

REPORTER, 5,000 FEET UP, SEES WARSHIP BOMBED

Army Planes Located Prey With Speed

Accuracy of Airmen and Their Direct Hits Amazes Journalist Viewing Attack From the Clouds—Rear Admiral Fullam, Also a Witness of Destruction of the Alabama, Sdly Comments: "The Knell of the Battleship Has Been Told. That Takes All the Fun Out of the Navy."

(Through the courtesy of the War Department two flights were made by a staff representative of Universal Service during the recent tests in lower Chesapeake bay to demonstrate the effectiveness of airplane bombs against a battleship. Each day as the tests progressed the correspondent sent out over Universal Service wires brief dispatches giving the results. Here the complete picture is given as it was observed from the clouds and lookout stations, coupled with comment from high officials which might properly be called captions for the picture.)

By RANDOLPH C. SHAW.
Staff Correspondent Universal Service.

WERE the shades of the Phoenician war galley commanders, of Nelson, of Perry and other great admirals of history hovering over Chesapeake bay a few days ago?

Perhaps it was their ghostly aura and not the traces of phosphorus bombs the writer observed as he flew in the darkness over the hulk of the old battleship Alabama, on which army aviators had been hurling high explosives, gas, phosphorus and the other deadly agents of modern warfare.

At any rate, it was not difficult to imagine the tears of the old sea dogs falling in the mist and fog which postponed the death-blow to the old battleship Alabama.

KNELL OF BATTLESHIPS.
Battered and in a sinking condition from two days' bombardment with air missiles of comparatively light explosive power, the one-time pride of the navy thus gained, through the weather conditions, a brief respite from the certain destruction by the ton and two-ton bombs.

But it was a larger question than the fate of the Alabama which the shades of departed sea heroes had reason to bemoan.

"The knell of the battleship has been told!"

It was another admiral speaking, but this time in flesh and blood—Rear Admiral Fullam, retired, one of the country's leading writers on naval affairs.

"The most impressive and the saddest sight of my career," he observed to Brigadier General Mitchell, assistant army aviation chief, as the two watched four deadly phosphorus bombs strike the Alabama and envelop her in blinding flames.

"You have demonstrated that the air holds a menace to the capital ships against which there is no apparent defense," he added.

"TAKES FUN OUT OF NAVY."

Then turning to the writer, Admiral Fullam said:

"That takes all the fun out of the navy. Sinking ships by bombing is not very dissimilar from that fate which has always been a possibility with any war craft. But when they begin rendering a ship helpless by gas, smoke screens and phosphorous fire without a chance to hit back, that is something else again.

"Submarines were bad enough, but at least they were part of the sea, and there was always a chance to 'pot' one before he got you."

"Yes, this new air game takes all the fun out of the navy."

Not as frank in their spoken thoughts as Admiral Fullam were the members of the navy board of observers, but their facial expressions when bomb after bomb found its mark on the old battleship were more eloquent than words.

Even to one who had not heard of the bitter controversy which has been waged by the adherents of General Mitchell on one side and the navy supporters on the other the situation would have been revealed at a glance.

BOMBS TEAR UP DECK.

Through the three days of the bombing operations the navy and the army maintained relations which were conspicuously formal. It must be said that, true to the American tradition, both sides were scrupulously fair in giving all credit due for meritorious performances.

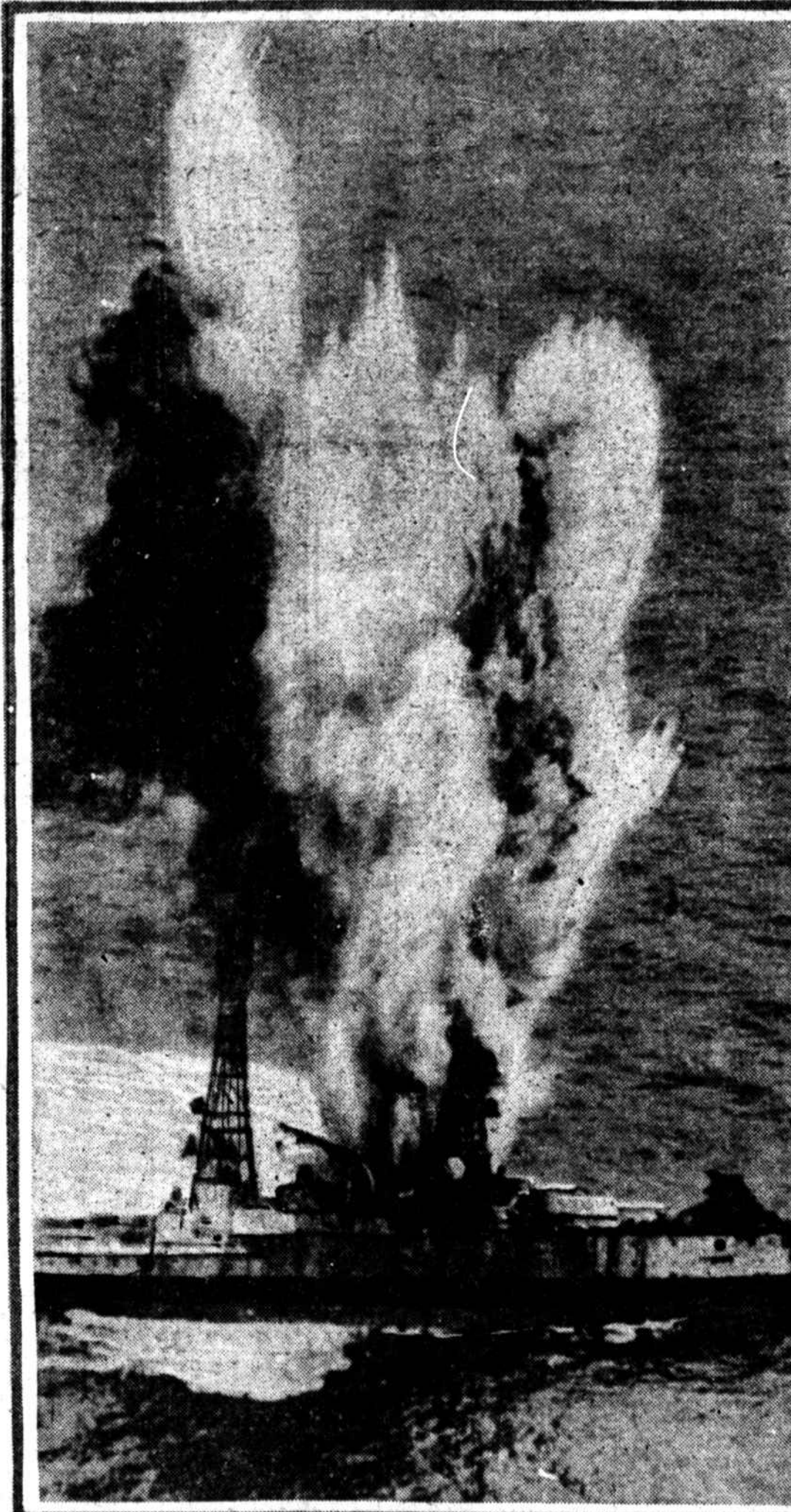
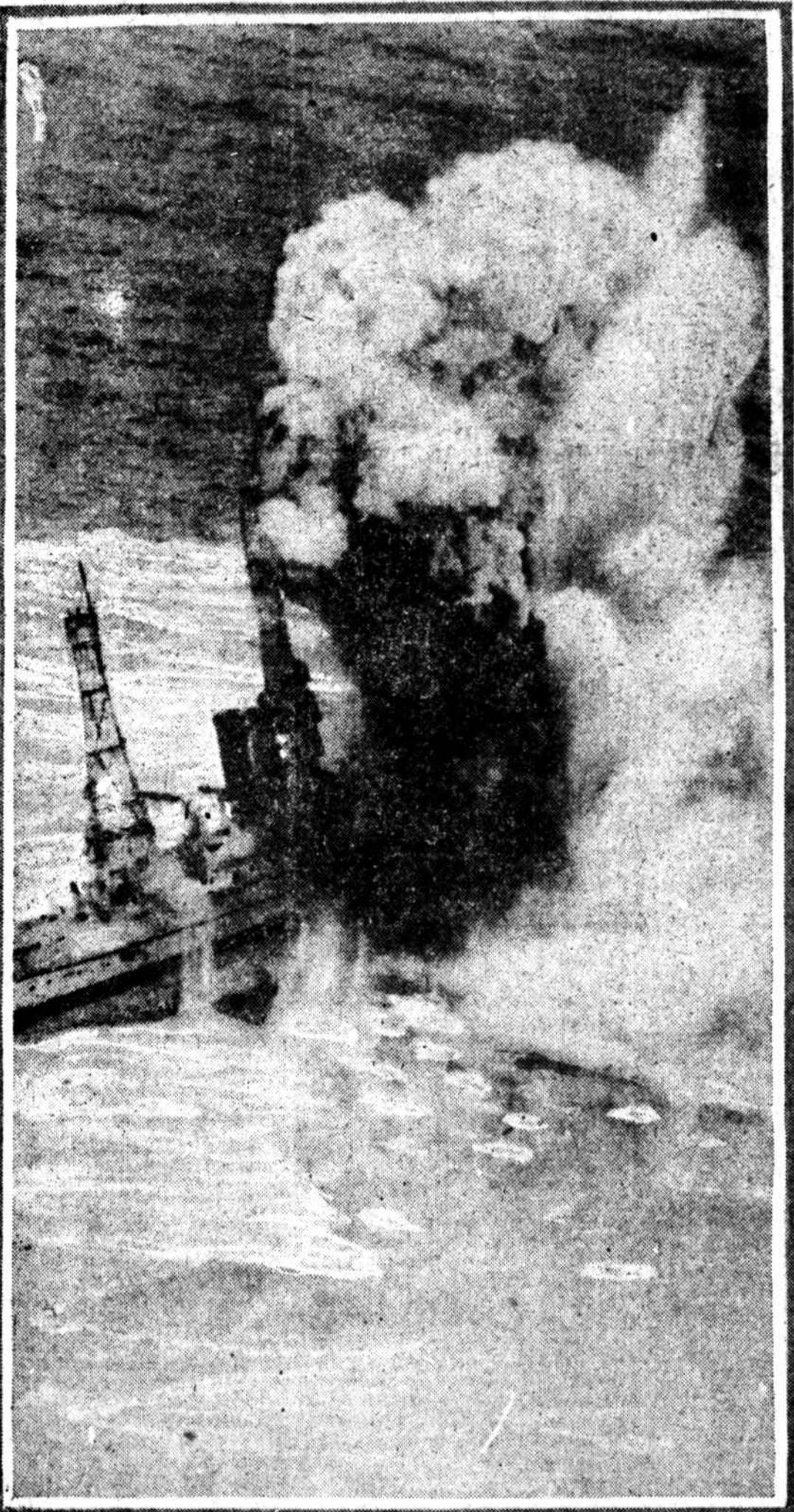
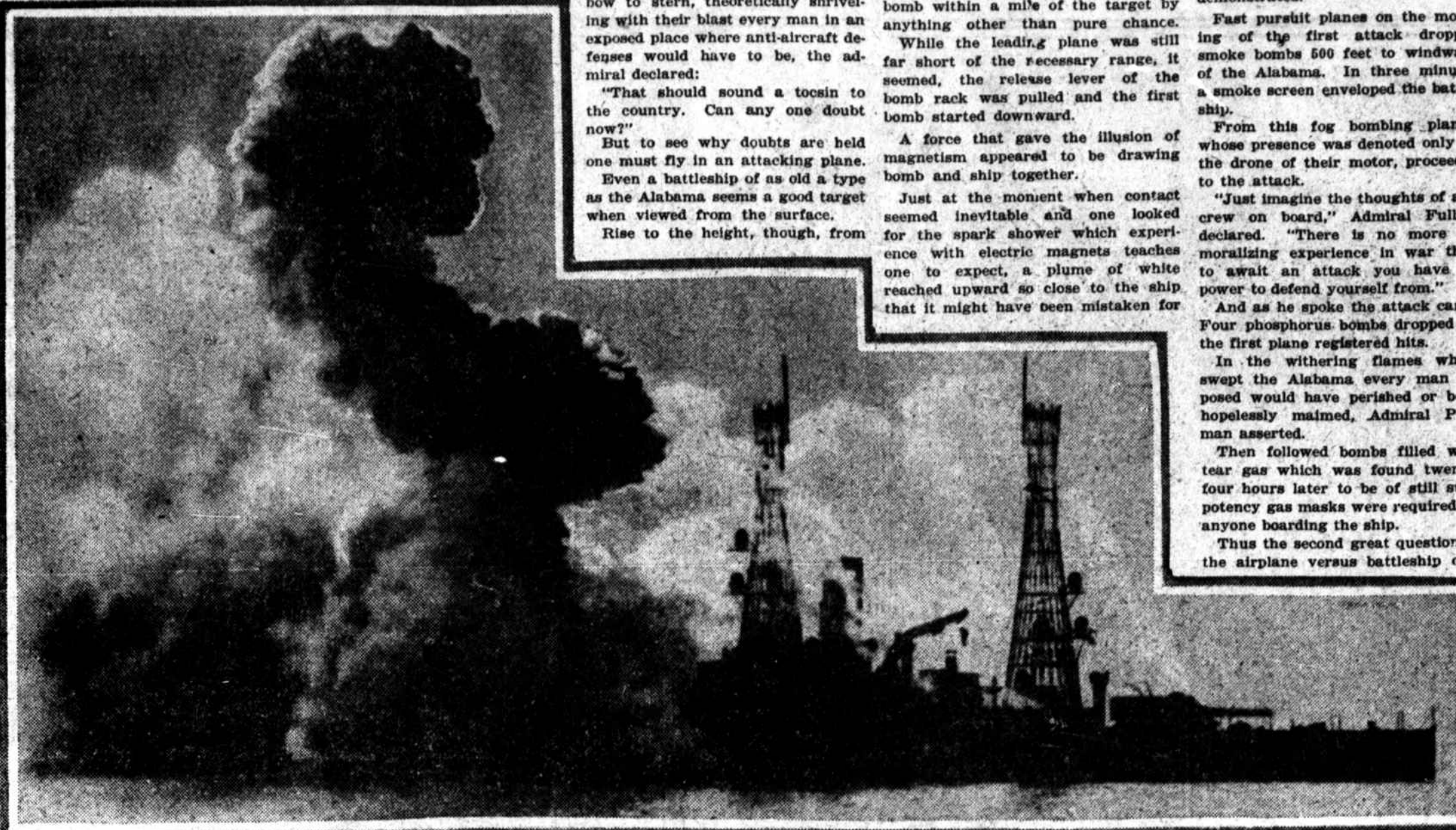
When on the second day's attack a 300-pound demolition bomb opened up the forward decks of the Alabama as if carved upward by a giant can opener, the explosive also cut the anchor chains, and the big ship began to drift.

The whole bow and deck were inclined at an angle of 60 degrees, while below was a jumbled mass of wreckage.

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While on the way from Washington to the scene of the bombing activities, the writer became engaged in conversation aboard the Norfolk

DOOMED BATTLESHIP



THESE remarkable photos were made from an army airplane as the obselete battleship Alabama was being bombed while at anchor off Tangier Island, Chesapeake Bay, Va., recently. They show, at top, a beautiful silhouette of the vessel as she was being enveloped in a smoke screen by pursuit planes before the attack. At bottom right, a 2,000-pound bomb is shown striking the Alabama at the base of her mainmasts and left, she is shown sinking after her death blow.

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While on the way from Washington to the scene of the bombing activities, the writer became engaged in conversation aboard the Norfolk

boat with an army colonel who revealed a bitter resentment at the campaign waged by Gen. William Mitchell, assistant air chief, in support of his contention that planes could render helpless modern dreadnoughts.

Fressed for the reason underlying his attitude, the colonel finally said: "I don't think General Mitchell properly observed the service etiquette. He should never have done or said anything which would discredit in any way a sister service."

As each new phase of the maneuvers demonstrated that in any duel between air and sea craft the advantage of the offense is with the

which bombing attacks are launched, and any convictions you may have as to the superiority of aircraft begin to lose force.

1,100-POUND MISSILES.

When the writer thus flew over the Alabama an attack with armor piercing bombs of 1,100-pound weight was being concluded.

To give velocity which will carry such bombs through the strongest armored decks and hull it was necessary to drop them from an altitude of between 3,500 and 5,000 feet.

At that height the Alabama resembled in size a waterbug of the

type which infest canals, small lakes and ponds.

Surely at such a height, one would think, no human skill could place a bomb within a mile of the target by anything other than pure chance.

While the leading plane was still far short of the necessary range, it seemed, the release lever of the bomb rack was pulled and the first bomb started downward.

A force that gave the illusion of magnetism appeared to be drawing bomb and ship together.

Just at the moment when contact seemed inevitable and one looked for the spark shower which experience with electric magnets teaches one to expect, a plume of white reached upward so close to the ship that it might have been mistaken for

the smoke discharge of one of the guns.

A miss. But a 2,000-pound T. N. T. "egg," as the airmen nickname their weapons, placed as close alongside, would have surely burst in plates and bulkheads.

ALL FALL WITHIN 50 FEET OF SHIP.

In the particular attack described, all the bombs were "duds" in the sense that no direct hits were registered, but none fell more than fifty feet away from the target.

With the high explosive demolition bomb, which would surely be used in any actual conditions of warfare, an altitude of 500 feet would be sufficient to insure comparative

trovsky had been settled. It was demonstrated that airplanes can destroy the effectiveness of a battleship without sinking her.

But the final question is perhaps more important than any that have preceded it.

Is nightfall the one protection of the battleship?

Many had argued that with no lights to denote her position, a battleship could never be located from the air, much less struck.

But here again the adherents of the new warfare scored their point. The very first plane sent out to attack dropped three of her four bombs on the Alabama, all in vital spots.

SALOON DEAD IN U. S.; CANNOT BE REVIVED

"Prohibition Has Killed It, and I Find Leaders of Thought Almost Unanimous That No Community From Maine to California Would Consent to Repeal Prohibition," Says Dr. R. J. Campbell, Pastor-Vicar of Christ Church, Westminster.

By Universal Service.
LONDON, Oct. 8.—"The American drinking saloon is dead. Prohibition has killed it. Nothing can revive it."

In this trilogy of staccato sentences, Dr. R. J. Campbell, vicar of Christ Church, Westminster, who has just returned from a long journey through the United States, gave his opinion of prohibition in America.

"I have tested the opinion of leaders of thought in the States," he said, "and find almost a unanimous belief that no community, from Maine to California, would ever consent to repeal prohibition. Nevertheless, I have dined at many tables where wine and liquor were plentiful on that table. My hosts invariably said it was pre-prohibition stuff, and, of course, like Brer Rabbit, I lay low and said nuffin'."

But is there a far-reaching political and economic aim in prohibition? It will be remembered that when it was first enacted many Europeans thought the real aim was, by making American masses more sober, to enable the States to compass the mastery of the world.

Dr. Campbell admits the prevalence of this view among the important Americans he has met.

"We are getting much more work and better results out of our people since prohibition has come than we ever had before," was a common remark I heard made, said the doctor.

"The point now arises—will Brit-

ain in self-defense not have to adopt a policy of prohibition? Has not partial prohibition improved us very much? Altogether prohibition in the United States has made for gain and not at all for loss."

Touching on the Sinn Fein question, Dr. Campbell cites the general view held in thoughtful America that even the fullest concession of Sinn Fein demands by the British government would never make Ireland a friend of England. "Roman Catholic clerical influence is too strong," he says, "and that influence aims at destroying the influence of England as the greatest Protestant power in the world."

DECLINES ALLIANCES.
With regard to the attitude of Americans towards the Anglo-Japanese Alliance, the doctor feels convinced that the United States of America will never be a third party to any alliance with other powers.

"We do not fear Japan for ourselves," represents the best American view," says Dr. Campbell. "We look, however, with suspicion on the intentions of the Japs in China. Western civilization should civilize China. Japan, with its Prussianian ideals, could only raise up a conglomerate military power in the Far East which must eventually settle the fate of all the East from the Pacific to the gates of Europe—perhaps even settle the destinies of the Russian people, part-Asiatic as they so largely are, with Japan exercising all the power that Prussia once hoped to wield in her insane dream of world-en fire."

LOCAL REPENTANTS PAY MILLIONS FOR MARRYING IN HASTE

"THE first hundred days are the hardest."

This seems to be the consensus of opinion among Washington's leading divorce lawyers in discussing the large number of cases that have been filed in the local courts recently.

The "thirty years' war" in Europe and other historic engagements seem to have been but Sunday school picnics compared to the matrimonial battles that are being waged in Washington at the present time, according to some of the District's most prominent attorneys.

During the past year it is estimated that Washingtonians spent in the neighborhood of \$1,000,000 in obtaining freedom from their "worse halves," and this expenditure of money was for everything from hiring detectives, lawyers' fees, court fees, alimony, and fines imposed by the court for non-payment of alimony, to trips to Reno and other places where the divorce laws are not as stringent as they are in the District of Columbia.

Although an absolute divorce in the District of Columbia can only be obtained for one statutory cause, there is hardly a day goes by but what one or more suits are filed alleging misconduct of one of the parties who promised faithfully to "love, honor, obey, protect, cherish," and what not? But, as Rube Goldberg puts it, "It doesn't mean anything."

FIGHTS START JUST AFTER CEREMONY.

"The surprising part of it," said a Washington divorce expert, "is that in most cases the 'battles' begin the day after the minister has declared the couple to be 'one.'"

"It may be," he continued, "that the battle is started to find out which of the two is to be the 'one.' My observation has been that the woman usually becomes the 'one.' Also the two, three and four. It would be a great life if they didn't weaken, but they do."

"One of the surprising features of many of the local suits filed for divorce, is the short length of time the couples have been married," remarked another lawyer, "and in a number of instances there is no apparent reason for filing a suit for separation."

"It's like the colored lady, who told the court that she desired a divorce from husband, although he was a good provider with no particularly bad habits."

"Why do you want a divorce from this man, if he is what you say he is," asked the court.

"Well, judge," was the reply, "I 'ae jes' natchally loss mah taste foh him."

"That," said the attorney, "seems to apply to a number of cases in the District of Columbia."

NOT THE FIRST COST BUT—

"Well, that all depends on your client," he smiled, and how much he can afford to pay."

"In the first place it only

costs \$17 to file suit for a divorce in the District of Columbia. That is the court costs. But, like a marriage license, that's the cheapest part of it.

"In many cases where there is a third party, it is necessary to hire a detective to obtain the necessary evidence for an absolute divorce. In such a case, after the evidence has been secured, and the husband has been the erring party, it hits him right where he lives—in his pocketbook."

"It means that months before the case comes up, he is ordered to pay his wife enough money to enable her to live elsewhere as she has been accustomed to living while under his roof. This amount varies, of course, according to the manner in which the couple have been living up to the time they separated."

"Then, of course, there is the attorney's fee, which also varies, and many other incidental expenses, which in the long run amount to quite a little sum of money. It's an expensive thing, but, according to what some of my clients tell me, it's worth twice the money."

COMEDY WALKS

WITH TRAGEDY.
Some of the cases filed in the District courts are tragic, while many of the petitions filed are humorous in their allegations.

Recently a man filed suit for divorce in the District Supreme Court, naming a co-respondent. It turned out that he named the wrong man, and his attorney immediately amended the petition, stating that the co-respondent named was the wrong man and that the name of the actual co-respondent could not be obtained, but "there's a nigger in the woodpile somewhere," his petition concluded.

Another case was also heard a short time ago, in which the wife was the errant party. It seems, however, that the husband's suspicions were well founded, and without his wife's knowledge, placed a dictograph in the living room of his home, put the listening end of the instrument in his garage.

When the case was heard testimony was given that the wife had a caller, and the first remark his wife made, which it is claimed was heard through the dictograph was:

"Sit down and make yourself at home; the old fool (her husband) is out of town."

But he wasn't, and proved to the court that he wasn't such an old fool after all.

Incompatibility, abuse, beatings, drunkenness, failure to support and even desertions are the grounds upon which the majority of the legal separations are claimed, which, oftentimes are answered by counter charges, backed by evidence showing that one party was as much at fault as the other, but both making it clearly evident that it is better that they be separated.

The lawyers seem to be right. The first hundred days are the hardest.