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DETAILS OF WORK OF THE NAVY

(Continued from Page One)

was of far greater value in one important respect than the well planned routine, because it gave a demonstration of the readiness of the navy in every department, afloat and ashore, to meet an urgent call. Its flexibility was shown in adjusting itself to entirely new and unexpected situations, as well as its remarkable adaptability in handling every problem presented to it.

Vera Cruz Experience.

"For many years, officers have written and talked about the formation of an advance base material and the practice of exercising landing parties of seamen and marines in the use of this important adjunct to naval warfare. Congress appropriated money for this important plan of campaign, but never until January of last year was the money thus exercised. There had been plenty of talk, but not until January of last year was it undertaken. Then, under instructions from the department, Admiral Badger carried out a comprehensive exercise in which the professional advantages gained by officers and men were inestimable. Three months after this extensive practice had been given for the first time in our navy. The same fleet and the same men were called upon to land at Vera Cruz, and in the taking of that place the navy carried out under fire what had been learned at Culebra.

"These details are given because every man knows that the efficiency of the navy depends upon constant practice, but nobody in the navy thinks anything like perfection has been reached, and constant study and work are pursued with the aim of constant improvement. If the fleet was efficient in any degree before Admiral Badger and his staff carried out the drills thus detailed, it is much more efficient today, and it will be made more ready every year. All that capable and trained officers and men can do to accomplish this steady improvement is being done. Only the uniformed or the partisan deny the steady improvement of the past two years, thanks chiefly to Rear Admiral Badger and Admiral Fletcher.

Preparation for Emergency.

"But, you say, how about equipment and preparation for military emergencies? What has been done since Wilson's inauguration to make the navy stronger in ships, in ammunition, in mines, in torpedoes? Those questions are of the utmost importance. Let me answer them briefly. "First, as to ships: During the last two years of the Taft administration, congress authorized the construction of two dreadnaughts, to cost about \$13,000,000 each. During the first two years of the Wilson administration, upon my recommendation, congress authorized the construction of five dreadnaughts to cost about \$14,000,000. Stated in dollars, the Wilson administration has authorized seventy million dollars to be spent on the chief fighting force of the navy, as against

twenty-six million authorized during the last two years of Taft's; stated in numbers, it authorized 5 dreadnaughts instead of two; and stated in effectiveness, the five dreadnaughts authorized under Wilson will mount 36 more 14-inch guns than the two authorized under Mr. Taft.

About Submarines.

"Second, as to submarines: These wonderful weapons of the present European conflict. The sixty-third congress, electing Mr. Wilson, adopted my recommendation to give us all the money it could for submarines. It ordered the construction of three sea-going submarines, the largest ever authorized by any country, and twenty-three submarines of the same size and type which have done such fearful execution in the present war. These submarines will cost \$18,260,000. Now what was done during the last two years under Taft? Twelve submarines, to cost \$7,958,936, were authorized. Some of our submarines are not as perfect as they should be, nor are the submarines of any other nation. Under this administration, however, the board of inspections has adopted stringent tests before every submarine from contractors. Nobody has as yet perfected a satisfactory submarine, but every year the navy has, as yet, perfected a satisfactory submarine. Upon my invitation, Mr. Edlison last year, at the New York navy yard, went down into a submarine and closed its every feature. He thinks he has a battery that will meet the need. Our tests at the Brooklyn navy yards cause us to believe Mr. Edlison has the right principle. Without waiting for the completion of his battery, he has been given an order for two, one to be put into an old submarine, accepted before March 4, 1913, whose battery does not give satisfaction, and one for a new submarine, the right principle. We have equipped the Portsmouth navy yard to build submarines, and by competition between private and government construction it is hoped that every obstacle may be overcome.

"Third, as to torpedoes: A statement has been put in circulation that the navy is not making adequate provision to supply itself with torpedoes. The only answer I can make is to state the fact that we either have on hand or have placed orders for all the torpedoes the general board prescribes. Is this administration going backward in this respect? It would not be proper to make public the number of torpedoes we have on hand, but this much may be said: For over one hundred torpedoes which the department had on hand in March, 1913, 98 more are completed or in course of manufacture. Therefore, within a few months the supply of torpedoes will be almost doubled. Upon my recommendation, congress has enlarged the torpedo plant at Newport, R. I., more than doubling its capacity and the cost of manufacturing torpedoes has been reduced from \$42,111 to \$24,572 each. The reduction has already effected a saving of \$236,700.

"Mines and Mining. "As to mines and mining: During the last two years unprecedented progress has been made in the expansion of our mining equipment. This was begun and was well under way before the last congress met. The navy is not, as many suppose, charged with

the mining of our harbors. That is a function of the army. The extent of the mining operations of the navy is confined to the immediate vicinity of the fleets and such mining as may be necessary on the high seas. For the execution of this work and a further study and development of mines and mining the navy now has three ships: the San Francisco and Baltimore, mine layers and mine depot ships, and the Dubuque, mine training ship. The general board, as early as 1908, recognized the need of mine depot vessels and recommended the construction of two of these for this purpose. The same year congress authorized the conversion of the San Francisco and Baltimore. Work on the Baltimore was not started until April 1, 1913, and was completed April 1, 1915. As to mine sweepers, a division of torpedo boats have recently been equipped with mine-sweeping gear and the destroyer tender carrying minesweeping gear for a division of destroyers operating with the fleet. Additional gear is being supplied. At Pensacola during the winter the San Francisco and Baltimore flotilla have been operating jointly in mine exercises. The department has begun the manufacture of mines and in a short time will have 21 mines for every 9 it had two years ago, increasing our stock 244 per cent. By manufacturing mines in large quantities in lots of purchases, them, a saving of \$178,750 has been effected.

"As to guns: The bureau of ordnance developed a 14 inch gun which will shoot farther, shoot straighter and hit harder than any gun now in use or known to be designed by a great artist. Based upon former and current prices in contracts for guns and gun forgings we have saved \$280,425.33. "As to powder: Upon recommendation, congress increased the capacity of the Navy Powder factory at Great Lakes, Mich., and at the same time under way is completed, the capacity will be nearly doubled. The cost of powder has incidentally been reduced 2.7 cents per pound, saving already in the cost of powder since manufactured, \$150,000.

"Wireless Equipment. "As to what has been successfully installed on submarines, and more than 75 other ships, which either had no radio or whose equipment was obsolete, have been supplied with modern equipment. Three entirely new shore stations have been added to the chain: Balboa (Central Zone) Great Lakes, Ill., and Tutuila, Samoa. "Value of Aircraft. "As to aircraft: The European war has emphasized the value of aircraft. The navy has lagged behind in this arm of war. Last year congress appointed a board of aviation. It recommended the utilization of the abandoned navy yard at Pensacola as a station and an aviation bureau in the department. This has been done. Upon my recommendation, congress appropriated a million dollars to begin upon an elaborate plan, the real development of aviation in the navy. I also approved my request to pay aviators an increase of 50 per cent, and we are organizing a class of capable aviators. To make immediately effective this feature, three new hydro-aeroplanes have just been purchased, which is but the beginning of the work of aviation. Now well advanced along the lines of a well considered plan. I regard this as one of the most far-reaching steps taken by the Wilson administration.

"As to savings effected: All this unprecedented increase in the navy has been secured without any increase in appropriations. How? By avoiding unnecessary expenditure ashore, by reducing the cost of work ashore, by reducing the cost of maintenance and reducing appropriations for enlargement of shore stations, by securing real competition, and by economy. During the four years of Taft, \$21,928,572 was appropriated by congress for the public works alone of shore stations. Two naval bills have been passed by the present administration, and they carry together, for the public works of shore stations, a total of \$2,920,880. We have greatly reduced expenditures ashore and greatly increased them afloat and the above figures attest the change for the better. When I became secretary, ships could be built in only two navy yards. We have equipped or are equipping five additional navy yards for the construction of navy craft, and this is being done while at the same time there is a big decrease in appropriation for the material and preparation. Of course, we need constantly to increase the ships and armament, but the increase in the past two years, larger than in any previous two years in the history of the country is an earnest of what will come in the regular and necessary increase of naval equipment.

"Have a Waiting List. "But of what worth is a ship without well-trained men? What has the Wilson administration done as to personnel? It is a pleasure to tell you that for the first time in years the enlistment is up to the limit prescribed by law and part of the year we have had a waiting list. Since I became secretary of the navy we have increased the total number of commissioned vessels by 41 over the number commissioned on March 1, 1913. "Epoch-Making Years in Navy. "I have answered your questions at some length. There are two reasons for the length of my letter: "1. Because these two years have been epoch-making in the navy, distinguished by more wise and progressive naval legislation and more practical achievement than any previous like period, and chiefly, to a patriotic congress and "2. Because certain persons, ignorant of their ignorance, and for selfish partisan reasons, have basely misrepresented the true condition of the navy, thereby causing some good people to fear that the navy is not what it is. In the past, the strong effective right arm of the republic. All who would learn the truth may be assured that the navy of 1915 is larger, better equipped and in better condition than in any previous year, and that the fleet is becoming more efficient with every passing month. We shall take leave to be strong upon the sea in the future as in the past. I do not doubt that Wilson in his message to congress; and in the interest of the self-respecting peace which is the only peace worth preparing for, it is devoutly to be hoped that this strength may not be questioned by others or endangered from within. The report above outlined shows that what he promised for the navy has been fulfilled. "Sincerely yours "JOSEPHUS DANIELS, "Secretary of the Navy."



On Many A Desk

broods the blighting shadow of the coffee pot. Many men and women with bright prospects find themselves handicapped by the reactionary effects of coffee with its subtle habit-forming drug, caffeine.

Dull headaches, biliousness, heart-flutter, nervousness, sleeplessness—these are some of the signs of caffeine poisoning that puts a crimp in efficiency, and spells suffering and often failure for thousands of coffee drinkers.

There's a simple, easy way out—quit coffee and use the pure food-drink

POSTUM

This delicious beverage, made from prime wheat roasted with a bit of wholesome molasses, contains only the rich cereal nourishment—no caffeine—no harmful substance whatever. Postum comes in two forms: Postum Cereal—the original form—has to be well boiled, 15c and 25c packages; Instant Postum—soluble—made instantly in a cup with hot water, adding cream and sugar to taste, 30c and 50c tins. Made according to directions, both kinds are equally delicious, and the cost per cup is about the same.

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