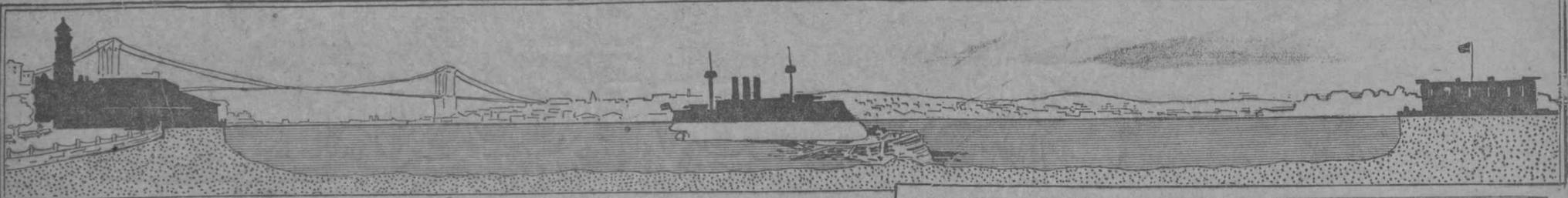


# MYSTERY OF EAST RIVER DISCOVERED BY A DIVER.



## THE SUNKEN WRECK OF A TUG-BOAT AT LAST EXPLAINS WHAT HAS TORN OPEN THE BOTTOMS OF OUR WAR SHIPS.

By CAPTAIN CHARLES P. EVERETT, the Diver Who Found the Hidden Trap in East River.

FOUND the dangerous wreck that stove in the cruiser Brooklyn last May and has been causing so much trouble to other war ships in the East River. Its deck was sticking up within sixteen and a half feet of the surface at low tide. This ugly thing in the midchannel of the East River has been called "the mysterious shifting shoal of Diamond Reef" and other funny names, I believe. It was a bad thing, too. The Ward and Mallory liners and other deep-draught ships have been sailing over and around it for a year or more. The Brooklyn and Staten Island ferryboats have been going over it every day; only their shallow draught saved them from striking the wreck. It is a wonder some bad wreck has not occurred; but a good many ships have jammed into her and got off scot-free. In any other place than the East River channel it would have been an easy job to locate and explore such a wreck. But in this channel the tides run mighty strong. A diver can't stand up against the current. He has to lie down and crawl about when the tide is running. The water is so rife, too, that you can't see anything.

It was at low-water slack on Saturday, Sept. 2, when I went down, between 1 and 8 o'clock in the afternoon.

The tug William E. Chapman took me out and anchored over the spot where the reef or wreck which had been causing all the trouble was supposed to be.

The first time I went down I struck the bottom in thirty-two feet of water. I stopped around the bottom, which was sandy and rocky. I walked around for fifteen minutes without finding a trace of the wreck.

If it had been out in calm, clear water I might have seen something looming up ahead. But with the water all stirred up by the shipping in the channel and with the fine sand and mud that shifts through the channel with the tide it was like night down there, though it was almost midday.

I finally pulled the signal rope and was hauled up. The towboat moved about fifty feet northward and I got ready to go down again. By this time the tide had begun to set upstream pretty strong.

When I was let down I again struck the stony bottom. This time I had to just about crawl along to keep from being carried along by the tide.

I had been feeling my way along for about five minutes when my right hand struck something, and there was the wreck right ahead of me. The craft, whatever it was, seemed to have gone down with a list, and was lying abeam.

I climbed up over the rail on the lower side near the rounded stern. The vessel seemed to have quite some overhang, and so I think it was a towboat. A towboat's machinery is pretty heavy, and that would make her just about like a rock in the channel.

I crawled around her deck and found that she was all brused up like as if she had been struck by a good many ships. Her deck and rail were all in splinters. I brought up one stick three feet long.

I kept crawling around the deck as long as I could so as to make as thorough an examination as possible. It seemed to be smashed up all around on top, but with a good solid hull underneath it that made it a pretty dangerous thing.

It was pretty slow work crawling around on that splintered deck in the dark, and the tide was getting so strong that I had to hang on to the pieces of wood sticking up from the deck to keep from being washed overboard. In half an hour I had to signal to be hauled up again.

I didn't have time to make as thorough an examination as I would have liked, but I found out what I went down for. What the Government officials wanted to know was whether it was a rock or a wreck, and we found out it was a wreck all right enough.

It lies within 250 or 300 feet of Diamond Reef, and that is why some had thought it was a rock jutting out from the reef.

I suppose the Government will now have the wreck removed, and we can then find out the name of the craft. That will clear up the mystery of how she came there.

It's impossible to tell that now. She may have gone down a mile or two up the East River and been carried down by the strong tides. This would account for her shifting her position from time to time and making her such a puzzle to pilots and navigators.

Well, it's a good thing we found her, and the quicker they get her out of the way the better.

THE mysterious "shifting reef" of the East River that stove in the cruiser Brooklyn last May, and on which four other war ships have struck, has been found at last.

It is a sunken wreck that the strong tides of the East River have evidently been shifting about in the neighborhood of the dangerous Diamond Reef.

Captain Charles P. Everett, the oldest diver in America, now tells an interesting story of how he found this hulk that has been a menace to navigation in New York harbor for over a year.

It lies in the midchannel of the East River, between the Battery and Governor's Island.

Around this danger spot the deep-draught Ward and Mallory liners and other big ships that go up the East River have been sailing for a year. Only by some lucky chance have they escaped destruction or damage.

The Staten Island and Brooklyn ferryboats have been sailing over this wreck every day. Their shallow draught alone kept them from disaster.

A good many other vessels have jammed into the wreck and backed off more or less disabled, but have not reported their damage, thinking the accident due to their own carelessness in running on to Diamond Reef.

But the war ships on the way to and from the Brooklyn Navy Yard have not escaped so easily. Besides the Brooklyn, which struck there on May 29 of this year, and jammed in her bottom, the battleship Massachusetts was stove in a year ago. It cost the Government \$75,000 to repair her in dry dock.

The cruiser Detroit also ran upon what was then considered a rock, but which is now thought to have been this same treacherous shifting wreck. It cost the Government \$10,000 to repair the Detroit.

The cruiser Montgomery and the gunboat Mayflower have also run "aground" near the same point.

These repeated accidents to war ships are what at length aroused the Government to make an investigation.

Last month the Government tug Eager, in the service of the Geodetic Survey, appeared in New York harbor on a secret mission. It is now known that she was hunting for the "shifting reef."

Two other Government tugs from the Navy Yard helped the Eager. They sounded all up and down the East River channel and between Governor's Island and the Battery. A shallow spot about 300 feet

from Diamond Reef was found within 16 1/2 feet of the surface at low water.

This was thought to be the cause of all the trouble. But whether it was a rock or a wreck the Government officials could not tell.

Captain Charles P. Everett, the oldest diver in the United States, who examined the wreck of the battleship Maine in Havana harbor for the Government, was employed to examine the dangerous obstruction in New York harbor.

Two weeks ago Saturday he was taken out by a Merritt & Chapman Wrecking Company's towboat to a point in the Channel where the wreck of rock was supposed to be. He then discovered beyond a doubt that it was a wreck, and as proof of it brought up a splintered stick of wood from the hulk three feet long.

Though the tide was running swiftly at the time he managed to climb up on the deck and crawl about on it, holding on to the broken rail and upturned beams to keep himself from being washed overboard.

From the rounded stern and overhang Captain Everett was satisfied that the wreck was a towboat. Her smokestack and superstructure had been carried away. But her heavy machinery made her solid enough to be a dangerous obstruction. He now makes a public statement for the first time of his examination of the wreck.

How she came there is a mystery. It is thought that she may have sunk a considerable distance up the East River and drifted down with the strong tides.

Another conjecture is this: One year ago the tug Dorothy Annan collided with a railroad flat and sank. That was off Pier 7, North River, which is near Rector street. The tug was old and worthless, so she was never raised. It is the opinion of some pilots that if she sank on an ebb tide she would be carried to the spot in question, and there, meeting the flow, might be grounded.

Pilots have generally scouted the wreck idea, and said they would only believe it when they saw a Government chart showing a sunken wreck marked. Some have said that at the point in question there is a little pinnacle of rock, not shown on the Government charts, over which there is only nine feet of water.

Last week they received a notification from the Government Coast Survey Department directing them to mark a sunken wreck on that spot.

That settled the matter.

The obstruction will be removed as soon as the contract can be let and the work done. Meantime it will be marked on all the charts of that part of the East River for the guidance of navigators.



DIVER EVERETT EXPLORING THE SUNKEN TUGBOAT OFF THE BATTERY.

## A Picture of St. Paul Found in the Catacombs Proves That the Apostle Really Visited Rome.

THE picture of St. Paul is reported to have been found lately in the Catacombs by a tourist named Henderson. It was on a medal or coin three and three-quarter inches in diameter, and is reported excellently preserved. On one side was a clearly outlined head showing fine features and the skull of a thinker. Around the head were the Latin words, "Paulus Apostolus Vascelionis."

On the reverse was a lengthy inscription which appears to prove conclusively that the medal was intended as a memorial of the greatest philosopher among the early Christians.

The lines may be translated: "Blessed by the Most High God is this one from the earliest Christian art, but, more than

that, they are contemporary portraits of the devoted men who went to Rome to spread the teachings of the Gospel even at the cost of martyrdom.

How do we know that Paul was ever at Rome? The Book of Acts records many incidents of his journey thither after his appeal from the decision of Festus to the Emperor (Acts, xxv., 11-13). This took place in the year 60, when many of the first Christians had already found their way to Rome, and Peter was their chief. It must have been an event of no small moment when the greatest thinker of the new faith, the real founder of Christian theology, reached the capital city, and it is not surprising that the Christian artists



FAC-SIMILE OF THE COIN-BEARING A PICTURE OF ST. PAUL, DISCOVERED BY AN AMERICAN IN THE CATACOMBS.

## STONEHENGE, THE FAMOUS DRUID LANDMARK IN ENGLAND, SOON TO BE BROUGHT TO AMERICA.

STONEHENGE, the Druid landmark of England, may soon become the property of an American. An American who desired for business reasons that his name be withheld from the public, has made an offer for the curious old stones that constitute the relic. He may transport them to America for exhibition.

It was at Stonehenge the Druids built their great temple. It was there they offered up human sacrifices. Thomas Hardy has made Stonehenge the scene of the strongest chapter in his strongest book, "Tess of the D'Urbervilles."

Stonehenge is a collection of huge stones on Salisbury Plain, Wiltshire, England, eight miles north of the shiretown of Salisbury. Its Saxon name means "hanging stones." Seen from a distance they appear to be merely an irregular mass of stones, but a closer inspection shows them to have been originally arranged to form two ovals within two circles, surmounted by a bank of earth, 15 feet high and 1,010 feet in circumference. There are 140 stones, weighing from ten to seventy tons each. They are much weather-worn, but in many of with steel. At the foot of the altar them the sharp angles and the tenons and mortises by which they are joined are well preserved.

Scattered over the plains are about 300 other, some antiquarians and geologists think, or barrows, some of which have been opened and found to contain charred human bones, fragments of pottery and erected 10,000 to 50,000 years ago. British and Roman weapons. In the centre Stonehenge is the property of Sir Edmund Antrobus, who wants \$125,000 for it.

## How Trained Dogs Smuggle Tobacco Into Spain

THE erection of tall wire railings on the frontier has not stopped the lucrative trade of smuggling tobacco into Spain by means of dogs. The tobacco is tied on the dogs' backs in waterproof packages, in case the dog has to swim in this manner often escape. These dogs are beaten every day when young by a man in uniform carrying a rifle, so that they grow exceedingly cunning in avoiding the sentries. They calmly in the sand until the latrine is turned, and by successive runs round the barrier. These dogs are beaten



A GLIMPSE OF STONEHENGE, WHERE A CHIEF OF "TESS OF THE D'URBERVILLES" WAS LAMB.