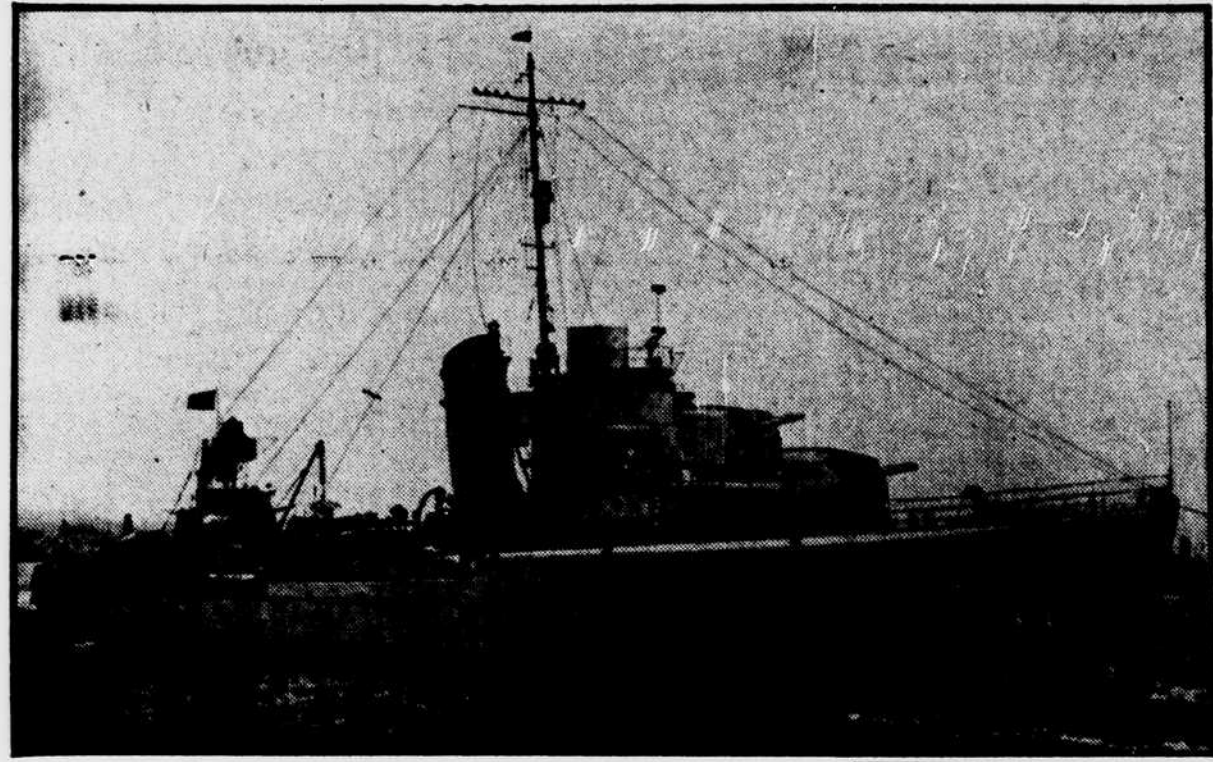
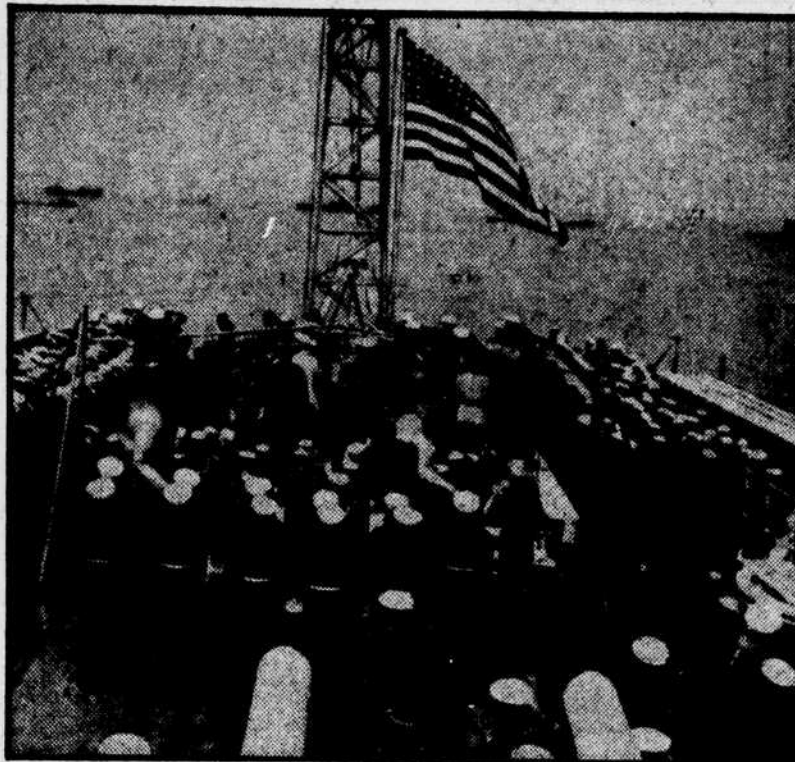


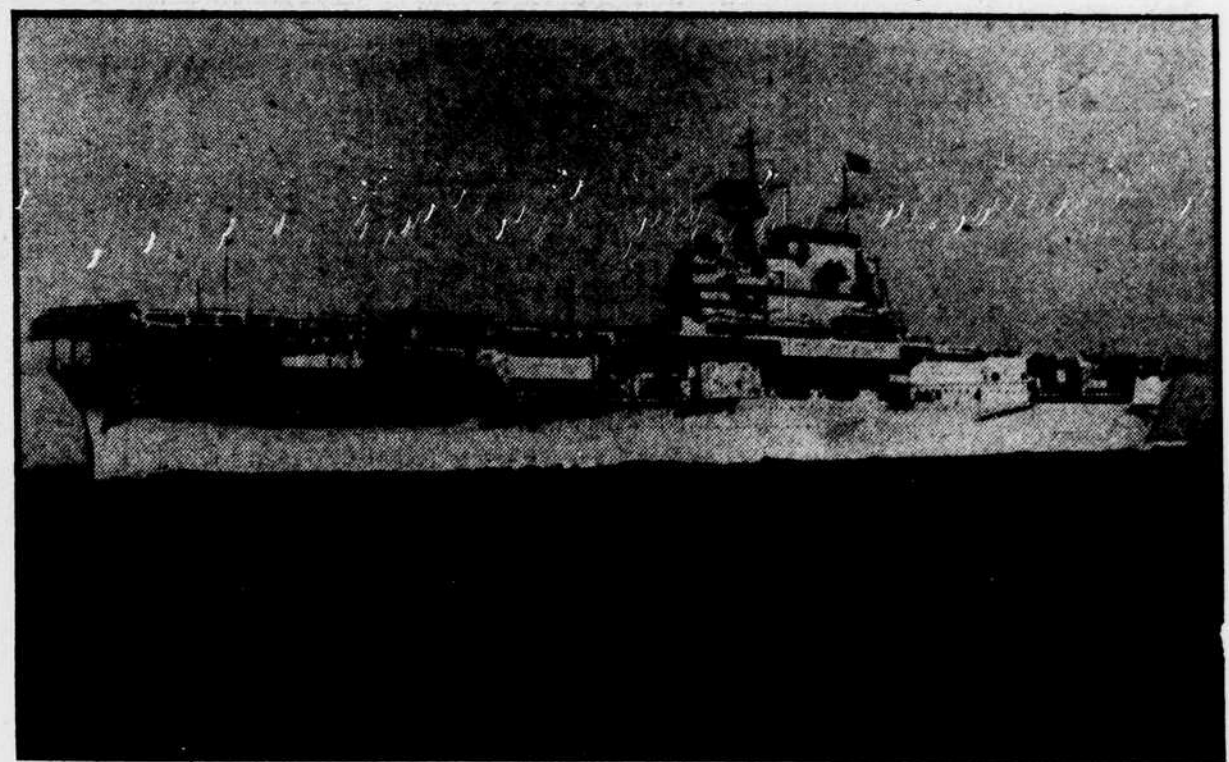
Washington Woman's Duty Is to Track Down Godmothers for Navy Craft



Destroyers are named for men who performed conspicuous service for the Navy. This one, the U. S. S. Anderson, was named for Rear Admiral Edwin A. Anderson, who served brilliantly in the Spanish-American War, commanding the Marblehead. The Anderson, one of our newest destroyers, was launched February 4, 1939.



The U. S. S. Arizona in a rough sea. Navy battleships are named after the various States in the Union.



Above: The Yorktown, one of the Navy's newest and finest aircraft carriers. Such vessels are named for famous ships and important battles in our early history. Top, center: Raising the flag marked the official commissioning of the new U. S. S. St. Louis, 10,000-ton cruiser accepted by the Navy at ceremonies at Norfolk, Va., last May. Cruisers are named for American cities.

20 Years' Service Given To Exacting Research

Genealogical Information Made Available to Guide Department's Action

By James Nevin Miller.

Probably no other woman in America knows so much about our Navy as Mrs. James Paul Casbarian of Washington. She occupies a spacious office in a large white building on Constitution avenue near Twenty-first street N.W. Her job is to "track down" godmothers for Navy ships. For something like 20 years this charming woman, with just a hint of gray in her dark hair, has been assembling the genealogical information on which the Navy Department bases the names of new destroyers, aircraft tenders and other craft, and selects their sponsors.

In our Navy submarines are named after fish, battleships after the various States and cruisers for cities, and destroyers, submarine tenders and seaplane tenders are named for former Secretaries of the Navy, for great inventors, for officers of the Navy and Marine Corps and for Senators and Representatives who have conspicuously aided the Navy. For generations a strict Navy tradition has been to pick as sponsor the nearest relative (girl or woman) of the men honored in the naming of new vessels. Thorough study of the family tree of these people is Mrs. Casbarian's work. She devises a complete genealogical chart and submits this to Edward Henkel, chief clerk of the Navy Bureau of Navigation. The chart is then approved by Rear Admiral Chester W. Nimitz, chief of the bureau, who turns it over to Charles Edison, Acting Secretary of the Navy since the death of Secretary Swanson. Finally, Mr. Edison, son of the famous inventor, transmits the name to President Roosevelt.

Plane-Carrier Names. Aircraft carriers are named for world-famous ships and important battles in our early history. Newest aircraft carrier now building is the Hornet. President Roosevelt himself named this craft. Six ships of this class have been in the service of the United States. They have been sloops, brigs, schooners and steamers. Earliest Hornet was a sloop of 10 guns built at Baltimore in 1775. She was one of the first ships of the Continental Navy to go to sea. In the fall of 1777 she operated with other vessels for the defense of the Delaware River against the British fleet. In November of the same year she was destroyed in the Delaware River to prevent her falling into the hands of the enemy.

Seaplane tenders. In accordance with a new Navy plan are named for boys, straits, inlets and sounds. Just to refresh your memory, a sound is a long and narrow body of water usually connecting larger bodies of water, or dividing the mainland from an island. Two tenders now building are the Albemarle and the Barnegat.

Submarines are given names of fish or denizens of the deep. Typical names are the Barracuda, the Pickerel, the Plunger, the Porpoise and the ill-fated Squalus. Submarine chasers are lettered and numbered as follows: SC54, SC330, SC452, etc.

Based on War Record. In general the Navy plan is to use the last name only for its war vessels except in the case of common names or names already given to the battle craft. The Hilary P. Jones, destroyer now under construction at the Charleston (S. C.) Navy Yard, was named for the late Hilary P. Jones, a Spanish-American and World War hero. During the former war Admiral Jones served on the Dorothea, a converted yacht, on patrol duty. In 1912 he was appointed commandant of the Washington Navy Yard and superintendent of the Naval War College. As commander of the Newport News division of the cruiser Admiral Jones had control of the transports sailing from Hampton Roads. More than 250,000 troops were embarked from this district under his direct supervision. Local convoys were organized and escort cruises sailed under his direction through mine-infested waters, where enemy submarines were known to be operating.

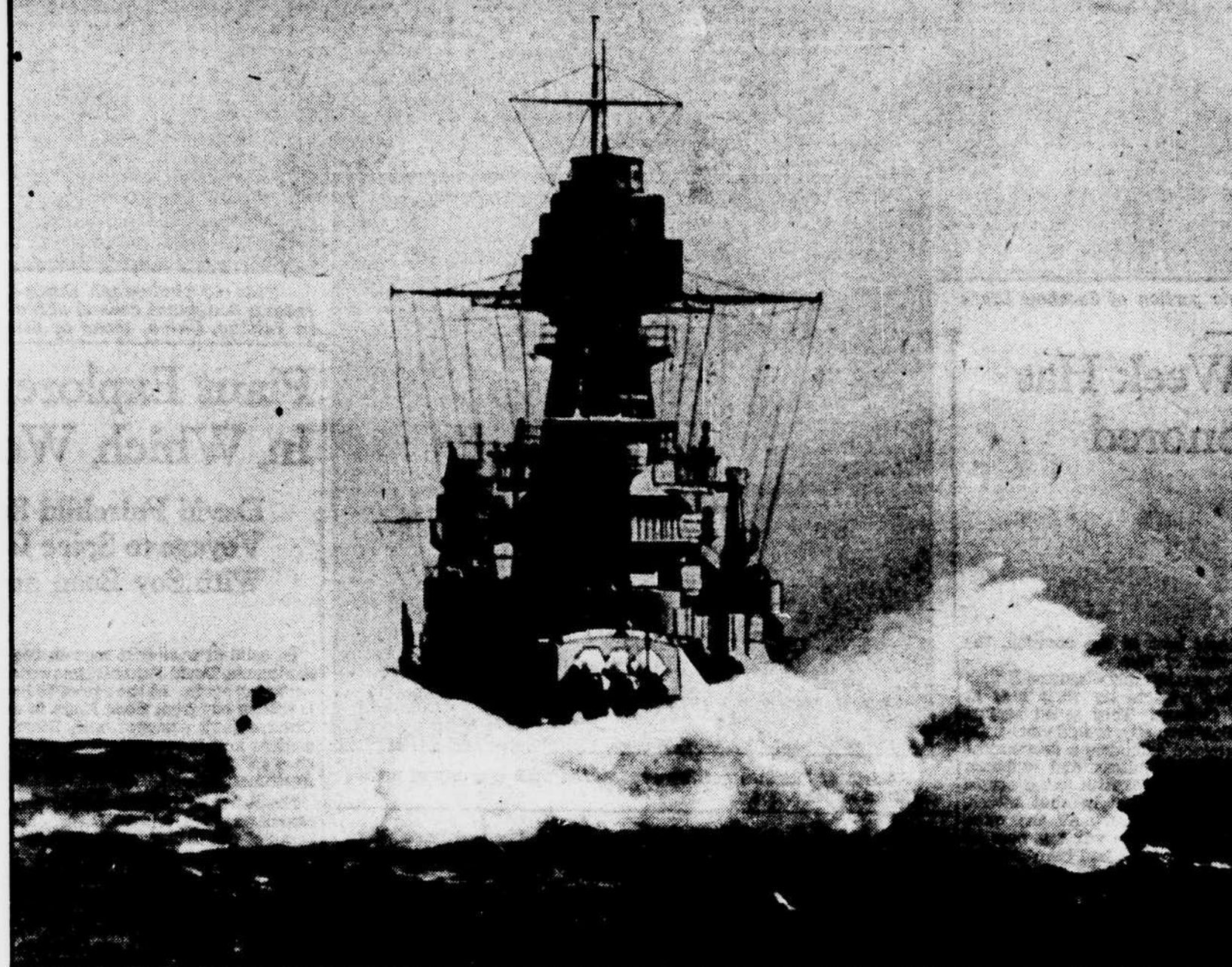
During the time from April 1 until the signing of the armistice only one transport missed the sailing date set by the Navy Department, and that was due to the non-arrival of absolutely necessary supplies. For his services during the war he received both the War and Navy Department's Distinguished Service Medal. Admiral Jones died at his home in Washington, D. C., on January 1, 1938.

Another "full name" destroyer is the Charles F. Hughes, now under construction at the navy yard, Puget Sound, Wash. It was named in memory of the late Rear Admiral Charles F. Hughes, who served with distinction in both the Spanish-American and World Wars. After the Titanic disaster in April, 1912, the Navy Department recommended the institution of an international patrol to report the ice conditions in the North Atlantic. The Birmingham was placed under Admiral Hughes' command for duty in the first ice patrol conducted by any nation and cruised until July 8, 1912. In 1913 the international ice patrol was made permanent and is now under jurisdiction of the Coast Guard, United States Treasury Department.

Joint Recognition. The destroyer Wainwright was named for four officers. One of them was Comdr. Richard Wainwright, born in Charlestown, Mass., in 1817. He served with distinction on Admiral Farragut's flagship, the Hartford, during the Civil War. He was the father of Rear Admiral Richard Wainwright, born in Washington, D. C., who served as executive officer on the battleship Maine when she was blown up and sunk in the harbor of Havana February 15, 1898. The other two Wainrights for which the destroyer was named are thought to be cousins of the first Richard Wainwright. One was Comdr. Jonathan Mayhew Wainwright, born in 1821 in New York City. During the Civil War he commanded the U. S. S. Harriet Lane, Admiral Porter's flagship, in an engagement with Forts Jackson and St. Philip. Comdr. Wainwright was killed in an attack upon Confederate troops at Galveston Harbor January 1, 1863.

Incidentally, this flagship, the Harriet Lane, is the only ship on the Navy's official record books named after a woman. She was a niece of President Buchanan. Ensign Jonathan Mayhew Wainwright, son of the commander, was born in New York City in 1849 and was wounded while in command of a vessel in the Mexican War. He died on June 19, 1870.

One of the new destroyers scheduled to be launched in December is the Gleaves. Joint sponsors will be cousins to each other, as well



The U. S. S. Arizona in a rough sea. Navy battleships are named after the various States in the Union.

as granddaughters of the late Admiral Albert Gleaves, Miss Evalina Gleaves Van Metre and Miss Clotilda Florence Cohen. Admiral Gleaves served with distinction in both the Spanish American and World Wars. During the former conflict he was in command of the torpedo boat Cushing, which operated in Cuban waters. In May, 1917, he became

commander of the cruiser and transport force, Atlantic Fleet, charged with convoy operation between the United States and Europe. He developed an outstanding anti-submarine convoy and escort system for the American Navy; was made commander in chief of the Atlantic Fleet as admiral in 1919 and retired in 1922. He died in 1938.

Marines (Continued From Page C-5.) courage and patriotism; men of honor on both sides. With the withdrawal of Marines from Nicaragua, our only potential boiling point at present is China, the unpredictable. We have maintained forces of varying sizes there for 40 years.

Other posts in which Marines are on duty include Cuba, the Virgin Islands, Panama, Cavite, Guam and Hawaii—not to mention Samoa, where there is an almost forgotten one-man detachment.

This, then, is a short history of a gallant unit of fighting men; a story of more than a century and a half compressed into a brief epitome of what the Marines have actually accomplished "in every clime and place" where they could take a gun.

Explorer (Continued From Page C-5.) see some of these growing and bearing fruit in Arizona. But millions of dollars were spent, and a half dozen horticultural investigators devoted their lives to research over a period of 25 years, before date culture was actually established in the Southwest. Mr. Fairchild writes.

More actual scientific knowledge with regard to the date palm has been accumulated in California and Arizona than was to be found in all the Old World, according to the plant explorer. And this is true despite the fact that the date palm was cultivated at least 3,000 years before the birth of Christ.

Has Personal Interest. Largely through Mr. Fairchild's initiative, plant introduction gardens and arboreta have been started in various parts of the United States. He has his own experimental plot surrounding his winter home at Coconut Grove, Fla. There he has established numerous plants, the fruits and flowers of which he enjoys even though he has never been able to popularize them with the general public. He says that he prefers the fruit from his own tangelo trees to either oranges or grapefruits, since tangelos combine the best qualities of both.

This was Secretary Wallace's salute to the plant explorer on the eve of his departure on yet another voyage: "And so we wish you well as you hurry forth again to tend a distant corner of your far-flung garden. And from the islands of the tropics send us back, along with new plants for your beloved Florida, some answers for the many plant problems that are certain to be ahead. So we thank you for pausing a moment with us as you are setting forth again—and now, in the name of the plants you love, push on!"

Soon Mr. Fairchild will be exploring the spice islands, where he has been at least twice before. And because of his explorations, a new fruit or a new vegetable or a new condiment may, in a few years, begin to appear on American tables.

Girls Run Locomotives Operating locomotives and doing other work on the Russian railways will soon be giving employment to thousands of women. Already engine crews of girls are actively engaged on some of the lines, all members of the Young Communist League. Special courses for women have been set up on the railways by the Moscow authorities and 25,000 have been graduated as locomotive engineers, switchmen, linemen, conductors and skilled workers of various kinds. In addition, 16,000 women are taking these courses. One of the first crews to begin active work was made up of young, strong, alert girls.

Song Earns \$250,000 Annette Mills will be at least \$50,000 better off for having written "Booms a Daisy," the song the French and British troops hummed and whistled as they marched toward the western front, it is stated in London. It is estimated that it will finally make \$250,000 for all concerned. "Booms a Daisy" has been bitterly attacked as vulgar and stoutly defended, but its popularity has not been questioned.

RADICAL CHANGES BEING MADE IN DAILY MENUS OF FAMILIES

Modern Living Conditions Lead Public to New Attitude in Selection of Standard Home Supplies

By Herbert Hollander.

Whether you respond to the informal cry of "Soup's on!" or to such popular variants as "Come and get it!" and "Supper's ready!" or even to the measured cadences of a dignified "Dinner is served," your food habits have been under the all-seeing microscope of science—and thereby hangs an immensely interesting and important story.

Because scientists—specifically, some very careful men and women on the staff of the Department of Agriculture—have discovered that the American people have been making radical changes in their daily menus which reveal still more changes in our whole mode of living—and it all adds up impressively in terms of dollars and cents, health and social implications for consumers, distributors, and the farmer in the dell and in the field.

There is a lot more than appears on the surface behind the fact that Americans generally have given up eating those enormous breakfasts which began with a hot cereal and then ran the gamut of wheat cakes, sausage, ham, bacon, potatoes, three or four kinds of bread, preserves and sweet rolls. Five-course luncheons and gargantuan dinners likewise have not been foreseen simply as a money-saving measure.

Changing food habits, the scientists tell us, reflect accurately the changes taking place in our social and economic order. The shift of population from country to city, and the growth of apartment-house life, has had a great influence on the foods we eat. The fact that millions of wives also are office workers is another big factor. During recent years, there has been a steady reduction in the amount of cooking being done in the home. The average two-room and -kitchenette apartment doesn't give the housewife much space in which to work. Contrast the huge kitchens of the past with those of today. Even modern equipment won't quite take the place

of the freedom and the elbow-room which formerly was one incentive to expensive cookery.

Then, because so many women now work during the day, they have not the time for cooking in the old-fashioned grand manner. This accounts, in part at least, science believes, for the vast increase in the sale of canned goods of all kinds, and of the popularity of all types of foods prepared quickly and easily. This applies to cuts of meats as it does to fruits, vegetables, baked goods, any many other items.

How these changed habits affect the consumption of specific commodities is logically explained. For example, potato consumption has been showing a slow but steady decline. There are several reasons for this. One is that changed order which has placed so many housewives in outside employment. Potatoes take time to prepare; other vegetables are fixed more easily. Also, fashion plays its part—and potatoes by reputation add poundage quickly.

On the other hand, while potatoes have been declining in favor—along with flour, meal, and other cereal products—the consumption of lettuce, carrots, spinach and other greens, and citrus fruits, has grown enormously. And Americans are by far the biggest lettuce eaters in the world.

However, it might be better to say that we use more lettuce than any other nation, because no one can tell just how much lettuce is eaten and how much is left on the plate when it is used as a "shell" for salads. But it is a fact that lettuce consumption has grown to a staggering volume in the last few years.

There are several reasons for this, too, and they have their definite social and economic implications. For one thing, we are eating more salads because fewer people are doing manual work. Sedentary pursuits are conducive to lighter diets; we use more green vegetables, fewer potatoes, and the like. Then, too, salads are easier to prepare. The woman who combines home and



Radical changes in America's mode of life have brought equally radical changes in its mode of living, according to scientists of the Department of Agriculture. One of the big changes, the experts say, is the enormous increase in fruit consumption—at least a hint of which is given by this Bureau of Agricultural Economics photo, made in a typical modern food store.

office duties can prepare a tasty salad in a hurry.

Health Emphasis. But there is another important reason. That is the matter of health. During recent years, much emphasis has been placed upon the eating of greens, and all such vegetables, as well as fruits and fruit juices, have had a tremendous "run" with folks who have become vitamin-conscious. With this the experts have no quarrel, but they do add that, in many instances, the trend is toward reduction dictated neither by health standards nor sound economy.

That we are in the era of green-stuffs is best proved by the fact that carload shipments of lettuce now rank second only to those of potatoes—a situation which a generation ago would have been thought unbelievable. There also has been a vast increase in the use of spinach, a vegetable without which the average comic paper would lose a full fourth of its joke crop annually. This gain is due chiefly to the health appeal. Most advocates of the use of spinach will admit that they soon tire of it, dietitians say realistically. Probably few people are enthusiastic over spinach often more than once or twice a week, or perhaps less frequently, yet many parents are placing spinach before their children with relentless regularity and insisting that at least some of it must be eaten.

Smaller Quarters, Canned Goods' Use, Reform of Eating Habits, Health Rules Leave Their Marks

And it has changed the type of hogs slaughtered for market. In the old days, heavy hogs were most in demand. Now, the 200-pounder commands the best price. The reason: Lighter cuts are wanted. And while meats and potatoes show either declines or no upward trend, such an item as eggs registers an enormous increase. Why? Because, again, eggs are quickly and easily prepared. An omelette can be mixed in a hurry even in the smallest kitchen.

Staples Employed. It is noted, too, that there has been a great increase in the number of public eating houses, further confirmation of the trend revealed by the consumption of the various staple commodities. Another interesting sidelight is found in statistics on cracker consumption. Tens of thousands of different varieties of packaged crackers are sold annually. Less and less the housewife is doing her own baking.

The amazing influence of the health appeal upon allied industries is emphasized by Federal authorities, who say that factor "appears to have rescued our citrus industry from the brink of serious distress from overproduction. However impatient we may become at the slow progress made by some reforms, we can find no fault with the speed with which the population as a whole grasps the idea that orange juice is valuable in the diet, and that it may be given to young children with perfect safety. How many of our own mothers would have considered themselves little better than murderers if they had administered a tablespoonful of fresh orange juice to a child under 6 months of age?"

It is stated that the average housewife is guilty of many illogical and extravagant habits of food selection. Many housewives, for example, demand root vegetables, such as carrots, beets and the like, with the tops on despite the fact that usually the tops are thrown away. Shipping costs and retail prices obviously are much higher. The consumer should learn, the

experts continue, the difference between economical and expensive green food. Most of us probably would be just as well fed if we ate coleslaw when we now eat lettuce, or if we served cabbage or kale when we now serve cauliflower. If we eat artichoke it must be because we like it, for, so far as science knows, no one ever has claimed that it contains anything not supplied much more cheaply by any of a dozen other greens.

Appearance Observed. That the average housewife is influenced entirely too much by appearance is another interesting point made by the investigators. There is said to be no good reason why Boston should pay a premium for brown eggs and New York should pay a premium for white eggs, because there is absolutely no chemical difference. But they do pay extra for these types just the same. Just habit—that's all.

Apples, it is shown, too often are purchased for color alone. The apple which has grown on an inner branch and has received less direct sunlight than those near the tips of the branches may be just as large, just as free from blemishes, just as well matured, and in every respect as perfect as the others but with less brilliant color. This fact alone, however, condemns it to a lower grade and to a lower price, although no one blunderfellow could distinguish this apple from the most highly colored fruit on the tree.

The average buyer, in the words of one authority, is altogether too much like a hen. The hen selects her food exclusively by eye and by the sense of touch. When the hen encounters something new and of a quality of which she is doubtful, she eyes it cautiously, taps it with her beak curiously, picks it up and pinches it tentatively, and if its impression upon the senses of sight and touch are favorable she takes a chance and swallows it.

But sometimes the hen gets fooled, and even more frequently the human who operates on the same principle also gets fooled. And that's costly business!