

# Army and Navy News

CONGRESS has requested the adjutant general of the Army to make a statement of the number of officers who have become separated from the National Guard since the declaration of war and the calling of the organized militia into the federal service. This action draws attention again to the fact that there was a National Guard, for it has become a habit to speak of the armies of the United States or the American Army, and to forget that a substantial part of it is composed of the veterans of the expedition on the Mexican border and the men who came into this organization soon after that kindergarten-practice campaign.

Immediately after the return of the guard, when the fuss with Mexico was over, about March, 1916, many of the most efficient officers and privates, on one ground or another, resigned from the organization, in most cases the real reason being that in their absence the stay-at-homes had cut too deeply into their business to let them stand the expense. With the call of the guard to the defense of the nation at the war the response came immediately. Many returned to the old ranks, and many guard graduates have won high positions in the National Army. The guard expanded rapidly, until in April, 1918, the date of the latest official report of its strength, it had enrolled 16,971 officers and 409,395 men, besides something more than 35,000 taken from the guard to fill the ranks of certain divisions of the Army.

It has been reported that a huge percentage of guard officers, after failing to qualify for the fighting forces of the Army, had been separated from the organization. Nothing can be much farther from the truth when compared with the facts of the case. Of the total number of officers of the guard, 16,971, there have been eliminated from the body a little more than 1,000 officers, or less than one officer in every hundred of the total number separated from the command, about one-third were disqualified physically, and all vacancies have been filled from the guard itself, with few exceptions, in favor of higher officers, in many instances requested by the governors of states.

The activity of the militia bureau was directed to the development of capable officers and the elimination of those who were for any reason not the best to care for and lead the men of the organization. The result is that Gen. Pershing has not made many changes in the officer personnel of the guard, and its fighting qualities thus far demonstrated on the fields of France have shown the justification of the judgment in selections.

The attitude of members of Congress to the selection by elimination of guard officers has been interesting. However well a member might try to do for his constituent, he always stood ready to recognize the soundness of the principle that the men must have the best of everything, officers included, and to give support to that principle.

THE brilliant performance of the coast guard has easily justified the legislation which placed that service on an equality of pay and promotion with officers of the same length of service in the regular Navy, and is another demonstration of the wisdom of the act creating the coast guard in 1915, which declared it to be a part of the military arm of the government and consequently made this later legislation possible.

The creation of the coast guard was originally proposed in a bill introduced by Representative George Edmund Poes of Illinois, for many years chairman of the House committee on naval affairs. The act united the old revenue cutter service and the life-saving service into the new body, under the name of the coast guard. In addition to the relief of vessels wrecked or in distress and of the harbor duty performed by the old revenue cutters their vessels in peaceful times patrol the coast in search of derelicts, icebergs and other hindrances to navigation. The provisions of the act creating the coast guard automatically upon the declaration of war placed the coast guard under the jurisdiction of the Navy.

Coast guard vessels were among the first, when this country entered into war, to be sent to the other side and their records for good service are unbroken. The service of the coast guard, however, is not limited to the ocean or the shore thereof, for the Navy is now building two coast guard cutters at Dubuque, Iowa, for flood relief work on the Ohio, Mississippi, Illinois, Monongahela and other rivers in the Mississippi and Ohio valleys. It is expected that they will be launched and ready for operation early in the spring to meet flood conditions. In 1915 a coast guard crew rendered signal assistance to flood-stricken people in southern Illinois and Indiana. These new vessels will be much more effective than anything available, because they are designed after the typical stern-wheel, shallow-draft river boat that can run over the extended water fields. They represent a new field of effort for coast guard, as it is the first organized activity on the part of the government to render aid to flood sufferers on the interior waters. It is safe to predict that when these flood vessels have demonstrated that they are as useful, as they now promise to be a sufficient number will be built for use in other sections below the Ohio river.

ADMIRAL WILLIAM S. BENSON, U. S. N., chief of naval operations, when asked whether he could confirm the statement made by Sir Eric Geddes that the U-boat warfare was almost at an end, very conservatively replied that he knew Sir Eric and that he would accept any statement made by him; that Sir Eric was near the scene of the U-boat activity and had all the reports that would enable him to make an accurate statement in regard to what the U-boats were doing and what was being done to them. The admiral declined to

make any statement as to his own knowledge of the rate of destruction of the undersea boats or to make any prediction as to the time of their disappearance.

However, it is reasonably certain that the decline is due in a great measure to the activity of the American destroyers and their unusually heavy depth charges, which by means of devices produced by the bureau of naval ordnance are so discharged as to cover a far greater field than was possible by the older method of dropping the depth charge over the stern. It has been hinted that other devices of the United States Navy in other fields have been employed with great success against the U-boat.

The blocking by the English of the Belgian seaports used as home stations for the German submarines was another deadly blow against U-boat activity. Reports of the rate at which Germans are building and launching submarines are so varied as to be utterly unreliable. They run, according to these reports, from three vessels a month to five a day. In other words, from thirty-six a year to 1,800 a year, and except that the Germans appear to be running out of submarines, there is no way of telling which are the more reliable figures.

THE Navy reports its health conditions both afloat and ashore as remarkably good at the present time and for the whole year general admissions to the hospitals lower than it had anticipated. For several weeks continuously the list for the entire Navy from all injuries and diseases has been kept well below the peace time average. The first six months of the present year, which include the bad months from a health standpoint, showed a general admission rate for the principal shore stations, where ordinarily there is more sickness than among a corresponding number of seasoned men afloat, less than the average rate for apprentice seamen and other unseasoned men for corresponding periods in peace-time years immediately preceding the outbreak of the war. The death rate for all diseases has been correspondingly low, averaging between 1. and 2.0 per thousand per annum during recent weeks.

These excellent results are due to the work of the medical department of the Navy, which was organized in such a way as to be prepared for war, and to the fact that the strict discipline of the Navy, especially in regard to health regulations, has been maintained even though the personnel has been expanded five times its original size. Team work and close co-operation of the bureau of navigation and other bureaus concerned in the maintenance of health conditions have played an important part in the prevention of sickness.

THE bureau of navigation is industriously completing its plans to provide nearly 250,000 personnel, both officers and men, for the new merchant marine which is growing in numbers day by day in the ship yards along the Atlantic, Pacific, Gulf, Great Lakes and the rivers that flow into them. In the arrangements for raising and training this large number of men the shipping board, by its failure to give to the bureau of navigation a definite schedule of the personnel requirements for the use of the merchant fleet, is causing the Navy Department a great deal of anxiety. In a general way the Navy's plan is to give to the officers for the mercantile fleet a course of at least three months' training in their preparatory schools before they can qualify as deck and engine room officers and to give to the seamen a course of eight weeks to prepare them for their duties on board ship. These training schools, it is evident, will make necessary a huge increase in training facilities, and it may even require the construction of one or more new stations to be used exclusively for the purpose of training this personnel.

An added reason for the desire of the bureau of navigation to learn the requirements of the shipping board is that it may be able to put out the proposals for all this additional construction to accommodate the new men in their training period. The fact that Secretary Daniels remains firm in his attitude against cost plus forms of contract adds to this anxiety, since the alternative method of awarding contracts will require some six weeks for advertising, scrutinizing the bids and making the awards. The secretary insists, however, that the older way of awarding the contracts has resulted very satisfactory to the department and he refuses, except in rare cases of great emergency, to abandon it for the cost plus contracts.

The success of the Navy in developing its increased fighting personnel and the experience it has gained in that operation peculiarly fit it to develop and train the mercantile personnel, but it will throw a great burden upon the bureau of medicine, the bureau of navigation and the bureau of supplies, burdeas, however, which they are well organized to carry.

ONE of the plagues of the fighting forces of Europe has been the vermin, principally lice, which find lodgment in the garments and on the persons of the troops in the trenches and in a less degree in the camps. In order to relieve the troops of the Army, both in this country and in the expeditionary force, the surgeon general has established in all camps and at the ports of embarkation plants in which large bodies of men and their garments may be completely disinfected. Those at the ports, when completed and ready for use, will be on so large a scale that large units of troops may in a very short time be fumigated previous to embarkation. Similar plants have been erected for the use of the American troops in France, with the result that the nuisance and discomfort arising from these insects are reduced to a minimum.

Despite all vigilance it is impossible to eradicate lice from the camps and cantonments, but rigid inspection and prompt preventive measures do

keep them fairly free from the pests. However, many bodies of troops, especially some of the labor units, which are taken practically from the streets to the transports, are liable to develop a number of active cases. So all units going over must be thoroughly disinfected at the point of embarkation in order that the transports and the troops on them may be kept free from these insects. As a further measure of precaution similar plants have been erected at the point of debarkation in France, and there the men are again fumigated to insure against taking any vermin with them in the camps to which they are sent. By this practice the men will begin their soldiering on the other side clean and unattached, and it may be possible for them to remain in that condition as long as they are not in actual trench work.

For all troops returning the process at the various ports is repeated, so that the men will arrive in this country in good condition, at least as far as the presence of annoying insects are concerned. The treatment in these disinfesting stations is not at all unpleasant for the men. On entering the station the men and their garments are separated, to come together again before they leave, after each has been thoroughly cleaned and the garments freshened and pressed.

MAJ. GEN. WILLIAM L. KENLY, U. S. A., chief of Army aeronautics, is reliably stated, has recommended to the Secretary of War that all aviation officers of a grade above that of lieutenants be required to undergo a thorough grounding in aeronautics and that they shall not be eligible for promotion until they shall have passed a satisfactory examination to show their qualifications in this respect.

If this recommendation is followed—and if foreign practice is regarded, it undoubtedly will be followed—all aviation officers who have not already taken aviation training, with the exception of some lieutenants, will be obliged to take a thorough course of instruction similar to that of the aviation ground school. They will have to study construction and control of motors, construction and adjustment of all parts of the airplane, the theory of flight as well as actual practice in the simpler processes of flying. Whether failure to pass the necessary tests will result in the loss of commission or transfer to some other branch of the service is a question which thus far does not appear to have been discussed. So many men, first rate physically and of high education, have applied for service as aviators that it has been reported that hereafter only those who have earned their wings after a complete course of training to qualify them to receive commissions as lieutenants in the Aviation Corps will receive commissions to any rank whatever in military aeronautics.

As a result of inspections initiated by him soon after he was placed in charge of the division of military aeronautics Gen. Kenly learned that on some of the fields the cadets were flying under the orders of a non-flying officer, with results which were not satisfactory.

THE nomination of Brig. Gen. Harry L. Rogers, Quartermaster Corps, to be quartermaster general of the Army for a period of four years from the date of appointment, was a surprise to most officers in Washington, nearly all of whom had assumed that Acting Q. M. Gen. R. L. Wood, who had been recalled from Europe to fill the position, would, in view of his successful administration, receive the permanent appointment. There have been many surmises among officers concerning the reason for the change, and these were not confined to members of the military establishment. Many senators, who confirmed the nominations of Gen. Sharp and Crozier to be major generals, and that of Gen. Clarence B. Williams to be chief of ordnance, without the formality, even of referring them to the committee on military affairs, hesitated over the confirmation of Gen. Rogers' nomination and did not act upon it along with the others.

Secretary of War Baker last Tuesday said that he wished he could make it clear that there was a statute of the United States that made it impossible to give the nomination to Gen. Wood, and that there could be no reflection whatever upon Gen. Wood by reason of his not being made quartermaster general of the Army, but it does not appear that the Secretary made any statement as to whether he had given consideration to the effect of the Overman act as applied to this case, or to the further fact that Gen. Wood might have been continued in office as at present, acting quartermaster general, just as Gen. Biddle was continued in office as acting chief of staff. It is a fact that in a case somewhat similar to this, where the Senate proposed legislation to permit a change in the law, the Secretary informed them that the provisions of the Overman act were broad enough to cover the case, and that under it the President could make the changes which he deemed for the interest of the service, and such a construction of his powers seems to have been intended by the Congress that passed the bill.

The law that the Secretary referred to is that under which the offices of the commissary general, the quartermaster general and the pay division were consolidated. Section 3, act of August 24, 1912, thereof provides that promotions in the new corps created under the act should be from a list made up of officers of the constituent corps, with a proviso that after January 1, 1917, any vacancies above the rank of colonel occurring in the corps might at the discretion of the President be filled by a selection from among officers who shall have served by detail in said corps for not less than four years. Gen. Wood, who has served in the line of the Army, retired in 1915 and entered business, where he was very successful, and he has given very little service, if any, in the Quartermaster Corps. Brig. Gen. Harry L. Rogers, nominated to be quartermaster general, is the senior officer of the corps. He is now on duty in Europe and is spoken of highly by the officers of the Army stationed in Washington.

# In and Around the City

INFORMATION always comes in handy, especially when you look it while fishin for something else.

As the American and French flags were raised at last Sunday's celebration of Bastille day every man on the Ellipse took off his hat except the marines on guard.

A patriotic young lady, who is going to heaven when she dies, provided she takes as good care of her soul as of her glassy pink finger nails, objected to the omission, but as no one paid the least attention to her, that was all there was to that—except: A woman who happened to be standing next a uniformed youngster on camp leave asked into the matter and learned that no marine may take off his hat when he is wearing his belt.

Being a sociable chap, glad of the chance to talk to so obviously a nice woman, he told of soldier life generally, until he came at last to the inside information that: "Every marine is his own chink." This explains for you why it is that some uniforms look so much niftier than others, from a laundry point of view. It all depends upon whether its wearer has inherited the feminine art of suds, starch and iron, or goes around in limp khaki that proves his virtues to be exclusively of the masculine gender.

Also, it may account for a wise government's changing army blue for a color that won't show dirt. You have to know the reason of a thing to have proper respect for its value. A marine has to wash a uniform every day—and he has four, unless it may be more or less, for a listener gets the wires crossed now and then—and he uses a brush instead of a wash board, which saves wear and tear on the garments, to say nothing of his knuckles and immortal soul. Try it once, sisters, in preparation for the vanishing of that patient brown creature who launders us as white as snow for a mere price to swear by—and which was too often a price to swear at—and whose forever absence is going to take some of the sweetness out of old-time life, the sweetness of brown sugar.

So now you know what to do when tubbing time comes to help you win the war, and also—which is really more important—the lady of the glassy pink nails will find from this important document just why the marines kept on their hats.

You don't have to ask Mr. F. for every little thing that comes along. There are others.

TWO girls on a Glen Echo car were giggling at a strap-hanging young man.

They were not flirtatious giggles, understand, for the two were blocked in from undue frivolity by a family party, headed by ma and pa. Moreover, the young man had eyes only for his newspaper.

He didn't seem to be a mirth compeller, either. His face and figure were nicely conventional and his clothes all they should be—palm beach suit, correct hat, silk shirt as white as Pikes Peak, with its collar pinned down by—honest, you would have giggled yourself—by a beauty pin of the sort that fastens your blouse in the back when you don't wear it bare in a V.

It may be that the young man was paying the penalty of a bet that had gone wrong; maybe, again, he was exploiting some kink new to Washington styles. You never can tell why people do things, probably for the reason that they so seldom know themselves.

All of which is merely to show how little it takes to make girls giggle when girls are at the giggling age—and some of them way and way beyond it—and to put this really important question to you:

Has the breastpin found its way to the man's store?

IT looked like a tricycle that had

decided at the very last minute to become an automobile. And in the middle of its green lacquer and burnished brass was seated a young woman. She was such a buoyantly smiling young woman and so generally good to look at that people on the street stared as she skimmed near the curb as if they enjoyed the sight. But you always have to allow for the irrepressible exception:

"Don't some people have the luck? Riding as if she owned the streets while you and I have to walk like all the other poor dubs."

The woman who made the criticism had eyes only for the machine. She failed to see the two crutches.

Otherwise, it might have occurred to her that walking on a pair of strong feet is a whole lot more bleasier than perching around on sticks.

TWO woman clerks started to walk

to work in the early days of car crashes and have kept it up ever since—going and coming, without missing a day.

One of them has bought thrift stamps with her ticket savings and the other lets her little pile grow. They have become acquainted with every tree and bush along the way from Georgetown to the Treasury, and, what is a whole heap better for them, one has resurrected a tinge of the color of her dead youth, and the other can no longer be called a positive bone.

Also, again, they have developed the crusading zeal of the reformer, and with the loftiest intentions in the world are making life raspy for friends who prefer to ride.

"It is so much healthier, don't you know, and look at what we save. If you would only take the trouble to rise a bit earlier—all it requires is will power and"—all that and more.

But there are always others. One of them is a man in the same office, whom the crusaders have known years enough to nag into salvation, regardless of the world-old fact that people—good, honest, everyday peo-

ple—object to being made over by patterns not of their own choosing. For days and weeks growing into months, he has cheerfully accepted their reformatory raids, but—you know about that last straw—the other morning he settled them with a masculine protest which he doubtless considered original, but which Socrates got in ahead of him, and no telling how many others in cons gone before: "That's the worst of you good women. You never know when to let go."

For that time, anyhow, the crusaders went down in defeat, but all the same, brothers:

What sort of world would this be for you and for all of us if good women should learn to let go?

SHE wore mussy white—one of those lace-curtain readymades that had every appearance of having been marked down for positively the last time and no alterations—and her piano legs of near silk were stilted on pumps that boiled over at the heels like raised dough, both supposed to be white. The listening post lady with her was of the placid type that recognizes that a baggy chin is the furled banner of youth and conducts herself accordingly. And the subject of the meeting concerned Chesapeake Beach in its relation to an unfortunate named Thomas.

"Cert'nly he knows I'mer going! I says to him this morning, 'Tom,' I says, 'if I can make out with a dinner under a shoe box, with any little trifle at the Beach like a crab an' a cone,' I says, 'you cert'nly can get you sump'n at a calf.' I says, 'an', besides, I says, 'I want you to distinkly understand,' I says, 'that I ain't no man's door mat—'"

Sure, she wasn't a door mat. She was a family jar, which is a big heap worse. NANNIE LANCASTER.

## Norway's Concrete Ships.

NORWAY is racing with America to see which country will gain the honor of building the first concrete vessel that will cross the Atlantic ocean. America is far in the van of the shipbuilding world in regard to the number of concrete ships and their size that are being constructed at the present time. But Nick Fougner, president of a concrete shipbuilding company of Christiania, Norway, states that he hopes to cross the Atlantic on one of the larger boats which his company is building within the next two or three months.

The concrete ship is fast coming to the front in Norway. The shortage of wood and steel in that country has made it necessary for shipbuilders to turn to the concrete vessel in order to offset the losses suffered by the depredations of the U-boats, if they desire to continue both their coastwise and transatlantic trade.

The Stier, a 1,000-ton concrete vessel recently built by the shipyards of the Fougner company, is a pioneer of the type of concrete vessel that is now under construction in Norway. The vessel is 145 feet over all, twenty-seven feet six inch beam, fifteen feet nine inch molded depth. It is equipped with an internal combustion 320-horsepower motor and has four water-tight transverse bulkheads of concrete, which, with a reasonable cargo, makes the ship practically unsinkable.

At present the Fougner company has under contract twelve additional seagoing concrete motor ships, varying in size from 200 to 3,000 deadweight, and they have built and launched about twenty-five floating craft of various types, including tug, lighters, motor ships and drydocks. It is expected that the Norwegian builders will adopt the new protective coating which when applied to concrete makes the life of a concrete vessel equal in durability to that of a steel vessel. This discovery, so important in the construction of concrete vessels, has been the result of the research work of the engineers of the Emergency Fleet Corporation.

## The Sensitive Man.

ANDREW CARNEGIE complimented one day at his Scottish castle on his gifts to the cause of education, said to a young lady:

"There's nothing so pathetic as the self-made man who is conscious of his lack of education. These poor fellows seem to think that everybody is educated but themselves.

"Once, in a smart New York restaurant, I heard a man with a diamond horseshoe pin say hoarsely to a waiter:

"Shove over that there chandelier." "It ain't a chandelier, sir," said the waiter, as he obeyed. "It's a cruet."

"The man with the diamonds blushed brick red.

"Well, never mind what she is, shove her over," he said. "We ain't all been to college."

## The Poor White.

A CONGRESSMAN, praising America's marvelous war production, said the other day:

"Our war work is going to be so splendid that it will make other countries seem like poor whites beside us.

"You know the poor white story? It's a story about a man in a Mississippi village who squatted down on his porch—or gallery, as they say out there—at seven o'clock in the morning and sat hour after hour motionless except for the steady movement of his jaws chewing nigger-head.

"Finally his wife came to the door and said, in a despairing kind of voice:

"'Ain't ye goin' to work today?'" "Nope," said the man.

"'Why not?'" she whined. "'Ain't got time!'"