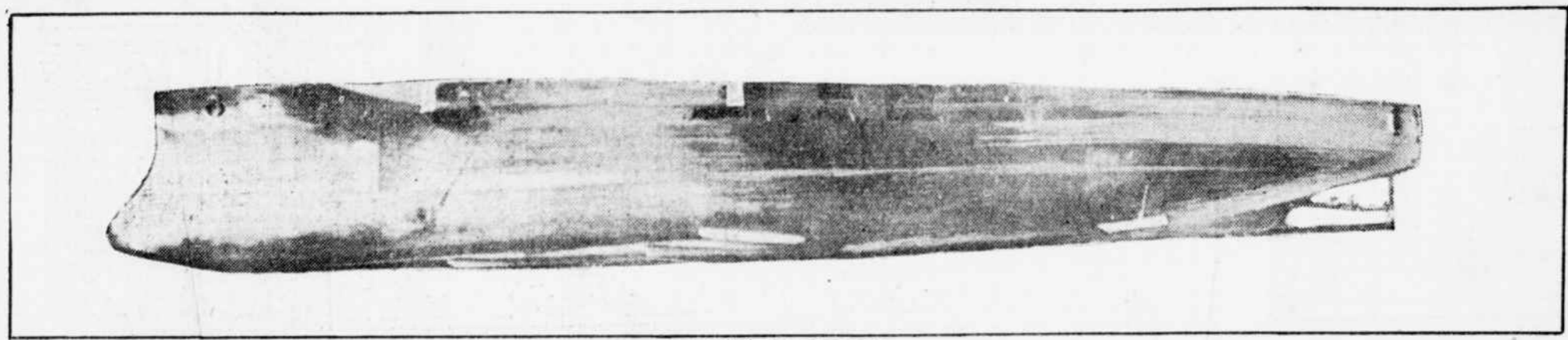


WHAT OUR ARTIST-REPORTER SAW BEHIND THE SCENES AT THE OPERA.



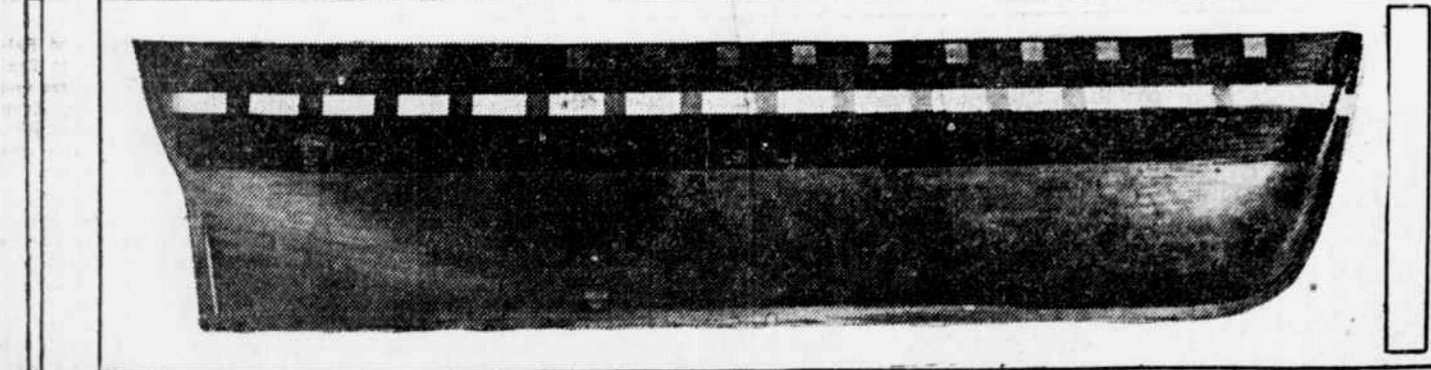
Development of Our Navy Told by Models Preserved at Brooklyn Navy Yard

In the shipbuilding yard owned by Uncle Sam and known as the Brooklyn navy yard, the numerous buildings which crowd the space at which Father Knickerbocker is looking with jealous eyes are designated by numbers. If you wish to visit the moulding shop the uniformed marine who promenades up and down in front of the commandant's office will say that it is in building No. 30 and so. Down near the water's edge, at the lefthand corner, as you enter from the Sands street gate, there is a great deal of rattling and banging going on these days. The sharp, ear-piercing tattoo of pneumatic riveting machines, the clang of steel plates as they are picked up and lifted into place and the crouching forms of men cutting quarter-inch steel sheets with a pin point of acetylene flame as if it were cheese all combine

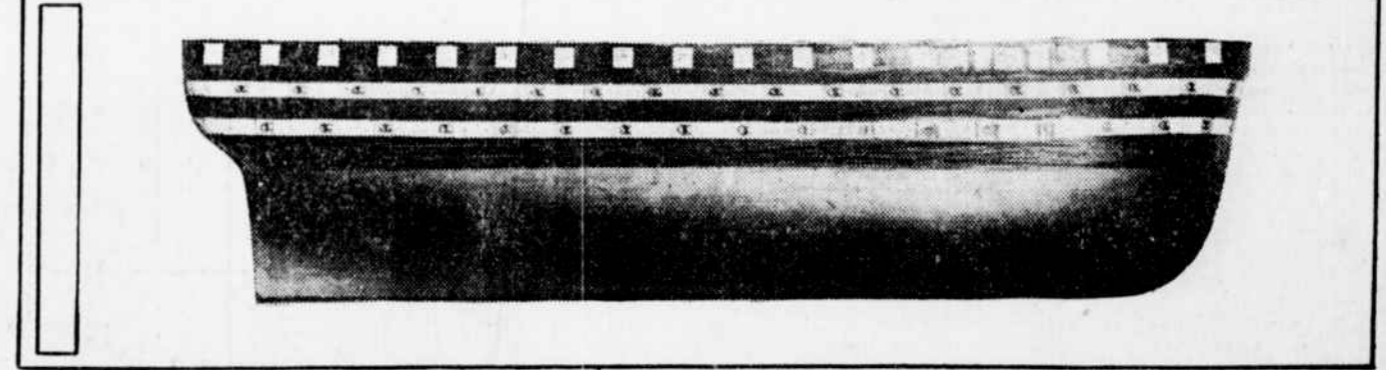


U.S.S. FLORIDA

hung up first to relieve the bare surface of the wall of its monotony, forming, of course, at the same time, a particularly apposite decorative detail and contributing an appropriate atmosphere. The collection, since hanging, has served as a nucleus and the models of the new ships have been placed on exhibition also, properly labelled. By dint of search in the dusty records of the past one can glean items of information regarding some of the ships of which these old models in not a few cases are the only relics of historical value surviving. Here is the list of the models made up by the navy officials: Maine, Dictator, Iroquois, Somers, (no name), Connecticut (battleship), San Jacinto, Miantonomoh, Dictator, Fulton, Alarm, Powhatan, (no name), Levant, Ohio, North

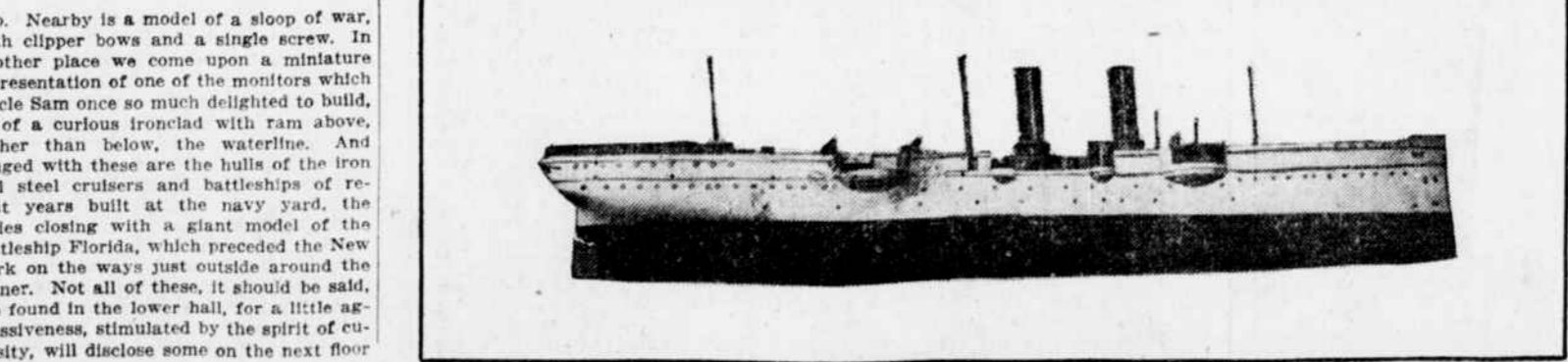


U.S.S. BRANDYWINE



U.S.S. NORTH CAROLINA

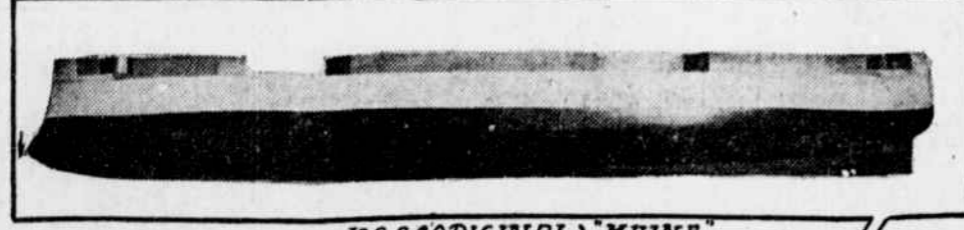
to impress one with the fact that work on the new battleship New York, whose form is rising from the keel close by, is going forward with all speed. Not far from this busy scene is building No. 6. You learn with some difficulty from the worn letters over the entrance that this is the home of the supervisors of hull construction. You enter and find yourself in a long hall running through the centre of the building. It is a somewhat dim corridor, and doors open from it on either side, some of the offices being partially visible over the curious half doors, swinging, like saloon screens, in the middle of the frame. The half doors are one of the earmarks of a federal office building, for Uncle Sam has seen fit to provide them for more than one of his immaculately clean, but timeworn, structures. Perhaps the most interesting thing that will be noted as your eye becomes accustomed to the semi-darkness is the series of half models of the hulls of war vessels of many of the different types which have carried the Stars and Stripes across the seven seas during the last century. Here is the bluff-bowed 74-gun ship that, somehow, despite its scowlike prow, would thrust its burden through the water at a thirteen-knot



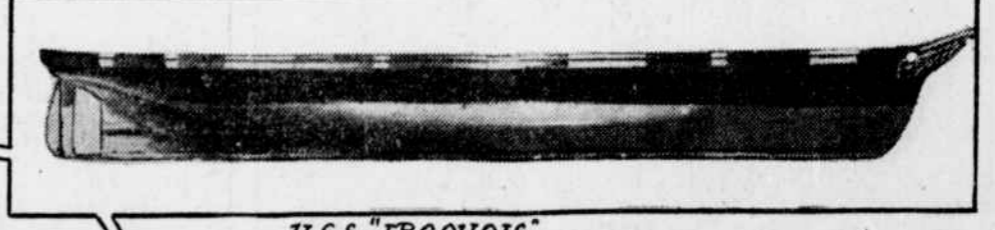
U.S.S. "SAN FRANCISCO"

clip. Nearby is a model of a sloop of war, with clipper bows and a single screw. In another place we come upon a miniature representation of one of the monitors which Uncle Sam once so much delighted to build, or of a curious ironclad with ram above, rather than below, the waterline. And ranged with these are the hulls of the iron and steel cruisers and battleships of recent years built at the navy yard, the series closing with a giant model of the battleship Florida, which preceded the New York on the ways just outside around the corner. Not all of these, it should be said, are found in the lower hall, for a little aggressiveness, stimulated by the spirit of curiosity, will disclose some on the next floor above.

As you wander along looking up at the display of a century of American naval history you will come upon a few which are unnamed. It will do no good to ask for further information about them, for those whom you question have no more than you have. A typewritten list of the models is the only record which the government appears to possess. This was made up from the models themselves, so that the officials can add nothing. If the officials have time to communicate more, which is unlikely, for they have one of the greatest of modern battleships on their hands, they will tell why the models are on the walls. They were found knocking about here and there and were



U.S.S. (ORIGINAL) "MAINE"



U.S.S. "IROQUOIS"

It is difficult to tell in a few cases just which one of these the model represents. There is little doubt in the case of the Fulton, however, that it is not the model of the first of that name, which was the famous craft with the double hull devised by Robert Fulton and sometimes called the Demologos. She was the first steam war vessel ever built. Her driving wheel was in the centre and she had the first submarine gun ever devised. She also



U.S.S. MISSISSIPPI



USS ALBANY

Continued on fifth page.