

ROOSEVELT MADE OF MANILA

Admiral, In Autobiography, Pays Tribute to His Foresight and Aid.

THE autobiography of George Dewey, admiral of the navy, just from the press of Scribner's, promises to be the most interesting book of the season. Admiral Dewey's reminiscences of the civil war are entertaining and told in a straightforward, pleasing style that holds the attention of the reader and gives pen pictures of the stirring events of those earlier days. It is when he comes to deal with history leading up to and including the war with Spain that his autobiography becomes of intense interest, for he speaks plainly and expresses his opinions on matters that a few years ago would be discussed in naval circles only in the secrecy of the club or the wardrobe.

In the fall of 1897 Admiral Dewey says he knew that Commodore John A. Howell and himself were being considered for the command of the Asiatic squadron. The most influential officer in the distribution of assignments was Rear Admiral Crowninshield, chief of the bureau of navigation, "a pronounced bureaucrat," writes Admiral Dewey, "with whose temperament and methods I had little more sympathy than had the majority of the officers of the navy at that time." Dewey says Crowninshield would hardly recommend him to any command, "and his advice had great weight with John D. Long, who was then secretary of the navy."

Roosevelt Wanted Him.

Of Theodore Roosevelt, then assistant secretary of the navy, Dewey says "he was most impatient of red tape and had a singular understanding both



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FORMER SECRETARY OF THE NAVY JOHN D. LONG.

of the importance of preparedness for war and of striking quick blows in rapid succession once war was begun. With the enthusiastic candor which characterizes him, he declared that I ought to have the Asiatic squadron." Admiral Dewey tells how Roosevelt asked him if he had any political influence and his own expression of disinclination to use it.

"I want you to go. You are the man who will be equal to the emergency if one arises. Do you know any senators?" Mr. Roosevelt is quoted as saying.

Admiral Dewey said his heart was set on having the Asiatic squadron, as it seemed to him the country was inevitably drifting into a war with Spain.

"In command of an efficient force in the far east, with a free hand to act, in consequence of being so far from Washington," he writes, "I could strike promptly and successfully at the Spanish force in the Philippines."

"Red Tape" Scored.

After his appointment, for which the influence of Senator Proctor of Vermont was largely responsible, and prior to his departure Dewey says he studied the Philippines and the conditions of the squadron he was to command. "Inquiry about the quantity of ammunition in the squadron developed the fact that there was not even a peace allowance. Although a further supply had been ordered, no one seemed to think it necessary to facilitate its shipment, thanks largely to the red tape of official conservatism."

Throughout the volume there appears this frank criticism of the red tape methods and the delay that seemed at that time to impede every movement, even after it became apparent that war would follow. Dewey relates that he urged the department to ship this ammunition at once, but that he was told he must wait for repairs to the Charleston, which would require six months. Supported by Roosevelt he finally obtained an order for the Concord, then sitting out at Mare Island for the Asi-

HIM "HERO BAY," SAYS DEWEY

Criticizes "Red Tape" of Secretary Long and Rear Admiral Crowninshield.

atic squadron, to transport as much as possible. This vessel carried less than half the supply. The remainder was shipped on the Baltimore, which Dewey says "reached Hongkong only forty-eight hours before our vessels left that port in obedience to the queen's proclamation of neutrality."

This ammunition was transferred to the other ships in Mirs bay on the day of the declaration of war. It was by such a narrow margin that Dewey obtained his ammunition, and the total supply was none too much for the task ahead of him. His ships, he said, had only 60 per cent of the full capacity.

Ammunition Scanty.

"Authoritative statements have been made," writes Dewey, "to the effect that the squadron was amply supplied with ammunition. It was not even fully supplied, let alone having any reserve. It is not for me to criticize the department, but only to state a fact and to repeat that there can be no neglect so inexcusable as that which sends a modern squadron into battle not only



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ADMIRAL GEORGE DEWEY.

without its magazines and shell rooms filled, but without a large reserve of ammunition within reach."

Admiral Dewey observes that in order to give our fleet commanders in foreign waters a position commensurate with the dignity of the country they represented "it had been for many years the unvarying custom that every commodore ordered as commander in chief of the Asiatic squadron should hold the rank of rear admiral from the moment his flag was raised. Explaining that this had been done for so long that it became to be looked upon as a right, Admiral Dewey mildly criticizes his superior officers when he wrote:

"It was a surprising innovation when Secretary Long informed me that in my case I was to hoist the broad pennant of a commodore and not the flag of a rear admiral. No one could have known better than Rear Admiral Crowninshield, Secretary Long's chief adviser," continues Admiral Dewey, "how subordinate this would make my position in all intercourse with the squadron commanders and officials of other nations, and particularly in case any necessity for combined international action should arise."

Slighted by Superiors.

"This," continued Dewey, "was one of those little pin pricking slights which are bound to be personally unpleasant to any officer of long service."

When after his appointment to the Asiatic squadron, Admiral Dewey says, he began to study up the Philippines "and sought information at Washington I found the latest official report relative to the Philippines on file in the office of naval intelligence bore the date of 1876."

These memoirs indicate that the commander of the Asiatic squadron was not kept very well informed of events by his government. The decision to take his squadron to Hongkong was entirely on his own initiative, "without any hint whatever from the department that hostilities might be expected. It was evident that in case of emergency Hongkong was the most advantageous position from which to move to the attack." The first real step looking like action came in a cable from Roosevelt, Feb. 25, 1898, a message which, Admiral Dewey says, "bore the signature of that assistant secretary, who had seized the opportunity while acting secretary to hasten preparations for a conflict which was inevitable."

Dash For Philippines.

Dewey's story of his preparations for that dash to the Philippines is intensely interesting. He recites his struggles to secure a supply of coal and gives a vivid picture of how he attempted and succeeded in obtaining a secret base, 7,000 miles from home, to which he could repair for coal or in

the event of disaster to his ships. This he accomplished through a Chinese comprador, the supplies and haven of refuge being located at an isolated spot on the Chinese coast, China not being able to enforce the neutrality laws with any very great diligence.

In connection with part of his preparatory work Admiral Dewey expresses amazement at a cable from Secretary Long in which that official said, after reminding him of international law, that "only the Japanese ports are available as storehouses. Should advise storehouse at Nagasaki for the base of supplies or supply steamer to accompany squadron."

Admiral Dewey declared that if any nation would be scrupulous in the enforcement of every detail of neutrality it would be Japan, and, while it seemed hardly possible "that we could have made some secret diplomatic arrangement with her which I had not been fully advised," in order to sound his ground Admiral Dewey called the American minister, who promptly replied that Japanese ports could not be used as a base for supplies.

Long's Instructions Criticized.

"If I had acted on the secretary's advice," said Admiral Dewey, "not only should we have given offense to a sensitive nation, but our squadron might have suffered a good deal of inconvenience." Dewey also writes that he declined to comply with the department's instructions to man and arm the Zafiro and Nanshan, supply ships that he bought. To do that, he said, would have given them the status of American naval vessels and subject to all neutrality laws.

Thus after many vicissitudes and many anxious moments of waiting the squadron finally started toward Manila bay. Admiral Dewey corrects the popular belief that the entrance to Subig bay was not mined. "A Spanish officer assured the executive officer of the Concord that eighty mines had been planted at the entrance. Some fifteen others which the Spanish had neglected to plant were found later by our officers in the Spanish storehouse at the Subig bay naval station," was Admiral Dewey's comment on this subject.

Stopped Only For Powder.

Admiral Dewey punctures a story circulated at the time of this battle, when he was reported to have with-



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THEODORE ROOSEVELT.

drawn his ships after the enemy had been practically put out of commission in order that his men might have their breakfast. The admiral denies being quite so nonchalant as all that.

When the enemy seemed to be whipped, although that knowledge was not definite, the report was brought to Admiral Dewey that there remained only fifteen rounds per gun for the five inch battery. Alarmed by that report, which subsequently was shown to be an error, Dewey says he withdrew temporarily for a redistribution of ammunition, if necessary.

"I knew," said he, "that fifteen rounds of five inch ammunition would be shot away in five minutes; but, he added, "even as we were steaming out of range the distress of the Spanish ships became evident."

Why He Cut Cable.

According to the statement of the admiral, the cutting of the cable at Manila was not due to any desire or purpose to remove himself from his superiors at Washington. The reports current at the time must have been known to the admiral when he wrote his autobiography.

The reasons assigned were in the line of military precaution only. In command of the city by sea, but not able to land forces until several months later, Dewey sent word to the captain general that if he were permitted to transmit messages by cable to Hongkong the captain general also would be permitted to use it.

"He refused my request about the cable," writes Dewey. "As a result he found himself cut off from all telegraphic communication with the outside world the next morning because I directed the Zafiro to cut the cable."

It was not until many weeks later, when the mails began to arrive, that Admiral Dewey and his men fully realized how the victory had electrified the whole United States. The two messages of congratulation he most prized were from Roosevelt and John Hay, the latter then ambassador to Great Britain.

SUNDAY SCHOOL.

Lesson VIII.—Fourth Quarter, For Nov. 23, 1913.

THE INTERNATIONAL SERIES.

Text of the Lesson, Josh. i, 1-9—Memory Verses, 5, 6—Golden Text, Josh. 1-9—Commentary by Rev. D. M. Stearns.

The book of Joshua opens with another reference to the passing from earth of Moses, in some respects greatest of all prophets (Deut. xxxiv, 10-12), and again he is called by that great name, the servant of the Lord (Deut. xxxiv, 5). It is one of the titles of the Lord Jesus (Isa. xlii, 1; Matt. xii, 18; Zech. iii, 8), and on that great passover night, when there was a strife among the disciples as to who should be the greatest, He taught that it was greater to serve and said, "I am among you as he that serveth" (Luke xxii, 24-27). Paul rejoiced in the title (Rom. i, 1; Phil. i, 1; Tit. i, 1) and perhaps never said anything greater than when he said, "Whose I am and whom I serve" (Acts xxvii, 23). Joshua is called Moses' minister or servant or the one standing before him (Ex. xxiv, 13; xxxiii, 11; Deut. i, 38).

We meet him for the first time victoriously leading Israel against Amalek, while Aaron and Hur stayed up the hands of Moses. Next we find him as Moses' minister going up into the mount of God with Moses when he went to receive the tables of the law and returning with him after the forty days. Then we find him abiding in the tabernacle and afterward as one of the twelve spies and one of the two who encouraged the people to go up at that time and possess the land, the only two who left Egypt as men and entered into the promised land (Ex. xvii, 8-16; xxiv, 13; xxxiii, 17; xxxiii, 11; Num. xiii, 8, 16; xiv, 6, 30; xxvi, 65).

When Moses was told that he could not enter into the land he asked the Lord to set a man over them who would faithfully shepherd them, and the Lord said, "Take thee Joshua, the son of Nun, a man in whom is the spirit, and lay thine hand upon him" (Num. xxvii, 12-23).

Now Moses is gone, and Joshua is the leader, and the Lord spake unto Joshua, and our lesson gives us the message. We read in one place that "the word of the Lord came expressly unto Ezekiel" (Ezek. i, 3), and unless the word of the Lord comes expressly to each of us as we read we have not read with profit as we might have done.

There is a Canaan to be possessed and enjoyed, not after we die, but here and now, and we may enter ourselves and help others to enter. It is all a matter of faith, and "we who have believed do enter into rest" (Heb. iv, 3). The land was given to them, but they were to enter in and take possession, only that which they actually trod upon being really theirs (verses 2, 4; Deut. xi, 24).

I do not know any greater assurance for a believer in the word of God than those wonderful words of the Lord to men, "I am with you." Even to Jacob He said, "Behold, I am with thee and will keep thee." To Isaac He said, "Fear not, for I am with thee." To Moses He said, "Certainly I will be with thee," and now He says to Joshua: "As I was with Moses, so I will be with thee. I will not fail thee nor forsake thee" (verse 5; Gen. xxviii, 15; xxvi, 24; Ex. iii, 12).

The Lord Jesus could say nothing greater to His disciples when He sent them forth after His resurrection with the good news for all the world than "Lo, I am with you all the days" (Matt. xxviii, 20). Just one suggestion from this great assurance certainly is this—that He will do it all, that it is to be done, if we will only be His willing and obedient fellow workers (I Cor. iii, 9; II Cor. vi, 1).

His word is to be our continual and only guide, our meditation day and night, our sole reliance in every matter, and at all times, then, there shall be true prosperity and good success and constant victory over all enemies (verses 5, 7, 8; Ps. i, 2; Jer. xvii, 7, 8). In such an attitude of soul and with a mind thus stayed upon Jehovah we cannot but be strong and of good courage. I have found this command ten times, but possibly you may find it more often—Moses to Israel, once; Moses to Joshua, twice; the Lord to Joshua, three times; Israel to Joshua, once; Joshua to Israel, once; David to Solomon, twice; (Deut. xxxi, 6, 7, 23; Josh. i, 6, 7, 9, 18; x, 24; I Chron. xxii, 13; xxviii, 20).

I remember well what a strength Deut. xxxi, 6, 8, were to me in the fall of 1876 as I moved my family from St. John, N. B., to Boston, Mass., having given up the position of principal of a public school to give my whole time to missionary work. The Lord did certainly speak to my soul in those words at that time and many a time since.

As to all truly Christian work, since He cannot fail nor be discouraged (Isa. xlii, 4) those who believe and rely upon His "I am with you" cannot fail nor be discouraged.

Note the "Be not afraid; neither be thou dismayed," of verse 9 and compare Isa. xli, 10, 13, and Deut. xxxi, 8. The "Have not I commanded thee?" reminds us of the word to Gideon, "Go in this thy might; * * * have not I sent thee?" (Judg. vi, 14) and of Jer. i, 7, 8: "Thou shalt go to all that I shall send thee. * * * I am with thee." All depends upon who commands us, who sends us.

WHAT FARM BUREAUS ARE.

What the Farmers' Club Can Do for the Country.

By Fred Ward, County Agricultural Agent for St. Louis County, Minn. (National Crop Improvement Service.)

The farmers' club should be to the country community what the commercial club is to the city. A farmers' club stands for organized effort. Co-operation in the broad sense is working together in harmony of all classes of people. The success of our country depends upon our homes. Our most important work in this world is caring for our boys and girls.

The country is a better place in which to bring up children than the city. More important to the farmer than better potatoes, sows, pigs and chickens, should be his boys and girls. How many of us have lived in farm communities where men thought more about their live stock than about their children, with the result that as soon as the children are big enough, they leave the farm for the city.

Whole Families in Club.
A farmers' club can do much to overcome these conditions. A great mistake is often made in organizing farmers' clubs by thinking they should be for men alone. The women of this country work as hard as the men; they bear as many burdens, and they deserve as much credit as the men. The most successful farmers' club will be made up of families of the community.

Loyal Get Together Spirit.
Before a farmers' club can undertake any definite line of work they must have the loyal, "get together," co-operative spirit. Regular meetings that have been carefully planned will do much to develop this spirit. To my mind this is the most important feature of the farmers' club work. The motto of every farmers' club should be "Better Farm Homes."

Club Buys Thoroughbred Sires.
By co-operating the farmers can get a pure-bred bull at the farmers' club meeting. If it is a dairy section each farmer should weigh the milk from each cow and keep a record of it. The milk should be tested for butter fat at least once every month. A record of feed should also be kept. The boys and girls of the farm will be much interested in making the butter fat test with a Babcock milk tester that can be purchased for a few dollars from your creamery supply house or from your local dealer. The boys and girls will soon become interested in seeing which "old bossy" makes the best use of the food she eats. In some places the farmers' club buys a milk tester and tests all the milk for the club. Another very good way is to put a tester into the school and let the children test the milk as part of their school work. It is well for the farm boy and girl to know the length of the equator, but it is more important for them to know how to figure balanced rations and keep the milk and feed records. By getting a pure-bred sire and keeping records of the milk productions and feed of our individual cows we can cull out the unprofitable ones and rapidly raise the standard of dairy cows of our neighborhood.

Club for One Variety.
In many communities where potatoes, for example, can be grown profitably but where there are no co-operators among the farmers, you may find a dozen different varieties but not enough of any one variety to sell to advantage. With the advent of the farmers' club these conditions disappear. The farmers readily see when they get together, the importance of raising one or two varieties of potatoes. They are then able to furnish a buyer with a uniform variety of potatoes in small or large quantities, and will usually get a good price for their product. What is true of the potato crop is true of almost any crop.

Club for Good Roads.
No matter how much a farmer raises, if he cannot get it to market economically he is the loser. A farmer needs good roads. Co-operation here means much to the farmer. A farmers' club stands a better chance of getting what is asked for from the town, county or state than the individual farmer does. There is nothing that will help the farm home like good roads. Good roads bring neighbors close together and help improve social conditions in the neighborhood, which tends to keep the boy and girl on the farm.

Telephone Clubs.
In many places the farmers' clubs are putting in telephone systems. The biggest part of the business of farming is marketing the product properly.

Buying and Selling.
There are many fine farmers who can raise good crops but who fail absolutely on the selling end of the business. A farmers' club can aid materially in marketing. Eggs for example put up in cartons and marketed through a farmers' organization will bring several cents more per dozen. A farmers' club can help work out the problems of farm credit. It is unfair to the business of farming to compel a farmer to pay more for money that he needs to improve his farm or buy live stock with than men in other lines of business have to pay. Instead of complaining about these things the farmers should organize the farmers' clubs and help straighten them out.

City and Country.
Much effort has been extended by commercial clubs and other city organizations to bring the farmer and city man together. We know the city people need the country people and the country people need the city people. We know that the farmer and city man must co-operate before the best results will be obtained in the business of farming.

Before the farmer can hope to co-operate with his city brother he must learn to co-operate with his country brothers who live on the other side of the line fence. A good farmers' club will do much to eliminate factional feeling that is so apparent in almost every unorganized farming community. Let the farmers of the community put their shoulder to the wheel and boost for the farmers' club movement because it stands for better farm homes.

GOOD NEWS FOR THE GIRL WITH UGLY HAIR

Don't mourn over it! Don't envy others because they have beautiful hair. Begin right now to give proper, intelligent care and attention to your hair—and then let others envy you. Use Harmony Hair Beautifier, a delightful liquid hair dressing that is just what it is named—a hair beautifier.

To make the hair glossy, soft and silky—to make it easier to put up in smooth, wavy folds, and "stay put"—to restore to your hair the well-groomed appearance you want it to have—to overcome the unpleasant, oily odor of the hair and leave instead a delightful dainty, fresh rose fragrance—Harmony Hair Beautifier will please you, or your money back. Very easy to apply—simply sprinkle a little on your hair each time before brushing it. Contains no oil; will not change the color of the hair, nor darken gray hair.

To keep hair and scalp dandruff-free and clean, use Harmony Shampoo. This pure liquid shampoo gives a rich lather that immediately penetrates to every part of hair and scalp, insuring a quick, thorough cleansing. Washed off as quickly, the entire operation takes only a few moments. Can't harm the hair; leaves no harshness or stickiness—just a sweet cleanliness.

Both preparations come in odd-shaped, very ornamental bottles, with sprinkler tops. Harmony Hair Beautifier, \$1.00. Harmony Shampoo, 50c. Both guaranteed to satisfy you in every way, or your money back. Sold in this community only at our store—The Rexall Store—one of the more than 7,000 leading stores of the United States, Canada and Great Britain, which own the big Harmony laboratories in Boston, where the many celebrated Harmony Perfumes and Toilet Preparations are made.—A. M. Leine, Honesdale.

ERIE TO BORROW VAST SUM OF MONEY.

Will be Used for Improvements and Purchasing Rolling Stock.

A dispatch from Albany states that the up-state public service commission has granted the application of the Erie Railroad Company for authority to execute its gold equipment trust obligations, as follows:

Series U to the amount of \$2,350,000; to be sold at not less than 97.70 per cent. of its par value.
Series SA A, to the amount of \$1,120,000; to be sold at not less than 95.75 per cent. of its par value.
Series V, to the amount of \$1,000,000; to be sold at not less than 97.65 per cent. of its par value.
Series T, to the amount of \$1,320,000; to be sold at not less than 98 per cent. of its par value.

At the hearing in this matter held in Albany recently, George F. Brown, vice-president and general solicitor of the Erie Railroad Company, asserted that the reason for this application is the need of additional equipment for the handling of the increased business of the Erie which will result from the completion of large sections of second track which have been under construction for some time.

He said that this equipment would consist of 50 locomotives, 1,500 forty-ton steel frame box cars, 1,500 fifty-ton self-clearing hopper cars, 1,500 underframe box cars, and 500 fifty-ton drop-end gondola cars.

CONSIDERABLE TIMBER WAS LOST.

Nearly 2,000,000 feet of pine and hemlock logs escaped when a log boom broke in the Neversink river at St. Joseph's, five miles from Monticello.

The timber belonged to the Stockport Lumber Company and was purchased from Charles Monnet of New York, who recently purchased the old Gilman estate and was clearing the big timber off to make a game preserve. The loss to the company will be close to \$50,000.

\$100 REWARD, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

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