portsmouth and Boston dry docks). The board gave its judgment against Portsmouth, as follows: "This yard and dock are exposed to gun fire from the sea, and are situated on a river whose tidal currents are very strong and whose channel is tortuous. But in Boston everything is found for an ideal dock. Here are found all the requisites of a site for a dry dock and additional protection against gun fire can be readily secured by mine fields covered by batteries at Winthrop point and to its northward."

It is singular how "boards" can see blemishes and beauty where ordinary people discern nothing. The board forgot to note that Gerrish island (now "Fort Foster") New Castle ("Fort Constitution"), and Jaffery's point, in Portsmouth harbor front could be and are now fortified by the government. But other counsel prevailed, and Portsmouth, exposed to gun fire and with its tortuous channel, will soon see completed Uncle Sam's finest dock.

The members of the board went to Europe on receipt of an order from

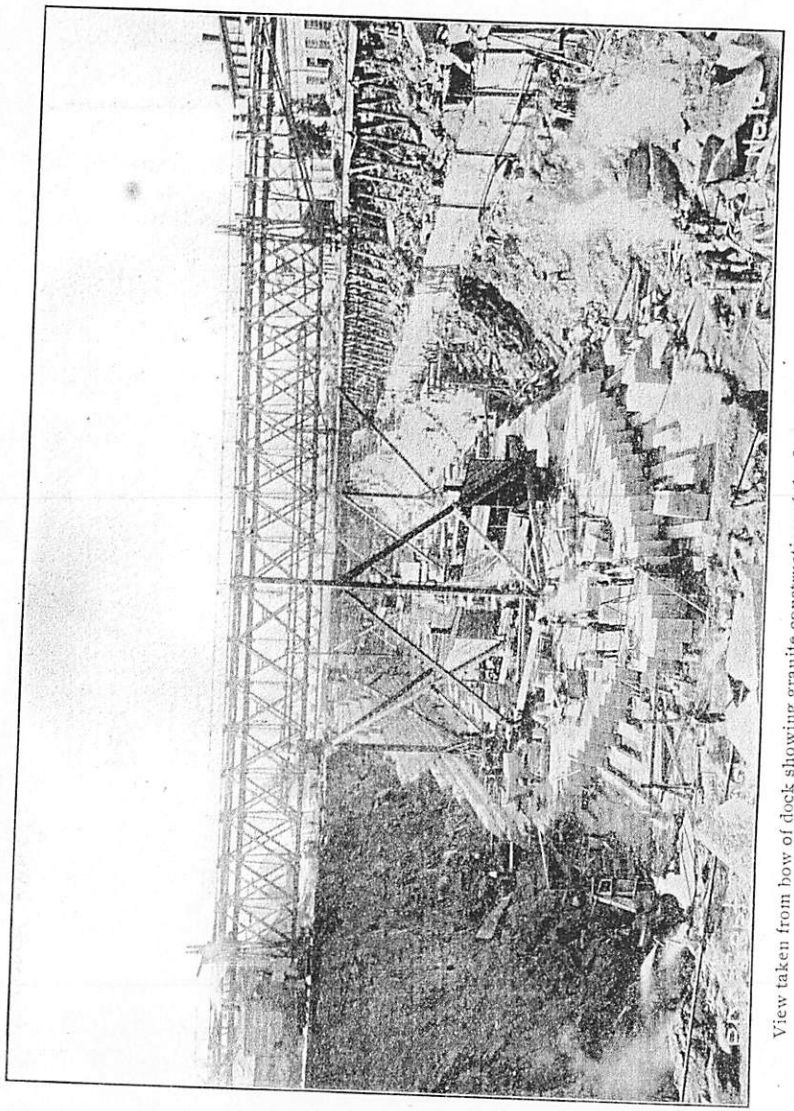
the then acting secretary of the navy, Theodore Roosevelt, and reported as to the number of docks, their construction and material. England had at that time in Chatham thirteen government dry docks and two locks; in Portsmouth she had sixteen dry docks and three locks; at Plymouth she had seven dry docks; at Keyham, three; at Pembroke, one; and numbers have been added since. She has also docks in Halifax, Malta, and India. France had then thirty-six dry docks, the United States had eleven, and only three of them stone.

Finally, when congress had passed a law authorizing the building of a number of wooden docks, Portsmouth was selected as the place where one of the largest should be built. However, before some of the contracts were entered into, through the persistency of Rear Admiral Endicott, who thoroughly believed that wooden docks were a poor investment and should not be considered other than a temporary expedient, granite was substituted for wood in every instance. The wisdom of this can be readily seen by a comparison of the stone dry dock built in Boston at a cost of $550,000, over seventy years ago, with the present wooden dock in Portsmouth which was built about fifty years ago, at a cost of $750,000. It does not require much business experience to perceive that in building a structure like a dry dock the cheapest material is that which is the least liable to rot or rust.



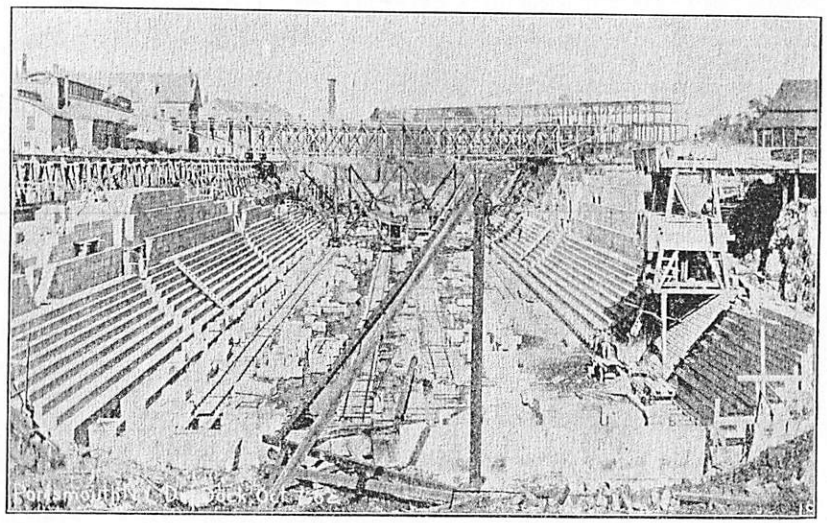
View showing section of stone work at altars and slides, September 3, 1902.

The Portsmouth dock now almost completed occupies the channel that formerly lay between the navy yard islands—Dennet's and Seavy's. The contract was let to Mr. John Pierce of New York city, for the sum of $1,070,000, and was to be completed in thirty months. Its entire inside length is seven hundred and fifty feet,



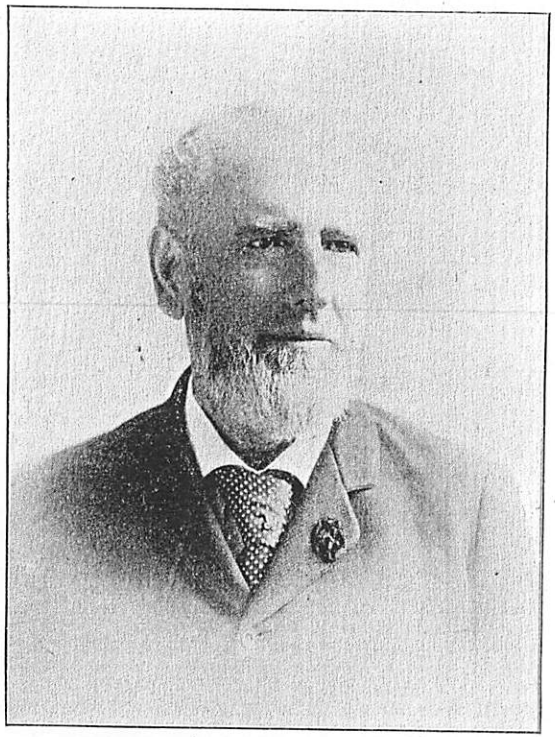
View taken from bow of dock showing granite construction of the 30-foot floor of dock, September 23, 1902.

which is about the length of the Boston dock, and its entire inside width is one hundred and thirty feet, which is about twenty feet more than the Boston dock, and it is thirty-nine feet in depth from coping to floor of dock. In its construction there is 20,500 cubic yards of cut granite which came principally from the state of Maine, from Mount Desert, Fox island, Sprucehead, Biddeford, and Frankfort (Mount Waldo); though a large quantity of the dark stone came from Cape Ann, Mass. About half of the granite was brought in the rough state, and cut in the sheds erected on the grounds for the purpose, the remainder being delivered all cut and ready to be laid in the structure when it arrived. The stone-cutters were principally Americans, a small number being Italians, Englishmen, and Scotchmen. The wages paid them averaged about three dollars per eight-hour day. It required about 18,000 cubic yards of concrete, a material composed of one part Portland cement, two parts sand, and four parts broken stone, to form the bed under the granite floor, and make the base and backing of the sides or altars of the dock. It required about 43,000 barrels of Portland cement (400 pounds to the barrel) for the entire masonry. It required the blasting and hauling away of 166,000 cubic yards of rock to make the necessary space to form the dock, the entire foundation being a quarry which had to be blasted into shape. The number of unskilled laborers employed on the dock was very large, and they were principally from Italy, their pay averaging about $1.60 per day. The government employed six inspectors to see that the workmanship and materials furnished by the contractor were equal to the specifications under contract and their pay ranged from $3.25 to $5.52 per day.



View taken from mouth of dock, showing a section of the dock in progress of construction, giving a good view of the large traveling cranes and the many derricks on the floor of the dock, October 7, 1902.

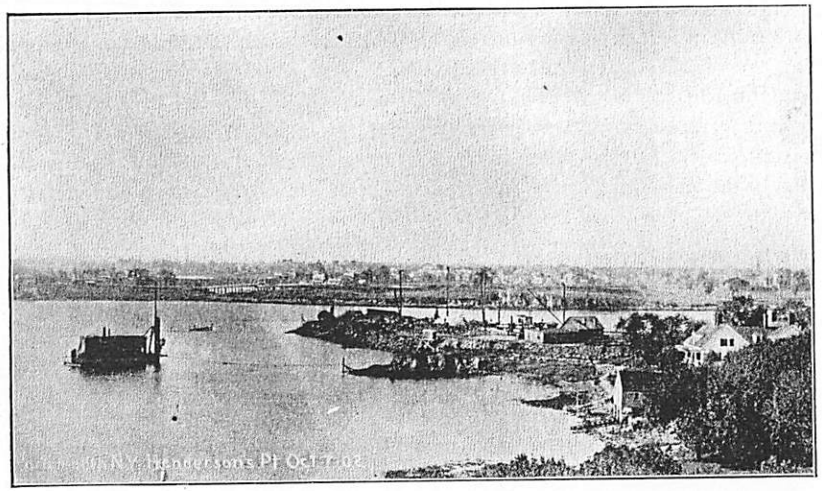
The building of the immense dock, and the cutting away of the abrupt protusion in the channel, called Henderson's point, were the most important events in connection with the development of the yard as a naval station. Henderson's point, so called, was owned in 1730 and 1732 by John and William Henderson. John



Hon. Frank Jones.

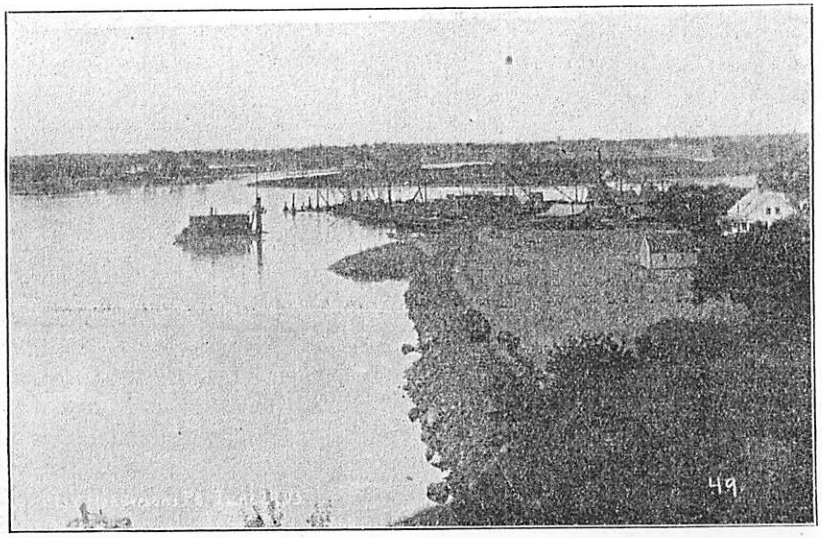
Henderson was the son of Sarah Fernald, whose father owned the island originally, and the Hendersons owned and deeded sixteen acres in 1732, and it is presumed that they lived close to the now famous point that retains their name and which for ages will be called after some of the early toilers on this rocky and dangerous coast.

The risky undertaking of cutting out Henderson's point was let by contract to the Massachusetts Contracting Co. of which O. W. Norcross, the celebrated builder, is the principal owner, the amount of the contract being $749,000, which comes from the naval appropriation, and was urged vigorously to congress by the then secretary, John D. Long. It has been under way during the past fifteen months, and is about fifty per cent. completed. It increases the narrow channel in width three hundred and fifty feet, and is to be blasted away to a depth of thirty-five feet under low water. This improvement makes almost a straight entrance into the harbor, and what



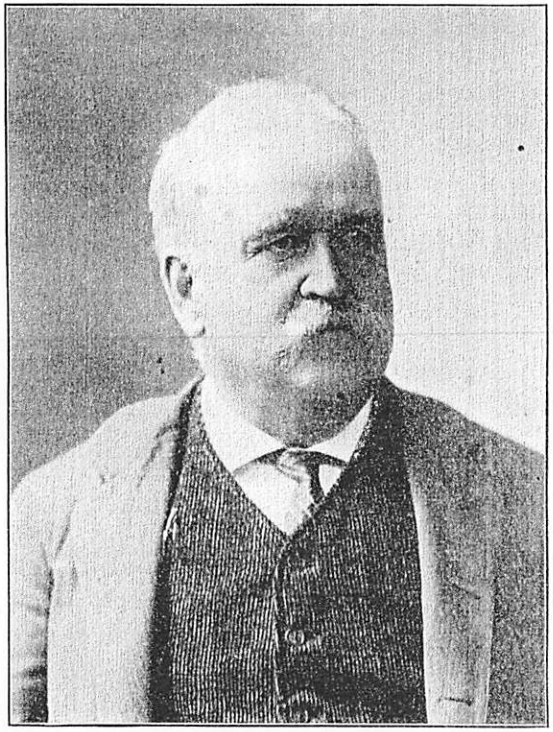
Henderson's point at the commencement of the excavation, showing the channel since then filled in, October 7, 1902.

changes in the extreme currents of the river, from the increased flow of water it will make, is as yet problematical. This vast improvement was urged strongly by all the officials of the navy department, and with all the professional prestige of Rear Admiral Mordecai T. Endicott, who is chief of the Civil Engineer Corps of the navy department. The engineers of the army, who have charge of the river and harbor outlays, reported



View of Henderson's point from the reservoir, showing derricks and machinery and a portion of the land reclaimed by the excavated rock, June 29, 1903.

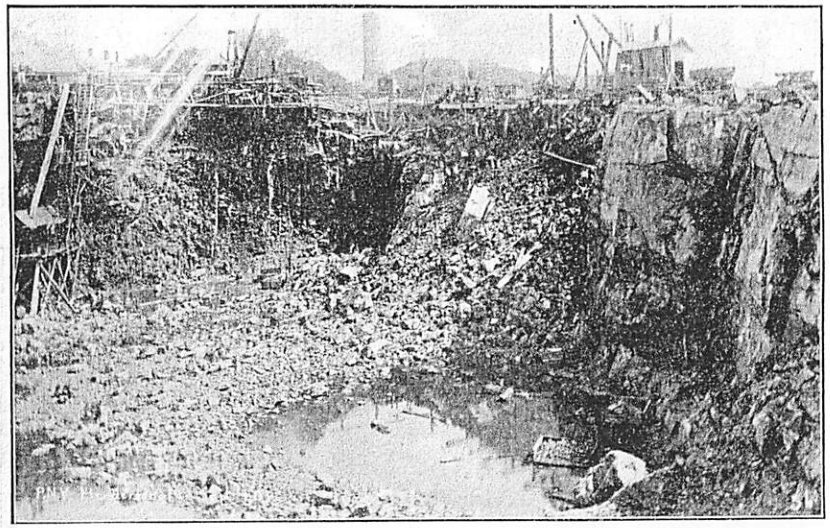
against the taking away of Henderson's point in the following manner (from the report of G. L. Gillespie, colonel of the corps of engineers): "By the preceding indorsement it appears that the improvement is not worthy of being made by the United States for the benefit of the commercial interests of the port." And he concludes by saying: "The language of the naval commander is very guarded, and it is assumed that he would have recommended the improvement in unmistakable terms had he deemed it necessary for naval purposes. In view of the foregoing, the improvement is not recommended."



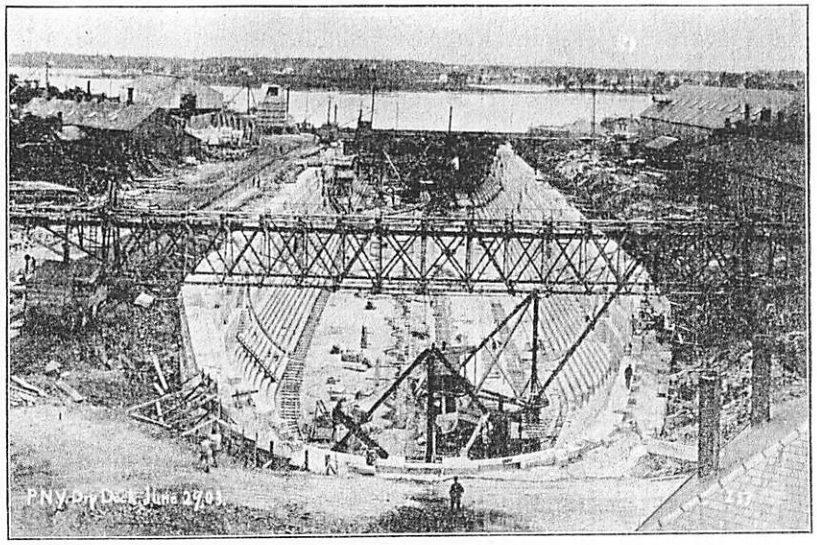
Ex-Secretary of the Navy John D. Long.

Secretary Long, replying to Secretary Root as to the report of Engineer Gillespie, submits the following from the report of Admiral Endicott on the improvement: "The bureau has given careful consideration to the subject of the removal of a portion of Henderson's point, Portsmouth harbor, and has received a copy of the correspondence referred to by Col. Gillespie. In this correspondence the commandant (Admiral Remey) of the station made no recommendation in 'the matter, but the bureau does not regard that as conclusive that he did not consider such an improvement desirable or even necessary. The navigation of this portion of the channel, which is between the Portsmouth navy yard and the lower harbor, is well known to be difficult, if not dangerous, for the large battleships of the navy. The current at this point is exceedingly swift, except immediately at the turn of the tide. As a matter of fact, none of the battleships have passed up to the Portsmouth navy yard, the commanders of these vessels preferring to undergo the inconvenience of retaining the ships in the lower harbor and receiving coal and other supplies by lighters, rather than incur the risks of passing through the channel at Henderson's point. The government has under construction at this navy yard one of the largest dry docks recently authorized by congress, which was required to be not less than seven hundred feet in length, and evidently intended to fit this yard for handling in dock the largest vessels in the service. The bureau considers it very necessary that navigation at the point named should be improved, on account of its value to the naval service. If this be not done, the dry dock referred to will not be available for a large number of the most important vessels of the naval service, and the usefulness of this yard will be largely impaired."

A bill introduced by Senator Gallinger for the improvement at Henderson's point was passed in the senate, but met its death in the conference committee on river and harbor outlays. No sooner had the senator met defeat in one direction, than he faced another and immediately introduced a bill, which was referred to the naval committee, and passed, and after a lengthy struggle with the conference committee of the house, was agreed to and passed both houses finally, and the great improvement, dreamed of for years in Portsmouth, but its realization



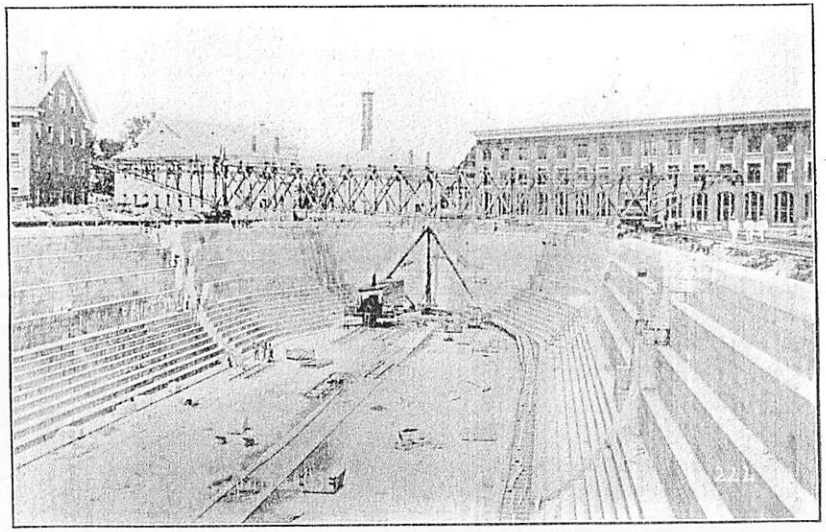
Henderson's point, showing the rock excavation, about sixty feet in depth and carried to near the water line on three sides, September 1, 1903.



Showing the length of dock from the bow, with the uncompleted mouth in the distance, June 29, 1903.

hardly hoped for, came to pass, and its benefits will be far-reaching and beneficial for ages to the historic city by the sea.

The navy yard is being prepared for a first-class station as fast as plans and contracts can be executed, and in a few years will be an entirely new creation, equipped with all modern appliances in machinery, and when its dock is completed will be able to meet all requirements in the line of repairing any of the immense warships owned by the government.



Part of dry dock near the bow, showing large crane and the equipment building, July 31, 1903.

A modern coal pocket, made of steel, having a capacity of 10,000 tons, and about completed at a cost of $100,000, is being built by Snare & Trieste, the well-known steel Snare & Trieste company for what will be the most improved government prison in the United States, if not in the world.

The new general store, one of the most elaborate buildings in the yard, is now under construction by the general contracting firm of O'Brien & Hoolihan of Syracuse, New York,



John Peirce.

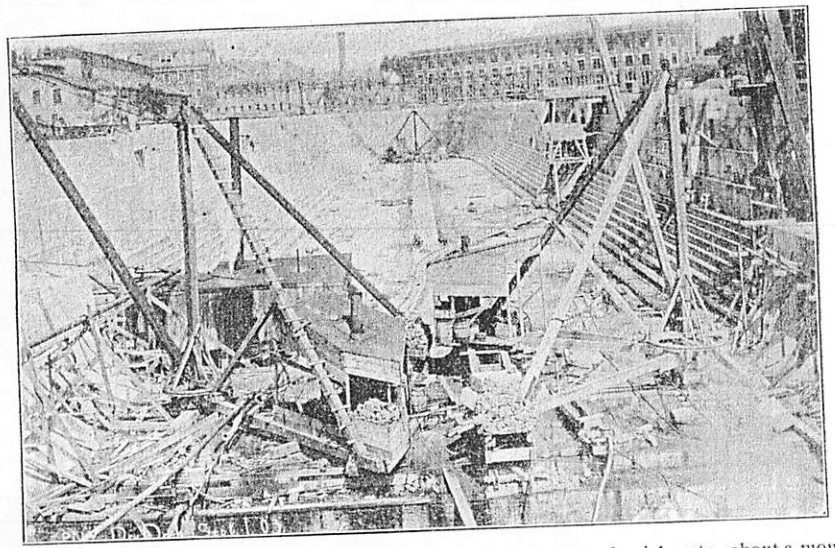
structural contractors of New York city. The buildings now under contract and in the course of construction will cost over $450,000. Plans are prepared for quay walls to extend from the dock entrance, and for buildings, which will soon be in the market for estimates, that will cost more than $400,000 to complete. Contracts are also made with the and will cost $150,000. The firm has put up other large buildings for the government in this yard and in Brooklyn, New York.

A thoroughly-equipped standard gauge railroad connected with the B. & M. system extends to all parts of the yard, where shops and improvements require freight. A new dock must soon be built of a small size, so

that all classes of vessels can be taken care of. The location of the new dock is talked of as to be built close to the present stone dock, so that the pumping machinery of one can take care of both, making a large saving in the matter of dock expense.

It is estimated that the increased area of land made by filling in beyond the water line with the excavated material from the new dock receive no set back at the hands of Secretary Moody.

It is proper to mention in this connection some of the prominent men directly connected with the dock construction. Mordecai T. Endicott, rear admiral and the first civil engineer in the navy to receive that rank, chief of the bureau of yards and docks, is entitled to the respect of every lover of solidity and per-



View taken from entrance of dock, showing construction of entrance, derricks, etc., about a month before the breaking of the coffer-dam at this point, upturning derricks, engines, and boilers, and strewing all over the floor. September 1, 1903.

and Henderson's point, will exceed thirty acres, making a yard upwards of two hundred acres, entirely surrounded by water, all of which can be utilized for naval purposes.

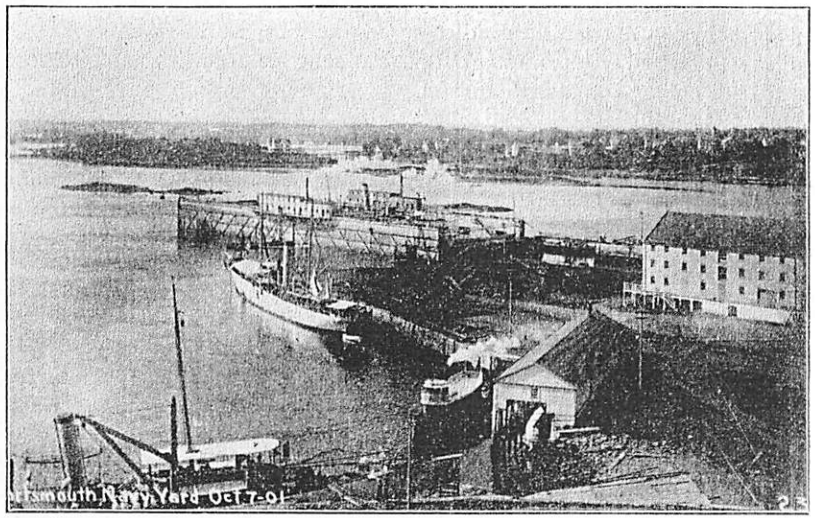
Those who have the interest of the Portsmouth navy yard at heart must be grateful for the great interest taken by ex-secretary of the navy, John D. Long, and his assistants, in the advancement of everything pertaining to the naval service, and which from every indication, will manency in engineering projects. He proved with convincing argument the poor economy of building dry docks of wood, and, in the face of the interests and the arguments advanced by those in the wooden dock business, succeeded in having the government construct all their docks of enduring material. About twenty years ago he was stationed in Portsmouth, and in turn has been in all the yards, knows their different facilities, and is able to treat each impar-

tially. He was born in New Jersey in 1844, and comes from the Endicott family who furnished the first governor to the colony of Massachusetts. He graduated in 1868 as civil engineer from the Rensselær Polytechnic institute, Troy, N. Y. In 1872 he became assistant engineer at the League island navy yard and during the same year was commissioned a full civil engineer, in the United States navy, serving later at New London, Portsmouth, Norfolk, Port Royal, and New York. He was engineer in charge of the Norfolk dry dock, completed in 1889. In 1890 he was appointed consulting engineer to the bureau of yards and docks. He designed the Puget Sound dry dock and the most of the important civil engineering works done by the government in recent years. He was appointed in 1895 by President Cleveland the naval member of the Nicaraguan Canal commission. Before his time all the heads or chiefs of the civil engineering department of the government were admirals or captains



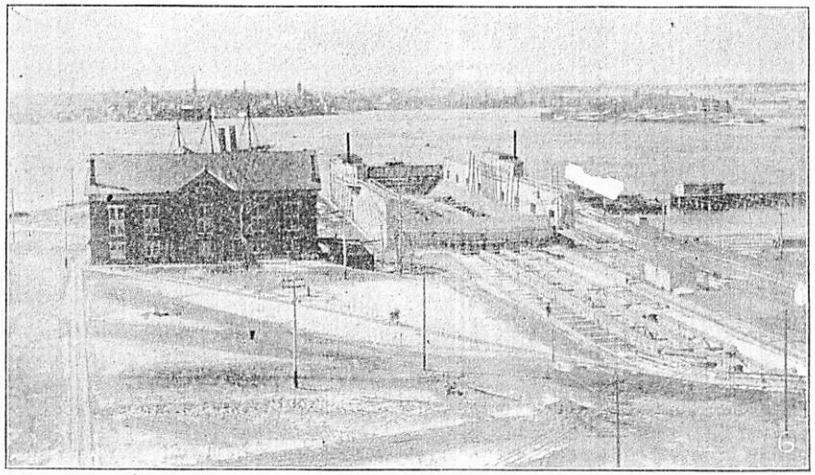
Rear Admiral Mordecai T. Endicott, U. S. N.

trained in the science of navigatio and war, and it is due to practica administering of the business of th navy by Secretary John D. Long tha the important interests of the yarc and docks of the government wer placed for good in the hands trained, experienced civil engineer with Mordecai T. Endicott as its fir representative chief.



View showing wooden dry dock, built in 1852, having a vessel docked (U. S. S. *Vixen*), Kittery and Badger's island in the distance, October 7, 1901.

Probably there is no man connected with the Portsmouth navy yard that has worked harder and given more hours for the interest of the government than Civil Engineer Luther E. Gregory. About five years ago he commenced at the yard without much help, and he has brought the entire works to the condition they are in to-day. Through his business tact and genial disposition the many interests that have to deal with the government are kept in a state of peace, and the immense business of the yards



The wooden, floating dry dock at her moorage, showing store building and Portsmouth at the distance.

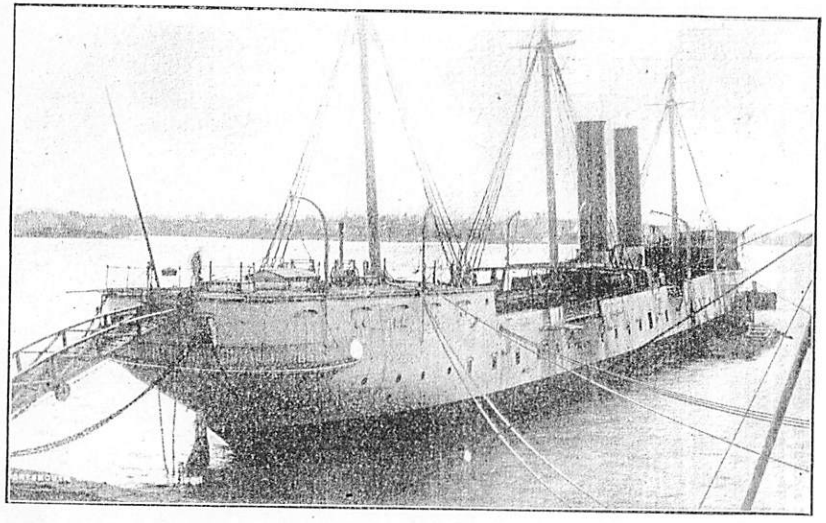
and docks has been carried on without the least friction. He was born in Newark, N. J., January 9, 1872. Graduating from the School of Mines, Columbia university, with the degree of civil engineer in 1893, he engaged, until 1897, in instructing in engineering work as assistant to the professor of mechanical engineering in the Columbia university. He was also engaged on the sewerage system of Orange, N. J., and as assistant in the U. S. Geological Survey, on surveys in New Hampshire, Vermont, and New York. He was also engaged on the water-works of Staten Island, New York, and as instructor in surveying and practical astronomy in the summer schools of Columbia university. In 1896 and 1897 he was engaged in the department of public works of New York city as an engineer. He entered the navy as a civil engineer in 1898, and has done a large amount of special duty since, from New Orleans to Portsmouth, especially on dry docks, both floating and stationary, and on dock pumping machinery.



Lieutenant Luther E. Gregory, U. S. N.

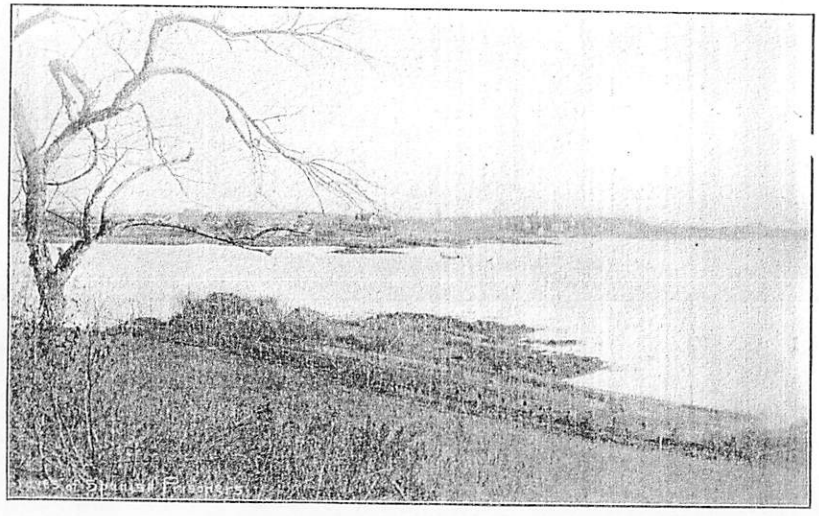
His great ambition now is to see completed the great new dock with which he has become so closely and diligently connected from its inception until the present time.

The government has been fortunate in having for a contractor for the dock one of the prominent builders of this country, Mr. John Peirce of New York city. Owning a large quarry



The Spanish warship, *Reina Mercedes*, soon after arriving from Cuba.

in Frankfort, Maine, and interested as agent in nearly all the large quarries in that state, he was enabled to furnish the immense quantity of granite required for this undertaking and carry on work upon other large structures in granite in all parts of the country. Mr. Peirce is now in the prime of life and is considered one of the ablest granite contractors in this country. He is a native of Maine, getting his early training in the granite business from his father, who was the senior member of one of the



The inclosed plot containing the graves of thirty-one Spaniards who died during the period that the Spanish prison was established on the island.

prominent granite firms of Maine in the last generation, Pierce & Rowe of Frankfort.

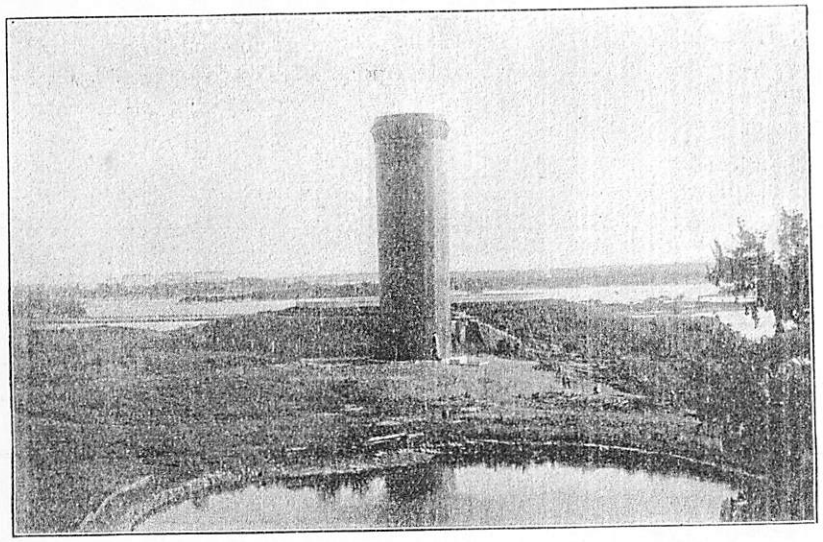
The person who has patiently and quietly brought the great undertaking to its present state, in all its details, is Mr. Lee Treadwell, the superintendent and civil engineer in charge of the entire work for Mr. John Peirce. The problem of putting in coffer-dams and fencing in the site of the dock from the ocean at the two ends; of the building of the machinery to carry on the work in its different stages; the handling of hundreds of men and directing his assistants; the keeping of so many different factors in the line of economy, is a tremendous labor and cannot be appreciated by the casual observer. Mr. Treadwell was born in the state of Texas in 1864. He was brought to the state of Arkansas at the age of two years and raised there; graduated at the University of Kansas in 1888, receiving the degree of civil engineer. He was employed by J. A. L. Waddell, consulting bridge engineer



Lee Treadwell, C. E.
General superintendent of the new dry dock for John Peirce.

of Kansas City, Mo., from 1888 to 1897. During this period he was connected with the designing and construction of some of the largest bridges in the West, notably a bridge across the Missouri river at Sioux City, Iowa, costing $1,250,000, and one across the Missouri at East Omaha, Neb., the latter containing the largest swing draw span in the

world. He has had a large experience in bridge and elevated railroad construction and subaqueous foundations for bridges and other structures.



New water stand-pipe, showing the "Wentworth" at the distance.

Since November, 1899, he has been in the employ of John Peirce on the Portsmouth dry dock.

Among the residents of Portsmouth who have taken an active part in advocating and advancing the merits of the harbor as a naval station during the past twenty-five years, none were more conspicuous and energetic than the late Frank Jones. No labor nor expense were spared by him to advance every project that pertained to the welfare of the city of Portsmouth, and one of his last achievements was to bring a water supply to the navy yard from a distance of ten or twelve miles, and at an enormous expense, realizing, in his business foresight, that the necessity existed and would pay a safe income on the investment. The system is now in use throughout the yard and eventually the government will own the entire water plant.

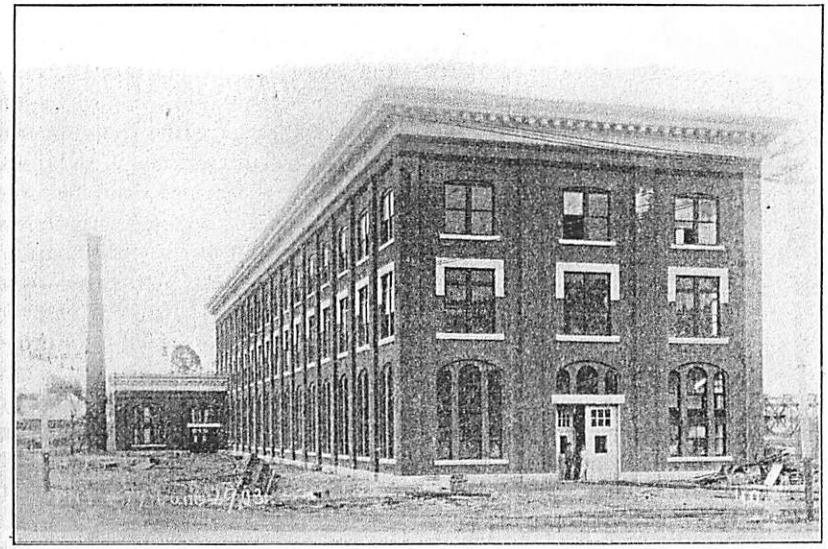
The Hon. A. F. Howard is another untiring worker in behalf of the yard and its employees. For years he has been the trusted adviser to the men who are foremost in Washington and New Hampshire, interested in having the state's prestige, both historic and material, sustained in old Portsmouth, whose patriotic history is second to that of no other port in the country. He is at present prominently mentioned as a candidate for governor on the Republican ticket, and would make a notable addition to the many able men who have filled the office of governor of our state.

Mr. Justin V. Hanscom is another Portsmouth man, who, during the past generation, has exerted himself and exercised as much force of character in the developing of Portsmouth's interests as any man in the city. He was the confidential friend and discreet counselor in whom the late Frank Jones placed implicit confidence. He is modest to an extreme, an untiring worker, and by those who know him, he is considered an unflinching friend, and as far as possible he is following the policy of Mr. Jones where the interests of the navy yard are concerned.

Another prominent figure interested in the welfare of Portsmouth is the Hon. Calvin Page, one of the ablest lawyers in the state and a man whose friends and foes are always certain where to find him. His influence is felt in every interest of the city, and his voice and counsel is always ready to advance the interests of the navy yard.

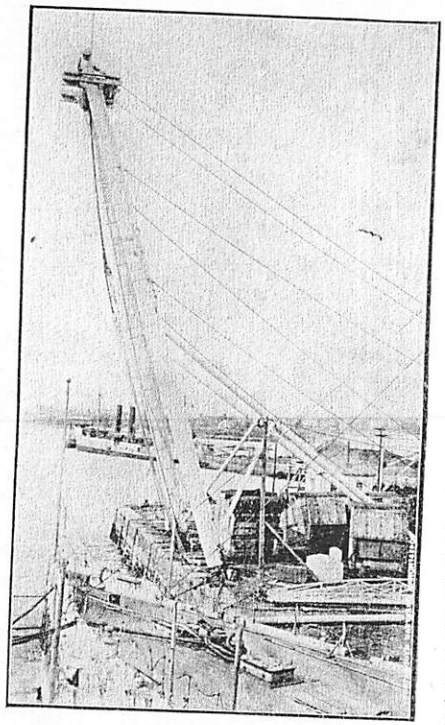
The limited space allowed for this article will not permit a more extended account of the men interested in, and the immense work being carried on, at the yard, in connection with the repairing and equipping of the many government vessels which are continually sent there. From the commandant of the yard, Captain Goodrich, down through all the chiefs of the different departments, each in his line is working diligently to the end that all classes of work done at this station shall be despatched as quickly and economically as at any other yard.

From every indication the Portsmouth navy yard is intended to be one of the great naval stations of the country. Its climate is unsurpassed at any station on the Atlantic coast. For an unobstructed channel at all seasons and conditions of weather and for a depth of water where the largest war vessel can be docked at the lowest tide, the United States at present utilizes nothing to equal it. What has in the past worked against its advancement will in the near future be the reason for its greatness—



New $100,000 equipment building at the head of the dock, having Concord granite for trimmings, June 29, 1903.

"not being a port of commercial importance." It has already been debated that some of the navy yards are more valuable for commercial purposes, and pressure from business interests will induce the government



The immense shears used to load and unload boilers and heavy machinery on board war vessels, March 14, 1901.

to seek locations better fitted by nature to handle the sea monsters of the future where "commercial interests" need not be crippled by the encroachments of the navy, and the time is coming when the representatives in Washington from the Granite state will not be compelled to continually be in a state of "eternal vigilance" to keep her old historic seaport in a commanding place in the service of Uncle Sam.

It is within the writer's memory that statesmen, from the platform, have proclaimed the invincibility of a nation having thirty-seven millions of people. He also remembers when William E. Chandler and the great ship builder, John Roach, proved that this country could build war ships of steel, and launched the "New Navy." We now hear it proudly proclaimed that we are a nation of eighty millions of people. Such an increase in population, without the aid of cannon, has not had a parallel in history, and is distancing the mental strides of our greatest leaders. He that will enjoy life forty years from now will be one of a nation of 140,000,000 of people; and the government, in order to maintain its greatness and, possessing the greatest means of naval warfare in the world, need not be urged to do justice to the old patriotic town that made the ship and the flag and bid Paul Jones God-speed when he unfurled the beauties of "Old Glory" before the despots of Europe; as then all available space in the navy yard will be utilized for the uses and purposes of the navy; and the engineers and statesmen of to-day, who are not planning and meditating on the needs of 140,000,000 people in the next fifty years, are not heeding the lessons of the past.

REMEMBER.

By Laura Garland Carr.

When dull, dark day to dull, dark day succeeds
  And skies forever weep on sodden earth,
  When there's no hint of gladness or of mirth
To break the spell, no call for stirring deeds;
When brooding care all soaring thought impedes,
  When love seems dead and life of little worth,
  When fires are smouldering low at heart and hearth,
When meaningless seem theories and creeds—
We should remember that in life's see-saw
  It takes but little weight to tilt the beam—
And, quick as thought, may fall the needed straw
  And we swing lightly to the height supreme.
Then all these horrors of the depths will fade
Just like the stuff of which bad dreams are made.

THE LAKES OF NORTHWOOD.

By Winnie M. Watson.

My native town, I love to tell thy charm;
  Right royal are thy gifts from Nature's hand.
Here she bestows for all earth's woes a balm,
  O fairest spot in all our favored land!
Thy beauteous lakes, bright gems set deep in green,
  Amid dark forests beam upon our sight;
The morning-glories tint their silver sheens,
  The evening gilds all with its amber light.

REFRAIN:

Northwood, thy lakes are fair to view
  As any sheet of azure hue
That in the old world's classic lands
  Reflect the stars in heaven's blue.

O half score woodsy ponds that we call ours!
  Ye bring sweet peace to many a troubled heart;
Your coves, all lily-lined, your fern-fringed bowers,
  Lure one to rest from all the world apart.
The light and shade, the purple, green, and gold,
  That round your verdant margins meet our eyes
Seem rare as dreamed-of tints we may behold
  The first glad morn we spend in paradise.