

FINE NAVY A COSTLY THING

WASHINGTON.—A calculation of the annual cost of maintaining individual types of craft in the British navy was recently made by Admiralty Secretary Edmund Robertson. By this it is shown that it costs \$1,157,500 to keep a British battleship in commission one year. A destroyer involves an annual outlay of \$88,500, a torpedo boat \$30,500.

It was with cable brevity that these figures were transmitted. The enormous sum required to maintain a battleship for a year makes one wonder if there has not been some error in transmission. That a vessel costing, say, \$6,000,000 should in the course of less than six years equal its entire original cost in the mere matter of maintenance would seem inconceivable at first glance. But when one compares the figures given with our own expenditures in this direction the calculations do not seem to be so much astray. The flat cost of maintaining an American battleship in commission is no instance equals, or nearly equals, the sum which the admiralty secretary finds is necessary for

hull, machinery, and equipage, \$54,960.29.

Gun Practice is Costly.

The \$11,645.09 expended for ordnance was mainly for the powder and shell used at target practice. A correspondent who is with the fleet estimates that the cost of the ammunition expended at target practice in Magdalena bay alone foots up to a total cost of \$150,000. "That expenditure," he says, "is not expensive. On the contrary, it is the best money spent by the United States navy. It is the premium of insurance paid annually for efficiency, and it will prove its value if these ships ever get into war. There'll be no hit or miss or reckless helter-skelter shooting then."

Congress and the navy itself have long been divided over the relative value of the battleship and the armored cruiser. In spite of much opposition on the part of those who believe that battleships, vessels which cost but little more to build, are infinitely superior to the armored cruiser, ten vessels of this type having been recently added to the American navy. The opponents of the armored cruiser can now point to the vast

included. The one who has made the nearest approach to it is Pay Inspector John A. Mudd. In a paper which is published in the naval institute, this distinguished officer says that of the hundred millions annually appropriated for the navy's support \$18,000,000 in round numbers is spent to pay the wages of labor in navy yards.

This amount, says the pay inspector, is nearly equal to what it costs to support the fleet in commission. The accounting for the actual disbursement of these eighteen millions is thorough, too thorough, perhaps. The accounting for why the money was spent is simply the unregulated and generally unexamined show of results, with little or no proof that the results equal the values expended.

For the fiscal year of 1906 he adds that the cost of maintaining all ships then in commission was \$23,655,950.41. Returns for this year show that there was spent for repairs to hulls, machinery, and equipage of the ships \$5,550,309.01. Thus the total cost of the floating part of the establishment during the year, excluding cost of new construction (\$31,764,556.58 alone) was \$29,206,259.42. It cost during the same fiscal year to maintain all the navy yards and other shore stations \$11,115,080.81. Besides this there was expended for buildings, chattels, etc., and for machinery at these places the sum of \$9,589,183.09, making the total of the real maintenance cost of the shore part of the establishment \$20,694,263.90. Of course this latter figure does not include the work done at the yards on or for ships; it is solely the cost of keeping the yards in such shape as to fit them for doing their work for the floating part of the establishment. This cost alone of maintaining the shore plant was more than two-thirds the cost of the floating part, the fleet.

Extravagance of Shore Plants.

Enumerating the various other expenses of the yards and stations, the pay inspector makes the flat assertion that over half of the total appropriations for the navy are absorbed by the shore plants. Of the finished product, the warship in commission and beyond the control of the land establishment force, there is, he says, little to say. Admitting the absolute necessity for that product, finished as it is today, its administration, away from the navy yards, is apt to be economical enough, comparatively speaking. It is about the accounting for the necessity for the expenses of the huge establish-

time, at another yard not many miles away and with the same resources, at a cost of \$1,250,767. Where one yard was able to make 808 ditty boxes for \$1,899.77, was it just to the 'Money for the Navy' to spend \$4,259.66, at the same time, at another yard, in making a similar number?

Prices Vary Greatly.

"The boats for the battleships are built, as to kind, on the same model and of the same material. Recently, at one yard, it cost \$1,890.63, to make a 30-foot steam cutter, while at another, not many miles away, it cost \$2,684.62 to build exactly the same kind of boat, to put on board the same kind of battleship. A 30-foot barge cost \$671.08 at one yard and \$1,151 at another. Several 30-foot cutters cost, on the average, \$598.61 at one yard and \$848.13 at another. A 14-foot dinghy cost \$104.08 at one yard, while at another the same kind of boat was turned out for \$153.61. A 16-foot dinghy cost \$104.17 at one yard and \$196.34 at another—pretty close to twice as much, it will be observed. A 20-foot dinghy cost \$217.89 at one yard and \$362.44 at another. A 30-foot rig whaleboat cost \$509.38 at one yard, and the same kind of boat, for the same kind of service, was turned out at another yard for the euphonious sum of \$888.80.

"Turning to furniture: A mahogany desk for a cabin cost \$136.76 at one yard, while at another, one made for a sister ship cost \$190, there being no costs wasted on this latter price. An oak desk cost \$112.07 at one yard and \$163.30 at another. Toilet racks for officers' rooms, of which there are more than 40 made for each battleship, cost \$14.60 at one yard, while at another exactly the same article was turned out for the neat round sum of \$20.

Curious Variations in Price.

"To make and fit into a battleship six galvanized boxes, for fire clay, 30x24x15 inches, cost at one yard, for the job, \$167.01, and at another yard, to make similar boxes and to fit them on board a sister battleship, it cost \$284.12. These same boxes, unfitted, cost at one yard six dollars each; at another, \$8.47, and at still another, \$20.84."

The pay inspector asks if a change in the method of appropriating money looking to the increased economical efficiency of the shore plant would affect the fleet, and answers his own question in the affirmative. "Yes," he says, "materially, perceptibly, abso-



Baseball is king again. The big leagues have opened up another season and the game started off profitably, with good crowds and fine weather. Only one game was postponed—the St. Louis-Pittsburg game in the National league. The White Sox gave the Detroit champions a terrible drubbing and the Cubs played a wonderful uphill game and won out in the ninth, after Cincinnati had scored five times in the opening inning. The finest game played was the New York-Philadelphia game in the American league, where not a run was scored until the twelfth inning. The attendance at all the games was unusually large, the total attendance being considerably larger than on opening day last season. The work of the St. Louis Browns was a very pleasant surprise. McAleer's team had been considerably ridiculed, but it showed a form that may well land the Browns close to the top. Every fan in America will personally rejoice in the splendid showing made by old Cy Young. After 19 seasons of pitching in the big leagues Cy began his twentieth year with a notable victory, pitching as well as he ever did. That a man 41 years old could be pitching about as well in his twentieth year of service as he ever did in his younger days must be a wonder for years to come. There is no man past or present with such a record as Cy himself. The race is now on officially, and for the coming six months some millions of people will give a large part of their attention to the great American game.

EVEN SPLIT IN MAJOR LEAGUES

AMERICAN AND NATIONAL EACH WIN NINE GAMES PLAYED BEFORE SEASON OPENS.

SCORES OF SPRING CONTESTS

Johnsonites Won Both Championships in Philadelphia and St. Louis—Other Informal Battles—Records for Five Previous Years and the Grand Totals to Date.

Eighteen games were played this spring between National and American league teams during their training trips, including the city championship series in St. Louis and Philadelphia. On the total of games played this year the majors split even, each league winning nine of the eighteen.

The American leaguers won both spring championships in Philadelphia and St. Louis, although all the games arranged were not played in either of these series. The St. Louis Browns won three out of five games with their civic rivals, the Cardinals, although for a time it looked as if McCloskey's outfit would trim McAleer's again, as happened in the spring of 1907. The Cardinals won the first two games, but the Browns took the last three, two games being declared off on account of bad weather.

In Philadelphia the Athletics won the title from the Phillies by taking three out of four games, Murray's men winning the third game of the series.

Of the informal contests Cincinnati and Washington took part in the greater number of games. The Reds defeated the Boston Americans one game, trimmed the Chicago White Sox in another battle, and won one game from Washington, only to fall down before the Detroit champions in two straight games. The Reds were to have played two games with each of these four clubs if the weather had not interfered in all except Detroit's case.

Down in Texas in the earliest days of the training the St. Louis Nationals played Washington four games and won three of them. These were played by the regulars of both teams. The Cardinals and Senators' substitutes also played a couple of games not included in the records.

The even break this spring between the rival major leagues produces no change in the relative number of games they have won from each other's teams since the peace pact of 1903 was signed and the national commission took charge of organized baseball. Previous to this year the American league teams had won 112 games from National league clubs and the veteran leaguers had won 92 games from the Americans. That would make the grand total for five and a half years to date of 121 victories for the American league out of 222 games played, leaving 101 victories for the Nationals.

The greatest number of interleague games played in any one year was 60 in 1903, the season after the two bodies stopped fighting each other. The smallest number was 24 in 1904, the year when there was no world's series.

Following are the scores of the interleague games played this spring, the totals for five previous years, and the grand totals to date:

March 14, at Houston—Washington, 5; St. Louis Nationals, 2.
March 15, at Houston—St. Louis Nationals, 7; Washington, 3.
March 28, at Houston—St. Louis Nationals, 2; Washington, 1.
March 29, at Houston—St. Louis Nationals, 7; Washington, 3.
March 30, at Cincinnati—Cincinnati, 2; Boston Americans, 1.
April 4, at St. Louis—Nationals, 3; Americans, 0.
April 4, at Cincinnati—Cincinnati, 1; Chicago Americans, 0 (ten innings).
April 5, at St. Louis—Nationals, 4; Americans, 3.
April 6, at Philadelphia—Americans, 5; Nationals, 0.
April 7, at Philadelphia—Americans, 7; Nationals, 6.
April 8, at Philadelphia—Americans, 2; Nationals, 1.
April 11, at Philadelphia—Americans, 5; Nationals, 0.
April 11, at Cincinnati—Detroit, 8; Cincinnati, 3.
April 12, at St. Louis—Americans, 6; Nationals, 0.
April 12, at Cincinnati—Detroit, 9; Cincinnati, 1.
Totals spring 1908 series—Nationals won 9; Americans won 9.

TOTALS FOR PREVIOUS YEARS.	
Won.	Won.
1903—Americans .. 33	Nationals .. 27
1904—Americans .. 13	Nationals .. 11
1905—Americans .. 26	Nationals .. 25
1906—Americans .. 22	Nationals .. 7
1907—Americans .. 18	Nationals .. 22
Grand totals..121	101

Morrissey Wins Marathon.

T. R. Morrissey of the Mercury Athletic club, New York city, won the twelfth annual renewal of the Boston Athletic association's Marathon road race the other day at Boston, covering the 26 miles from Ashland to the finish mark on Exeter street in 2:25:43.15. The time is second only to the record of 2:24:24, made last year by Tom Longboat, the Canadian Indian runner.

He Got the Money.

When Bill Bradley made those four home runs in four successive days at Philadelphia, in 1902, he was rewarded with a \$10 bill which an enthusiastic Philadelphia fan sent to him: "Make another home run this afternoon and I will give you a tenner. Well, Brad got the coin."



This little bundle of nerves and muscles when a battle is on. He loves to win, and fights to the bitter end before he will acknowledge defeat. It is the nervous tension under which he labors that he has undermined his strength, he thinks, and the "rest cure," he is confident, will rejuvenate him. "When I joined the Chicago club in the fall of 1902 I weighed only 115 pounds," says Evers. "Now I am up to about 137, stripped. That isn't enough to stand the strain of many such seasons as we have had the last two years when we won the National league pennant, each time followed by a world's championship series. No one loves to play the game more than I do, once I am in uniform. I could stay on the diamond all day, morning and afternoon, but I dislike to get ready. Before I put on my uniform I feel as though I'd have to be driven to get out. Once the game starts I forget everything else and I want to fight all the time. I've got to talk. If I can't play ball, that's all. Chance won't let me chew at the pitchers so I take it out on him and the umpire, and what a lacing I do give the manager sometimes. Fortunately for both of us Frank doesn't hear distinctly, and some of my talk goes by without notice. Long ago I made up my mind I was going to lay off one year while still young. I am none too strong. The nervous tension under which I play is telling on me and it is my desire to quit for one year at least and have a good time like other young men. I had figured on quitting in 1908, but the fact that we won the world's championship and that my contract called for one more year caused me to change my plans and play this season. But I fully intend to lay off in 1909."

ment that supports the fleet that there should be concern.

The paymaster thus pays his respects to the bureau system of the navy department: "The bureau," he says, "do not represent principalities within clear, uncrossed dividing lines. There are portions of the personnel resource that, directly or indirectly, are under the influence of more than one bureau, and there are portions of the money resource that cannot be expended properly by one bureau without advice or suggestion from another. This necessitates co-ordination in order to accomplish. What an acceptable, inspiring word co-ordination is! The mention of it brings one's thoughts to peaceful achievement, to modern triumph over that business demon, waste. In the navy it means something like the general peace in Europe, where the dusty boundary stone is not needed to mark division between neighboring mighty states, the demarcation being more clearly shown by unbroken lines of waiting bayonets. Such is co-ordination to-day among the bureaus.

Defects in Present System.

"Knowing that navy yard work, even under businesslike administration, cannot be done, with the necessary government methods to contend with, as cheaply as similar work in commercial shops, let us be liberal-minded. Then, also knowing that for every boat tiller made there are thousands of pick handles and lawn mowers, let us admit that the minimum price of boat tillers made at the yards, one dollar, is a just and proper value. Does this give excuse for manufacturing others at three dollars each? When 40 metal sternroom boxes, for officers' uniforms, were made at one yard for \$567, was it good policy to manufacture 49 more, at the same

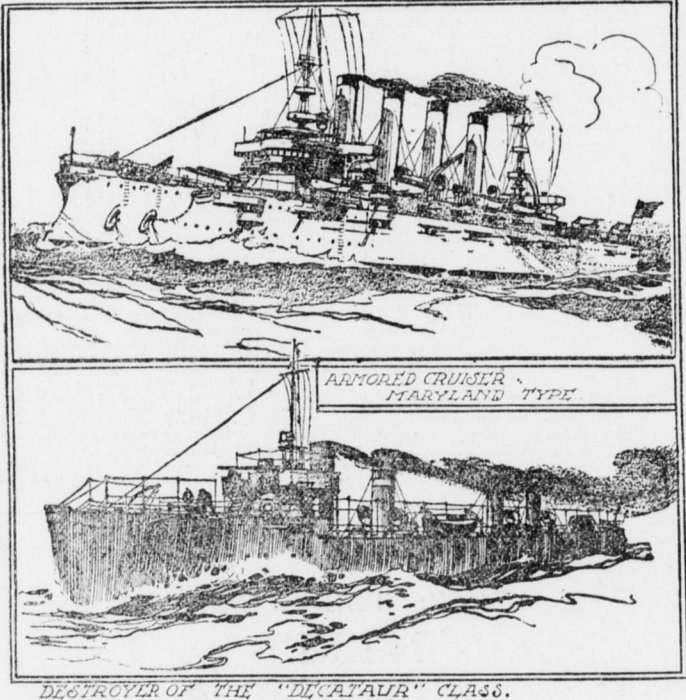
lately, at once. Every time a navy yard clerk bungles or shirks his work, the fleet feels it; every time a navy yard mechanic goes to sleep in the bowels of the hull on which he is working, the fleet feels it; every time a supervising authority on shore is overcome by a feeling of laissez faire, the fleet feels it; every time two departments at a navy yard waste hours in friction, in bumpington quarreling, the fleet feels it. The fleet is as a seismometer, for inefficiency on shore. The shock of the full-paid workman idle at his job may not attract ordinary notice, but it is recorded there just the same, and its mark may be deciphered by those who search and weigh and measure."—N. Y. Times.

Bankers Liable for Advice.

The highest court in Germany has, in several recent cases, fixed the responsibility of bankers when advising investments to their clients.

One of the latest decisions was rendered against a bank which, upon receiving an order from a customer to invest \$7,500 in certain mortgage bonds, instead of executing the order, advised its customer to buy instead the bonds of another company, as equally safe and possessing advantages over those ordered. The customer followed the advice, and when the company failed he sued the bank.

The court in its decision against the bank, held: "The bank has not done its duty in taking care of its customer's interests when it recommended the purchased bonds to be as safe as those originally ordered to be purchased, because the bank should have known that the latter had the quality of legal or trust investment funds for widows and orphans, wards, etc., whereas the bonds advised and bought for the customer lacked that important qualification."



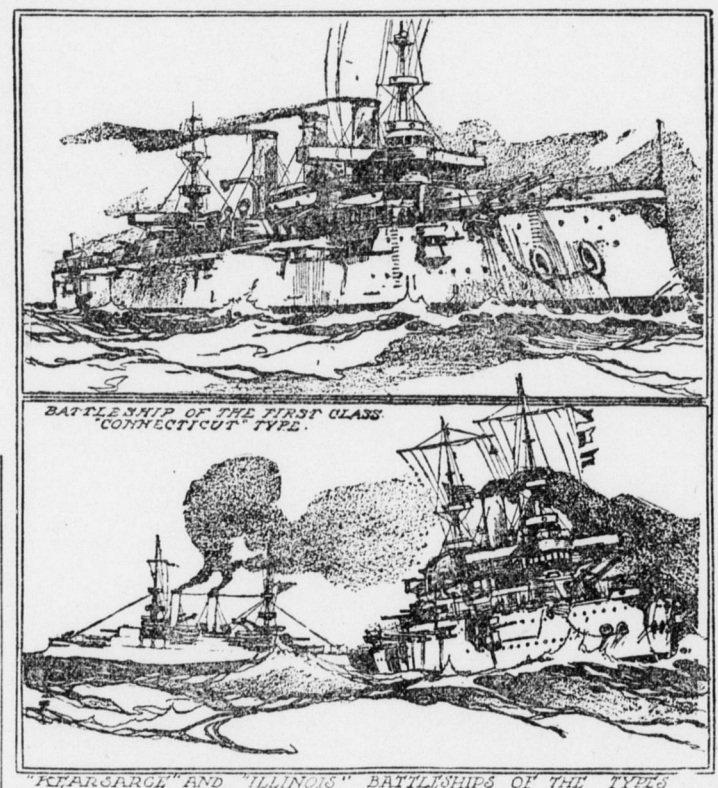
the maintenance of a British battleship. But it is likely that he has included in this estimate the cost of the establishment which maintains the ships. No mathematician has yet figured out the cost of our ships of war on lines which would include the cost of yards, docks, etc. If this were done it would be found that under our present very absurd system, or rather very absurd lack of system, in conducting naval affairs, the cost of maintaining a British battleship would be a poor, cheap, and tawdry thing in comparison with the cost of maintaining an American war vessel of the same type.

Over a Billion Since Spanish War.

The new navy, which dates from the Spanish war, has cost to date \$1,244,651,000. Of this sum \$309,000,000 has been expended on ships. The rest has gone to the maintenance of the naval establishment. The cost of maintenance of individual types is shown in a series of tables prepared by the bureau of supplies and accounts and incorporated in the annual report of the paymaster general of the navy. During the fiscal year ended June 30, 1907, the cost of maintaining the 16 battleships which are now in the Pacific was as follows:

Name.	Cost of Maintenance, Com.	Months in Commission.
Alabama	\$596,251.90	12
Illinois	479,212.45	12
Kearsarge	516,301.11	12
Kentucky	520,135.78	12
Louisiana	626,484.05	12
Ohio	636,287.12	12
Rhode Island	529,829.93	12
Virginia	632,296.98	12
Missouri	598,183.97	12
New Jersey	570,226.55	12
Maine	650,484.65	12
Connecticut	419,531.02	9
Georgia	325,915.28	9
Kansas	87,878.80	9
Vermont	129,856.80	4
Minnesota	147,185.09	3

These figures show that it costs considerably more than \$500,000 a year to keep a battleship in commission. The Connecticut, flagship of the fleet, may be chosen as an example of the various directions in which the money is expended. During the nine months of the fiscal year the maintenance of that vessel cost \$410,531.02. Of this amount \$232,749.88 was for the pay of her officers and crew. Computed ratios amounted to \$18,876.90. For pilotage and postage the sum of \$1,617.71 was expended. The value of stores expended in the various departments was as follows: Ordnance, \$11,645.09; construction and repair, \$7,339.62; steam engineering, \$33,829.45; equipment, \$7,287.09; supplies and accounts, \$42,233.45; repairs to



sums which it requires to maintain them. The tables prepared by the paymaster general show that while the battleships average a little more than \$500,000 a year, the armored cruisers average more than \$700,000.

The squadron of this type, which is under the command of Rear Admiral Dayton, and known as the "Big Four," is composed of the West Virginia, the Colorado, the Pennsylvania, and the Maryland. For the fiscal ended June 30 the West Virginia cost \$755,151.47, the Colorado \$706,057.16, the Pennsylvania \$735,111.49, and the Maryland \$685,526.06.

Cavalry of the Navy.

The armored cruiser has been compared to cavalry. A distinguished naval officer says that it is not comparable to cavalry. "Moreover," he adds, "no one has proved that a navy needs anything comparable to the cavalry. It is not comparable to the cavalry for the reason that it has not nearly the same speed, relatively to the other vessels of a fleet, that the cavalry has to the other branches of an army; and because it has not nearly the same power, either offensive or defensive, relatively to the other ships, that the cavalry has to the other branches. And a person would have to labor hard to prove that a navy needs something comparable to cavalry; for how can one find on the open sea, and within the restricted space which even the largest enemy's fleet can cover, any opportunity for those quick surprises, or those sudden attacks on exposed lines of communication, stretching away for miles, which is one of the principal employments of cavalry; and can one even imagine a squadron of armored cruisers making a charge in battle against battleships at all comparable to those charges of cavalry which again and again in history have been hurled with irresistible violence against a vulnerable point?"

This officer does not wish to be misunderstood as questioning the usefulness of armored cruisers; he merely questions the logicalness of an oft-repeated argument. "But at the same time," he says, "it may be well to point out that, though we can find a use for our armored cruisers, now that we have them, yet nevertheless, if we had ten battleships instead of our ten armored cruisers, our fleet would be much stronger."

Cost of Establishments.

As has been said, no one has yet figured out just what our ships cost when the cost of the establishment is