

NEWS OF ARMY, NAVY AND MARINE CORPS

Week Marks Advance for Adequate National Preparedness Plans Social Activities of Posts and Navy Yards Told in Dispatches

The week has produced something progressive in the plan of national defense.

There have been conferences at the White House and at the Navy Department regarding the naval building program, in which event Chairman Faggett participated.

There have been sessions of the organizations formed to promote a public knowledge concerning, and to create a public sentiment in favor of, adequate national defense.

The President in a speech of encouragement and indorsement to the members of the naval consulting board has taken occasion to subscribe to a conviction "that we ought to be prepared, not for war, but for defense, and very adequately prepared." This is the first of the utterances from Mr. Wilson within recent months that may be recognized as committing him to a policy suggestive of service legislation.

To be sure, it is somewhat indefinite in character, as it is bound to be in view of his lack of information and the advisability of withholding the details of his plans until he can address Congress. There are those, to be sure, who believe that there is much to be gained for the cause by immediate publicity; but there is another side of the question which is probably influencing the President, and that is the advantages which are derived from being no more communicative than he has been until he expresses himself fully in his annual message or a special document on the subject indorsing the reports of the War and Navy Departments.

It is appreciated that it too much to say now there is danger of furnishing material of value to those who are certain to oppose national-defense legislation; while the revelation in a complete form will achieve nothing with those who are friendly to the project. It may occur, however, that Mr. Wilson will feel that it is wiser to share his knowledge and views with the people, since he has told the distinguished gentlemen of the naval consulting board that "the preparation for defense . . . is not a matter that the army and navy alone can take care of, but a matter in which we must have the co-operation of the best brains and knowledge of the country outside the official service of the government as well as inside."

This is a generally which is tacitly without necessarily committing the President to the obligation of consulting outsiders by the whole, for he must realize that the best possible source of advice, invariably and without qualification, is the military-naval personnel, the experts of the War and Navy Departments, leaving the President and his Cabinet and the leaders in Congress the task of provision affected, as it is, by the state of national finances and presumably by "the politics" of the situation.

It will be difficult to draw the line where valuable outside advice shall be shut off, and it is safe to say that the safest and most profitable counsel will be obtained from service people, with regard to the ultimate result in proportion to the amount of voluntary civilian co-operation injected into the governmental solution of the problem.

Battleship vs. Submarine

By H. R. M. ROBINSON, U. S. N.

I have considered the design of ships to withstand the submarine, and I have mapped out a new navy based on submarine conditions.

There are many who will say, "Why talk about ships when submarines will make up the navies of the future?" If the statement included in this question were true it would be futile to plan or build surface ships; but the statement is not true. Surface ships are not so important as once they were, but they must still be an integral part of every well-balanced navy. The submarine is not yet swift enough to convoy troops; it cannot run down and capture the ocean liners; and it cannot carry guns of sufficient weight to bombard fortifications or cover the landing of invading troops. There are many, many uses for the ships of the line if they can be designed to withstand the torpedo.

The ships which I favor for today's warfare takes features from both the dreadnaught and the cruiser. It also has construction features entirely of its own. It will be nearly as powerful offensively as the dreadnaught and even quicker and faster than the cruiser.

The ship which I would build to cope with the submarine would have a speed of at least twenty-five knots and be armed with eight main battery guns of maximum caliber—say, 16-inch—located in four twin turrets on the center line. The armor for protection against gunfire should be somewhat lighter than in present ships and the whole ship built without an extra pound of metal expended for unnecessary fittings. The luxuries of present-day fighters would be cut to the lowest possible point consistent with the health of the crew.

Hull Protected.
The hull to be protected under water against the torpedo and the ship divided into many small compartments, with a compressed-air system to check the influx of water in the case of underwater damage. A balancing system for the correction of the listing of the ship due to damage is an essential feature. The length should be kept to a minimum consistent with the attainment of the speed desired and the vessel designed to permit quick maneuvering.

This craft would present the best bought on submarine protection, because it should have the power to avoid damage from the submarine in the event of attack therewith, and if it should be damaged it would take more than one low from a torpedo to sink it. Finally, a cost should be less than that of the present enormously expensive superdreadnaught, and for a given expenditure of money a greater number of units could be obtained.

The size of these ships may vary within the limits of mobility, but the ability to run, and dodge like a football player in an open field is paramount and must not be sacrificed unless torpedo protection advances far beyond its present state. The armship of the future will not be big and noisy.

A fleet of less than 25 knots an hour will not take a warship away from a speedy submarine, nor will it permit a

cape from an onrushing torpedo. A torpedo, as compared with a rifle projectile, is slow-moving danger, and it is largely luck when it hits a swift vessel. It does not limit the speed to 25 knots—the speed must not be less than that figure. The faster the ship the less chance it has of being hit. The average speed of the fleet should be nearer 20 than 25 knots.

Small Guns Fettle.

The information which we have derived from the present war and the lessons of the Russo-Japanese war show the full utility of guns of medium caliber. The dreadnaughts had a main battery of big guns, an intermediary battery of lighter guns, and a secondary battery of yet lighter guns, and sometimes a tertiary battery of small rifles. The dreadnaught and its successors are fitted with a main battery of very big guns and a secondary battery of lighter guns; the intermediary and the tertiary batteries are omitted.

I am of the opinion that the secondary battery of small guns should be retained, at least for the present, for torpedo defense, but the power of the ship should be concentrated in the main battery, which should have the largest caliber and longest range rifles that it is possible to produce. All the sea fights have been won by the ships with the biggest guns. Therefore the guns of the new ships should have a caliber of fifteen or sixteen inches; I have selected a main battery of eight rather than twelve guns in order to reduce weight. Since ships do not fight at close quarters in these days, the second battery need only have such guns as are required for the destruction of merchantmen or small armed craft.

The modern battleship has a host of comfortable, but not essential, fittings, which make for the comfort of the officers and crew, but which do not add to fighting power, while they do add to the weight of the hull. I would fit the new ships as simply as possible, cutting down to the barest necessities and put the saved weight into the boilers and engines—but not into speed.

Since the torpedo is a more deadly enemy than the projectile, much of the present armor may come off and the ship further lightened. It might be well to wholly abandon armor, but on that point I am not yet decided. Certainly the armor must be limited to the protection of the vitals and the stability of the ship, one-half of the present weight should be enough for these purposes. In any event, it is doubtful if armor protects against a full blow from a big shell.

The hull of the proposed ship will not differ in general appearance from the ordinary hull, but its construction will be on new lines.

The underwater armor will be inside and so designed as to resist the attack of the explosion upon the frame of the ship. This armor will not save the ship harmless, but it will minimize the destructive power of the torpedo.

Since the torpedo will undoubtedly do some damage, the matter of water-tight compartments is most important.

The question of the design, size, and construction of the internal compartments of the ship should be one of major consideration, and the number, location, and character of such compartments should be most carefully thought out.

As a further precaution against water-tight compartments, the hull should be so constructed that the water in any one compartment on the principle of the siphon which is immediately used to judge and control work. An arrangement of siphons in the hull compartments will be checked by the water in any one compartment on the principle of the siphon which is immediately used to judge and control work.

The sudden filling of a compartment with water may turn a ship on its beam ends, and a balancing system is needed to admit water into another stabilizing compartment.

Here, then, is a ship which is not immune from submarine attacks, but which is hard for a submarine to hit a fatal blow. And if badly hit the vessel should, under ordinary circumstances, be able to escape for repairs.

Time will bring many improved methods of defeating the night of the submarine, but the type of vessel which I have sketched represents a vast advance over the Dreadnaught and is a type which might well be followed in the future ships of the United States—at least until some one comes along with a better design.

Officers and Matrimony

The proper time when an Army officer may marry without incurring risks additional to matrimony has been the subject of some interesting departmental comment.

An officer, who is a probational second

French and Italian Chiefs In Field Conference



GEN. PORRO GEN. JOFFRE. COUNT CADORNA

This picture was taken during the recent visit of the French commander-in-chief, Gen. Joffre, to the Italian front and shows Gen. Porro, of the Italian army, left; Gen. Joffre, center, and Gen. Count Cadorna, generalissimo of the Italian army, conferring in the field.

lieutenant of the corps of engineers, recently required regarding the time when he might be married, on the assumption, evidently, that there existed somewhere in law or regulations a prohibition of the nuptial act, of course, no married man can be commissioned as an officer in the Army, but, once commissioned, there is nothing to prevent him from following his inclination in that respect.

The curiosity manifested by the officer afforded good opportunity to be lost, and the official indorsement on the lieutenant's request for information regarding an enlisting departure from the sedate phraseology in which official documents are couched.

General E. H. Crowder, the judge advocate general of the Army, to which in the routine of the War Department business the lieutenant's inquiry was duly referred, found no difficulty, of course, in remarking that there was nothing in the statutes or in the regulations to prevent an officer from getting married. But he could not resist the temptation to quote Thales, Greek sage and philosopher, who, upon being asked when a man should marry, said:

"A young man not yet; an old man not at all."

Assistant Secretary Breckinridge, as acting secretary of war, in approving the opinion expressed by General Crowder,

remarked that he did not regard the lieutenant's question as one of the unmarriageable chief of bureau in the War Department—as a competent authority on this particular subject.

Prevent Fogs with Oil

All the suggestion of Lieut. John C. Soley, U. S. N., retired, in charge of the branch hydrographic office at New Orleans, attention is called by the hydrographic office here to the possible value of oil as a preventive of fog.

It is reported that experiments have been made in France with variable success to prevent the fogs in river valleys, the best results being obtained by employing vegetable oils. This covered the surface with a thin film of oil, which kept the air from coming in direct contact with the warmer water and thus hindered the condensation of the water vapor.

It may well be that a ship which has to stop or anchor off a fog-bound coast can create a clear zone around her by distributing storm oil for a time. The hydrographic office would be glad to hear from those who make the experiment and from any who may already have

had experience in this line. Careful note should be made of all the conditions, such as the character of the fog, temperature of air, temperature of sea water at surface, state of the sea, direction and force of the wind, method of employing oil, kind and amount of oil used, and how much headway, if any, the ship had; then report whether the oil appeared to spread well, how long it was applied, and what effect it had on the fog.

Fort Myer Notes

Fort Myer, Va., Oct. 9.—Lieut. Leo G. Heffernan, Fifth Cavalry, left Sunday for Fort Sheridan for station.

Capt. Morris E. Locke arrived recently from Plattsburg, to pack for San Antonio, Tex., where he will be aid-de-camp to Gen. J. Franklin Bell.

Miss Flora Esawick, daughter of Mrs. Edward T. Donnelly, entertained at auction recently.

Mrs. Parker, wife of Lieut. Edwin P. Parker, returned last week from Plattsburg and now is visiting her mother, Mrs. H. S. Matthews, Washington, D. C.

Capt. Duncan Elliott entertained at dinner recently for Capt. and Mrs. Edward A. Sturgess, Misses Flora Esawick,

Sylvia Wilder, Edith Hepburn, Capt. Morris E. Locke, and Lieut. Leo G. Heffernan.

Gen. and Mrs. Hugh L. Scott have as their guest their daughter-in-law, wife of Lieut. Walter J. Scott, Fifth Cavalry. Mrs. John Honeycutt, of New York, has been the guest of Col. and Mrs. Charles T. Mencher the past week.

Mrs. Honeycutt's son, Capt. Francis W. Honeycutt, left recently for San Francisco, to call for the Philippines.

Capt. George S. Gibbs, Signal Corps, and Mrs. Gibbs, recently returned from Honolulu, have taken a house at 1738 Q street, Washington.

Miss Sylvia Wilder, of New York, is the guest of her father, Col. Wilber E. Wilder.

Col. M. Locke, just returned from Tobyhanna, is the guest of his son, Capt. Morris E. Locke, Third Field Artillery.

Mrs. Glasgow, wife of Maj. William J. Glasgow, has returned after spending the week in New York.

Capt. and Mrs. Robert M. Barton had dinner in honor of Mrs. Barton's sister, Miss Sharp, of Nashville, Tenn. The other guests were Miss Edith Hepburn, Capt. Felix Hill and Duncan Elliot.

Mrs. Edward St. J. Greble and Miss Mildred Greble, summer guests of Lieut. Edward St. J. Greble, have closed their bungalow in Tobyhanna and are visiting in Philadelphia.

In the spur for July is a picture of Mrs. Vanderveer, mounted on her horse "The Dude." The picture was taken during the National Capital Horse Show. Mrs. Vanderveer is the wife of Lieut. H. C. Vanderveer, now stationed at Schofield Barracks, Hawaii.

Lieut. Samuel B. Hopkins left recently for San Francisco, to call on the October transport for the Philippines.

Mrs. Hopkins will remain in Washington until the departure of the representative and Mrs. William A. Jones.

Capt. Duncan Elliott entertained at dinner Sunday in honor of Capt. Morris E. Locke.

H. Moran, from the Chamber of Commerce and member of the Holy Name Society, was guest Sunday of Chaplain Timothy P. O'Keefe. Mr. Moran is assisting the chaplain in the arrangements for the parade of the Holy Name Society, to be held in Washington tomorrow afternoon.

The remains of the unidentified victims who lost their lives in the P-4 at Honolulu were buried with military honors at Arlington Cemetery September 28. The artillery and cavalry from here and the bluejackets from the navy yard acted as military escort.

Troop M, commanded by Capt. William D. Forsyth, and Troop L, commanded by Capt. Robert M. Barton, left recently for target practice. Troop K, commanded by Lieut. Homer M. Groninger, is left in the post to do the guard duty.

West Point Notes

West Point, N. Y., Oct. 9.—Mrs. Goethals, wife of Major Goethals, is visiting her son and daughter-in-law, Capt. and Mrs. Goethals, General Goethals is in Panama.

Mrs. Coburn and baby Betty are visiting relatives in Washington. Captain Coburn will soon join them for a month's leave.

Mr. and Mrs. Eckels have returned from a month's leave spent in a motoring trip to Pittsburg and Washington.

Mr. and Mrs. George Wallace, of Washington, have been visiting Capt. and Mrs. Carter.

Mrs. Maxwell Murray and children have arrived to join Lieut. Murray.

Recent guests at the post were Col. Robert Gray, retired, of Annapolis, and Lieut. Gilbert Marshall, C. S. A.

Army and Navy Jottings

The schedule of repairs and overhaul for ships of the Atlantic fleet anticipates the usual amount of work at the various home yards, and the termination of the present program of maintenance, in which the fleet has been engaged, probably about October 15—the Utah going to New York navy yard for 30 days, the New Hampshire going to the Norfolk yard for 25 days, the Nebraska going to the Boston yard for 60 days, and the Michigan going to the Philadelphia yard for 50 days.

Most of the other ships of the fleet will have beginning about the same date the regular docking period for two weeks, with the exception of the Wyoming, which will be in port about 30 days for necessary and special repairs. The Tennessee, at the Portsmouth navy yard, was to have been sent away from the yard in 30 days, but the Navy Department recently authorized work which will keep the vessel at the yard until some time in January.

The Paducah, Leonidas, and Hannibal, which have been on surveying duty, are at their respective home yards receiving minor repairs, and after the completion of the work of plotting, etc., will return to the fleet to resume survey work about the 1st of December.

The Supply, which has just arrived at San Francisco, will be fitted with special surveying gear to carry on some general work at Guam, where the vessel is the station ship. The home yard of the Wheeling has been changed from Portsmouth to New Orleans.

The Secretary of the Navy has decided to include in the naval building program, presented in his annual report, the battleship cruiser, probably suggesting authorization for the construction of two vessels of that type. The chief characteristics are being determined by conference between members of the general board, the chief constructor, the chief of ordnance, and the engineer-in-chief.

It has been determined to provide for a speed of thirty-five knots. It being considered that if the government is to build battleship cruisers it should provide for the maximum speed. The armament remains to be determined, but there will be a limitation to the 16-inch gun, six or eight in number. There will not be, of course, much protection, a modified thickness of armor being widely distributed. The displacement and steaming radius will probably be about the same as that of the latest type of battleship. It is realized that there must be a sacrifice in some direction if there is to be the provision of the highest speed, and all things considered, the experts are inclined to the conviction that the reduction in weight may be accomplished in the characteristic of protection.

Nothing will be done in the matter of the design of the battleships of the 1916 program until well into the coming year, in order that the Navy Department may have the latest information from abroad as a result of the development of

of naval construction in European navies and to take advantage of lessons derived, possibly, from a naval conflict between big ships. The 1916 building program, as outlined by Secretary Daniels, will include, in addition to the battleship cruisers and battleships, submarines, destroyers and auxiliaries, the last named probably including two fuel ships and a hospital ship.

The board of officers appointed last April and consisting of Col. Charles G. Trest, Field Artillery; Maj. John H. Rice, Ordnance Department; and Maj. Charles P. Sumnerball, Field Artillery, to consider questions concerning the types of field guns and ammunition therefore, has made its report. The report has been made the subject of comment by the chief of ordnance, and it now is in the hands of the War College division of the general staff.

The report contains recommendations as to the various types of mobile artillery that should be provided, the number for forces of various sizes and composition, the types of ammunition that should be furnished, and the amount of ammunition that should be provided. The board has urged up to date, in the light of the latest developments in the technical development and tactical employment of field artillery, the work of the board that dealt with the same subject several years ago. Col. Charles G. Trest, St. J. Greble, Sixth Field Artillery, was the head.

While the Navy Department is in receipt of numerous applications from those who desire to be appointed as acting chaplains, the appointments are being made with great deliberation, partly due to the necessity of a careful investigation of the credentials in each instance. Two chaplains have been recently appointed, one being Rev. Wilson Hayes of the Methodist Episcopal Church, and the other being Rev. Oscar W. Behrens of the Presbyterian Church.

Some discussion has prevailed as to the selection of chaplains with a view to maintaining or revising the proportion of denominations. It is likely that no serious attempt will be made by the Secretary of the Navy to change the existing situation, but it is appreciated that effort in that direction will create more or less embarrassing controversy, and for this reason if for no other, it is intended that there will be no change in that particular.

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Norfolk Navy Yard

Norfolk, Va., Oct. 9.—Mrs. Clyde G. West left recently to spend a few days in Washington.

Burg, C. W. O. Bunker left recently for Washington.

Lieut. Davis De Treville has returned from Washington, where he was "best man" at the Smith-Silby wedding.

Capt. F. W. Langley, of the yard watch, has returned from Washington, where he attended the Grand Army encampment. He was a member of the District of Columbia Cavalry, known as the President's Mounted Guards.

Annapolis Notes

Annapolis, Md., Oct. 8.—Capt. Thomas W. Kinkaid, U. S. N., commanding the Naval Engineering Experiment Station, opposite the Naval Academy, requested a launch for the workmen employed there to be used for ferrying the boats from Annapolis. The Secretary of the Navy disapproved and recently a committee of the employees went to Washington and preferred the same petition to the Secretary, also without success.

Much concern is manifested here about the ferrage across the Severn. Quite a little colony lives at the station and is compelled to use the boats the government not provide, and which require other craft to carry. Sometimes these boats have eighty or ninety midshipmen aboard going to the rifle ranges.

Chaplain Sidney K. Evans, U. S. N., the chaplain of the Naval Academy, preached his first sermon here on Sunday and made a most favorable impression.

The following is the staff of "The Lucky Egg," the magazine publication of the first class of midshipmen: G. T. Hussey, editor-in-chief; R. E. Davison, business manager; B. S. Dague, photographer; F. B. Craven and J. A. Sternberg, editors; A. H. Batesman, R. C. Bourne, L. W. Bagby, T. Emerson, C. B. Hardison, B. R. Holcombe, H. M. Horne, R. H. Jones, T. J. Kellier, Jr., J. H. Lawson and A. C. Miles, assistants to the editor.

ARMY ORDERS.

Col. Otis B. Mitchell, Ordnance Department, will visit the places named below to inspect Field Artillery material in the possession of the Ordnance Militia: South Bethlehem, Pa. (To inspect Battery A, Field Artillery, N. G. P.); Phenixville, Pa. (To inspect Battery C, Field Artillery, N. G. P.); East Liberty, Pa. (To inspect Battery B, Field Artillery, N. G. P.); Williamsport, Pa. (To inspect Battery D, Field Artillery, N. G. P.).

Each of the following additional second lieutenants is assigned to his present regiment as second lieutenant as of the date indicated after his name: 1st Lieut. James R. New, First Cavalry, September 22; and John B. Duckard, Fourth Infantry, September 22.

Field Lieut. Austin M. Conner, Twentieth Infantry, upon the completion of temporary duty will return to the place of receipt by him of paragraph 8, Special Orders, No. 12, July 11, and resume a status of absence with leave.

Leave for one month and ten days is granted Maj. William Wedel, Infantry.

Acting Dental Surgeon Edwin M. Kennedy, U. S. A., is relieved from his present duty, will proceed to his home, and report to his commanding officer for assignment of duty for annual leave of absence.

Leave for two months and eight days is granted Acting Dental Surgeon Edwin M. Kennedy, U. S. A.

NAVAL ORDERS.

MOVEMENTS OF VESSELS.
Promotions called for 31st October: Justin arrived at San Diego October 7; San Diego arrived at San Diego October 8; Delaware arrived at Norfolk October 8; Kanawha arrived at Norfolk October 8; Colman called for Guantanamo October 8; Nashville arrived at San Diego October 8; Des Moines called for Boston October 8; Balclutha, Chancy, and Dale arrived at Manila October 8.

ORDERS TO OFFICERS.
Capt. Hugh E. Jones is ordered to New York, October 10.
Commander B. D. Eastwood to navy yard, Boston.
Commander S. E. Mott to Washington.

Lieut. Commander Adolphus Station commissioned from Annapolis.
Lieut. J. H. Blackburn to home and with orders.
Ensign R. M. Parkhurst commissioned from June 1, P. A. Surg. G. B. Trible to temporary duty, New Academy.

Asst. Surg. L. F. Dumas, M. E. C., commissioned from September 22.
Asst. Pharm. J. D. Bruce to Naval Pay Office's School, Washington.
Asst. Pharm. C. W. Edge commissioned from September 22.
Chief Pharm. E. T. Abernethy to Naval Hospital, Boston, for observation and treatment.

Ornamental handkerchiefs formerly worn in the hat by gentlemen in uniform

Sandbags Used to Re-enforce French Trenches in Champagne



SANDBAGS AND WIRE ENTANGLEMENTS IN ADVANCED FRENCH TRENCH.

Thousands of bags were sent to the trenches during the preparations made by the French for their recent great offensive. This photograph, taken on the Champagne front, where the great attack was finally launched, shows how the bags were filled with sand and used to re-enforce the breastworks in order that the men could stand upright and fire more accurately. Note also the wire entanglements set up in front of the trench.