

C. W. MORSE GETS IN, FULL OF FIGHT.

RELEASED ON BAIL ON COUNTY INDICTMENTS.

Says He Did Not Use Assumed Name When Going Abroad for Health and Business.

Anxious, his counsel says, to face the charges against him and make the supreme fight of his life, Charles W. Morse returned to this country yesterday on the Etruria, putting to rest the stories that he had fled to escape the consequences of his business transactions.



CHARLES W. MORSE. (Picture taken on his arrival here yesterday.) (Photo by Henry Steffen.)

a blow at the man as soon as he went down. Mr. Boardman said that Mr. Morse might be down, but he still had lots of fight, and was prepared to vindicate himself and clear his name.

"Mr. Morse is back full of fight," he said. "He wants to face the music, and you may expect to see the fur fly in a few days. He will be at his office at 9 o'clock to-morrow morning, and he'll start the scolding then and there. I always have noticed that little men are pretty good scrappers, and Mr. Morse is the gamest little man I ever saw. He is full of ginger and grit."

STATEMENT MADE BY MR. MORSE.

He said in his statement: I had two purposes in going to Europe. I thought that I might be able to sell in England property in which I had a large interest, and thus increase my ability to meet the claims of my creditors, and I greatly needed a fortnight's rest. My business purposes were, of course, frustrated by the publication in the English papers that I was regarded in New York as a fugitive from justice. I had straightened out my financial affairs when I left New York, so that there were no actions pending against me except one brought by a creditor to whom I had given valuable collateral securities, and I was informed by my counsel that he had arranged with the creditor not to press his suit against me. As I had no obligations maturing for three weeks from which I anticipated any trouble, I saw no reason, from the standpoint of my obligations to creditors, why I should not take a fortnight's rest.

DID NOT USE ASSUMED NAME.

I did not sail on the Campania under an assumed name, and made no effort to conceal my identity. The suggestion has been made that I assumed the name of "C. M. Moore." My signature looks as much like "C. M. Moore" as it does like "C. W. Morse."

On Friday I decided to sail on the Campania and called at about 7 o'clock Saturday morning. I read in the English papers that I was traveling under an assumed name, and I did not know that my name was not correctly entered on the ship's registry. It was evidently put on the registry by some one who did not know me, and who, having my signature before him, read it as "C. M. Moore."

LOCKED UP THE CASHIER

North Carolina Bank Robbers Then Took Cash and Escaped.

Charlotte, N. C., Feb. 16.—While one masked robber held up the cashier in Wild West style, his two companions looted the vault of the bank at Granite Falls, N. C. last night, secured all the cash in the institution, \$2,700, forced the cashier to enter the vault, and after locking him in made their escape.

The robbery, probably the boldest in the history of the state, was not discovered until 2 o'clock this morning. When W. G. Wisneman, the cashier, did not appear for breakfast, his family began search. On entering the bank a feeble tapping was heard in the vault, and when it was opened the missing cashier staggered out, barely alive after his fifteen hours of close confinement.

According to the cashier's story three strangers wearing masks entered the bank at 6 o'clock on Saturday evening, and while one of them held him up at the point of a pistol the other two, careless of the fact that pedestrians were passing the door, proceeded to help themselves to the bank's cash.

The work was done quietly and rapidly, the robbers having the coolness of professionals.

When satisfied that they had taken all the available cash one robber forced Wisneman into the vault and locked him in. Wisneman says he made all the noise possible in his cramped quarters, but his disappearance was not noted until this morning, when his family grew alarmed over his absence.

The bank's capital is only \$10,000 and the loss is embarrassing, though neighboring banks have offered to tide it over its misfortune.

Granite Falls is a mill village of several hundred inhabitants in an almost inaccessible portion of Caldwell County.

GEMS WORTH \$60,000 LOST.

Pearl Necklace and Pin Stolen from Countess von Wartensleben.

Berlin, Feb. 16.—A pearl necklace and pin of extraordinary beauty, valued at \$60,000, have been stolen from the Countess von Wartensleben. On her return from the opera last evening she placed the necklace and pin in a jewelry case in her dressing room and then went to supper. Returning in about half an hour, she opened the jewel box to place other articles in it and found that the necklace and pin were missing. The police were at once informed.

The only unusual circumstance noticed was that a window in the maid's room was open. The maid was detained by the police, but she protested her innocence.

The countess is the wife of General Alexander von Wartensleben, of the cavalry, who is a close personal friend of the Emperor. The necklace was composed of exceptionally large pearls, the string being five feet long.

SLEUTHS NAB INTRUDER.

Watching Snow Home, Detectives Catch Man Fumbling at Door.

The detectives who are engaged in watching the home of Henry Sanger Snow, the missing ex-treasurer of the New York and New Jersey Telephone Company, at No. 270 Henry street, Brooklyn, had an exciting time of it for a few minutes at about 8 o'clock last night. They saw a man coming down the block and trying the arched gates of each house as he came along. Finally he entered the Snow yard and tried the gate. It opened and he entered the arway.

Detective Thornton started across the street to investigate when the man had remained fumbling around the basement door for a couple of minutes. The stranger saw Thornton coming and ran out and down the street. He was quickly caught and taken to Police Headquarters in State street.

He said his name was George Burns, twenty-seven years old, living at the People's Hotel, William and Frankfort streets, Manhattan. When he was searched a jimmy was found in his pocket. He was held on the charge of carrying burglars' tools. He was locked up in the Adams street police station.

H. D. SELLERS A SUICIDE.

Prominent Pittsburg Man Kills Himself as His Son Did a Year Ago.

(By Telegram to The Tribune.)

Pittsburg, Feb. 16.—Henry D. Sellers, one of the foremost real estate men of the city, a member of the Allegheny County Bar, a member of a fashionable Pittsburg club and related to some of the most prominent families of the city, committed suicide this morning at his magnificent home, in Wightman street, in exactly the same manner as did his son, Henry D. Sellers, Jr.

Young Henry D. Sellers did not accompany the family to church as usual one Sunday morning a year ago. When the family returned home they found him lying dead in the bathroom with a bullet hole in his forehead. The suicide of the young man weighed heavily on the father, and is believed to have affected his mind and prompted him to take his life. In addition, he had been in poor health for some time.

Mr. Sellers had a prosperous real estate business, with offices at No. 237 Fourth avenue. He was fifty-five years old.

BIG REALTY OWNER HURT.

A. K. Carey, of Flatbush, Believed To Be Fatally Injured.

Anthony K. Carey, sixty-eight years old, a large property owner of Flatbush, was knocked down by a Flatbush avenue car at Flatbush avenue and Avenue I last night. His skull was fractured and he was injured internally. Mr. Carey was taken to the Kings County Hospital, where it is said his chances of recovery are exceedingly slim.

Mr. Carey was standing at Flatbush avenue and Avenue I, where he is building a house. He started to cross the avenue just as the car came along. Apparently he did not see or hear it, for he stepped directly in its path. The car stopped almost immediately. Mr. Carey was dragged out and it was found his leg had been severed.

Thomas Murray, the motorman, of No. 545 Albany avenue, Brooklyn, was arrested and locked up in the Snyder avenue police station.

Mr. Carey is one of the few old residents of Flatbush who still work their farms. He recently refused an offer from a real estate firm of \$50,000 and holding out for a better price. His son, Captain John Carey, is a political worker in this borough.

HAN'S Restaurant, Park Row Bldg.—Delicious in cuisine and precision in service. Music—Adv.

BODY OF DEPUTY CHIEF KRUGER ARRIVING AT ST. THOMAS'S CHURCH.



A KRUGER MEMORIAL.

FIREMAN'S FUNERAL.

Bishop Potter Speaks in Favor of Tribune's Plan.

The funeral of Deputy Chief Charles W. Kruger, which was held yesterday at the home of his sister, Mrs. Frederick Volzing, No. 236 East 85th street, at 1 o'clock, and later at St. Thomas's Church, 53d street and Fifth avenue, was one of the most imposing seen in this city in many years. Thousands with bowed heads lined the streets as the body of the fire fighter was taken from the house to the church, while the windows of the Fifth avenue houses were filled with those anxious to pay their last respects to the dead fireman.

Over one thousand uniformed firemen and policemen were in the line of march, in addition to a company of veteran and volunteer firemen. The hearse, preceded by fifty mounted policemen and the police band, with Chief Croker and Deputy Chief Dunne, was followed by Commissioner Bonner, several automobiles filled with flowers and draped in black, four fire chaplains, several battalion chiefs and the firemen. The procession passed through 85th street to Second avenue, to 55th street, and through to Fifth avenue, and then down to the church.

Beside the hearse marched the six battalion chiefs who acted as pallbearers, while the dead chief's cap and a wreath of white carnations and roses sent by Mayor McClellan were placed on the oak coffin. When the church was reached the body was carried in and met at the foot of the aisle by Bishop Potter, the Rev. Ernest M. Stines, rector of St. Thomas's, and his assistant, the Rev. Robert H. Claiborne. They escorted the body to the chancel, where it was placed upon a bier.

Immediately following the coffin were Commissioner Hugh Bonner, Chief Croker and other officials of the Fire Department and the four chaplains, two Roman Catholic and two Protestant. Between solid lines of policemen the remainder of the cortege filed into the church, including the members of the Rip Saw Club, of which Deputy Chief Kruger was an active member, and the immediate members of the family, the widow, Mrs. Gertrude C. Kruger, and her two daughters; William Kruger, a brother, and two sisters, Mrs. Frederick Volzing and Mrs. John Friend. Bishop Potter read the Episcopal service for the dead, and preached the homily in which he paid a glowing tribute to Deputy Chief Kruger and all the city's firemen. He said in part:

No more tragic event has occurred in the history of this metropolis, or, in fact, in the history of the fire department in any community in this country, than the one which resulted in the death of the commanding officer whom we are here to-day gathered to honor. There has been a series of most tragic happenings among that most admirable body of men, and it would be extremely significant if we failed to allow such a series of losses of life in the performance of duty to pass without comment. Has it ever occurred to you that the lives of these men are as valuable as those of any other men? Has it ever occurred to you that the death of Deputy Chief Kruger was a great loss to the city? Has it ever occurred to you that the death of Deputy Chief Kruger was a great loss to the city? Has it ever occurred to you that the death of Deputy Chief Kruger was a great loss to the city?

Bishop Potter also urged a memorial to be raised in honor of the late Deputy Chief Kruger, and he said that the memorial should be placed in the city hall.

The body was then taken from the church, and as it was placed in the hearse the police band played "Nearer, My God, to Thee." The funeral escort then proceeded up Fifth avenue. Many flags along the route, in private homes and clubs, were at half mast. In fact, the death of Deputy Chief Kruger was generally observed in this manner throughout the city.

At 58th street the funeral procession turned west to Broadway. As it passed the house of Engine Company No. 23 the fire apparatus was drawn up on the sidewalk, with the men in front, while the engine bell tolled at intervals until the last of the carriages had passed. At Broadway the cortege turned north to Columbus circle, and up Central Park West to 73d street, at which point the police band drew up in files. The mounted police broke into two divisions, drawing up on both sides of the street, forming a line, through which the firemen first marched and then drew up, forming part of themselves. After the hearse was driven through, the carriages, about fifty in number, following, the funeral escort was disbanded and the hearse and carriages were driven to the cemetery.

Many men prominent in all phases of New York life were present at the funeral, including ex-Fire Commissioner Sheffield, Sturgis, Hayes, O'Brien and Lantry and ex-Deputy Commissioner Churchill. There were more than sixty floral pieces sent in memory of the dead fireman, the second to arrive being a large cross from the members of the Baltimore Fire Department. It was placed at the head of the coffin. Deputy Chief Kruger was acting chief of the Fire Department at the time of the Baltimore fire, and it was by his orders that the apparatus was sent from this city to the help of the Baltimore firemen. There were also pieces from the New York Board of Fire Underwriters, various officers of the Fire Department, the fire department of Short Hills, N. J., and newspaper reporters.

The police were in charge of Inspector Schmittberger, who rode at their head, and of Inspector Walsh.

TWO MEN KILLED IN WRECK.

Ottawa, Feb. 16.—The passenger train from Montreal on the Grand Trunk Railway, due here at 10:30 o'clock last night, left the track after passing Eastman springs station. William Martin, 35 years old, was killed, and Alfred Parks, engineer, died in the hospital here to-day.

WAR WITH U.S.? ABSURD!

TOKIO AMBASSADOR HERE.

Baron Takahira, on Way to New Post, Brings Good Will Message.

Baron Kogoro Takahira, the new Japanese Ambassador, who arrived yesterday on the steamship Etruria, brought a message of good will from his country to the people of the United States.



AMBASSADOR KOGORO TAKAHIRA. On board the Etruria.

States. At the Holland House last night he said that the United States was a country of the most pacific intentions, deprecated the rumors of war, which he attributed to certain newspapers, and said that there was between the two countries would be the most inhuman event in the world's history. But the war talk, he added, was utterly unintelligible to him.

The cruise of the American battleship fleet to the Pacific the ambassador pronounced as an affair of only the United States, characterizing the voyage as a manoeuvre on a grand scale, and if that same fleet that has been responsible for so much of the war talk was to visit Japan Baron Takahira said his countrymen would extend a hearty welcome. He could only think of war, he said, as a crime against all mankind.

Baron Takahira has changed little since he left Washington two years ago, after serving several years as minister and before that as a marine corps, is being investigated by the police. The two men were on board the tug Annie R. Wood, bound from Newport for Fort Greble, at Dutch Island Harbor, when they went overboard and were drowned. Although the identification is not complete, as the bodies have not been recovered and the two men were strangers to the captain of the tug, F. W. Rich, and the members of his crew, friends of Steenerson and McIntosh in the marine barracks at the naval training station are confident that they were the victims of the tragedy.

NEW HONORS GAINED.

His remark yesterday that "I am the same man" would have been superfluous to any one who knew him when he left here in December, 1905, after his work at Portsmouth, where, with Baron Komura, he was peace envoy in negotiation with the Russian envoys, M. Witto and Baron Rosen. Since then he has gained new honors. For his services at that green baize table at Portsmouth where the Russo-Japanese peace treaty was negotiated the diplomat has been knighted, and now he is raised to the office of ambassador. He comes now from Italy, where he has been Minister of Japan. His first experience yesterday was one of gratification over again being back at his old post at Washington, which he referred to as his "cradle," and among his old friends.

When he received the reporters at the Holland House Baron Takahira was fully prepared for them. He announced that he would do all the talking, and preferred not to answer any questions. Laying aside a fat, black cigar, he said: "I am very pleased to come back to this great country in my present capacity," said the ambassador. "I started my career as attaché to the legation at Washington some thirty years ago, and I always regarded that city as my cradle. I am now going back as the personal representative of my Emperor to the President of the United States, and I think I can consider it a triumphant entry into that city."

SAN FRANCISCO TROUBLE.

"I can easily recall the pleasant experiences I passed through in that most trying diplomatic life, working day and night for the whole length of two years. But the sympathy and friendship I received from you did much to diminish the anxiety which otherwise would have been immense. No one knows better than I do how sincere and true was that friendship or appreciates more highly its value. All that I thought of you then I expressed on leaving, and the very words of my utterances must have been remembered by those who cared to take an interest in me. I may simply tell you that I am the same."

MOVE TO PRESERVE THE EIDER DUCK.

(By Telegram to The Tribune.) Boston, Feb. 16.—Through the efforts of William Dutcher, of New York City, president of the National Audubon Societies, an attempt is being made to preserve and propagate the eider duck, now almost extinct. This bird was once found in large numbers all over New England. A bleak island near Grand Manan has been selected, and one hundred birds have been placed there to start the work in charge of Captain Frederick E. Small, of the Cross Island Lighthouse Station.

TWO WEEKS' TOUR TO FLORIDA. Via Pennsylvania Railroad, leaves New York Feb. 18, 1908, 10:30 a.m. Only \$10 round trip. Special Pullman trip to and from Jacksonville. Biscayne and full information of ticket agents.—Adv.

HEAVY DAMAGE CAUSED

FLOODS SLOWLY RECEDE.

Millions of Dollars Loss, with Much Suffering, at Pittsburg.

Pittsburg, Feb. 16.—After reaching a depth of 30.7 feet at noon to-day, and remaining at that stage for three hours, the high water in the rivers is now slowly receding. The danger mark in this city is 22 feet.

The damage and suffering caused by the annual flood are widespread. A remarkable feature however, is the absence of fatalities. As far as is known there has been no loss of life, and this is attributed to the early warnings of the local United States Weather Bureau.

Livestock has perished in considerable numbers, and there are many reports of persons having narrowly escaped death in endeavors to save their property and livestock.

Miles of territory in greater Pittsburg and its vicinity are submerged, and it will be some time to-morrow before the water will be back in the channels of the rivers and numerous small streams. Thousands of business people in the downtown portion of Pittsburg are attempting to-night to clear the cellars of their buildings of water. Every few feet along the sidewalk are men pumping water, and hundreds of these little streams can be seen spurting into the streets. Electric light plants in these buildings and other valuable machinery are practically a total loss.

The suffering caused by the high water is intense. Thousands of persons are living in the upper floors of their homes, using stairs as a means of transportation. The lower portions of their homes are filled with water. In many instances the household goods were not removed, owing to a lack of time, and chairs, tables, pianos and bric-a-brac are floating about the rooms. To add to the suffering of the flood victims the weather grew cold to-day and snow fell. The gas connections of the houses have been disarranged, and in their present damp condition life is made miserable for the unfortunate occupants.

The actual monetary damage cannot be ascertained at this time, but from all accounts it will run up to several million dollars.

The damage to the manufacturing plants of the Pittsburg district is great.

TWO PRIVATES DROWN.

One Said To Be Congressman's Son—Mystery in Tragedy.

Newport, R. I., Feb. 16.—The mysterious drowning to-day of two men, believed to be Benjamin Steenerson, a son of Congressman Halvor Steenerson, of Minnesota, and John M. McIntosh, both privates in the United States marine corps, is being investigated by the police. The two men were on board the tug Annie R. Wood, bound from Newport for Fort Greble, at Dutch Island Harbor, when they went overboard and were drowned. Although the identification is not complete, as the bodies have not been recovered and the two men were strangers to the captain of the tug, F. W. Rich, and the members of his crew, friends of Steenerson and McIntosh in the marine barracks at the naval training station are confident that they were the victims of the tragedy.

According to some of the members of the crew the two men, who are said to have been drinking, jumped suddenly into the water and were drowned before help could reach them. The police, however, believe the circumstances warrant an investigation, and to-night Emil Olson, a Dane, who is employed on a dredger, and who was also on the tug, was held as a witness. There is said to have been a dispute between the two marines and Olson.

Friends of the men are not inclined to credit the theory that they jumped overboard voluntarily and committed suicide.

QUEEN OF HER CLASS.

(By Telegram to The Tribune.)

Newport News, Va., Feb. 16.—The new armored cruiser North Carolina, the first vessel of the kind ever turned out by the Newport News Drydock and Shipbuilding Company, has taken her place as "queen of the armored cruiser class" by breaking all previous records on her third speed test run, having maintained an average speed of 22.48 knots, or forty-eight hundredths of a knot in excess of the speed requirements.

The vessel returned from the trial trip with brooms at her mastheads, announcing that all previous records had been swept aside. This is the best speed ever made by a vessel of this class. The engines made 122 revolutions a minute, or four more revolutions than were necessary to carry her at the required speed.

MOVE TO PRESERVE THE EIDER DUCK.

(By Telegram to The Tribune.)

Boston, Feb. 16.—Through the efforts of William Dutcher, of New York City, president of the National Audubon Societies, an attempt is being made to preserve and propagate the eider duck, now almost extinct. This bird was once found in large numbers all over New England. A bleak island near Grand Manan has been selected, and one hundred birds have been placed there to start the work in charge of Captain Frederick E. Small, of the Cross Island Lighthouse Station.

TWO WEEKS' TOUR TO FLORIDA. Via Pennsylvania Railroad, leaves New York Feb. 18, 1908, 10:30 a.m. Only \$10 round trip. Special Pullman trip to and from Jacksonville. Biscayne and full information of ticket agents.—Adv.

CONVERSE ANSWERS

CRITICS OF NAVY

THEIR KNOWLEDGE LIMITED, ADMIRAL SAYS.

American Ships Not Inferior to Those in Foreign Services, His Conclusion.

Washington, Feb. 16.—By direction of the President, Secretary Metcalf has made public the report of Admiral Converse on the fighting ships of the American navy, called forth by many criticisms recently published in magazines and elsewhere. This report was prepared primarily to satisfy the President as to the exact state of American naval ships compared with those of other navies, and its publication is authorized with the design to reassure the American sailors as to the quality of the weapons with which they must go into battle. While, of course, it is regarded as desirable that the American navy shall not be underrated abroad, and that the American people shall know the conditions under which their ships were designed, it is even more essential, in the judgment of the President, and the naval officials, that the men who are to man the ships shall not have their moral courage sapped or weakened by the slightest doubt of the fact that they have as serviceable and efficient weapons as the sailors of any other navy in the world. Another purpose of the publication is to make clear the fact that the voluntary critics of the navy have spoken and written in a half light; that the officers who designed the American ships were aware of many defects of ships in foreign navies which have been unduly praised as perfect examples of naval architecture, and that in designing American ships these defects were taken into account and avoided, and every effort was made to employ the best and most modern native ideas as well as those which the experience of foreign navies have shown to be sound.

Admiral Converse characterizes the criticisms as "prepared by persons whose knowledge of the subject discussed was limited and incorrect." There was, he says, ample justification for the adoption of the battleship designs which have been followed. "It is not claimed that mistakes have not been made," he adds, "or that our ships are without faults, but in view of the then state of the art of battleship building this fact is not to be wondered at. It is remarkable that the mistakes were so few and that none were really serious. In this respect our record will compare favorably with that of foreign services."

NINETY-ONE PAGES IN REPORT.

In the ninety-one pages which the admiral devotes to the defence of the navy the subjects dealt with include battle drills, freeboard of American ships, heights of gun positions, torpedo defence guns, battleship armor, turret designs, ammunition hoists, in and out turning screws, the Kearsarge and the Kentucky and general notes. His emphatic conclusion is: "Our ships are not inferior to those in foreign services."

We have made compromises in our designs of battleships because it is impossible to construct a perfect battleship; such compromises have, perhaps, detracted from the desired perfect ship in some respects, but the same compromises made it possible to improve upon some other existing disadvantage, and, on the whole, the compromises each and all have tended toward a nearer approach to the desired perfect battleship. Other nations have labored, and will, like ourselves, continue to labor, under this same difficulty in endeavoring to approach as near as possible to that ideal of a perfect battleship. In making compromises in the building of our ships I am satisfied that in every instance all concerned in the work have acted honestly and patriotically, and only with the desire to produce the best ship possible. The result has been in each case, ship by ship and year by year, an improvement upon all that have preceded it, and which has been built by us inferior to those of any nation designed at the same time.

The quality of the material of our navy is inferior to none; in the quantity of vessels alone we are lacking. With an increase in number of ships the American navy will have been supplied the only feature necessary to make it second to none in the present voyage to the Pacific. Other nations have labored, and will, like ourselves, continue to labor, under this same difficulty in endeavoring to approach as near as possible to that ideal of a perfect battleship. In making compromises in the building of our ships I am satisfied that in every instance all concerned in the work have acted honestly and patriotically, and only with the desire to produce the best ship possible. The result has been in each case, ship by ship and year by year, an improvement upon all that have preceded it, and which has been built by us inferior to those of any nation designed at the same time.

The quality of the material of our navy is inferior to none; in the quantity of vessels alone we are lacking. With an increase in number of ships the American navy will have been supplied the only feature necessary to make it second to none in the present voyage to the Pacific. Other nations have labored, and will, like ourselves, continue to labor, under this same difficulty in endeavoring to approach as near as possible to that ideal of a perfect battleship. In making compromises in the building of our ships I am satisfied that in every instance all concerned in the work have acted honestly and patriotically, and only with the desire to produce the best ship possible. The result has been in each case, ship by ship and year by year, an improvement upon all that have preceded it, and which has been built by us inferior to those of any nation designed at the same time.

BATTLESHIP DRILLS DISCUSSED.

The admiral says, in treating of battle drills, that it was not until the spring of 1903 that the American "new navy" achieved the size of a squadron—eight battleships; and not until last spring that we acquired a fleet—two squadrons. It then, for the first time, became possible to carry out fleet tactics. These were begun in July, were interrupted for target practice and resumed again in the present voyage to the Pacific Coast. Battle drills, training to meet the enemy under conditions probable or likely to occur, have received much attention in recent years, he says, although carried out with the limited number of ships available. Great advantage is looked for as the result of such exercises by the sixteen battleships in fleet assemblage. In this connection the admiral remarks: "The personnel of the navy in ambition and professional knowledge is second to none in the world."

Considerable space is devoted to a refutation of the criticism that American fighting ships are not so high out of the water as those of foreign navies. It is admitted by the admiral that the Indiana and Kearsarge classes (the first battleships of the navy) are too low forward for efficient fighting at sea in fairly heavy weather, "but the remainder of our battleships could without doubt give a good account of themselves in a fight at sea in any weather in which it is at all likely for a fleet to engage."

Attention is called to four of the Russian battleships which were captured or sunk in the battle of the Sea of Japan, all of which rose twenty-seven feet out of the water—higher than any of our ships. The question presents the choice of being well armed, and consequently weighted lower in the water, and being lightly armed and high out of the water. It is stated to be the policy of the American navy "to always have our vessels armed better than our opponents." The report adds:

It may not be amiss, while dealing with the subject of gun heights and freeboard, to add that the Japanese in their most recently designed ships have, notwithstanding an increase of speed and length of vessel, not raised their gun positions nor the freeboard, which is one of the results gained from their experiences in their recent war, and which seems to uphold the good idea of our system of building ships without the excessive heights deemed to be necessary by some critics.

HEIGHT OF GUN POSITION.

As to height of gun position, it is stated that, with the exception of the Indiana and the Kearsarge classes, American ships carry their forward turret guns generally higher than similar ships of the British and Japanese navies, and in the heights above water of guns firing on the

Continued on second page.