

FEEDING AMERICAN BLUEJACKETS

By WALDON FAWCETT

FOR various reasons, not the least of which are the influence for contrast and the encouragement of enlistment, it has long been the ambition of the authorities to have the enlisted men of the American navy take rank as the "best paid and best fed" sailors to the world. The former has been merely a matter of inducing congress to make liberal expenditures, but the latter has involved no end of thought and work. Gradually, however, the matter of supplying the best possible food in the most



WASHING DISHES IN THE HOLD



COOK PREPARING DESERT OF PIE, ETC

appetizing form to large numbers of bluejackets afloat and ashore has been reduced to a fine science.

To be sure, the public does hear now and then more or less strenuous complaints from naval fires on the score of the fare provided aboard ship, but these protests are nowhere near as frequent as they were, or as they are in the navies of other nations. Moreover, such "growls" when investigated are usually found to emanate from chronic sore-throats. In the comparatively limited number of cases where the complaints are justified, the trouble is likely to be traced to poor cooking, rather than poor food. For, unfortunately, in the navy, as in other walks of life, there is a great difference in cooks.

In an effort to insure and maintain the quality of the supplies, all food purchased for use on a man-of-war must be carefully inspected by the commissary officer. Then, too, a strict watch is kept that Jack does not include in any delicacies that are not good for him, because of climate or other conditions. That and the ships' medical officer prescribe as to the character of the food that the bluejackets should eat at the different seasons of the year, and with reference to the climate in which the vessel is stationed at the time in question.

By way of evidencing the wholesome character of the food provided for the men who go down to the sea in Uncle Sam's ships, there may be given here a sample menu. The bill of fare is changed daily, but a representative day's meal program is found in the following: For breakfast, baked pork and beans, bread, butter, coffee. For dinner, roast beef or roast mutton, gravy, stewed tomatoes, mashed potatoes, bread, butter and coffee. For supper, bologna sausage, cheese, potato salad, bread, butter and tea. Plus fresh fruit and other delicacies are often included in the supper bill, and a quart, power ice cream freezer is, during the summer months, one of the most frequently used features of the equipment of the galley or kitchen of the average battleship. In this connection it may be added that the presence on shipboard of a mechanically operated ice cream freezer has called attention to the fact that the average fighting fortress flying the Stars and Stripes is equipped with "almost every culinary appliance known to the art of twentieth century cookery. There are potato peeling machines, potato mashing apparatus, meat grinders, an electrical dough mixer, dish washers and other innovations.

To realize how well Uncle Sam's bluejackets fare with reference to the cravings of the inner man, it is only necessary to compare an average day's menu with the menus of food provided by the British government for the fighting men aboard his majesty's armorclads. For breakfast your British tar has one pint of cocoa, and dry biscuit. At dinner he has salt pork and pea soup, but no vegetables. Late in the afternoon, in lieu of supper, he has "tea" when his meal consists of one pint of tea and more dry biscuit. Think of that for a full meal of the day as compared with the "Yankee naval menu" that includes not only bread, butter and tea, but also fresh meat pie, fried potatoes, etc., to say nothing of the 200 quarts of ice cream that are consumed on a first-class American battleship on many a warm evening. No wonder the American men



THE GALLEY OR KITCHEN OF A FIRST-CLASS BATTLESHIP

On board ship, where the facilities of the railway or ship's kitchen are necessarily somewhat restricted and the food obviously cannot have quite the same variety obtainable on shore, it is of the highest importance that the best possible results be obtained in the cooking. To that end, judiciously selected, and to aid them in the discharge of their duties Uncle Sam has prepared a neat cook book having recipes for the stand-bys as well as the frills of naval menus.

WEATHER BY WIRELESS.

Flashing around the world by wireless telegraphy warnings of approaching storms and other disturbances of the elements is one of the latest international projects. Still another, perhaps little importance is the proposal to equip the vessels of all nations with uniform storm signals.

These were the leading problems thrashed out at a conference of distinguished meteorologists of the principal nations in London. The second of the outgrowth of a meeting of the leading meteorologists of the world in Europe several years ago. The United States was represented by Prof. Willis L. Moore, chief of the United States weather bureau.

A concerted movement was inaugurated to induce the principal governments to adopt a uniform system of wireless telegraphy marine weather reports and to reach an



THE COOKS ON A U.S. BATTLESHIP

men in charge must hand every energy to see to it that meals are timed to the minute and are placed on the tables piping hot. All preparations are made at the tables, and the men get out of the kitchen as soon as they can.

To transfer the food from the galley to the tables, and the serving is so systematized that the most important dishes of the meal leave the kitchen first. On the average American battleship to serve the cooked portion of a meal for more than 100 bluejackets, and on the battleship Missouri, a record of two minutes for serving a meal has been attained over and over again. To do this, either men strikers must serve the tea and coffee at the same time, or else the drinkables must be served in advance, but this latter can readily be done if necessary, for experience has proven that tea and coffee served at boiling heat will retain their best for some little time.

The general mess on a warship, comprising practically all of the enlisted men of the navy and marine corps is divided into messes of about 20 men each, and a messman is allotted for each mess to receive the food from the cooks at the galley, and serve it at the mess table. Tipping is not only unnecessary, but it is forbidden. When men are landed from a warship in large numbers, either for going into camp or for an expedition, a commissary corps, including cooks, bakers and messmen is sent with them, to see to it that they have good food and plenty of it.

There is a popular misconception regarding the manner in which Uncle Sam provides for the occupants of his fighting fortresses. In addition to the pay provided for enlisted men, the government undertakes to subsidize them, and this is done at whatever expense may be necessary. The fixed value of commutation, for one reason is by law 30 cents, but the commutation of rations is a privilege, not a right, and there is error in the idea that has become prevalent in some quarters that each enlisted man is entitled to receive just 30 cents' worth of food each day or 30 cents in money.

agreement so that all nations shall display a uniform marine storm signal. In effecting an international agreement it is believed that it will be a great factor in saving life and property on sea and land and at the same time be highly important to weather predictions.

These subjects were dealt with by two committees, one on maritime weather signals and the other on weather marine telegraphy. The first committee was composed of Dr. W. N. Shaw, director of the British meteorological office; Prof. A. Angot, director of the Central French meteorological service; Rev. L. Froc, director of the Zi Ka Wei observatory at Shanghai, China; Rear Admiral Hirtz, director of the Deutsche Seewarte at Hamburg, Germany; Prof. H. Mohr, director of the Norwegian Meteorological Institute; Prof. Willis L. Moore and K. Nakamura, director of the meteorological service of Japan. In addition to Messrs. Angot, Hirtz and Moore, the other committee was composed of Lieut. Gen. Rykatcheff, director of the Central Physical observatory of St. Petersburg, Russia.

"One of the principal problems taken up by the conference," said Prof. Moore, "was the question of international agreement as to the taking of wireless marine weather reports. The scheme was to obtain the adoption by all of the leading nations of a uniform method of taking and transmitting wireless meteorological observations so that each observation, no matter by what nation taken, will be comparable with the observations taken by any other nation. There is now no uniform system of receiving and transmitting marine wireless weather reports and exactly the same things are not observed.

"Observations received by a ship would be transmitted to other ships, so that by relaying from one vessel to another observations from the entire ocean would then within a few minutes reach the land and the central meteorological offices in the United States, France, England and Germany and other interested nations would be able to complete these observations each in its proper geographic position, and thus to determine the location of storms and forecast their future direction. Such forecasts could be distributed to the vessels in the same manner in which the observations on which the forecasts were based were collected."

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SHERLOCK HOLMES.



Tired Tom (sighs)—Ah, that patch tells me that my old pal, Plodding Pete, has been this way. Poor old Pete!

A Test of Friendship.

Just before Artemus Ward's death Robertson poured out some medicine and offered it to the sick man, who said: "My dear Tom, I won't take any more of that big ribble stuff."

Robertson urged it, so in swallow the mixture, saying: "Well, now—there's a dear, fellow—for my sake. You know I would do anything for you."

"Would you?" said Ward, feebly, grasping his friend's hand for the last time. "I would indeed," said Robertson. "Then you take it!"

Ward passed away a few hours afterward—Recollections of the Banquet.

Stuck.

Gunner—Why in the world do the fellows around this club allude to old Fogman as "Mr. Automobile?" He's not swift, is he?

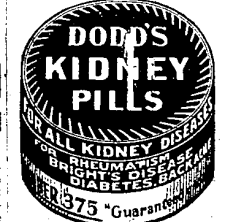
Cover—Just the opposite. It's a polite way of calling him old "Stuck in the Mud."

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