COOPER LEADER OF U. S. DRIVERS

His Work of Past Year Reviewed by Auto Trade Paper.

GIL ANDERSON SECOND

Dario Resta Gets Next to Highest Honor in Road Events with Winner of First Award.

Earl Cooper is the 1915 all-around champion of the automobile race drivers and the Stutz car is the undisputed leader of the racing cars for the last season. This selection has been made by the Horseless Age, the automobile trade paper, in its annual review of the racing performances of 1915. This review, which covers the twenty-two road and speedway contests of the year, brings to light the fact that the open competition season which closed with the running of the record-breaking Astor Cup Race at the Sheepshead Bay Speedway has been the most interesting in the history of motor car racing.

Throughout the year, previous records have been constantly shattered, the total average speed of the twenty-two races run being close to twenty miles an hour higher than that made in all the road and speedway contests of two years ago. The number of starters in the various events have been greater and the general interest in this class of sport has shown a marked increase through the erection of specially constructed speedways throughout the country.

How He Won Points.

During the season, Cooper, the road champion of 1912, participated in eleven events of which he won three, was second three times, fourth twice and was eliminated three times. Under the Mason point system of scoring, which allows 10 points for a first, 6 for a second, 4 for third, 3 for fourth, 2 for fifth, 1 for sixth, ¾ for seventh, ½ for eighth, ¼ for ninth and ½ for tenth, Cooper scored 51 points during the year as against 38 points for Gil Anderson and Eddie O'Donnell, his nearest competitors. Of Cooper's points, 24 were earned on the roads through his winning two races, finishing second in another and being eliminated in two others, while 27 is his total for one win, two seconds, two fourths, and one elimination on the speedways.

Cooper won the Point Loma race at San Diego, on January 9, and the Chicago Automobile Trophy event at Elgin on August 29, these being his two victories on the roads. His only speedway victory was at Minneapolis on September 4 when he lead his teammate, Anderson, across the wire in a 300-mile race with an advantage of only 21 seconds, the closest finish ever recorded in a long distance contest. In the road races, Dario Resta, who made such an auspicious debut to American race followers in winning the Vanderbilt Cup and Grand Prize races at San Francisco finished second to Cooper, the twenty points scored at these events giving him this position. Eddie Rickenbacker, with thirty-two points, leads the drivers in the speedway standing, though in winning the Sioux City, Omaha and Providence races he did not have the same class of competition as Cooper and Anderson met in their races.

In the fight for second honors in the all-around championship ranking of drivers, Anderson and O'Donnell are tied, each having thirty-eight points, but in his thirteen starts the latter only won one race, the Glendale road contest, while Anderson won the Elgin National and the Astor Cup race, the latter at a world's record pace. Therefore, Anderson is entitled to the choice in the selection of runner-up. The Horseless Age has ranked the season's winning drivers in the following order: Cooper, Anderson, O'Donnell, Resta, Rickenbacher, Oldfield, De Palma, Ruckstell, Burman, Pullen, and Mulford.

Studebaker
Commercial Auto & Supply Co., 817 14th st.

MITCHELL HAS NEW TOP.

"Six of '16" Suitable for Use Year Round.

"The six of '16" three-passenger Mitchell roadster is to be furnished with a demountable coupe top, making it suitable for an all-year car.

The seating arrangement of "the six of '16" roadster, with the separate seat for the driver and regulation two-passenger full-width seat, set slightly staggered, makes this model an ideal car for the auxiliary winter top. The door opens full length and the top adds to the appearance of the car as a whole rather than detracting from the graceful lines as is the case with many of the coupe demountable tops.

Deliveries will be made the latter part of October, and the reasonableness of the charge made for the extra top has already brought a flood of inquiries from physicians, lawyers, contractors and salesmen whose daily routine consists of short outdoor trips with many stops year in and year out regardless of the changing seasons.

RICHMOND LOSES BY POOR ROADS

Highways Suffer Light Traffic Because They're Not Prepared, Says A. A. A.

CAPITAL LIKEWISE LOSER

Director Ferguson Says Many Tourists Repeat Warnings Against Prince William County Roads.

The heavy tourist and commercial loss that Richmond and the country south of the Virginia capital is obliged to sustain because of the deplorable condition of the road through Prince William County, is constantly before the touring department of the District Auto Club, according to officials.

During the past week the following tourists from the Northwest, Florida-bound, called at club headquarters: A. J. Diamond and family, of St. Paul; J. S. Gay and party, Edward Francis and party, and Leonard Sanfold and party, all of Detroit. In each instance, these tourists reported to Director Ferguson that, en route to Washington, they had been advised to avoid the direct road via Richmond and to take the Shenandoah Valley route instead.

Capital Also Suffers.

Thus it will be seen that Washington, too, will suffer from these conditions when motor tourists report back to friends headed South that they can avoid considerable mileage by not coming to Washington, and also telling them that if they do visit the National Capital they must double back to Frederick or Hagerstown to get on the valley pike.

Another constant loser of automobile tourists' trade is the Old Point Comfort section of Virginia. Dr. F. F. Seabrook and party and Mrs. Webster and party, from Auburn, N. Y., were also club visitors last week. Each of these parties abandoned the idea in mind of a trip from Washington to Richmond and down the James River Peninsula, because of that same Prince William road condition.

And as Richmond and the other principal points south of Washington lose in patronage by the refusal of tourists to wreck their machines endeavoring to negotiate the Prince William road, so, too, does the National Capital lose because of a similar view taken by Southern tourists northbound.

Fair Establishes Class for Ford.

At a fair recently held in Shawville, Quebec, a prize was given for the best-kept Ford car. This event was part of the regular program, along with entries for hackneys, percherons, saddle horses, and driving exhibitions, which illustrates pretty well how the Ford is now regarded by the farmers as a standard utility.

52,000 British Killed in October.

London, Oct. 23.—British casualties published since October 1 total 2,285 officers and 50,672 noncommissioned officers and men.

GOOD ROADS TO HELP DEFENSE

Autoists Will Urge Highway Improvement on Congress This Winter.

NEED THEM ON SEABOARD

Various Meetings Call for Military Roads to Defend Country and Aid Trade of States.

That military preparedness for defense includes extensive roads construction, viewed from the standpoint of the country as a whole, is made apparent in sentiment which comes from the Atlantic seacoast, the Pacific Slope and even the Gulf of Mexico.

Recently the Albama legislature unanimously passed a joint resolution, prepared by John Craft, of the State highway department, and, of course, assented to by Gov. Henderson, which calls upon the President and Congress of the United States "to take such steps as in their wisdom appears to be most expedient to bring about at the earliest possible moment the construction of a national system of good roads." It is set forth in the preamble that "a great war now being waged in Europe demonstartes that a national system of good roads is essential to the successful protection of a country in the event of war."

At the recent Pan-American Roads Congress in Oakland, Cal., among the resolutions adopted was one in which the congress recommended "to the Congress of the United States the advisability of investigating the necessity of building a hard surface highway along the Pacific Ocean side, from Mexico to British Columbia, and other national highways, to be used as military and commerical highways."

Asks Congress for Aid.

Earlier in the year at a meeting of the Maine Automobile Association the chairman of the State highway commission contended that the first Federal money spent in that State should be in connection with a system of roads paralelling the coast, to serve particularly in case of military necessity.

At the October meeting of the executive board of the American Automobile Association, with President John A. Wilson presiding, a resolution was passed at the suggestion of Chairman Diehl, of its national good roads board, "that the A. A. A. respectfully asks the Congress in its consideration of Federal aid in good roads to the several States, to bear in mind that highways constructed in seacoast and border States should possess a relationship to the military preparedness of the country which is demanding such widespread attention."

The State and local clubs of the American Automobile Association are calling to the attention of their representatives in Congress this action of the national automobile body, and also asking that a bill shall be passed providing for an annual Federal appropriation, divided among the several States on the basis of area, population, and road mileage, to be supplemented by a like amount of money from the States, and the total to be expended on post and military roads selected through the co-operation of the respective State highway departments.

HARPER JOINS A. A. A.

Overland Distributor Will Work for Better Highways.

R. H. Harper, president of the Harper-Overland company, distributors in this territory for Overland motor cars, was among those who joined the District of Columbia Motor Club last week.

"While I am very glad to know that I may have access to such a wonderful store of touring information as possessed by the touring department of your club," said Mr. Harper, after signing his application, "my primary reason for joining is that I believe that I owe my support to an organization that has done so much for the users of automobiles as has the American Automobile Association and its affiliated clubs.

"Of course there are always those who will sit on the fence and watch the parade go by and never join in; there are always those content to stand idly by and profit by the energy and effort of others, but I sincerely believe that the day is not far distant when 95 per cent of the automobiles in use will be wearing the emblem of the three A's, showing that their owners, as users of good roads, have contributed to their construction and maintenance, as well as having joined an organization which devotes its efforts wholly to bettering the conditions surrounding the ownership and use of motor vehicles."

Mr. Harper secured memberships and club emblems for three members of the local establishment.

MAKES 347 CARS A DAY.

Studebaker Company Sets New High Record in Its Factories.

The Studebaker Corporation succeeded on October 15 in establishing a new high mark for the production of motor cars in a single day. September had proved to be the banner month in the company's history, from three records having been broken. These records were for one day's production, for the output of six consecutive days, and for the total of cars manufactured in a month. Present indications, by comparison with the daily production that had been maintained, indicate now that October is to be made the record month.

On this day the Studebaker factories produced 347 cars, and without requiring any extraordinary effort, so that officials of the corporation feel confident of a continuance of the pace in manufacturing that has been set.

AUTO LIKE NEIGHBORHOOD.

That the automobile buyer of today selects a car like he chooses a neighborhood, and pays accordingly, is a theory advanced by the manager of the Combs Motor Company, distributor of National cars in Washington.

In explaining his reasoning, he said, "Regarding Sixes—and the kind of man who chooses a National Highway Six. One thing is an assured and [illegible] fact about motor cars of today—the Six is all right. Everybody, [illegible] else he thinks, likes the Six. The middle name of motor car today is Six."

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FORD ENTERS MAIL SERVICE.

San Antonio Postmaster Writes About Its Excellence.

Fifty thousand additional postoffice patrons have been given daily service by employing Ford cars in the rural mail delivery over routes running out of San Antonio, Tex. Five new routes, averaging more than fifty miles in length, were put into operation September 1, and San Antonio is now communicating six times every week with thousands of people who hitherto could not be reached with any degree of regularity.

In a personal letter to Henry Ford, Postmaster George D. Armistead, of San Antonio, refers to "that unbeatable combination"—the United States Postoffice Department and the Ford car. He says:

"Without the Ford this service would be a physical impossibility. In the opinion that no other car than a Ford would suffice to meet the exacting requirements, I am joined by every rural carrier in the service here, with the United States government represented by Mr. Burleson, behind us and the Ford as a pathfinder we are going to force all troubles to fade."

OPTIMISM GETS ALLY IN SYSTEM

Automobile Industry Can Now Compare Favorably on Scientific Side.

SCHEDULE MAXWELL IDEA

Each Car in Year's Run Dated for Manufacture, Sale, and Delivery. More Autos Wanted.

Before his board of directors, the general manager of one of the leading automobile building concerns of a few years ago earnestly advised that, in the season to come, the company build 1,000 cars, instead of the 300 it had just finished.

The directors, aghast, termed the executive a dreamer and declared there weren't 1,000 prospective automobile owners in the world.

It is the executive who tells the story. He is one of the biggest men in the industry today. The directors and the company they directed vanished sometime ago from the active list.

Scientific Production.

Men of the same type as this early optimist have been back of every automobile manufacturing success. Their early efforts were crude and hectic. But, with time and experience, they have developed their optimism into scientific lines and have organized plans of production and distribution so efficient as to bear creditable comparison to any industry of long standing.

The Maxwell Motor Company, Inc., for instance, began its production of the present model in July, with a definite schedule of production and delivery for every car of the 60,000 to be built. Each day's work of the mammoth plants in Detroit and at Newcastle and Dayton, was laid out in advance. Each car in this schedule was definitely assigned a certain Maxwell dealer. Its date of shipment formed part of the dealer's contract and the contracts covered the whole fiscal year. It was arranged to give each dealer his cars in carload lots. For long distances trainloads were dated weeks and months ahead.

To stick to this schedule in every detail is a Maxwell principle, although, to do so, the Maxwell sales department has in the last two months been forced to decline more than six million dollars' worth of orders from dealers who fairly begged for more cars than their scheduled number.

Conscientious Division.

During August and September the Maxwell plants, pushed to their limits, built nearly 11,000 cars, 1,000 above the schedule of the sales department. This surplus was divided conscientiously among Maxwell dealers in greatest need, but was relatively only a drop in the bucket of demand. So carefully was the division made, however, that even the retail branches of the company were held to their original allotments, the surplus going entirely to dealers.

The Maxwell factory is promising 6,000 cars a month, beginning in October. This production will enable Sales Manager Stebbins to retain enough of a margin to take care of a fraction, at least, of the dealers whose first estimates fell so far below the demand which their respective localities have developed.

CADILLAC IN DIXIE RUN.

Fine Showing in Inspection Tour of Connecting Link.

Word has just been received in Detroit of the performance of the Cadillac Eight in the formal inspection tour of the Dixie Highway. The Cadillac is carrying Judge M. M. Allison, of Chattanooga, president of the Dixie Highway Association, and the report covers the run from Detroit to Chattanooga. This is the major portion of the run, as there remained only the States of Georgia and Florida to be traversad after leaving Tennessee.

The inspection tour started from Chicago October 9, but President Allison's car was previously driven from Detroit to Chicago. Up to the time the participants in the run had reached Chattanooga, the car had covered 1,152 miles, with a perfect score. It was one car of the motorcade that made the entire distance under its own power.

Carl Fisher, of Indianapolis, is the father of the Dixie Highway idea. The highway connects with the Lincoln Highway at Chicago Heights and traverses the States of Florida, Georgia, Tennessee, Kentucky, Indiana, Ohio, Illinois and Michigan. The distance of the tour from Chicago to Miami, Fla., is 1,800 miles. Participants in the inspection tour include officials of the Dixie Highway Association, in cars of their own selection, and a number of other cars. Gov. Edward F. Dunne, of Illinois, was the guest of honor on the first day's run, and before leaving Chicago dedicated the new highway with appropriate ceremonies.

Paying Debt To France Incurred In Revolution

Scene in one of the wards of the American hospital in Paris, showing wounded soldiers convalescing out of doors and an American doctor and nurses at the left.

The American hospital in Paris, until recently in charge of Dr. Blake, an eminent American surgeon, has been one of the largest factors in caring for the French wounded. In this way the Americans are paying the debt of honor to France incurred by the aid Frenchmen rendered us during the Revolutionary war.

Savants of Americas Will Meet At Scientific Congress Here

Twenty-one Republics Will Be Represented by Leading Educators, Economists, Engineers, and Lawyers in Convention Which Assembles December 27.

Plans practically have been completed for holding in Washington the Second Pan-American Scientific Congress, to be in session from December 27 to January 8. The congress is for the promotion of relations among the American republics along intellectual and social lines, rather than along material and political lines, as in other pan-American conferences. The plans for the holding of the congress have been in course of preparation for more than two years.

Each one of the twenty-one American republics will appoint delegations composed of its leading educators, economists, engineers, international lawyers, and experts on mining, agriculture, health, transportation and finance.

It is estimated that there will be in attendance over one hundred and fifty of the most representative men of Central and South America, or more than have ever participated in any other international conference held in America. From the United States, aside from its official delegation, there will be present over six hundred special representatives from universities, colleges and scientific societies and organizations.

This international gathering is called the Second Pan-American Scientific Congress because the first was held in Santiago, the capital of Chile, in 1908. That was attended by hundreds of the leading scientists of the Americas, including a large delegation from the United States. When it adjourned, it unanimously agreed to hold the second in Washington.

The United States government has therefore appropriated fifty thousand dollars for the expenses of the conference, and the President of the United States was authorized by Congress to invite all the other American governments to participate. The authority for the preliminary arrangements was placed in the hands of the Secretary of State, who, in turn, appointed an executive committee to make all preparations of the Congress.

This committee consists of: William Phillips, third assistant Secretary of State and chairman ex-officio; James Brown Scott, secretary of the Carnegie endowment for international peace, vice chairman; William H. Welch, president of National Academy of Sciences, honorary vice chairman; John Barrett, director general of the Pan-American Union; W. H. Bixy, brizadier general, U. S. A., retired; Philander P. Claxton, commissioner of education; William C. Gorgas, surgeon general, U. S. A.; William H. Holmes, head curator of Smithsonian Institution; Hennen Jennings, former president of London Institution of Mining and Metallurgy; George M. Rommel, chief, animal husbandry division, Bureau of Animal Industry, Department of Agriculture; L. S. Rowe, president of American Academy of Political and Social Science; Robert S. Woodward, president of Carnegie Institution of Washington.

This committee in turn elected as its organization and executive officials John Barrett as secretary general, and Glen Levin Swiggett, of the University of Tennessee, as assistant secretary general.

The President of the United States is expected to welcome the delegates at the inaugural session which will be held on Monday, December 27. The president of the congress, in accordance with international precedence which gives the presidency to the leading representative of the country where the previous conference was held, will be his Excellency Eduardo Suarez-Mujica, ambassador of Chile, who will also be the chairman of the delegation from that country.

MILLION FORD CARS ARE MADE AND SOLD

G. A. R. Parade and Burial of F-4 Victims Are Shown in the Ford Animated Weekly.

On October 1 the Ford Motor Company, since the first car was completed June 15, 1903, had manufactured and sold precisely 1,000,835 cars.

That stupendous production has been made in a period of about 12 years and 100 days. This is a record, not only far surpassing, of course, anything in the motor car field, but is an achievement unique in the history of the industrial world. Nothing approximating it has ever been recorded and probably never will be in a similar period of time.

This total, 1,000,835 cars, is the joint output of the Ford Motor Company's factories in Dertoit, Walkerville and Manchester, England, and the 25 Ford assembly plants in this country. Besides these 25 assembly plants there are 24 Ford sales and service branches in the United States. The Ford factory and Detroit assembly and sales branches together now employ about 20,000 men.

New features added this week to the Ford Animated Weekly are the mammoth grain elevators at Port Arthur ("the gateway to the Canadian northwest"), with their capacity of 43,500,000 bushels; May Irwin singing her "Green River" song on the White House grounds; the baby parade at Yonkers, N. Y.; the burial in Washington, of the victims of the F-4, the United States submarine sunk at Honolulu; the Madri Gras procession at Coney Island, and the G. A. R. parade in Washington, showing President Wilson and Gen. Nelson A. Miles.

"PRINCESS PERSIA" TO BE SEEN AT LYCEUM

Popular Burlesque Theater Will Have Added Wrestling Event on Friday Evening's Program.

"Princess Persia" and her thirty-five merrymakers will be the attraction at the Lyceum Theater during the current week, beginning at tomorrow's matinee. The Princess Persia company is an aggregation of entertainers presenting burlesque of the vintage of 1915.

They will appear in a two-act musical concoction, which will be interpreted by a corps of clever comedians and principals. The chorus is composed of twenty-four shapely, sprightly and pretty singing and dancing maids, recruited from the musical comedy field.

A special added attraction in addition to the regular performance on Friday evening will be a wrestling carnival, in which the contestants of the main bout will be Bobby Baker, champion of the Bureau of Engraving, and Louis Zerega.

Ousted, Will Sue for Salary.

Albany, N. Y., Oct. 23.—Frank S. O'Neil, former chairman of the State Athletic Commission who was ousted from office by a legislative act, filed notice today that he would bring a suit against the State to recovery salary to the amount of $1,149.99. The damages sought are based upon the salary of $250 a month from May 23 to October 8, [illegible] today.

OVERLANDS IN IOWA OUTNUMBER OTHERS

Barometer of Motor Car Industry Shows 3,139 of These Registered There in Six Months.

Although more automobiles are sold in New York State than any other in the Union, Iowa is looked upon as the barometer of the motor car industry. This is due to the fact that it can boast of the greatest number of car owners in proportion to its population. Probably no other records are watched more closely by the leading motor car manufacturers than those which show the registration of automobiles in Iowa.

From April to August, inclusive, of the current year 3,139 Overland cars were registered in this territory. During the same period of time the combined registrations of the three next largest manufacturers of high-grade cars, comparable in size to those of the Willys-Overland company, amounted to 4,522 cars. The nearest of these manufacturers was 355 cars behind the Overland figures, the second 1,968 and the third 2,171.

MORE FIRESTONE ADDITIONS.

Ten Acres of Floor Space Being Built to Factory.

Last week the Firestone Tire and Rubber Company, Akron, Ohio, placed contracts for additional floor space amounting to 110,000 square feet (nearly three acres). This amount is in addition to the five wings begun last spring and which are now nearing completion. A total of ten acres of floor space has been added this year. When the additions above mentioned are completed the total floor space of the entire plant will be over thirty-one acres.

These new additions will allow an expansion in the tire output from 7,500 tires daily to 12,000 per day, an increase of 60 per cent. These vast additions offer ample evidence of the gigantic strides taken by the automobile industry within the past decade. Moreover, they show the constant and ever-increasing demand for quality tires.

In order to supply the ever-increasing demand for information regarding road conditions in West Virginia, Touring Director Ferguson, of the National headquarters of the A. A. A., and Director Hemstreet, of the New York office, recently made a trail-blazing trip into those sections of the State concerning which road data has been rather meager. Subsequent trips are planned, at the conclusion of which the data gathered will be compiled for the benefit of motorists desiring to tour the State. It is expected that before the next touring season rolls around Mr. Ferguson will have covered all of the unexplored and unmarked sections of the surrounding country, thereby placing within easy reach of local motorists a large store of comprehensive touring information on which they can draw as frequently as necessary.

Gen. Botha Is Re-elected.

Capetown, South Africa, Oct. 23.—Gen Botha, the premier, has been elected to Parliament by 683 votes over his opponent, it was announced by the election officials today.

OVERLAND CAR WINS POSITION OF HONOR

Company Gains First Place Three Years in Succession by Reason of Annual Sales.

For the third successive year the Willys-Overland Company will occupy the position of honor at the New York automobile show to be held at the Grand Central Palace from December 31 to January 8. This was definitely decided at the meeting held in New York by the National Automobile Chamber of Commerce.

The space allotments are based entirely upon the volume of business done by the companies affiliated with the National Automobile Chamber of Commerce. This organization includes all but one of the prominent pleasure car manufacturers in the United States.

The official report of the chamber showed that the Toledo concern had duplicated its success of the past two years and that in sales and production it had outstripped all other members of the organization.

The conclusion arrived at by the governing body was not the result of hearsay evidence. Every member of the organization is required to submit a sworn statement showing the actual amount of business done during the year. The fact that the Willys-Overland Company has won the coveted honor three times running leaves no room for doubt to which company is doing the largest volume of business.

The premier position at the New York show is to automobile manufacturers what the pennant is to the National and American baseball leagues. It represents the work of the entire year. As one of the highest honors which the National Automobile Chamber of Commerce can bestow, it is one for which competion is keen. Each company is anxious to secure that particular location in the show which, by virtue of its advantages, points out to the public the company's position. It is in reality an official announcement of the fact that the first position winner had sold more cars than any other manufacturer exhibiting at the Grand Central Palace.

These big sales have forced extensive factory additions during the past year at the Overland plant. One of these new buildings alone will contain twenty acres of floor space and will be nearly three times the size of the original Pope plant when taken over by John N. Willys eight years ago.

In June, 1915, the factory buildings contained a total of seventy-nine acres of floor space. When the new additions are completed there will be 103 acres of floor space available for production purposes. At present the Toledo factory is shipping in excess of 500 cars a day and the increased facilities of the plant will shortly enable them to reach the 600 mark.

GARDNER URGES GREATEST NAVY

Representative Wants Fleet Even More Powerful Than Britain's.

PUTS VIEWS IN LETTER

Massachusetts Member Suggests that Naval Committee Get Ideas from Experts.

Instead of a navy sufficiently strong to defend the United States against any nation "except Great Britain," Representative A. P. Gardner of Massachusetts, yesterday urged that the American navy be made second to none in the world, and so expressed himself in a letter to Representative Lemuel P. Padgett, chairman of the Committee on Naval Affairs. And Mr. Gardner believes that his views are shared by "an overwhelming majority" of the American people.

Beyond this, Mr. Gardner requests that the Committee on Naval Affairs get the views of naval officers "other than the bureau chiefs and the officers who are in immediate and constant touch with the Navy Department." Among these, he suggests Admiral Cameron McR. Winslow, commander-in-chief of the Pacific Fleet; Rear Admiral Austin M. Knight, president of the Naval War College, and Rear Admiral Bradley A. Fiske, recently senior advisor to the Secretary of the Navy and chief of operations of the fleet. He is especially anxious that Admiral Winslow be called.

Text of Letter.

Mr. Gardner's letter to Mr. Padgett reads, in part, as follows:

"My Dear Mr. Padgett: Permit me to congratulate you on the fact that this winter you are to pass upon the most liberal naval appropriation bill which has ever been presented to Congress. I believe that the administration has embarked on a sincere effort to perfect the defenses of this country, and I know you well enough to be certain of your co-operation. I feel sure that you will not take it amiss if I submit for your consideration some comments on the navy program.

"You are familiar with the fact that for years the building program of the general board of the navy has contemplated a navy strong enough to make us safe against any nation except Great Britain. In the present war my sympathies and, as I believe, those of the country are entirely with the allies; yet after speaking repeatedly in many different States, I am convinced that our people desire to have the United States made safe against any nation on earth including Great Britain. It is my deliberate judgment that Americans by an overwhelming majority do not wish the safety of the United States to be dependent on the friendliness of any nation whatever.

"I think that you will agree with me as to the necessity of determining as accurately as possible whether or not expert opinion considers that the proposed building program calls for a navy adequate to insure our defense against Great Britain. I confess I fear that it falls short of that standard. You know that the naval plan laid out by the general board over ten years ago contemplated forty-eight battleships less than twenty years old; but avowedly it did not undertake to make us safe against an attack by Great Britain's fleet. I am somewhat concerned to find that the proposed plan when completed will only give us forty-six battleships and battle cruisers less than twenty years old. Of course, I realize that battleships are much more powerful than they were when the hitherto existing plan of the general board was formulated; but that observation applies to the battleships of foreign navies as well as to our own."

Fire in R Street Home.

Fire of unknown origin did $350 damage yesterday to the home of Mrs. Mary A. Jenkins, 1307 R street northwest.

An American teacher in Peking repeats the interesting summary of Americans made by one of her pupils, as follows: "The Americans are quite clean, like the Japanese, and eat clean food, so they have little time to catch ill. Americans take their wives whenever they travel. Most of the Europeans have beards, but the Americans shave every day."

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