

OUR SPECIAL FEATURE PAGE.

The War College One of the Most Beautiful of Public Buildings.

WHAT Uncle Sam is keenly alive to the truth of the adage, "In time of peace prepare for war," and that the United States is ready for war with any country at any time in any part of the globe, is clearly demonstrated by the uniquely interesting work of the United States Army War College, at Washington, D. C.

Our nation was caught unprepared when it faced the Civil War; it was thrown into the war with Spain with an abruptness that caught the heads of our Army and Naval forces napping. When it became necessary for our troops to land in Cuba, in the Philippines and in China, they were handicapped by a dense ignorance of the topographical conditions and the nature of the defenses of those countries. Uncle Sam learned his lesson so to speak, "up against it." But never again. He has learned his lesson well.

The Army War College.

It was learned at Tampa, Fla., when our soldier boys starved while trainloads of food stood on the tracks but a few short miles from them, it was learned at Santiago and it was learned in the morasses of the Philippines. And that lesson was that the time to prepare for war is in peace. The United States now has written in large letters in its War Department, "Always be prepared."

On the banks of the Potomac River, a mile or more from the City of Washington, is located the Army War College, one of the most beautiful specimens of architecture in the country. For four years the Army officers of the college have been working away, quietly and without publicity, starting away in vaults and chartrooms maps and plans that may never see the light of day, but which, if needed, may prove of inestimable value. There will be found planned out any future conflict in which the United States may find itself embroiled. There, even now, are being planned campaigns which will probably never be executed, campaigns which are but a remote possibility—and yet they are necessary, for Uncle Sam is taking no chances.

The head of the institution is Major General J. Franklin Bell, with 40 of the ablest generals of the American Army as his coworkers. He is practically military secretary of war. Under the careful workmanship of these men the military policies of the nation are mapped out in this veritable Temple of Mars.

Mapped Out in Detail.

When Cuba was disrupted by turmoil and the clouds of insurrection hung threateningly overhead and it was feared that once more the island was to be plunged into civil war and bloodshed, Secretary Taft went to Havana and tried to conciliate the warring factions. Suddenly, without the American public being aware of the fact, 10,000 troops were mobilized and transported to the island and landed at strategic points along the coast. The would-be rebels were overawed. The island was saved from bloodshed and revolution. It was one of the most remarkable bloodless victories ever accomplished. And, two months before,

UNCLE SAM READY for WAR at any TIME

exactly that result had been planned at the War College.

The plan of mobilization, of transportation, and of landing at different points along the shore had been mapped out in detail. Provision for food and supplies was perfect. Everything moved like clockwork. That was the first time the War College and the general staff were called upon to prove its worth—and they proved it. The American public did not realize what was going on. Correspondents flocked to Havana and chronicled the doings of Secretary Taft and the leaders of the opposing Cuban faction. And suddenly the whole threatened revolution was snuffed out as completely as though it had been a single candle. It was simply a matter of overawing the natives, of demonstrating to them in a forceful manner that the United States was master of the situation and would spank any little native general who dared to become a revolutionary leader—but the demonstration had to be quick and prompt and thorough. Without careful preparation this would have been impossible. But the War College was "on the job."

All Planned Beforehand.

Prior to the sailing of the great American fleet on its trip around the world President Roosevelt and Secretary Taft and many high officials of the Army and Navy visited the War College and planned the cruise in its every detail. Then, when everything was ready, the orders to take on ammunition and supplies and coal were issued at various points and the great armada concentrated at New York and sailed away. "Once on the move there was no let up, no hitch—the entire program was carried through with a precision that astonished the world."

And so the game of war is being played daily in Washington—war with Japan, with England, with Russia, with the King of the Fiji Islands, for all the public knows.

In addition to being a place where campaigns are planned and provisions made for the future, the Army War College is also one of the most exclusive educational institutions in the world. It is a culmination of the educational system of the Army, and is a training school for candidates for the general staff. There, officers receive their final training in the duties of higher command. No young lieutenants imbibe at this font of military wisdom. Only seasoned veterans and those who have proved themselves the brainiest of their fellows are bidden to enter its walls and drink deep of the knowledge that flows there like a perennial spring.

Its students are selected by a process of elimination. All graduates of West Point go to the Garrison School, and then to the service school as they progress in rank. But none but the brightest go to the War College. At the head of the faculty, which necessarily changes, as do commands in the Army, is Brigadier General William W. Wotherspoon, a member of the general staff whose honorable service is long and brilliant. He is a man of brains, a man who has won bloodless battles by his planning and strategy, as well as bloody ones when it came to an actual conflict.

Maps of Great Value.

The War College Building itself is



Playing the War Game

one of the most beautiful public buildings in the country. For the past year a score of workmen have been laying out the grounds which surround it, and the task is by no means yet completed. There will be broad expanses of lawn, with walks and roadways and shade trees. On the main floor of the college is a large rotunda, here a bust of Napoleon occupies a conspicuous place. The groined arches of the ceiling cannot be excelled. On the left is a long chart room, lined on all sides with large, steel, fire-proof chart-cases. At one end a few draughtsmen may be seen at work, preciously copying the plans of some foreign port, or the channels and approaches to a foreign stronghold. There are maps also of every city of any size in the United States. The water supply sources, and the public lighting places are conspicuously marked on these. In the event of a general riot, where a mob might attempt to secure control of the city and it is necessary to call in the aid of the government troops, these maps would be invaluable, for the water supply and the lighting places are vulnerable spots and the first to be protected from lawless mobs. Three sets of these maps are made. In case of a riot of large proportions, these maps are distributed, one to the chief of police of the city, one to the commanding officer of the state troops, and one to the officer in charge of the federal troops. Guards are immediately thrown about the sources



J.F. Bell, Chief of Staff U.S. Army

of the water supply and public lighting to forestall the possibility of a water famine or the plunging of the city in darkness.

Military Strategy.

On the other side of the great rotunda, with its lofty groined arches, is a library stored with books of military history. The study of military history is one of the principal studies of an officer ordered to the War College for duty. Every great and decisive battle of the past is fought over again on paper, and the things that ought to have been done and were not done are done, and those that should not have been done but were done are

left undone. Corrections and notations are made of errors which, had they been seen at the time, would in almost every case have turned the tide of battle.

Just beyond this library is the office of the president of the college, who, by ringing a bell, can have any of the vast store of military information at hand in a moment. The lecture hall is unsurpassed for beauty, arrangement and ventilation in the country. Large American flags are twined about the walls. A system of forcing air up under the seats and carrying it off through the ceiling keeps the atmosphere clear and the air fresh all the time.

Vault in Basement.

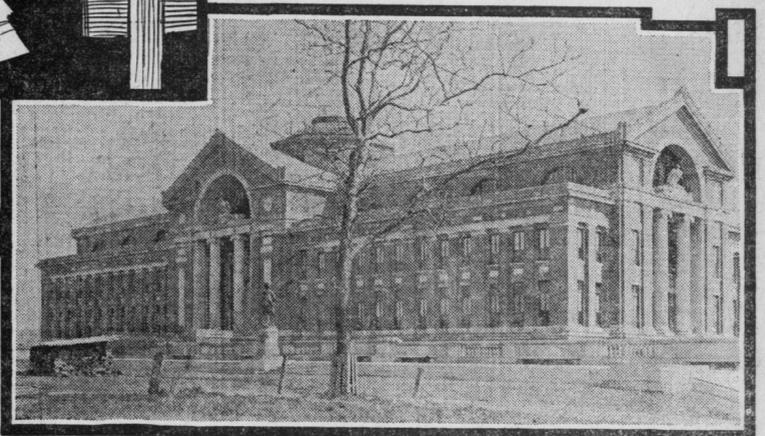
Down in the basement is a large vault which would put to shame most of the steel vaults of the banking institutions in the country. In it the more valuable and secret plans are kept, and there, too, are stored away, where they can be reached at a moment's notice, the campaigns which have been planned at the War College in time of peace. In the basement, too, is an elaborate photographic room.

When the architects designed the building they planned to place the statues of twelve great foreign generals out on the

Campaigns Planned Which May Never Be Put Into Execution.

And Americans have little need to fear that an enemy will catch them unawares. Down at the War College at Washington the brains of Uncle Sam's Army are throwing a searchlight on the future. Uncle Sam will be ready for war if it does come, and the old gentlemen in the star-spangled trousers doesn't intend to be caught napping.

In point of area New Orleans is the second largest city of this country.



The Army War College at Washington

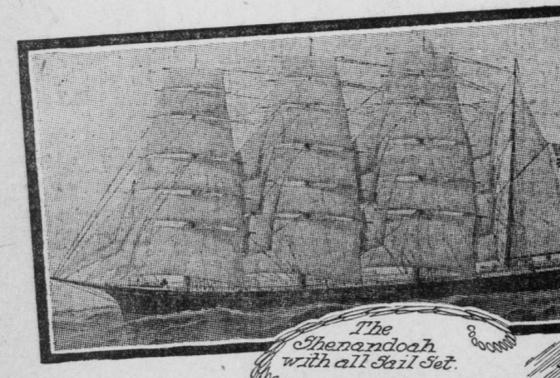
plaza in front of the building. As yet but one of the pieces has been adorned. Frederick the Great stands in his niche in lonely majesty. The statue is the gift of Emperor William of Germany. According to specifications these statues must come as gifts, and it may be many years before a dozen great warriors of the world stand up in line before the War College. Shortly after the statue of Frederick the Great began his lonely vigil an anarchist, evidently an ardent hater of Emperor William, attached a

Increase in Postal Savings Bank.

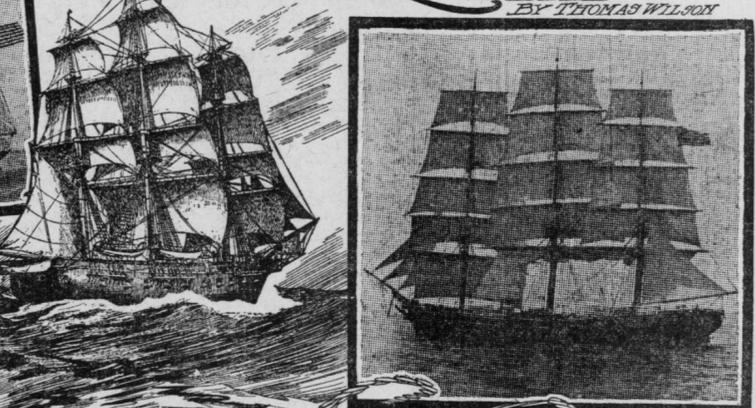
Consul General Henry B. Miller, of Yokohama, in reporting that 30 Japanese banks, with a total capital of \$38,000,000, suspended payment last year, says that the loss of confidence in the smaller banks has resulted in an increase of money deposited at the postal savings bank. The total deposits in the latter at the end of March amounted to \$46,400,000, showing an increase of \$722,000 as compared with the amount deposited at the end of last year.

THE PASSING OF THE CLIPPED SHIP

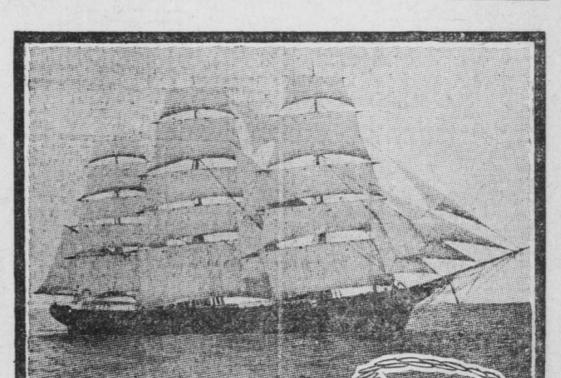
BY THOMAS WILLSON



The Shenandoah with all Tail Set.



An American Clipper Ship



Aryzon, the "Largest Wooden Ship Built in the United States"

THE around-the-world cruise of the American squadron, comprised of 16 of the finest specimens of high-powered steam fighting craft, recalls vividly the contrast between this vast array of floating fortresses of steel and the pigmy fleet of wooden walls that carried the flag of Commodore Perry into the far Pacific on a mission of similar import—to show to the nations of the world that the American Navy was a cruising navy, able to go to distant seas if necessary.

Not can one recall Commodore Perry's fleet without thinking of the types of craft that followed the flag and carried our commerce on the seven seas and to every port on the globe. Like the warships of the day, these vessels were sailing craft, but they earned for themselves a reputation that will last as long as song or story, and the old clipper ships will never be forgotten, though they are practically of the past.

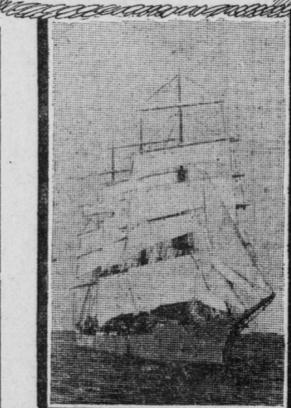
Despite the enormous growth of steam craft and the annual launching of scores of cheaply-built, cheaply-manned subsidized steamers from the yards of England, Germany, Norway and France, the deep-water sailing ship has not altogether disappeared.

The type known as the clipper has, however, become but a memory, and all that remains is a vessel that carries but a small excuse for the tall masts, spreading yards and far-reaching studding sails that made the clipper what she was, a swift ship.

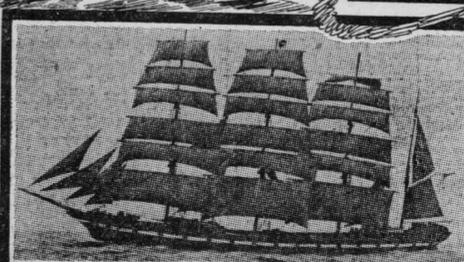
The few remaining square-riggers are different in many respects. Primarily they are designed for cargo capacity. What does it matter if they are a week or a month longer on their voyage? They are overladen and undermanned and are sent forth to battle with the elements of the deep as best they can. They are well insured, and if they never return, the chances are that the owners are dollars in pocket.

The Old Clipper.

The old clippers were the outgrowth of the demand. It was necessary to cut down the time between ocean ports and craft that could sail were built. Practically everything was sacrificed to speed, just as is done today in the five-day steamer which carries comparatively little freight.



A Modern Steel Ship



Typical British Ship

The clippers, when clear of the bar, spread all kinds of light sails. Usually they carried large crews of men who were experienced sailors, and it was work, work, work until port was reached. "All hands on deck" was a common cry, for every kite was carried to the last moment. There was no shortening of sail until it was thoroughly understood that either the canvas or the spars would go. How different today. Carrying only a moderate rig the average sailing ship goes out equipped with steam gear for the handling of practically everything aboard deck. The anchor is hove up, the sails trimmed and the yards lowered or raised by the donkey engine. The old bilge pump with its long handled brake beams has been displaced by the steam pump.

One cannot well say that in the passing of the clipper ship we have dispensed with the poetry of the sea, for it must be remembered that, even though we

look upon the full-rigged ship with reverence and consider her as the model of all things perfect, men in those days were governed just as much by that arch-economy—as they are today—and they were prone to race their white-winged craft across thousands of miles of ocean because it paid.

Thus, is the course of time, it developed that the steamer of large capacity, low powered, of moderate coal consumption and of fair speed was more of an ideal work boat than the more pretty, but slower sailing ship. It was, therefore, but natural that there should be an immediate demand for the steamer in preference to the sailing ship. Time is one of the great essentials in commerce as it is in everything else. The steamer made voyages of from 5,000 to 15,000 miles in from one-third of the time required by the sailing ship and the total expense, while more, figured in the final count with the balance in favor of steam.

What became of the old clippers? one might ask. Davy Jones has claimed them all with the exception of two or three which have been cut down into coal barges or had their rigs changed, and Davy has his eye on them.

Fine Ships in Use.

There are, however, a number of fine sailing ships in use and while they are not the clippers of the old days some of them now and then make voyages in remarkably short time. The British ship Glendonn, in February last, arrived in New York from Cape Town in 36 days, averaging about 200 miles each 24 hours. The Glendonn is one of the modern craft built to carry a good-sized cargo, only some consideration was given to her model, and speed as a factor was not entirely overlooked. She is of steel and was launched in 1894. Unlike most of her class, she has no donkey engine on

board and she carries a crew of 27 men all told.

Although it has been a decade since a full-rigged ship has been built in an American shipyard, vessels of this type are being built every year by the British and Germans, who find them adaptable for trading to the Orient.

Indeed the Standard Oil Company maintains a fleet of several fine ships of foreign build, which carry case oil from New York and San Francisco to the Far East, and though for trans-Atlantic freighting this company is using tank steamers and barges, the sailing ship yet proves to be more economical on the long voyages.

That the sailing ship can be made to pay is best illustrated by these vessels sometimes making voyages of several thousand miles in ballast. Such a performance on the part of a steamer would mean a loss so heavy that it would figure up to a considerable extent on the wrong side of the ledger.

There is little doubt but that the completion of the Panama Canal will sound the deathknell of the long voyaging sailing ship, for with the Western Hemisphere cut in two and the distance from New York to the Far East greatly shortened, the steamer will cut out its competitor as it has done in the trans-Atlantic business.

One of the finest of all the American ships, and one of the last of the wooden square-riggers to be built in this country, now lies at San Francisco and her owners are debating whether they shall continue her as a ship or cut her down to a coal barge.

The Famous Shenandoah.

This vessel is the Shenandoah, the lar-

est wooden square-rigger ever built, and she has a record of which any craft of any nation under the sun might well be proud.

On December 11, 1890, she sailed from Bath, Maine, on her maiden voyage. Three hundred feet over all, 49 feet beam and 20 feet depth of hull, she carried four masts, three of which were square-rigged. With every stitch set she carried above her hull of oak 11,000 yards of canvas, more than any ship that ever flew the Stars and Stripes ever carried. From her deck to the tip of her mainmast was 217 feet, while her main yard was 94 feet long.

Although designed as a cargo carrier, the Shenandoah proved speedy and made voyages between New York and San Francisco in and around 98 days. She was always victorious when matched against foreign ships, and in 1901 she sailed from New York for San Francisco with 5,900 tons of coal, the largest single shipment that had been made up to that time, in company with five foreign ships, three of which were British, and reached her destination first.

The most notable performance in her career was in 1898, when she, by her speed alone, eluded a Spanish gunboat which chased her for four hours. On this occasion the Shenandoah logged 15 miles an hour for several hours, and had she not she would easily have been a victim to the enemy.

The Old Sailing Days.

There is, however, one feature of maritime life that has passed away and that is the vessels that nowadays leave for distant ports sail almost unnoticed. Fifty years ago when the master, mates and crew were natives of the cities whence the vessels sailed, the departure on a foreign cruise was an event. Nowadays such a thing is merely an incident.

When the old clippers were ready to put to sea shipping people and employes of the various shippers knocked off work, and owners, wives, sweethearts and friends clustered at the wharf to bid farewell and set to flutter their hand-

kerchiefs as the stately craft moved away on her long journey.

Then, too, the return of the vessel was another great event; more so, perhaps, since it meant so much to those financially interested. As soon as she hove in sight the word was passed and a great throng gathered to welcome home the master and crew. The master of a clipper was regarded as a great man. He was feted and dined and it was the ambition of every youngster to be the skipper of a clipper ship.

Also, for those days. Even though there yet sails the deep a fleet of stately ships, their milk-white canvas dazzling in the sunlight, there have long since gone the days when the lads of our water front had ambition to go to sea. The American sailor is becoming more and more scarce. Even though his day before the mast was a hard one and the inexorable law of the survival of the fittest was applied to him he fought his way to the top rung where he remained until he was knocked down by that which is mightier than the sea law—the dollar, and, with few exceptions, he had yielded to men of other nationalities in the deep water trade.

Items of Interest.

There are about 8,000 actors in New York city and just about as many lawyers.

When the inscriptions on an old coin have been worn so smooth as to become illegible they can be brought out temporarily by laying the coin on red hot iron.

China has no reliable census department so her total population can only be estimated. The latest tables of population sent to Peking from the various parts of the Chinese empire estimate the population at nearly 500,000,000.

At the end of last year the sight deposits in five Parisian credit banks amounted to three and one-half billions of francs, or about one-fifth as many dollars. These deposits are made in coin, bank notes, checks or drafts to be cash on presentation by the credit banks. The Bank of France alone had over half a billion of such deposits.