

FINALLY ACCURATELY

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 \$1,167,500 to keep a British battleship in commission one year. A destroyer involves an annual outlay of \$88,500, a torpedo boat \$20,500.

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 \$5,000,000 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 the original cost in the same direction the calculations do not seem to be so much astray. The flat cost of maintaining an American battleship in commission in no instance equals, or nearly equals, the sum which the admiralty secretary finds is necessary for

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 \$27,748.88 was for the pay of her officers and crew. Computed rations amounted to \$18,876.90. For pilotage and postage the sum of \$1,017.71 was expended. The value of stores expended in the various departments was as follows: Ordnance, \$1,845.09; construction and repair, \$7,229.67; steam engineering, \$33,829.45; equipment, \$7,287.09; supplies and accounts, \$42,234.44; repair to hull, machinery, and equipment, \$54,900.19.

Gun Practice is Costly. The \$1,644.09 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 totals up to a total cost of \$150,000. "That expenditure," he says, in giving the value of the other items, "is not expensive. On the contrary, it is the money spent by the United States navy. It is the premium of insurance paid annually for efficiency, and it will prove its value

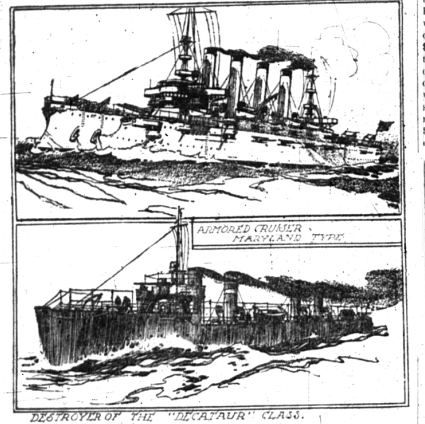
upon sea, and within the restricted space which even the largest enemy's fleet can cover, any opportunity for those quick surprises, or those attacks on exposed lines of communication, stretching away for miles, which is one of the principal employments of cavalry, and can one even imagine a squadron of armored cruisers making a charge in battle against battleships at all comparable to those of cavalry? It is not again and again in history have been hurried with irresistible violence against a vulnerable point?"

This objection does not seem to be understood as questioning the usefulness of armored cruisers; he merely questions the logic of an off-reef-ported argument which he says (in 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 establishments is 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 \$15,000,000 is roundly estimated to be spent in paying 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 unexplained 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 \$23,655,569.41. Returns for this year show that there was spent for repairs to hulls, machinery, and equipment of the ships \$5,550,598.91. This is the total cost of the floating part of the establishment during the year, excluding cost of new construction (\$27,764,558.88) and \$28,296,259.42. 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.,



ARMORED CRUISER "MARYLAND" OF THE "MILWAUKEE" CLASS.

the maintenance of a British battleship. But it is likely that he has included in his 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 tardy thing in comparison with the cost of maintaining an American war vessel of the same type.

Over a Billion Since Spanish War.

The navy, which dates from the Spanish war, has cost to date \$1,167,500,000. Of this sum \$300,000,000 has been expended on ships. The rest has gone to the maintenance of the naval establishments. The cost of the 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 to 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	Months
Alabama	49,715,442	12
Hilms	26,831,111	12
Kentucky	53,194,275	12
Louisiana	50,451,111	12
Ohio	50,451,111	12
Rhode Island	50,451,111	12
Virginia	50,451,111	12
Wisconsin	50,451,111	12
New Jersey	50,451,111	12
Maine	50,451,111	12
Connecticut	50,451,111	12
Georgia	50,451,111	12
Kansas	50,451,111	12
Tennessee	50,451,111	12
Mississippi	50,451,111	12

Thought Expert Care Needed.

Therefore Mr. Locke Regretfully Parted with the Fern.

The one special charge which Mrs. Locke gave her husband on the eve of her departure for a fortnight's visit to a friend was her fern—a beautiful and wide-spreading fern. "Don't forget it while I'm away visiting, will you, Henry?" she pleaded; and Mr. Locke answered that the fern should be forever on his mind till she returned.

Therefore, when on the evening of her arrival she noticed with a start that the fern was not in its accustomed place, she turned reproachful eyes on her husband.

"Now, my dear, let me tell you," said Mr. Locke, slyly, "if ever a man kept his word, I did. That fern was on my mind day and night. I scarcely ever forgot it. I watered it—oh, I must have watered it four or five times the first two days. I wanted to be sure it had enough." "Then the water began to run out of the saucer, so I let it alone—"

if these fancies ever get into war.

There'll be no hit or miss or reckless rubber-sheet shooting then. A correspondent who is with the fleet estimates that the cost of the ammunition expended at target practice in Magdalena bay alone totals up to a total cost of \$150,000. "That expenditure," he says, in giving the value of the other items, "is not expensive. On the contrary, it is the money spent by the United States navy. It is the premium of insurance paid annually for efficiency, and it will prove its value

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 in the country, or that it is necessary 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 the army, and because it has not nearly the same power, either offensive or defensive, relatively to the other ships of the fleet, as 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 the same reason."

Man Who Risk Their Lives Because It's in Their Business.

A man was telling the other day that he thought the bravest act he had ever seen—that of a well-to-do man in the country, who after dropping a can of nitroglycerin into a well, found that the gas was forcing it out again, and who stood with his arms outstretched, waiting until when it reached the surface, says the Puhaputawney (Pa.) Spirit.

Considering how deadly an explosive it is to handle, it seemed an act of splendid bravery on the part of the operator. But Mr. Elliott, down at the gas office, who has caught a few of these men, delivered himself of some disparaging remarks:

"It perhaps requires some courage to make a bubble of stinking oil well, but as for catching a torpedo when it is forced back by the gas, that is nothing more than a matter of nerve."

The fact is that if it were allowed to shoot up in the air, it would strike

Man Who Risk Their Lives Because It's in Their Business.

the derick or fall on the ground near by, and would surely explode. That would mean certain death to everybody near. So that the man who grasps the torpedo when it comes up to the top of the ground is doing what every man does in the presence of threatened death—he takes the best chance he has; there is no time to run.

So do we see a hero pulled off his pedestal. But the world is still full of heroes, who, in the face of danger and pain, and history abounds in inspiring examples. The man who risks his life to save a runaway horse or to kill a mad dog in the street, or a man as brave as were the Spartans at Thermopylae.

Stand Up, Knocked Down.

The London Lancet urges pedestrians to stand up for their rights in the streets, which are being crowded from them. But the result of any such heroism on the part of pedestrians would be more cases of the doctors and the lawyers, and the Lanet is the organ of the medical profession.

Curious Variations in Price.

To make and fit into a battleship a galvanized box, for fire clay, \$24215 inches, cost at one yard, for

What He Needed.

Mr. Woodware—That young fellow you have in your office is the most conceited puppy I ever ran across.

Mr. Queensware—Yes, I know; but you must remember he is your own son, and his character is not fully formed. He has never been tried by fire.

Mr. Woodware—Then you'd better fire him.—N. Y. Weekly.

First Issue of the Month.

First issue of the month—Count Loeb, spent last evening with me. You have met him, I presume? He is much interested in the gaspals who are saying that he did not even come from Europe.

Second issue—How silly that report is! Of course he came from Europe; his clothes smell of the steamer.

Third issue—N. Y. Weekly.

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Links—Does that woman in the next fat annoy you by her slinking?

Blinks—No, I'm a bookkeeper in a sawmill.—Utica Observer.

A Mich. Wish.

A homely Michigan man from Mich. says, "I wish I could find a girl who would love me as much as I love a Michigan girl."—Judge.

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The Only High Grade Baking Powder Sold at a Moderate Price.

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"Milk Tops" Buy White House Roses

daily floral gift failed to make its appearance. Now it transpires that the flowers came from the White House conservatory.

Quentin and the boy had made a bargain. The president's son was to furnish a stipulated number of blossoms each day in return for a lot of "milk tops" which is schoolboy vocabulary for the flats of pasteurized milk which dealers use in the tops of milk bottles.

The children have a game which they play by means of these dishes. Quentin's friendship with the head gardener at the White House made the acquiring of a small bouquet each day no difficult matter, so the bargain was struck and everybody was happy.

Vice of the Great.

Montague's Ambition is not a vice of little people.

Put Your Money In a New Country

The Pacific Coast extension of the Chicago, Milwaukee & St. Paul Railway now under construction opens up for settlement thousands of acres of excellent agricultural land. The new country in Adams, Hettinger, and Bowman Counties, North Dakota, and Butte County, South Dakota, is now reached by the new track. The soil is a dark loam with clay subsoil, and produces abundance wheat, oats, barley, speltz, flax, corn and potatoes. The land is well adapted to farming, good water is found at a depth of from twenty to fifty feet, and the whole country is underlaid with lignite coal that outcrops along the streams, and in most cases can be had for the digging.

The climate is ideal, the air is dry and purifying, and the percentage of sunshine days is high. Outdoor work can be done almost every day in the year. Rainfall is amply sufficient to raise the crops. Regular mail service has been established, the roads are good, rural telephone lines traverse the country, and automobiles are in common use. The deeded land in this district sells for from \$10 to \$18 per acre. There are many instances this year where the crop equals in value the cost of the land.

Eighteen County, South Dakota, there is considerable government land open for homestead entry. Government land offices are maintained at Lemmon, Hettinger and Bowman, where filings and final proofs may be made. All of these towns are on the new line of the

Chicago Milwaukee & St. Paul Railway

In Montana, the new railroad traverses good farming land. It has been demonstrated that big crops of grain may be raised. Along the Yellowstone and Musselshell rivers, the water is used for irrigation, and phenomenal yields of alfalfa, sugar beets, and grain, are always certain. In the Judith Basin near Lewistown, Montana is one of the most remarkable sections to be found on the new line. Under natural rainfall, the famous bunch lands produced this year an average of 35 bushels of hard wheat to the acre, and the price was 94 cents per bushel. The basin contains about 1500 square miles and is sparsely settled. Some government land still remains open for settlement. A government land office is maintained at Lewistown. In Fergus County, outside the Judith Basin, is one of the greatest stock countries in the world, and good ranches can be purchased at a reasonable figure.

The Chicago, Milwaukee & St. Paul Railway Co. has established an immigration department for the purpose of assisting in the settlement and development of the new lands now being opened.

Pamphlets descriptive of its resources will be forwarded free on request.

F. A. MILLER
General Passenger Agent,
CHICAGO

GEORGE B. HAYNES
Immigration Agent,
55 ADAMS STREET, CHICAGO

FEEL BETTER NOW HAD A DIP IN KRESO

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KILLS LICE, TICKS, MITES AND FLEAS.

Cures Mange, Seab, Ringworm and Other Skin Diseases.

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