ADMIRAL FLETCHER THE SCIENTIFIC SAILOR OF UNCLE SAM'S BIG NAVY

Noted Naval Officer Has Invented Some of the Most Valuable Mechanical Contrivances in Use in the Service—He Is Also Exceedingly Well Read in International Law—Was Born in Oskaloosa, Iowa, in 1855.

Washington.—Friday Fletcher everybody in the navy calls him.

He got his nickname in a rather odd way. It so chanced that the officer who now commands the American naval forces in Mexican waters was born on the sixth day of the week in the

Admiral Frank Friday Fletcher.

town of Oskaloosa, Ia. The exact date was November 23, 1855. His father on this account used to call him "my little man Friday."

When he was a little chap of seven his father died. At fourteen he was appointed to Annapolis, and in due course was escorted thither by an older brother, who when called upon to put the youngster's name down on the roster of boys entering the Naval academy, wrote "Frank Friday Fletcher."

This did not particularly please the family, because Friday was not really a part of his name. But naturally under the circumstances it stuck. He was called Friday all through the five years he spent at the academy—he dropped back one class, being rather young to keep up—and ever since that time his fellow officers in the service have known him as Friday Fletcher and nothing else.

Young Fletcher was graduated from Annapolis on June 21, 1875, and soon afterward was assigned to duty on board the United States steamer Tuscarora, which was engaged in surveying a submarine route for a projected cable to connect California with Japan. This, by the way, was a very interesting job.

It involved an exploration of the ocean depths, almost the first ever made, and specimens of the materials composing the sea floor were brought up from the bottom all the way across the Pacific. Just east of Japan the Tuscarora discovered the deepest hole that exists anywhere in the world, a marine abyss, known to this day as the Tuscarora Deep, the soundings failing to touch bottom at five and a quarter miles below the waves.

Although accident first directed young Fletcher's attention to scientific matters, incidentally to his professional duties, he soon showed a special aptitude for such pursuits. He has an investigative turn of mind, and if he had not happened to become a naval officer it is altogether likely that he would have been an inventor.

Indeed, some of the most valuable mechanical contrivances used in the navy, especially in connection with guns, were originated by him. Among these are improvements in telescopic sights; the well-known Fletcher breech closing mechanism, and a frictionless gun mount for quick fire rifles.

Another very remarkable cruise, in 1879-1881, took the young officer to Korea, on the steam sloop Ticonderoga, then a formidable warship. Commanded by Commodore R. W. Shufeldt, she was sent around the world in obedience to a special order of congress, and in behalf of the department of state, to make what was called a commercial and diplomatic cruise. The most important object of the expedition was to open negotiations with the government of Korea for a treaty which would insure the protection of the lives and property of Americans.

It was also desired to open Korea to American commerce, and Japan, being at that time on very cordial terms with the United States, had signified her willingness to lend assistance toward this end. But when the Ticonderoga entered the harbor of Fusan, May 14, 1880, the officials refused to accept the letter handed to them by Commodore Shufeldt, on the ground that it was addressed to the king of Korea, whereas their monarch was properly designated as the king of Chro-Sen—which, being translated, means "Land of the Morning Calm." Accordingly, the American vessel was obliged to withdraw with nothing accomplished, her departure being signalized by a derisive salute from a Korean fort.

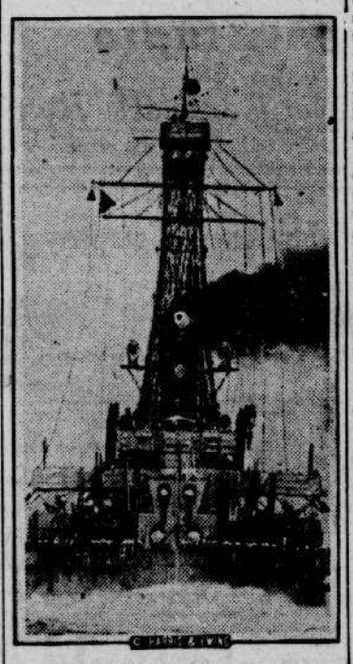
Korea, although nominally an independent monarchy, was in reality under the suzerainty of China. Accordingly, the expedition proceeded to Chinese waters and, after spending a year there all difficulties were surmounted, and the Ticonderoga returned to Korea, thereupon negotiating a treaty which was signed by the high contracting parties in a temporary pavilion erected on an point of land opposite the ship.

The next noteworthy duty to which Fletcher was assigned was an expedition of a purely scientific character, the object in view being to determine with accuracy the longitude of a series of points in South and Central America. This work was accomplished by observation of the stars, supplemented by the use of telegraph, the task being part of a network of longitude determinations made by various civilized nations and encircling the entire earth.

On the way back from the Peruvian Andes, where the last longtitude observations had been made, Fletcher reached the city of Panama just in time to find that town suffering from a more than ordinarily severe epidemic of yellow fever. People were dying of the disease like flies, and during a fortnight which he spent in the harbor much against his will landing parties were going ashore from the vessels every day to bury victims.

That was in 1884. Since then Fletcher's professional duties have been of a much varied character. At different times he has commanded the torpedo boat Cushing, the gunboats Kanawha and Eagle, the cruiser Raleigh and the battleship Vermont. Three years ago, although only a captain at the time, he was made aid for material to the secretary of the navy, a place ordinarily not assigned to an officer under the grade of rear admiral.

For some time he was in command of the torpedo station at Newport, and in regard to torpedo boats and submarines he is considered an expert. Noteworthy improvements in fleet tactics have been suggested by him. But his most remarkable inventive ideas have been developed in connection with naval ordnance.



The Battleship Rhode Island.

It is said of Admiral Fletcher that he is forever inventing something. He was born with a mechanical bent. At the naval academy, however, he attracted no special attention, being quiet, shy and studious. Modesty has always been a conspicuous attribute of his, but when something important is to be done he is the readiest man in the world.

Fletcher and efficiency are almost synonymous. Even his mechanical inventions are suggestive of the same quality. The Fletcher breech closing mechanism shuts the breech of a rapid-fire gun in the quickest imaginable time and with the fewest possible motions. The gun mount already mentioned is an arrangement of truncated cones on a roller path by which friction is reduced to such a point that a weapon weighing thousands of pounds can be trained literally with one finger and clamped instantly to fix it upon the target.

He is a man of medium height, neither stout nor thin, and too rugged looking to be handsome.

Unlike most naval officers he did not marry until he had reached middle age. His wife was a Washington girl, Miss Susan H. Stetson. The Fletcher home is in Washington at 1441 Massachusetts avenue, and they have two young daughters.

Admiral Fletcher's flagship in Mexican water is the battleship Rhode Island. In addition there are under his command the battleships Nebraska, Virginia, New Jersey, Michigan, South Carolina and Louisiana; the cruisers Tacoma and Chester, the gunboat Wheeling and the supply ship Culgoa. It is a formidable fleet.

CUPID A VERY "QUEER KID"

Beginning and Ending of Romance in Which Not a Single Word Was Spoken.

Huntington, W. Va.—For two years persons living near the railroad tracks here have watched for the Overland freight, which is due through here at 4:30 in the afternoon. To those who were disinterested watchers the event simply meant a glimpse at the "mad fireman," as they called him, for, as the train whirled by here that member of the crew would hang out of the cabin, wave a piece of waste or a handkerchief in the direction of the long hill and presently throw kisses until the train was out of sight. "Some nut" was the verdict of the spectators.

But away up on the hill Miss Sylvey Price, standing on the veranda of her father's house, waited for the daily performance, and when it had ended sighed "some dream." She had never spoken to the fireman, but more than two years ago began to correspond with him. He waved each day, and finally one day when she stood on the platform at the little railroad station he dropped a card with his name and address near her.

The courtship began by correspondence and continued until all arrangements had been made for their marriage. She had never heard his voice, and her only impressions of him were obtained from his letters and his performance at the door of the engine.

Recently Miss Price went to Ashland, Ky., to be married to the fireman, who corresponded with her under the name of F. L. Francis. She waited at the church for hours and then went to the railroad offices. No one of that name was employed there, she was told. She returned to her home heartbroken. Next day the Overland pulled through town; an old man was stoking the engine, and he didn't even look up.

Cupid's a queer kid, isn't he?

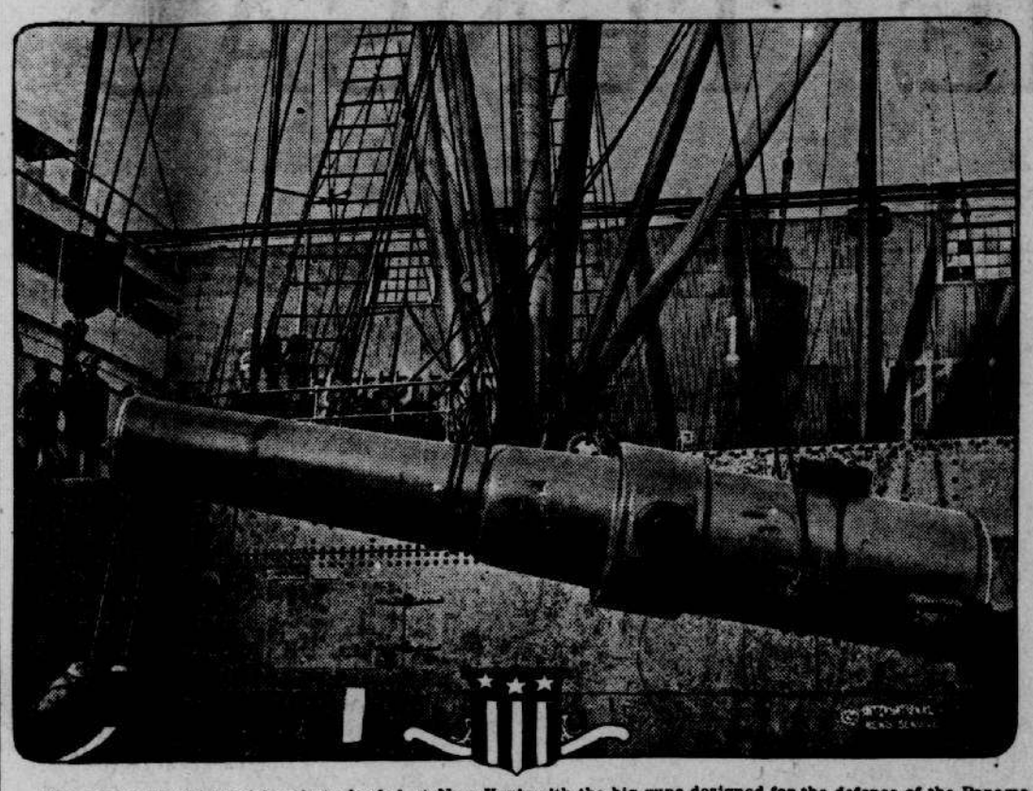
Futurist Musicians on Job.

Paris.—Jealous of the laurels won by futurist painters, an orchestra of futurist musicians will give a concert and attempt to reproduce the sounds of a railroad collision.

Insure Pear Tree for $30,000.

Los Angeles.—An alligator pear tree, owned by H. A. Woodworth, has been insured for $30,000 by Lloyds of London against fire or frost.

SHIPPING GREAT GUNS FOR THE PANAMA CANAL



The steamship Cristobal has been loaded at New York with the big guns designed for the defense of the Panama canal. One of the monsters is here seen being put aboard the vessel. The average weight of the cannon shipped is sixteen tons.

MR. AND MRS. FRANCIS B. SAYRE IN LONDON

Mrs. and Mrs. Francis B. Sayre in the home of Ambassador Page in Grosvenor square, London. Here in the ambassador's splendid home the former Miss Jessie Wilson, daughter of the president, and her husband have been enjoying a few days of their quiet honeymoon.

NEW YORK STREETS

City's Highways Would Reach to San Francisco.

All Within 327 Square Miles—How Conditions of Construction and Upkeep Have Changed With Continually Changing of Traffic.

New York.—If the streets of New York city were placed end to end, they would make a thoroughfare nearly 50 feet wide all the way to San Francisco. The population of the city would form a constant line upon each sidewalk of persons six feet apart; and at the busiest portions of this transcontinental highway during ten hours of the day, 1,400 vehicles would pass a given point every hour. Yet these 2,677 miles of streets are comprised within an area of 327 square miles, of which, accordingly, they constitute one-twelfth. These are among the facts assembled in an article by Frederick F. Bachley in the National Municipal Review.

In New York the borough president has control of the streets in his borough, with power to appoint and dismiss a commissioner of public works. For local purposes, the city is divided also into 25 districts, in each of which is a local board, composed of the aldermen from the district and the borough president. The board has power to initiate proceedings to open, close, widen, extend and pave the streets in its district. No resolution is valid without the approval of the borough president.

There are 460 miles of streets in Manhattan, and all of these are paved with the exception of about 17 miles in the northern part, in the section that is built up since the completion of the subway. When the present administration came into power four years ago, complaints about the streets were loud and numerous, particularly with respect to the sheet asphalt pavement. Not only was the surface of these pavements in bad condition, but the foundations were defective. To make the matter as bad as possible, there were more miles of this type of pavement in the borough than any other. As, consequently, it formed the principal thoroughfares of Manhattan, the breaks, hollows and uneven surfaces in it were painfully apparent.

One reason for this unfortunate state of things was the increase that had taken place in the weight of the average load since the pavements had been laid. Another was the larger number of motor cars and trucks, with their tendency to slip, and so to scoop out the pavement.

For some mysterious reason, which the reader can conjecture as well as any one, this inexcusable faulty method of construction was continued even after the time when the new kind of vehicles and greater loads made sound foundations essential. Thirty miles of pavement with poor foundations were laid in 1903, and it was not until three years later that the practice of laying sound concrete foundations became general in the borough.

Because of this flimsy construction and the age of the pavements, the cost of upkeep had become enormous. It soon appeared that the greater part of the pavement in the borough would have to be renewed. Previous to 1910 about $1,000,000 a year had been spent in paving. In 1911 this amount was raised to $1,400,000, and in 1912 to $3,500,000. As a result, 50 miles of streets were laid last year, making a total of 190 miles in three years, or nearly a quarter of the entire length of the pavement in Manhattan. There is no economy in repairing streets after they get into bad condition. It is better to repave them. Pursuance of this policy reduced the number of square yards of roadway done in 1912 from the 478,000 of 1911 to 363,000. And despite the steadily rising prices charged by the asphalt companies this work was done at an average cost of 13 cents a square yard, instead of the 17 cents which it cost in 1911. The most interesting outcome of the city's fight with these companies, however, is the project for a municipal asphalt plant.

PRINCE OF WALES' SLUMMING

Heir to English Throne Takes Glimpses Into the Underworld of London.

London.—The prince of Wales has started his personal acquaintance with the underworld of London. Accompanied by his detective with the idea

Prince of Wales.

of getting some view of the other side of life, visits are made incognito to the slum districts, as his father and grandfather did before him.

FUNGUS LIFTS 200 POUNDS

With Quiet Persistency Herculean Toadstool Raises Stone Pavement in London.

London.—Some years ago a portion of the pavement in Goswell road, London, was lifted out of its place in a mysterious manner. Before it could be repaired numerous toadstools made their appearance in the gaping spaces between the stones. When the stones were removed it was found that they rested on an immense spongy mass of toadstool growth, which had gone on increasing until it made a way through which it could push its head into the air. One of the stones moved by it measured four feet by two feet and weighed 200 pounds.

The more extensive injury was done in the same way some years ago at the town of Basingstoke. Not many months after the town had been paved the pavement was noticed to exhibit signs of unevenness, which could not be accounted for. As soon as the unevenness was sufficient to make openings between the stones, the hidden enemy made his appearance in the shape of innumerable toadstools. So completely had the spores or spawn got possession of the material on which the pavement was laid that it had to be completely taken up and the whole town repaved.

The toadstool and its kind seem to flourish in places where the light is excluded, as in dark cellars, under flagstones and in hollow trees. They require the air, however, and a certain, though it may be small, amount of light, that they may reach their perfect condition. Unless they are able to produce seed they go on developing this amorphous, spongy mass until it attains sometimes a fabulous dimension. Every one has heard of the enormous growths of fungi in some wine cellars. A case is on record in which a cask of wine, having been left without attention in a dark cellar for three years, was at the termination on the surface of a mushroom growth until it was forced against the roof. The fungus, moreover, had got access to the wine and had drunk it all, living upon its sugar, and so the more easily raising and gradually emptying cask from the ground. Fungi have sometimes taken possession of worked out mines and occupied enormous spaces.

GAME WHERE GOODWILL ENDS

"You Don't Have to Be On Speaking Terms With a Man to Play Pinochle With Him."

Springfield, Mass.—Pinochle is not necessarily a "friendly" game, according to evidence introduced in the superior court. The case involved a commission on a mercantile transaction, and the defendant, Isaac Brown, flatly contradicted the testimony of Eli Cohen that Cohen and the defendant were on terms of the utmost intimacy.

"I haven't spoken to Cohen in a year," insisted Brown.

"Now, look here," thundered the plaintiff's attorney. "Is it not a fact that only two weeks ago you and Mr. Cohen were playing pinochle?"

"Sure we were," said Brown.

"And yet," shouted the attorney triumphantly, "you say you and Cohen have not spoken in a year?"

"Well, you don't have to be on speaking terms with a man to play pinochle with him," retorted the witness.

Amid the roar of laughter the attorney indicated that the cross-examination was over. Judge Crosby reserved decision.

GIVE $80,135,476 TO CHARITY

Donations in U. S. for the Past Year Show $2.91 a Second Was Contributed.

New York.—Charitable gifts in the United States during the last 12 months amount to $80,135,476, or at the rate of $2.91 for every tick of the clock, according to a compilation published here.

The bequest of Benjamin Altman, valued at $15,430,000 to the Metropolitan museum of New York heads the list and the gift of $10,000,000 by John D. Rockefeller, Jr., to put an end to "white slavery" is second. The gift of

$4,350,000 to Cornell comes next in size and is followed by Ferris S. Thompson's gift of $3,655,000 to Princeton university. Andrew Carnegie's 15 donations aggregated $3,633,000 and the next largest gift is $3,000,000, the sum given Washington and Lee university by Robert P. Doremus.

After that the list shows the donations dropped in size to one million or two.

FOUR RICH PUDDINGS

RECIPES FROM FRANCE, ITALY, HOLLAND AND GERMANY.

Served a la Pompadour, Delicacy Should Be Eaten in Moderation—Dessert of Vermicelli Something New—Boiled Pudding.

By LIDA AMES WILLIS.

Pudding a la Pompadour.—Do you wish a French plum pudding? You will find this gloriously rich: Add two ounces of fine white bread crumbs to two-thirds of a cup of cream, boiling hot. When cool, beat in five ounces of finely chopped suet, one ounce of flour, two ounces of crushed macaroons, two ounces of stoned raisins, two ounces of candied orange peel or preserved cherries, chopped; zest of lemon peel, grating of nutmeg. Beat well together and add yolks of four eggs and a glass of brandy. Pour into molds and steam. Serve with a hot custard sauce flavored with orange, sherry or brandy.

Italian Vermicelli Pudding.—Boil three ounces of vermicelli for 15 or 20 minutes in three cups of milk. Then add two ounces of butter. Beat three eggs very light with three tablespoonfuls of sugar, and when the vermicelli is quite cold stir in the eggs and sugar. Add a few fine seeded raisins and a little vanilla. Turn into a baking dish and bake an hour in moderate oven. Serve with brandy or chestnut sauce. A new chestnut sauce comes from the same source as the pudding. Peel, blanch and drain 20 or more large chestnuts. Cook them in a sirup of sugar and water until tender. Flavor the sirup with vanilla or cordial, and mash the chestnuts through a sieve. Mix with the sirup, then with whipped cream or the beaten white of an egg, and serve with a plain hand sauce, using equal quantities of each.

Dutch Pudding or Souster.—Take one pound of butter, half a pint of milk, two pounds of flour, eight eggs, four spoonfuls of yeast, one pound of currants and a quarter of a pound of sugar. Melt a pound of butter in half a pint of milk, mix in the two pounds of flour, the beaten eggs, yeast and currants, washed and dried; then the sugar, sifted. Bake in a quick oven. Use three teaspoonfuls of baking powder instead of the yeast. It makes a good pudding, eaten hot, and a nice cake when cold. When intended only for cake, omit the currants and use caraway seeds.

German Boiled Pudding.—Take half a pound of molasses, half a pound of flour, quarter of a pound of suet, a teaspoonful of baking soda, quarter of a pint of milk and an ounce or more of candied orange peel. Mix milk and molasses first, then add the soda and suet, flour and peel. Rub all together until well mixed, pour in the molasses and boil in a bowl or basin.

Steak Hash.

Take remnants of steak and chop fine, with one small onion and potatoes, two-thirds of potatoes to one-third of meat. Heat stock or water in frying pan and add hash. Let simmer slowly for ten or fifteen minutes, watching it so it will not burn. I use the tough end of sirloin and porterhouse steak. This makes the finest kind of hash. I always serve poached eggs on hash and it makes a nice breakfast dish if you use water instead of stock. Put a piece of butter in the hash. Season with salt and pepper.

Dutch Sauce.

Blend together two ounces of butter and a small teaspoon of flour, put it into a stew pan with equal quantities of water and tarragon vinegar (two tablespoons of each) stir for a minute and add the beaten yolks of two eggs, keeping up the stirring until the mixture thickens. It must not boil, and when ready to serve pour into it half the juice of a lemon. Make the sauce in a double boiler.

Individual Pumpkin Pies.

Three cups stewed and sieved pumpkin, two eggs, one and one-half cups brown sugar, one and one-half pints sweet milk, one level tablespoon flour, two teaspoons cinnamon, one teaspoon allspice. Line gem pans with rich pie crust, fill with above mixture and bake in moderate oven. Serve with whipped cream.

Tripe and Liver Fricasseed.

Take equal weights of tripe and liver. Fry the liver in strips; cut some cold boiled tripe in the same way, flour it and fry it also. Then cover with a thick brown gravy or stock. Serve hot, garnish with fried parsley and little heaps fried onions.

Starch for Laces.

For gum arabic starch, put one-fourth ounce of the best gum in a large mouthed bottle and cover with a pint of water. Set the bottle on a cloth in a pan of water over the fire to dissolve, stirring it until it liquifies; then strain through a clean cloth and bottle for use. Good for stiffening laces.

Way to Use Leftover Meat.

Chop meat finely and season with butter, salt, pepper and gravy; fill pudding dish one-third full; fill remainder of dish with mashed potatoes, seasoned with butter, cream, salt and pepper; over top sprinkle cracker crumbs and brown in the oven.

ALL AROUND the HOUSE

The light desserts are the plain and stewed fruits, gelatins and junkets.

The light dessert should always follow a heavy dinner, and vice versa.

Knives are cleaned more easily and thoroughly with soda added to the scouring brick.

Minced beets, potatoes and cucumbers served with mayonnaise make a good salad.

A little borax, dissolved in warm water, will help to keep the children's teeth clean and sound.

FIND BIG PRE-GLACIAL LOG

Piece of Wood Neatly Hewn 40,000 Years Ago Is Unearthed by New York Builder.

New York.—Whoever it was that went out of the cave, near lower Broadway, for some kindling wood, one evening more than 40,000 years ago, and, after splitting it with a stone ax, left a big hunk for the morrow's gathering, probably didn't stop to consider how many years would go by in Little Old New York before that piece of wood would be picked up. But it has been found. Officers of the Thompson-Starrett company have it in their possession.

It is a cedar log from the pre-glacial period, found in the excavation for the Equitable building, which this company is erecting. Scientists say the log has been their since the glaciers swept over this portion of North America 40,000 or more years ago.

At that time nearly half of North America was buried under glacial ice. The log has been neatly cut, and is in perfect preservation.

Is "Associate Head of Family."

Chicago.—Mrs. Caroline Polachek, first woman applicant for a job as election clerk in the next municipal election, gave her occupation as "associate head of family." She is the mother of 11 children.

About the time we escape from the old pedagogue and his birch rod along comes experience with a big stick.

TROPHY FOR THE NEXT WAR

Handsome Prize Is Offered First United States Ship to Capture or Sink Enemy.

Boston.—A trophy to be given to that armed vessel of the United States navy which shall first capture or sink a ship of the enemy in the next war is among the prizes for excellence in gunnery just announced by the Sons of the Revolution of Massachusetts. Other prizes are to be awarded annually to the field artillery corps of the state volunteer militia, the Coast Artillery corps, the Marine corps and the battleships of the navy.

All the various trophies and medals will be known as Knox trophies, after General Knox of revolutionary fame. Those for the battleships and field artillery are to be large medallion plaques, the designs of which have been approved by the state art commission.

Secretary Daniels of the navy department has given the plan his approval

Pays Big Debt After Years.

St. Louis, Mo.—Charles W. Chamberlain, who failed in business in Barry county, Missouri, 20 years ago, has just finished paying more than $25,000 in debts that had been outlawed several years.

Balk Substitute for Lord's Prayer.

West Warwick, N. Y.—Because their teacher proposed to introduce a substitute for the Lord's Prayer, twenty pupils of the Phenix school went on strike.