AMERICA'S BIGGEST WAR GAME

MANŒUVRES OF THE ARMY AND NAVY THIS MONTH.

Two Great Fleets First to Play Hide and Seek—An Invasion of Our Eastern Coasts Next to Be Attempted—The Manœuvres on a Grand Scale—Newspapers as an Element in War Nowadays

Never in the history of the United States have there been joint naval and military manœuvres on a scale approaching those scheduled for this month. And for the first time in the history of the world there will be recognized in such manœuvres a new and important factor in war—the newspaper world.

The newspapers will be considered as enemies; the fleets must beat them if they can. The Government does not desire that the newspapers shall not try to get the news; indeed the authorities want them to try in every possible way. But they want their ships and men to prevent them from getting it.

So, in one way, this mimic war will be real. It will be a mimic war for the possession of the coast, and an actual war against the reporters, whose despatch boats will be treated as enemy's scouts to be avoided or captured. Secretary Moody regards this as a very important part of the manœuvres.

He desires to find out just how secret the movements of the fleet can be kept in time of actual war, and he realizes that if the movements of a fleet can be concealed from newspaper men bent on finding them out, they can be concealed from anybody.

Just what plan has been adopted to prevent the newspapers from getting information meant to be secret the Secretary won't tell, but it is known that a careful and elaborate scheme has been prepared, and the experiences of the Spanish war have been drawn on in formulating it.

If any information meant to be secret is obtained by the newspaper men, the methods by which it was obtained will be carefully and fully reported to the Department, and after the manœuvres are over such instances will be studied with a view of devising a satisfactory means of preventing similar occurrences in case of actual war.

It was proved in the war with Spain that newspapers were not only factors of civilization, but were factors of war. For the first time in the history of the world great fleets went out to make history, accompanied by a great fleet bearing the men who were to write it.

It was realized suddenly that the future naval commander could not regard the newspaper despatch boat as a negligible quantity. So in these most up-to-date manœuvres planned by the Navy Department the newspapers have had a place assigned to them.

The strategy of each of the two opposing commanders will be directed to outmanœuvring the hostile fleet and the newspaper forces, and the strategy of the newspaper forces will aim at outmanœuvring both fleets. It will be a pretty and most interesting contest, entirely new to warfare.

The Department has refused to give out even a general sketch of its plans, but the first part of the manœuvres, which will be purely naval, will consist of the attempt of a fleet, supposedly hostile, to elude a fleet watching it and effect a landing on the coast, in all probability at some point between Martha's Vineyard and the eastern entrance to Long Island Sound.

The opposing commanders will not know, except in a general way, just what vessels compose the fleet against which they are operating; and some surprises may be sprung upon them by the managers of the manœuvres. Some naval officers would not be surprised if the European squadron or the South Atlantic squadron or both, should suddenly appear on the coast. For all anybody knows, ships from one or both of these squadrons may now be on their way to New England waters.

All the available ships of the North Atlantic squadron will be employed—battleships, cruisers and gunboats, as well as a fleet of fifteen torpedo boats and twelve torpedo-boat destroyers. All along the coast searchlights have been established to search with their fiery eyes at night for the coming of the hostile fleet.

Wireless telegraphy will be tested during the manœuvres as to the practicability of using it under war conditions for communicating between the fleets and the shore and between the different vessels. Many novel and modern appliances will be experimented with, and in all respects the present manœuvres will be the most up-to-date ever attempted.

The question of cost is not to enter into the matter. The object is to have the manœuvres comprehensive and thorough, no matter what it costs, for it is believed that the results will justify the expenditure, however great it may be.

Coal will be an important item of expense. A battleship of the Oregon class burns seventy-five tons of coal at a speed of 11 or 12 knots, and the amount burned rises rapidly for every knot above that. One of the fast cruisers burns about 100 tons a day ordinarily, and twice that at high speed, and coal costs the Government about $3 a ton.

Though a good deal of the target practice will be done with the economical subcalibre, a considerable portion of it will be done with full service charges and service projectiles. To fire one of the big turret guns on a battleship with full service charge and regular projectile costs from $500 to $900.

Torpedo boats, owing to their forced draught, are great eaters up of coal, and the cost of firing ships' guns, even though they may not be the great turret guns, is considerable. So it will be seen that the cost of the manœuvres will mount up.

It is generally believed by naval officers that the objective point of the ships detailed to represent the hostile fleet is Newport. That port is a great strategic point in Mr. Moody's war, just as it was in the Revolutionary War.

Of course, it is entirely possible that a fleet may appear off New York suddenly by way of Sandy Hook. But that is not likely. For an attack on Sandy Hook could not be anything except a bombardment, and there would be no opportunity for much naval manœuvring, although it would possibly be good policy for the hostile fleet to attempt to draw the defending fleet by making at least a demonstration off the Hook.

But it is generally conceded by naval as well as army men that the Sandy Hook approach to New York is practically impregnable. The works might conceivably be demolished by a steady, concentrated overwhelming fire of long duration from a mighty fleet. But that would not be manœuvring; it would simply be pounding.

And even if Sandy Hook were demolished and taken, there would be the same fight to make all over again, for the hostile fleet could barely steam past the Hook before it would find itself in a zone of fire from the two huge forts of Wadsworth and Hamilton, either one of which is powerful enough to fight a whole navy alone.

But a hostile fleet in possession of Newport would be able to make that place a base of operation for an invading army moving to the west on New York through Connnecticut to take the city in the rear, moving around its eastern defences and coming in out of reach of its southern ones. And, of course, New York would be the objective point in a campaign of invasion.

Hostile expeditions sent out from Newport would paralyze the industries of the wealthy and populous New England States. Massachusetts and Rhode Island with their great cotton and woollen manufactories and Connecticut with its textile industries and its manufactories of arms and ammunition, would lie unprotected before the invaders.

The outer line of New York's defences, which lie at the eastern entrance of the Sound, would be shorn of their usefulness and such of them as are on the mainland would probably be taken in the rear and captured.

New England is largely supplied with coal by long tows which night and day crawl up the coast. A hostile fleet in possession of Newport would be able to stop all this traffic and reduce New England to dependence upon the single existing coal railroad for her supply of fuel.

A hostile fleet could hardly hope to make a successful direct attack on the defences at the eastern entrance of Long Island Sound; still less on those which guard the entrance to New York harbor by way of Sandy Hook. To seize Newport and make it the base for land operations evidently would be the most practicable plan of a campaign of invasion.

The section of coast on which the hostile fleet in these manœuvres is descending is guarded by great modern forts, either recently built and armed or recently supplied with new and powerful batteries.

In Buzzard's Bay, Fort Rodman defends the harbor of New Bedford; the entrance to Narragansett Bay is defended by Fort Adams at Newport, and Fort Wetherill, which looks to it across the narrow entrance to the harbor, and by Fort Greble on Dutch Island, situated where the western entrance to the bay is narrowest.

Then come the forts which form the outer line of the defences of New York to the eastward. This group of powerful defensive works lies about thirty miles to the westward of Newport and consists of Fort Mansfield at Watch Hill, Fort H. G. Wright on Fisher's Island, Fort Michie on Gull Island, Fort Terry on Plum Island, and Fort Trumbull in New London harbor.

Whether the hostile fleet, if it eludes the opposing squadron, will attempt to take the defences of Newport by a frontal attack or will try to effect a landing somewhere on the adjacent coast and take the forts in reverse, is one of the questions to be answered by the attackers. If it eludes the fleet on the lookout for it, the commander of the hostile squadron can do whichever his judgment dictates.

His problem is to give the slip to the defending fleet and so to manage that the newspaper fleet shall not discover his approach and give notice of his whereabouts until he has struck his blow; two rather difficult propositions.

Yet, when the success of Cervera in masking his movements is remembered the question does not seem incapable of solution. Vineyard Sound offers every inducement for a call from a hostile fleet, for it is entirely undefended; and from Vineyard Haven the great tide of commerce which continually passes through Nantucket and Vineyard Sounds and out over the shoals could be held at the invader's mercy.

It will be remembered that during the Civil War a Confederate cruiser ran into Vineyard Haven, destroyed all the shipping in the neighborhood and got off to sea again scot free.

There are all sorts of possibilities in that strip of coast from Martha's Vineyard to Montauk, and when this year's manœuvres are over and the results summed up a great deal about them will be known. The questions which the manœuvres are to work out are of national importance affecting every part of the country. This attack is not an attack on New York alone, but on all her sister cities, great and small, indeed on every hamlet. For the great market of the West is in the East, through the East to other countries, and the key of the East seems to be about Newport.

The second part of the manœuvres, while not calling for the display of strategic skill as the first part, will be more spectacular and noisy, and will simulate the conditions of actual combat.

After the hostile fleet has succeeded or failed in its attempt to evade the fleet on the watch for it and effects a landing on the coast, the two fleets will combine to form one great naval force and attempt to capture some of the forts within the field of operations. The forts will be defended by the army and the militia of the adjacent States, and will be assisted by a few small vessels supposed to have escaped the annihilation of the rest of the American fleet.

All the forts mentioned have been supplied with great quantities of blank ammunition. Mine fields have been laid out to cover the channels, and every other defensive precaution has been taken.

The commanders of the forts will not know which of them is to be attacked until the hostile fleet appears, the object being to take the place by surprise. And in this part of the manœuvres the newspaper forces will play a part also, as the attempt must be made by the fleet to prevent news from being carried ashore by them which will give the commander of any fort an inkling of the direction in which the hostile squadron is moving.

Ships will try to run by the forts in the dark, and such torpedo boats as are supposed to be left for the purposes of defence will try to steal out and torpedo the approaching vessels. When a warship is discovered the forts will open on her and she will reply.

Umpires stationed on the forts will signal by rockets when a ship is in a concentrated fire which she could not withstand if the shots from the forts were real ones, and she will be declared out of action. The same thing will be done when a suppositious mine is exploded upon a ship, and, in short, all the conditions of actual warfare will be simulated as nearly as possible.

The portion of the army not used as garrison for the forts will be held in readiness at some strategic point to strike wherever the enemy may appear. This will involve the working out of many practical problems in rapid transportation.

The Spanish war was the first war in the history of the world in which the newspapers played any important part in naval operations. In that war the press despatch boats were regularly documented by the Secretary of the Navy and provided with permission to follow the fleets, and generally to cruise wherever they pleased within the sphere of operations.

It would have been impossible to maintain any secrecy whatever as to naval movements had not a rigid censorship been established. At every American port from which despatches could be sent there was a censor, and there was a censor at the end of every cable who took care of what was sent from foreign ports.

No attempt to conceal operations from the newspaper men was made, but they were not allowed to send what they knew to their papers. In the present manœuvres more attention will be paid to preventing the newspaper men from obtaining information than to preventing them from sending it after they have it, though in some cases that may be done too.

Many were the expedients to which the men with the newspaper fleet resorted during the war with Spain in order to get the best of the censor, but in most cases these expedients, though ingenious, did not succeed. It should be said that the express service was censored as well as the telegraph during the Spanish war, and that rigidly.

No one knew of the censorship of the express until a reporter at Tampa, having had his despatches held up by telegraph, and mail, sent a package of manuscript by express. When he thought his package was well on its way to New York he boasted to some of his fellow correspondents of how he had outwitted the censor.

Just at that moment Lieut. Brady made up and courteously handed him back his manuscript, which had been captured before it got to Savannah.

One man at Key West, when the fleet sailed to bombard San Juan, sent a despatch saying: "Fleet sailed for Havana." Being a bit of false news he thought the censor would pass it. Later he came back and handed in a message, "Make Havana smoke," using a code word which had been agreed upon before between himself and his telegraph editor.

"Oh," said the censor, looking at the message, "perhaps you would better make the correction yourself," and he handed him back his first despatch, which had not been put on the wires; nor was it.

All sorts of codes were arranged, but none of them worked successfully, though one man did get through from Key West an important piece of news by telegraphing his wife, a purely imaginary person, to kiss a purely imaginary baby for him. Sometimes a man would file a number of seemingly harmless telegrams which, however, could be understood by his telegraph editor. The censor would receive them smilingly and at night hand him back the whole bunch.

One man got a prohibited piece of information to his paper by going by train from Tampa to Savannah and telegraphing from there to his editor, personally, at his house address, that he had "shipped him 100 boxes of Havana cigars," with some detail of their quality and price; all of which was translated by the use of a code by the editor into an interesting story. He did not repeat the exploit, however, for somehow his action became known to the Government, and after that there was a censorship established at Savannah.

When the fleet of transports was ready to sail from Tampa all news from that place was shut off. Washington gave out a despatch saying that the fleet had already sailed. The fleet was still in the bay and did not sail for two days afterward, but all that the censor would allow to go out, in response to the entreaties of the newspaper men, was only the single sentence: "Censor absolutely refuses to pass any news pertaining to the fleet."

But the censors and the newspaper men got along well together and matched their wits against each other with the utmost friendliness. So, also, in all probability, the best of good feeling will exist between the parties concerned in the war on the newspapers and the navy during this year's manœuvres.

DISTILLED BITTERNESS.

A Farm in Wisconsin Where Wormwood Is Raised and the Oil Extracted.

From the Indianapolis News.

LODI, Wis., July 23.—With the disposal of the product for this year, Leander S. Drew of this place closes the work of one-half a century as a producer of the oil of wormwood. From the plants grown upon 100 acres of rich valley land the oil is distilled, and this queer husbandman bears the unique distinctions of being the greatest producer and of having the most extensive wormwood works in the United States, if not in the world.

The farm lies between the shores of Crystal Lake and the main travelled road, extending from Lodi to Prairie-du-Sac. The residence and distillery are hidden away behind a bluff-like hill, and at the end of a long, winding road, guarded by a massive farmer's gate. So secluded is the place, and so unexpectedly does the wayfarer come in sight of it, that one might suppose he was approaching a spot where Kentucky moonshine is made, beyond the pale of the wandering revenue collector.

The wormwood plants are grown on the farm in about the same manner as corn, oats and other cereals. The plants grow from two to three feet high. They are light in color, and have the appearance of being covered with dew. As soon as the unattractive purple blossoms appear the cutting and distilling begin. By means of an ordinary mowing machine with a dropper attachment the plants are cut down and left in large bundles to wilt in the hot summer sun.

As soon as they become wilted and dried they are loaded on wagons and hauled to the distillery, where a big iron fork comes down into the load. By means of a rope and pulleys the fork with its burden is hauled upward to a little car on rails, where an automatic attachment is quickly made. In no time the car rolls to the opening over the large vat, when there is a jerk to the trip ropes and the bunch of wormwood scrubbery is dropped into the vat. This is repeated until the vat is filled to the top with the aromatic plant.

In the engine room adjoining there is a boiler. By twisting a valve the steam is turned into the vat so that every stem and leaf of the hoary plant is immersed in the steam, and must yield the essential oil. From the vat the steam passes into the condensing pipes, laden with oil from the herb. The pipes are submerged in cold water basins made out of cement, and there the oil collects, drop by drop, to find its way through a small opening to a vessel prepared to receive it.

The oil, being of less specific gravity than water, collects at the top of the vessel provided for the purpose. The can into which the drops of oil and water fall is provided with a spout which almost reaches the top of the vessel, making it appear like a gardener's water pot. Out of this spout flows the floating oil. There comes a time in the process when the receiving vessel will hold no more of the oil, and this state is known by the bitter liquid escaping through the opening where the water is to flow away. The produce is then poured into the shipping flasks to be sent away to the Estern markets.

As soon as all of the oil has been secured from the plants in the vats, the iron fork is sent down into it and brings forth the steaming stems and leaves. Many people cannot work with the plant because of the odor.

There are about five hundred wormwood farms in the United States, two of which are owned by Mr. Drew. The demand for the oil is much greater than the supply. Much of it is imported from Europe. Great tracts of land in Europe are devoted to its production, and the discovery of absinthe by two old Swiss women has stimulated the trade of the "green-eyed beauty" from the distilled juice of the plant.

In the past fifty years the price of oil of wormwood has advanced from $1 to $6 a pound. On account of the widespread use of absinthe it is not anticipated that the price will ever touch the dollar mark again.

The oil is used in making liniments and other remedies. It has a penetrating property possessed by no other oil, and when applied "goes direct to the bone."

The Ipecac Test for Alleged Melon Thieves.

From the Louisville Courier-Journal.

PRINCETON, Ind., July 22.—Hugh Murphy and Tom Mounts, prominent melon growers near the city, have been bothered repeatedly by melon thieves raiding their patches and doing considerable damage to the growing melons. To-day ten men were caught in the patch.

Murphy and Mounts rounded up the men and all denied eating any melons. The prisoners were marched to Patoka to a local drug store and each man was forced to take a dose of ipecac. In a few minutes five of the party coughed up watermelon. The five were arrested and they pleaded guilty before a Justice of the Peace. They were fined $1 and costs each. The other five were not arrested.

NAVAL OFFICERS ANXIOUS.

THINGS STIRRED UP MIGHTILY BY THE NAVY'S NEW HEAD.

Changes Made by Secretary Moody—Officers Waiting With Trepidation to See What He Will Do Next—His Views of the Navy as Stated in Congress—The Question of Substituting Civilians for Some of the Officers on Shore Duty.

WASHINGTON, Aug. 2.—When Secretary Moody left Washington for his summer vacation, many naval officers on duty in the Navy Department and elsewhere in this country, breathed a deep and fervent sigh of relief.

It should not be understood from this that the new Secretary of the Navy is unpopular with the personnel of the service. Far from it. His period of administration has been too brief to enable his subordinates to form a fixed opinion of him and they have suspended judgment as to whether they are going to like him or not.

But the truth is that Mr. Moody has stirred up things mightily in the navy. He has notions as to how the naval establishment should be conducted. He has put some of them into operation. He is giving consideration to the others that affect the entire service.

The belief that there would be a cessation of official activity on the Secretary's part during his vacation, was the reason for the sigh of relief. And when he went away, part of the personnel here in Washington echoed the words of Rear Admiral Robley D. Evans, concerning the German Emperor on a certain memorable occasion:

"Let him go; don't stop him; God bless him!"

It would have been better perhaps for the sake of the relations that should exist between the Secretary of the Navy and the commissioned personnel, if the idea had not become prevalent among naval officers that Mr. Moody came to the Navy Department with certain preconceived views concerning them that are not altogether in their favor. But there is no evidence, or very little evidence, that this was so.

Some remarks that he made in debate as a member of the House of Representatives have been retold in garbled form and only those officers who have taken the trouble to look up the matter carefully, have found that the report that he had said unkind things of the men who wear gold braid was erroneous or, at least, exaggerated.

WHAT MR. MOODY SAID.

It is true that Mr. Moody, as a Representative from Massachusetts and a member of the House Committee on Appropriations, vigorously opposed in the last Congress the proposition to turn over to the navy the work of coast surveying in the Philippines, but in the course of his remarks on that subject he said:

"I yield to no man in admiration for the splendid men and officers of the navy. Where they are, they are unsurpassed—nay more, they are unequalled—by the men and officers of any navy in the world."

And again:

"I believe we have in our navy the best educated and most efficient officers in the world. I do not make that statement simply for the purpose of saying something that is pleasant and agreeable to those gentlemen, or pleasant and agreeable to our national pride. I say it because I believe it is the truth, and I believe it is recognized to be the truth the world over."

Still there was enough in the speeches that Mr. Moody made on the floor of the House to justify the belief that he had certain ideas which, if carried out, might affect the commissioned personnel to a marked degree. He showed himself to be strongly opposed to the extension of the navy's authority over work that could be done by civilians just as well, or, as he asserted, even better. If there was one criticism which could be made upon the officers of the navy, he said, it was that they spent too much time away from their proper duties.

"Let us keep them where they belong and have civilians where they belong," Mr. Moody remarked.

He contended that the navy could not do hydrographic surveying so economically as could the civilians of the Coast Survey, and produced figures to prove his assertion. To this he added:

"The naval officers aren't as efficient as trained civilians in this work."

Perhaps the harshest thing he uttered with regard to the service was this:

"Why, in the name of common sense, does the navy, already short nearly 1,500 officers of its proper quota, want to undertake this new work except that it is to provide a haven of refuge for officers who prefer that kind of work?"

MR. MOODY'S OPINIONS.

It will be seen, therefore, that Mr. Moody, two years before he accepted the naval portfolio, was impressed with several ideas about the navy, which it was to be expected he would endeavor to carry out as the head of the Department. Briefly summarized, these ideas were:

First—That naval officers should attend to duties purely naval and not undertake duties that could be performed by civilians. There was great danger in extending the scope of the navy's employment, he contended.

"The danger of militarism," he said on the floor of the House, "does not come from an increase of the army or an increase of the navy, if they are confined to their proper uses, but it comes from an increase in the sphere of their activity. When you extend the dead hand of militarism over the sphere that is appropriate to certain action, then you begin to incur the danger of militarism, which has been dreaded from the beginning of the republic."

Second—That naval officers were not so efficient, from lack of continuous training and lack of interest, in performing certain non-military work, as civilians.

Third—That the navy needed more officers.

Fourth—That naval officers were pretty good fellows and very able in their own field of labor.

In the short twelve weeks that he has been at the head of the naval establishment, Mr. Moody has shown that he still cherishes the idea set forth above. He may have changed his mind about some others that he seemed to hold while a member of Congress. One of these was with relation to the bureau officers of the Navy Department, the men with whom, as Secretary, he must come most in contact.

He was evidently suspicious of them. He regarded them, or some of them, as detrimental to the proper consideration of legislation. But this feeling may have been momentary only, for what Mr. Moody said of the bureau officers was spoken in the heat of a lively debate.

The House conferees on the Naval Appropriation bill had accepted a Senate amendment giving the navy charge of "hydrographic surveys." Mr. Moody maintained with vehemence that this amendment could be so construed as to give to the navy work which had been assigned by the House to the Coast Survey.

NEED OF MORE OFFICERS.

It was to be expected, consequently, that Mr. Moody was prepared to make things interesting as Secretary of the Navy. He has done so.

His twelve weeks of administration have been full of surprises. He has set everybody to guessing. To naval officers the situation isn't pleasant. There is too much uncertainty about it. If he has shaken things up so in twelve weeks, what will he do in the two years and several months that he is presumably certain to serve in the Cabinet?

With the frankness and manliness which enabled him to make a public apology to the members of the House for words spoken in the heat of debate, Mr. Moody acknowledged, on assuming his Cabinet duties, that he knew very little about the navy and was willing to be guided by the advice of his subordinates until he got the hang of things. For the first few of the twelve weeks matters were quiet and uninteresting enough in naval circles. Then Mr. Moody began to set the wheels moving.

He had entered the Navy Department at a time when there were no matters of great concern pending, and this gave him the opportunity of studying the general situation of the service. The Schley trouble was out of the way; the navy had settled down to a peace basis again; the armor question, the superposed turret question, the question of the best kind of warship to build, had all been disposed of, and Congress had determined, a year in advance, the number and the character of the armorclads to be authorized.

It was natural, therefore, that Mr. Moody should have begun to investigate the conditions which two years before, as shown by his attitude in debate, he believed to exist in the navy. Foremost was navigating many ships with a dangerously small number of officers. More ships were nearing completion and this made the situation one of greater embarrassment.

AS TO SHORE DETAILS.

From the outset Mr. Moody showed that he fully appreciated that an increase in the commissioned and the enlisted personnel was absolutely necessary, and he therefore began the policy which has had the most to do with making the service open its eyes. Congress gave assurance of ultimate relief by providing for the appointment of ninety-five more naval cadets, but as none of these would become available for sea service for four years, or be entitled to perform the duties of an officer for six, Mr. Moody found that it was necessary to meet present needs with the force at hand.

Like many Congressmen, he was evidently of the opinion that there were too many officers on shore. If he came into the Department with the opinion that shore details were merely intended to give pleasant berths to those who wanted to shirk sea duty he soon changed it.

He has said on several occasions that he believed that naval officers generally were as conscientious and willing a set of men as there was in the world. He has said also that he believed that a certain amount of shore duty was necessary to the proper education of an officer, and that the naval man who spent all his time at sea was almost as much handicapped in performing his work officially as the naval man who spent all his time on shore.

But despite these opinions, Mr. Moody felt that he had to meet the problem confronting him by getting more officers for sea service. He found, perhaps to his surprise, that of the one thousand-odd members of the seagoing branches, 70 per cent. were on ships in commission. This left him only nominally 300 officers from whom to choose, but actually a much smaller number. Even to a man of the most radical views in opposition to permitting seagoing officers to remain on shore, it would be obvious that there were certain shore duties of a military character which could be performed only by men who understood ships. When those of command rank for whom there are no sea commands are subtracted the number available is still further reduced.

Mr. Moody set about meeting the problem by a policy of consolidating duties. Whenever he found two officers performing shore work which he believed one of them could do just as well, he ordered the other to sea. But the results of this attempt at obtaining relief were too meagre to amount to anything.

Besides, he was warned that there was danger in making one man do the work of two. While the warnings made him go more slowly, he didn't give up trying. He tried a more conservative way of finding out just who could be spared from shore details.

LESS SHORE DUTY IN SIGHT.

Relying on the sense of honor prevailing among naval officers, he put a number of questions to those ashore to ascertain whether it was really necessary to the good of the service that they should remain there. All the answers were returned promptly and have been taken away by the Secretary to read and consider during his vacation.

Nearly every officer questioned was of the opinion that his shore work was necessary to secure the efficiency of the fleet. To one question of Mr. Moody's some of them said that while they believed their duties could be performed by civilians, no civilians of sufficient technical knowledge could be secured for the salaries paid naval officers.

It is yet too early for the Secretary to reach any general conclusions as to the showing made in these responses, but, certainly, he was not impressed with some of them. He showed clearly, before he left Washington, that he still clung to the idea that civilians were capable of doing the shore work of some naval officers, and there is every reason to believe that he will try to restrict the shore assignment of officers to duties purely naval, filling the other places, if he can, with men in the civil establishment.

In his efforts to carry out a policy of consolidation ashore, Mr. Moody called some of his bureau chiefs into consultation on a suggestion that the inspectors of ordnance and the inspectors of equipment for battleships and other vessels under construction at private shipyards, be ordered to sea and their duties be performed by the Naval Constructors at these yards. In this suggestion he was supported by the chiefs of the bureaus of Navigation and Construction and opposed by the chiefs of the Equipment and Ordnance bureaus.

Out of the debate on this subject in the Secretary's office some naval officers expect a revival of the bad feeling that existed at one time in the Board on Construction, known also as the Board of Bureau Chiefs. The result of the discussion was a decision by Mr. Moody to try this feature of his consolidation plan as an experiment at the Bath Iron Works, and if the experiment should prove successful to detach all ordnance and equipment inspectors and send them to sea.

From these and other indications it is evident that until Congress affords greater relief than was given by the creation of ninety-five new cadetships, the sea-going naval officers must expect to have very little shore duty. As for most of the officers of the line below command rank—that is, Lieutenant-Commanders, Lieutenants, junior Lieutenants and ensigns—it is doubtful if they will have any shore assignments at all until the present situation, as Mr. Moody views it, has been relieved.

And this gives a social and personal aspect to the matter, involving wives, mothers and sweethearts, the first of whom will be "navy widows" more than ever. For those officers who are unmarried, the prospect of a long period of bachelorhood confronts them. Mr. Moody is a bachelor.

FAVORS BUSINESS METHODS.

Mr. Moody regards the Navy Department as a big business house which should be conducted like a private establishment. He has said just that. An indication, insignificant in itself, but sufficiently important in its application to show the Secretary's views in this particular, was furnished by Mr. Moody's opposition to the decision of the President and a majority of the Cabinet that the Executive Departments should be closed an hour earlier than usual on Saturdays during the hot weather. To Mr. Moody, a Department clerk who works from 9 to 4, has every legal holiday off and thirty days of leave annually, does not deserve further consideration, while clerks in private establishments have longer hours and few holidays.

Economy of administration goes hand in hand with consolidation of shore duties in Mr. Moody's official sphere. This is a natural consequence of Mr. Moody's service as a member of the Appropriations Committee under the tutelage of Representative Cannon, the present Watchdog of the Treasury in the House of Representatives. And right here the more important question of Mr. Moody's views as to increasing the fleet is brought to mind.

An economist in conducting the department proper, is he opposed to spending money liberally for new ships to carry out the policy of bringing the navy to a condition of strength commensurate with the importance of the United States among the nations of the world? Some naval officers fear that Mr. Moody's service on the Appropriation Committee may have made him an opponent of building armorclads costing more than $4,000,000, but the knowledge of President Roosevelt's desire for a big navy brings comfort to them.

Mr. Moody has had little to say about naval increase. He did say, however, to some of his bureau chiefs that, unless Congress provided more officers, he would feel himself obliged to decline to ask for more ships.

MAY REFORM NAVAL OBSERVATORY.

Unless the new Secretary has changed views expressed two years ago, he will endeavor to wipe out the present method of administration in the Naval Observatory. "The results in that establishment are the laughing stock of the scientific world," he declared in the House of Representatives. And he emphasized the statement in a colloquy later on with Representative Littlefield of Maine. The *Congressional Record* gives it thus:

Mr. Littlefield—It ill becomes the gentleman representing this other branch of the Government to assail its (the navy's) character, its efficiency, its integrity, here and now upon this floor.

Mr. Moody—Will the gentleman be good enough to say who has assailed the navy?

Mr. Littlefield—I understood the gentleman from Massachussetts to say that in connection with the Naval Observatory the navy had so conducted itself as to make that institution a laughing stock in the eyes of the world.

Mr. Moody—The scientific world, and I repeat that statement.

AS TO GOVERNMENT-BUILT WARSHIPS.

The Naval Appropriation act passed since Mr. Moody entered the Navy Department directed that one of the two 16,000-ton battleships authorized by it should be built at a navy yard and not by private contract. Mr. Moody's views about the employment of civilians wherever possible, indicate that he is opposed to the construction of warships by the Government under the superintendency of naval officers, and naval men here have found what they regard as confirmation of this in the desire of the Secretary to adopt a system of keeping account of expenditures on the vessel that will seem to make its cost greater than it actually is.

Mr. Moody has told some of the bureau officials to determine whether it is possible to add to the salary of each officer assigned to work in connection with this vessel an amount representing the average for the period of construction of the cost of educating the officer and the cost of maintaining him on the retired list after he reaches the age limit. The officer's regular pay and this average will be included in the statement to be sent to Congress of the expenditures for building the ship.

On this subject of Mr. Moody's views concerning the construction of naval vessels by the Government the *Congressional Record* furnishes a little evidence, as follows:

Mr. Moody—I echo heartily the words of my friend from West Virginia (Mr. Dayton) the other day, when, speaking of the Naval Constructors endeavoring to build ships in the shipyards, he said: "I want the sailor on the deck of the vessel at sea."

ADMIRAL TAYLOR'S POSITION.

One matter of great interest to naval officers just now is whether Mr. Moody will be Secretary of the Navy in fact as well as in name. Consideration of this question involves, in the minds of officers, the character of his relations with the Bureau of Navigation.

With many the belief is prevalent that this important bureau has nearly always dominated the head of the Department. Its powers are very great and are curtailed only so far as the Secretary chooses to exercise supervision. The bureau is the executive office of the Department in the Secretary's control of ships, officers and men.

All orders to officers are transmitted through it. It practically holds in its hands the fate of every officer in the service below flag rank. It may give an officer an assignment that will afford him opportunity to distinguish himself, or it may place him where, figuratively, he may never be heard of again. To naval officers, the advent of a new Chief of the Navigation Bureau is more important than the installation of a new Secretary. No wonder then that the appointment of Rear Admiral Henry C. Taylor as the bureau's Chief was regarded with the greatest interest throughout the service.

Secretary Moody and Admiral Taylor entered the Department practically at the same time. Admiral Taylor assumed his new duties on April 29 last; Mr. Moody was sworn in three days later.

Now to the business, Mr. Moody was obliged to depend for advice and guidance on Admiral Taylor, his principal executive officer. Now that the Secretary is getting the hang of things, to what extent, naval officers ask, will he be influenced by the views of the Navigation Bureau's Chief?

It is acknowledged generally in the service that Admiral Taylor is a very able man, whose personality is bound to impress every one with whom he comes in contact. Nobody will blame Admiral Taylor if he endeavors to get the Secretary to carry out his ideas as to how the military part of the service should be conducted, but the commissioned personnel is anxiously awaiting some development to indicate whether Mr. Moody will follow Admiral Taylor's advice in all things of this character or adopt policies of his own.

MR. MOODY'S HAND NOT SHOWN.

So far there has been nothing to show what may be expected of the Secretary. In a recommendation of the Navigation Bureau that was not adopted by the Secretary some officers thought they detected a scheme to prevent any other bureau of the Department from having direct intercourse with the Secretary. Mr. Moody did not pass on the recommendation until he had consulted the heads of the other bureaus and their opposition to being obliged to conduct their business with the Secretary through the Assistant Secretary as had been suggested caused him to veto the proposal.

As for Admiral Taylor it should be said that he is regarded as a conscientious, hard-working officer, full of pride in the service, and anxious to bring it to a new greater state of efficiency. He has never been accused of having ambitions that contemplated anything except the good of the navy.

Although, as was said in the beginning, naval officers have not formed a judgment of the new Secretary, it should be understood that certain opinions are prevalent that give a hint of what may be expected unless Mr. Moody on his return to official duties more clearly defines that he believes the personnel to be hard-working and conscientious. If there is any opinion which more than any other appears to be forming among naval officers, it is that Mr. Moody is suspicious of them and their purposes.

Such an opinion, once formed, may cause endless trouble and be a serious impediment to maintaining the efficiency of the service.

THE BOOTBLACK'S ADVANCE.

Now He Has Not Only a Store, but a Show Window Display Also.

That there are possibilities for great expansion to be found in any business, however small, is well illustrated in the bootblacking trade.

Forty years ago all the public boot blacking was done by boys who looked up trade in the streets, and the only plant required was such as a boy could carry in the kit slung over his shoulder.

Now there are many bootblacks in places of business of their own. And within the past year or two there has been added to the business the cleaning of hats, so that now the trade includes the care of the covering of men's heads as well as of the covering of their feet. The very latest development in the trade is found in a complete and well-arranged shoe window.

Things have been displayed in the windows of boot-blacking establishments before, as cleaned hats, and it may be some limited array of boxes or bottles of shoe polish; but here is a bootblack's shoe window completely filled with a well-ordered display of all the things that a man might require in the care of his shoes. Within the store shoes are polished and hats are cleaned, and this window display speaks eloquently of the supplies that may be there obtained.

It would seem as though this marked about the limit to be reached in individual establishments, and that there was nothing left now but consolidation.

HIS RECORD OF A TRIP ABROAD

ILLUSTRATED BOOK MADE ABOUT A TOUR IN EUROPE.

Pretty Idea for People Who Want to Keep a Diary of Their Travels and Don't Want to Write Much—Use for Receipted Bills, Pictures and Such Things.

A young man in this city is the proud possessor of a fifty-cent book for which, so he says, he would not take $50, even if anybody should beg him so to do. The volume is of the scrap-book variety and contains a novel record of a summer vacation spent in England.

It consists of an autograph journal, extra-illustrated with cuts, engravings and photographs pasted in great profusion from cover to cover. The record begins with the sailing of the steamer, a picture of which together with the sailing list occupies the first page.

Then follows the journal of the voyage, the second batch of pasters including a menu card for an entire day on board, a receipt for the purchase of a draft for £20, and one or two pictures of life on the steamer.

More details of the voyage occupy the following pages with here a picture of a game of shuffleboard on deck, there a group clinging to the rail and finally the scene on deck when England was first sighted.

The steamer landed at Liverpool and this page has along with the written description some interesting pictures of the docks. Many of the pictures in the book, according to the owner, were cut from local guide books, magazines and illustrated papers.

As they describe the appearance of a place much better than a written account, would the author of the volume has wisely confined his journal to a record of what he did, what happened to him personally and what his own impressions were.

After Liverpool comes Chester, with charming pictures, the well-known poem "The Miller of Dee," clipped from a newspaper, a daisy picked at Eaton Hall fastened to a corner of a picture of the hall and, finally, the hotel bill with its familiar "Settled with Thanks" across its face.

All through the book one finds these hotel bills pasted in along with the account of a place. There are other extra-illustrations which while not exactly pictorial, are perhaps even more interesting in their power of association.

Here is the printed coupon given to the traveller at a Birmingham hotel, and designating No. 77 as his room. Here is a printed sketch of Burne-Jones, who was born in Birmingham, and beside it are some really good, if small, reproductions of his most famous pictures.

Soon after comes Kenilworth with a leaf of the ivy, and Warwick Castle with a spray from one of the famous cedars of Lebanon, a picture and printed account of the Warwick vase, a picture of the Countess and many other interesting pictures and clippings.

Stratford-on-Avon has pictures galore, of course, but to any one who has been there the ticket "to see Shakespeare's grave 6d. each," and the ticket for his birthplace, showing the ground plan of the house, are just as full of interest. There is a map of Stratford, one of about a score of municipal maps scattered through the book.

About this time the tourist gets around to the subject of railway travel, his remarks being illustrated with pictures of American and of English trains, showing both the exterior and the interior. The peculiar custom of collecting tickets when one is leaving the station at one's destination is mentioned and the frequency with which one's ticket is not taken up at all.

By way of demonstrating this, a ticket from Stratford to Oxford is pasted on the page. Near it is the tag which was attached to a parcel sent by post.

Next come two weeks at Oxford, with lovely pictures, flowers from famous spots, scenes on the river, the cards of students with whom the young American became acquainted, coats of arms of his favorite colleges, a picture of one of the eights, and Taunt's chart of the races which came off just at that time.

Rather more personal, but on that account quite as interesting, is a laundry bill from which we learn that in Oxford collars are done for two cents a piece, cuffs for two cents a pair, three shirts for 14 cents, and handkerchiefs and socks for a cent a piece. Here, too, are the weekly bills from the landlady with whom the traveller took lodgings.

Windsor has pictures of the castle, of course, but not the least interesting illustrations here are nine engravings from portraits representing Queen Victoria from youth to old age.

London occupies a good many interesting pages, with over a hundred pictures of buildings, interiors, street scenes and famous personages. The Queen had a birthday about that time, which was an excuse for pictures of the celebrations of the time of the Diamond Jubilee.

It was also the time of the beginning of the talk of war in South Africa and pictures of Oom Paul and Cecil Rhodes are sold by side on the same page. Clippings from the daily papers of the time enlarge on references in the written text.

One page is completely surrounded with bus tickets. There are playbills and a programme of a performance of "Faust" at Covent Garden.

Next comes Gadsh