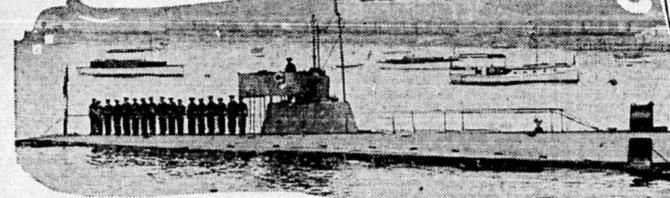


GREAT BIG NAVY NOW THOUGHT OF



THESE WOULD BE 96 SUBMARINES

HOSE in authority and those who are experts on the question seem to have come to a conclusion as to the fighting force at sea that should be maintained by the United States. Were this model fleet now in existence and under review on some such great occasion as the opening of the Panama canal, the spectacle seen would be about as follows:

Forty-eight heavy-armed, big-gun, capital ships, each weighing from 20,000 to 30,000 tons, shooting ten miles and requiring 1,000 men for its operation. There would be one such ship for each state and each bear the name of a state.

For each of these ships there would be four destroyers, or 192 in all, acting as scouts, escorts, guardians.

For each capital ship there should be two submarines, or 96 in all, these chiefly for the protection of home waters. For the submarine as it exists today is a terribly dangerous little craft and one against which there is no protection. It serves little purpose in carrying the war into an enemy's territory, but it makes an invasion of home ports a thing hardly to be considered. For the submarine flotilla may go below the surface of the water at one point and may remain invisible until it has traveled a hundred miles and stolen in among the great ships of the enemy at anchor. Then, from its tubes may be released a score of torpedoes with their gyroscopes set dead on the unsuspecting men-of-war. Then, as the submarines steal away unseen the mighty crash comes and the huge ships of the enemy are torn and crumpled and go to the bottom.

To these fighting craft should be added six ammunition ships, 12 submarine tenders, six supply ships, six transports and six hospital ships. Aboard these ships in time of war there would be 100,000 fighting men, good and true and trained.

This is the sort of navy favored by Secretary Joseph Daniels of the navy, a non-military civilian who would convert these ships into trade schools while they keep the peace. It is the sort of navy recommended by the general board of the navy, the nation's great experts upon the subject, gathered together to determine just such policies. It is the sort of navy that has been steadily advocated by the Navy League of the United States.

Just recently Secretary Daniels stated the president's position to the house committee on naval affairs, evidently with the president's consent. He said the president favored "at least two battleships a year" with the idea always in mind of keeping pace with the building programs of the other great nations.

The general board of the navy, having merely the needs of the service in mind and not considering the matter of appropriations that congress might be expected to make, stated that provision should be made this year for four first-class ships. This need was due to the lack of adequate appropriations for the two years past.

Back of all this is the declaration in the platform of each of the three parties prominent in the last presidential election declaring for an adequate navy for maintaining American prestige.

The general board of the navy is, however, the authority responsible for the drift of this country toward the idea of a definitely laid down policy operative through a series of years with a navy of a given strength as the ultimate goal. These general boards are also one of the most interesting organizations in the federal service, but one that is little understood.

Admiral George Dewey, the hero of Manila bay, the only admiral in the navy, is president of the board. The presiding officer of the executive committee is Rear Admiral C. F. Vreeland, who has been naval attaché at St. Petersburg and Paris, has commanded a division of the Atlantic fleet, has served in important posts in the department. These men have come to Rear Admiral Vreeland despite the fact that his first service was as an enlisted man, he having received his appointment to Annapolis from the post of an apprentice seaman.

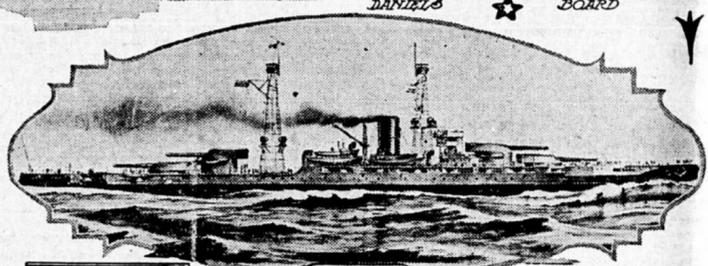
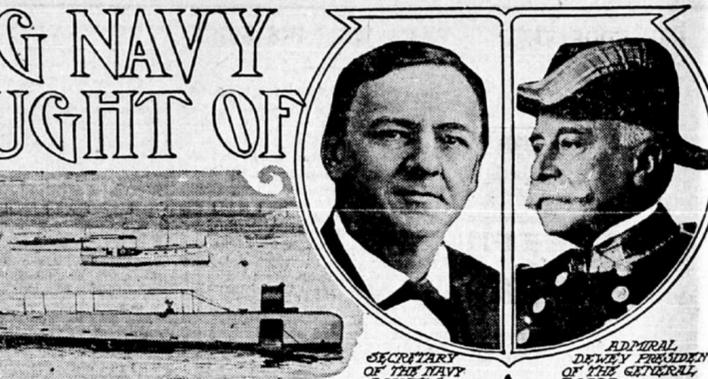
The next officer in rank with the general board also came up from the ranks. He is Rear Admiral W. H. H. Southerland, who was an enlisted man before going to Annapolis. He commanded the Pacific fleet and landed marines in Nicaragua two years ago for the expedition that defeated that much-troubled Central American republic. Rear Admiral A. M. Knight, of the general board, is the navy department's ordnance expert. He is the author of "Knight's Seamanship," the generally accepted authority on the subject, and president of the navy war college.

Rear Admiral B. A. Fiske is the inventor of the service. Capt. A. G. Winterhalter has seen much service in far Eastern waters. Capt. H. S. Knapp is a member of the joint board of the army and navy and one of the men who is building the fortifications for the Panama canal zone. Capt. John Hood was for a long time in command of the battleship Delaware, making her the efficiency ship of the navy. Capt. W. R. Shoemaker routed those romantic Moro pirates out of the southern Philippine waters.

It was at the close of the Spanish-American war that the navy department came to appreciate the fact that it was an administrative organization with no individual assigned to do any thing.

Each sentence is chorused by the children standing round, and at the conclusion they scramble for nuts. The glove is taken down at sunset.

Not a Strong Family Resemblance. The woman across the street who could not keep a housemaid more than a week or two, was having her lining "I hear," she said with some what joyful malice, "that you have lost your fine cook. You had Annie seven years, didn't you? Too bad she got married, wasn't it? Someone told me you had her sister now—is she anything like Annie?"



THESE WOULD BE 48 BATTLESHIPS OF THIS TYPE



REAR ADMIRAL VREELAND OF THE GENERAL BOARD

REAR ADMIRAL SOUTHERLAND



THESE WOULD BE 192 DESTROYERS

ing. The law gave the secretary only authority to execute the commands of his superior, the president of the United States. The chiefs of bureaus are men in charge of the execution of certain work. There was no one to shape policies. The general board was created in 1900 for that purpose.

For three years the general board concentrated upon a single idea—that of determining a definite building program for the United States. It wanted to look 20 years into the future, appreciate what conditions would be at that time and steadily develop the navy to meet those future conditions. It believed it would require 20 years to develop the right sort of navy, that there was a sort of work that could not be improvised.

So, after three years of study, the general board outlined a policy for a building program for the navy. It called for the development of a fleet of 48 battleships in 1920. It wanted 192 destroyers to go with them and 96 submarines and various other auxiliaries. It wanted the fleet that the nation is just now coming to appreciate as the proper fleet for its use.

The general board recommended this building program. Its recommendations went to the secretary and were pigeonholed. They were not even sent to the naval committees of congress. Each year the general board reconsidered the question and each time the same recommendation was made. They got no further than the department files.

PLENTY OF REINDEER IN ALASKA

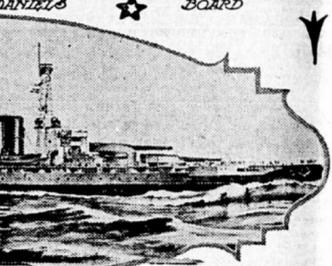
Officials of the Alaska division, bureau of education, yesterday gave emphatic denial to a recently published statement that the reindeer in Alaska are "deteriorating and diminishing." They declare that, on the contrary, the Alaskan reindeer are constantly increasing in number and improving in quality.

The recently completed tabulation of the returns contained in the annual reports of the superintendents of the herds shows that there were, June 30, 1913, 47,266 reindeer in the 62 Alaskan herds, or a net increase of 23 per cent during the fiscal year. This is considered a fair rate of increase, especially since nearly 5,000 reindeer were killed for food and skins during the year. Only 2,853 of the reindeer are owned by the government; 5,047 are owned by missions, 8,834 by Lapps, and the remaining 30,532 are owned by 797 Eskimos and Indians, whose income from the reindeer industry during the fiscal year was \$66,966. The reindeer belonging to these natives have an estimated value of \$763,300.

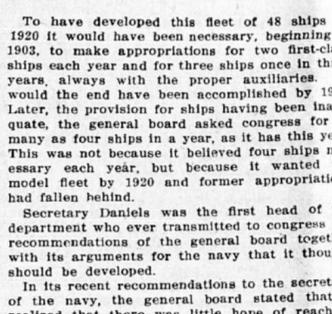
The government is planning to go out of the reindeer business as fast as it can train natives for individual ownership, the policy being to encourage independence and initiative among the native population. Distribution of reindeer is in charge of the United States school teachers, and it is expected that the government will dispose of all its reindeer within the next four years.

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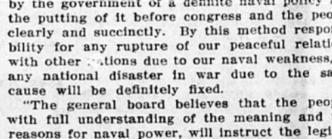


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WED IN NOTED HOUSE

Norman J. Gaynor Marries in an Historic Building.

Scene of the Capture of the Union General Stoughton by the Confederate Raider, John S. Mosby, During the Civil War.

Washington.—The paragon of Rev. Mr. Page, at Fairfax Courthouse, Va., where his daughter, Miss Betsy, and Norman J. Gaynor of New York were married on April 16, is a historic building. It was in this house, 51 years ago, that Brigadier General Stoughton of the Union army was surprised in the night by Mosby's men and captured.

One dark and rainy night about the middle of March, Mosby, with 29 of his men, rode out of the Confederate lines, moved east to the railroad and cut the telegraph wires, and then slipped in between the Union pickets, and finally entered the village in a direction almost opposite to that from which they had started. The sentinel, not dreaming of an enemy coming from the rear, was a prisoner before he could level his gun.

The little band continued on to the courthouse green, where they divided, one party going to the tents to capture the Union soldiers, while the other, headed by Mosby himself, went to the house in which Stoughton was sleeping.

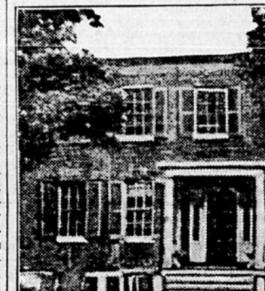
Mosby rang the bell, and it was answered by an officer. He was seized and compelled to show the way to the general's chamber on the floor above.

Entering, Mosby awakened Stoughton by pulling off the bedclothing. As the general sat up, the Confederate leader, who had covered him with a pistol, asked:

"Did you ever hear of Mosby?" "Of course," growled Stoughton, "have you caught him?"

"No," said Mosby, "but Mosby has caught you."

When convinced that he really was a captive Stoughton gracefully resigned himself to fate and in a few moments was riding out into the road between two Confederates. On the pike this party was joined by the others, which had captured 32 other prisoners, 58 horses and a lot of mules—all without alarming the camp. By dawn captives and captors were within Confederate lines. This same house is intimately connected with



Fairfax Courthouse Parsonage.

the families, of both the ambassador to Spain and the ambassador to Italy. Miss Page is a niece of Thomas Nelson Page, while Joseph Willard, ambassador to Spain, owes to the capture of Stoughton the fact of the marriage of his mother and Major Willard.

The Union officers, following the capture of Stoughton, accused Miss Antonia Ford of being accessory to Mosby's raid, and Major Willard, member of a wealthy family of Washington, was sent down to arrest her and bring her to the old capitol prison. Eventually, as a result of that meeting, Major Willard and Miss Ford were married. Ambassador Joseph Willard was their only son.

CROWDS JEER A SUFFRAGIST

Hisses and Jeers of Men Compel St. Louis Women to Abandon Attempt to Win Over Street Crowd.

St. Louis.—Hisses and catcalls greeted Mrs. Alice Curtice Moyer while she was trying to address an open air meeting in front of the court house in behalf of women suffrage.

"Say, who's watching the kids while you're out?" asked one man.

"We women need the vote," said Mrs. Moyer. "We want you to give it to us, for we know the time is ripe in Missouri."

"You'd better go home and tend the kids and cook dinner for them," shouted another man.

"By the way some of you men treat me," retorted Mrs. Moyer, "it is hard to believe some of you had mothers."

Mrs. Moyer drove away in her automobile.

STEALS THEIR FALSE TEETH

Burglar Causes Twenty California People to Eat Soup for Three Weeks.

Oakland, Cal.—For three weeks 20 persons whose false teeth were stolen from an Oakland dentist's office, where they had been taken for repairs, have been subsisting chiefly on soup.

W. F. Roche, the burglar, learned of their plight when arraigned in court, and in order that the teeth which were being held as evidence might be restored to their owners he agreed to plead guilty. His case was referred to the probation officer.

Dr. Wiley Attacks Gum Chewing Habit. Washington.—Dr. Harvey W. Wiley, in denouncing the chewing gum habit, declared it destroys the power of the salivary glands.

Coffin by Parcel Post. Hackensack, N. J.—Undertaker Cornelius Greenleaf received a coffin by parcel post. The postage was only 18 cents.

NAVAL STRENGTH IN MEXICAN WATERS

Washington.—Never before in the history of the nation has the strength of the navy been shown as it is in Mexican waters today. A greater percentage of fighting machines were assembled about Cuba in the war with Spain, but the navy of 1898 had not the fighting strength of the navy of today either in number of vessels, in tonnage or in gun power.

The war strength which the United States now has or will have in Mexican waters within a few days with which to compel compliance with the demands of this government may be summarized as follows:

On East Coast.	
Battleships	15
Cruisers	4
Gunboats	2
Destroyers	15
Tender	1
On West Coast.	
Armored cruisers	2
Cruisers	2
Destroyers	5
Gunboat	1
Men Available for Landing Purposes.	
On East Coast.	
Sailors	5,000
Marines	2,500
On West Coast.	
Sailors	750
Marines	500

Additional marines have received orders to prepare for departure to Mexico. The number available are: On the east coast, 3,000; on the west coast, 1,000.

This strength, if used for landing purposes, can be reinforced by troops, 15,000 of whom are along the border.

Details of the Fleet.

North Atlantic Fleet.

Rear Admiral Charles J. Badger, commander-in-chief.

Name	Displacement	No. of Guns
Arkansas (flagship)	26,000	37
Second division—Rear Admiral Clifford J. Boush, commander.		
Battleships—		
South Carolina	16,000	34
Michigan	16,000	34
Louisiana	16,000	46
New Hampshire	16,000	46
Vermont	16,000	46
New Jersey	16,000	46
Tacoma (cruiser)	15,000	29
Nashville (gunboat)	3,200	15
Hancock (marine transp.)	1,370	8
Fuel ships—		
Vulcan	11,230	..
Jason	19,132	..
Orion	19,132	..
Nereus	19,000	..

Under Preparatory Orders.

Third division—Rear Admiral Frank E. Beatty, commander.

Battleships—		
Rhode Island	14,848	40
Nebraska	14,848	40
Georgia	14,848	40
Torpedo flotilla—Capt. William S. Sims, commander.		
Birmingham (cruiser)	3,750	10
Dixie (tender)	6,114	12
Destroyers—Third division—Lieut. Commander William L. Littlefield, commander.		
Henley	742	3
Drayton	742	3
Maryland	742	3
McCullough	742	3

Fourth division—Lieut. Commander S. H. R. Doyle, commander.

Spaulding	742	3
Ammen	742	3
Burrows	742	3
Patterson	742	3
Trippie	742	3

Fifth division—Lieut. Commander W. N. Jeffers, commanding.

Fanning	742	3
Beale	742	3
Jenkins	742	3
Jarvis	742	3
Jouett	742	3

Now at Vera Cruz.

First division—Rear Admiral F. F. Fletcher, commander.

Florida	21,826	30
Prairie (transport)	6,620	12
San Francisco (mine depot ship)	4,683	12
Cyclops (fuel ship)	19,360	..
Solace (hospital ship)	5,700	..

Vessels at Tampico: Fourth division—Rear Admiral Mayo, commander.

Cattieships—		
Utah	21,826	30
Connecticut	16,000	46
Minnesota	16,000	46

Cruisers—

Chester	3,750	10
Des Moines	3,290	18
Dolphin (gunboat)	1,486	6

Pacific Fleet.

Rear Admiral T. B. Howard, Commander in chief.

Armored Cruisers—		
Pittsburgh	13,680	40
Maryland	13,680	40
Torpedo Flotilla—Lieut. Commander E. H. Dodd, commander.		
Tris (tender)	6,100	..

Mining in Korea. Gold exists in Korea in quantities to render its mining profitable, but it has as yet given no promise of ever sensibly affecting the world's supply. Iron, coal, graphite, silver and copper are also found, but as yet they have not been sufficiently exploited to justify any estimate being formed as to their future influence on the wealth and prosperity of the country. Under their own laws the people were forbidden to engage in mining operations, and the only concession that was made was

Enlarging Suez Canal. Improvements now progressing on the Suez canal, for which the company has power to raise \$30,000,000 through bonds, are expected to be completed in 1918-19. The latest scheme makes provision for a depth of 40 feet throughout and for widening up to 196 feet 8 inches in the south section and cutting an appropriate number of sidings in the north and central sections. Enlarging the capacity of the canal presents no special engineering difficulty.

First Division—Lieut. M. K. Metcalf, commander.

Destroyers—		
Whipple	433	10
Paul Jones	420	9
Perry	420	9
Stewart	420	9
Truxton	433	10

Vessels at Acapulco: California (armored cruiser)

California (armored cruiser)	13,680	40
At Mazatlan:		
Raleigh (cruiser)	3,183	17
At Guaymas:		
New Orleans (cruiser)	3,430	18
Glacier (supply ship)	8,325	1
Justin (fuel ship)	6,600	..

At Topolobampo: Yorktown (gunboat)

Yorktown (gunboat)	1,710	14
Available in Case of Need. (On the Atlantic.)		
Battleships—		
Texas	27,000	31
New York	27,000	31
North Dakota	20,000	28
Delaware	20,000	28
Kansas	16,000	46

WILSON GIVES HIS VIEWS

Following is the official statement issued as representing the views of President Wilson and the administration on Mexico:

"In discussions in official circles in Washington of the present Mexican situation the following points have been very much dwelt upon:

"It has been pointed out that, in considering the present somewhat delicate situation in Mexico, the unpleasant incident at Tampico must not be thought of alone. For some time past the de facto government of Mexico has seemed to think mere apologies sufficient when the rights of American citizens or the dignity of the government of the United States were involved and has apparently made no attempt at either reparation or the effective correction of the serious derelictions of its civil and military officers.

Orderly Placed in Jail. "Immediately after the incident at Tampico an orderly from one of the ships of the United States in the harbor of Vera Cruz, who had been sent ashore to the post office for the ship's mail, and who was in uniform and who had the official mail bag on his back, was arrested and put into jail by the local authorities. He was subsequently released and a nominal punishment was inflicted upon the officer who arrested him, but it was significant that an orderly from the fleet of the United States was picked out from the many persons constantly going ashore on various errands, from the various ships in the harbor, representing several nations.

Official Dispatch Withheld. "Most serious of all, the officials in charge of the telegraph office at Mexico City presumed to withhold an official dispatch of the government of the United States to its embassy at Mexico City, until it should have been sent to the censor and his permission received to deliver it, and gave the dispatch into the hands of the charge d'affaires of the United States only upon his personal and emphatic demand, he having in the meantime learned through other channels that a dispatch had been sent him which he had not received.

United States Singled Out. "It cannot but strike anyone who has watched the course of events in Mexico as significant that untoward incidents such as these have not occurred in any case where representatives of other governments were concerned, but only in dealings with representatives of the United States, and that there has been no occasion for other governments to call attention to such matters or to ask for apologies.

"These repeated offenses against the rights and dignity of the United States, offenses not duplicated with regard to the representatives of other governments, have necessarily made the impression that the government of the United States was singled out for manifestations of ill will and contempt."

THE INSULT AT TAMPICO

Friday morning, April 10, a boat's crew of United States marines, in command of Assistant Paymaster Charles C. Copp, left the gunboat Dolphin for Tampico to get a fresh supply of gasoline.

The United States flag was flying from the stern of the whaleboat when it approached the landing in Tampico.

For no assigned cause Assistant Paymaster Copp and his men were placed under arrest as they stepped ashore.

After the Americans had been detained several hours, word of their arrest was carried to Rear Admiral Mayo, who demanded their immediate release.

The demand was complied with, but the only reparation made was a brief expression of regret for the alleged mistake.

that which permitted placer mining being carried on in small areas by