

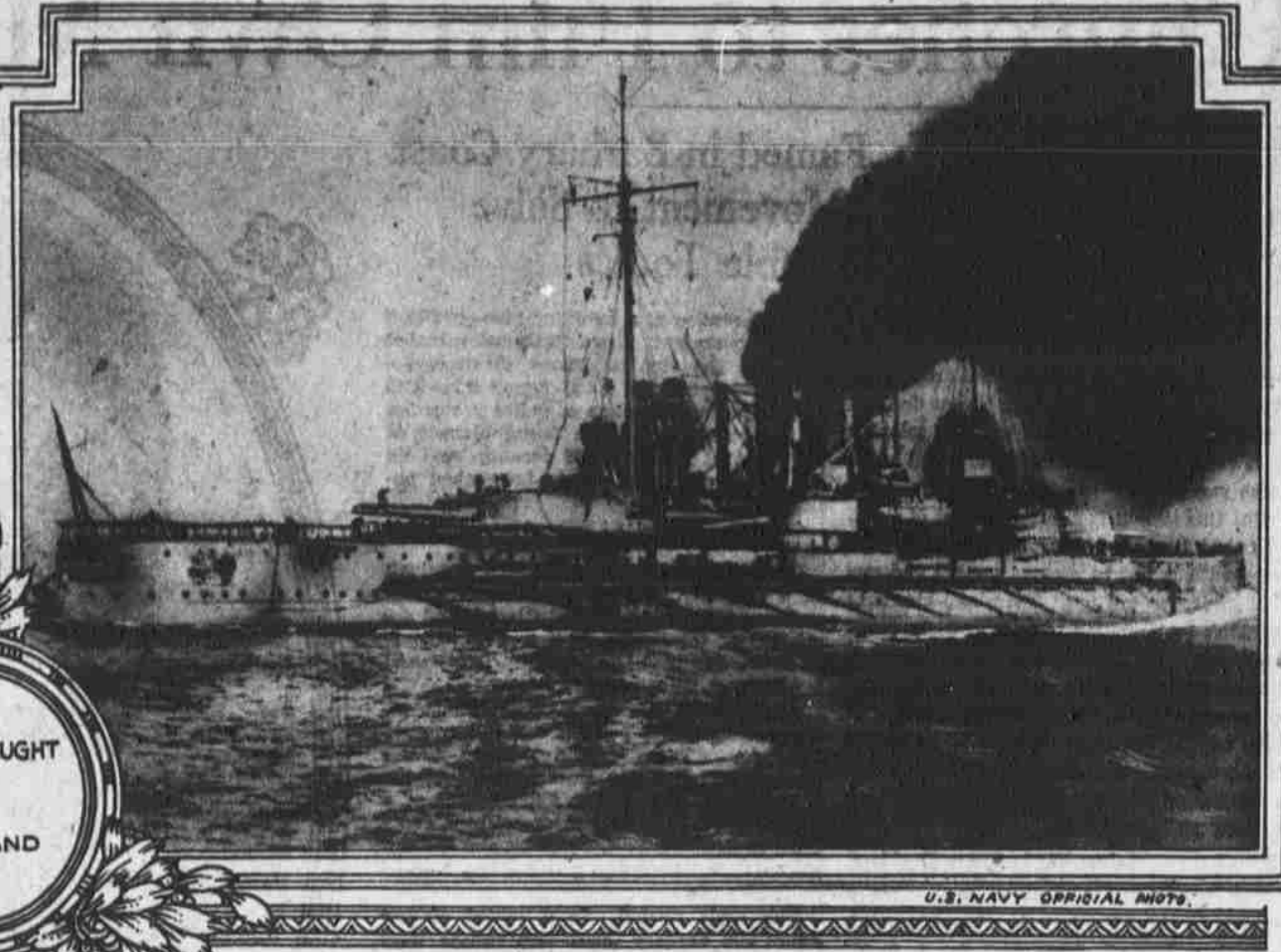
Naval Spoils Coming to America Promise a Profitable Study

Experts Likely to Gain Many Valuable Secrets of Construction in Overhauling Five German War Craft Soon to Arrive Here

REMINDEES of the American navy's part in the recent conflict are soon to arrive here in the form of five ships that figured in the famous battle of Jutland. True, they are not the spoils of war won by us in that memorable contest, but part of the Kaiser's erstwhile navy which has been allotted to the United States in recognition of our participation subsequently. Incidentally let it be said that

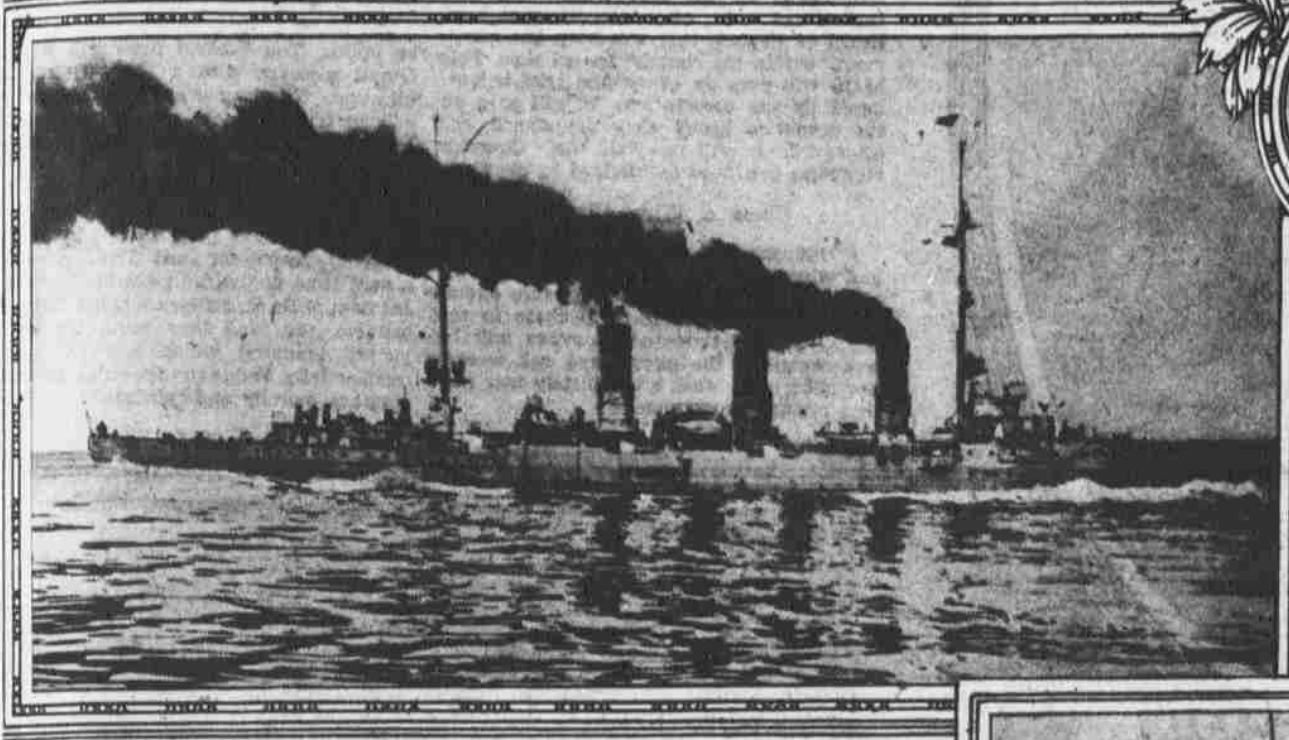
20 to 21.5 knots. She has fifteen boilers and a bunker capacity for 3,000 tons of coal. Compared with ships in our own service of substantially the same displacement, this fuel capacity is large and relatively greater than the coal supply generally provided for on Teuton battle craft, which were primarily designed for the somewhat restricted radius of action demanded for coast defence.

The armament of the Ostfriesland consists of twelve 5.9 calibre 12 inch rifles and four-ster. The barbettes for the 12 inch rifles are 11 inches thick, as are the turrets, and this steel is, of course, Kruppised. The ship has an armored deck which supplements the protection afforded by the side belt, and this shield above the vitals has a thickness of 3.4 inches. It was the Ostfriesland and her sister ship, the Thuringen, that rather quickly put the H. M. S. Black Prince out of action and sunk her during the afternoon of May 31, 1916. The accuracy of the Ger-



DREADNAUGHT
OST
FRIESLAND

U.S. NAVY OFFICIAL PHOTO



THE FRANKFURT, ONE OF THE GERMAN WARSHIPS AWARDED TO THE U.S.

none of these craft was taken by either Jellicoe or Beatty during that night and day of the spring of 1916, for all the German ships not destroyed outright managed to limp back to their bases.

A Promising Study.

In his book on the battle of Jutland Admiral Jellicoe has attributed the relative ineffectiveness of the British gunfire to the superior armor defence of the German capital ships. He has also stated that the German dreadnaughts and battle cruisers were better able to withstand under water attack, mainly because the German constructors had seen to it that these battle units were extensively subdivided below water, so that the steel honeycomb would serve to localize injury, and minimize the effect of the inpouring sea upon the ships' stability. It is noteworthy, too, that certain of these craft were of considerably broader beam than vessels of the same type in the British fleet, and the Germans took advantage of this fact to interpose walls of steel calculated to check projectiles.

teen 5.9 inch rapid fire guns in her main battery, with sixteen or more lighter quick firing weapons. She is equipped with six underwater torpedo tubes, designed to handle 20 inch torpedoes. This dreadnaught calls for a complement of 1,097 men. The ship was first commissioned in 1911, and from the beginning she proved to be an excellent sea boat—this making for steadiness, which had its reflex in the excellent gunnery records made by herself and class.

The 12 inch rifles fire projectiles of 553 pounds, require a propelling charge of 356 pounds of powder, and start their shells on their journey with an initial velocity of 3,064 feet a second. The muzzle energy of 56,900 foot tons makes it possible to drive projectiles through fifteen inches of hardened steel at a range of 3,000 yards. These figures show the weapons to be superior to guns of the same calibre in the British fleet.

According to data published recently by the *Scientific American* the water line armor of the Ostfriesland has a maximum thickness amidships of 11 1/2 inches, tapering thence to 5.9 inches at the bow and 3.9 inches at the

man gunfire literally smothered the retaliatory efforts of the English armored cruiser. But the Ostfriesland paid in a measure later for her earlier achievement.

Admiral Jellicoe, realizing about dusk of the 31st of May that the Germans would be forced to turn and retreat, a destroyer mine planter was despatched to outrun the foe and plant "seeds of death" athwart the probable

homeward path of the enemy. The Abdiel, for such was the name of the destroyer, succeeded in turning the flank of the German fleet and in sowing the whole of her complement of mines. By the next morning such of the German vessels as were unsunk were making their way undisturbed back to Kiel and Wilhelmshaven, the Ostfriesland among them. But about 9:15 she ran upon one of the Abdiel's mines, and instantly there was a thunderous crash. The great dreadnaught reeled under the blow, and inspection revealed that the subaqueous blast had torn

The scout cruiser Frankfurt was built during the period of the war, and she, too, played her part in the battle of Jutland—in fact, her position was in the vanguard of the German force and she was the first to catch sight of the British and to warn Admiral von Scheer that "the day" had arrived. The Frankfurt has a length of 465 feet, a beam of 45.5 feet and a normal draft of but 17 feet. Her maximum displacement is in the neighborhood of 5,900 tons. For her class, the waterline of the cruiser is exceptionally well defended, the belt being 5.9 inches thick

knots an hour. She has bunkering and tank space sufficient for a coal and oil supply of 1,500 tons. Her armament consists primarily of eight 5.9 calibre 5.9 inch guns. She has besides some lighter pieces and is equipped with two under water tubes for the launching of 20 inch torpedoes. As a scouting craft the Frankfurt showed her value during the Jutland battle.

The only scout cruisers we have in commission are not to be compared with the Frankfurt, and her coming may reasonably be looked upon as a very desirable accession to our fighting fleet. Our scout cruisers are incapable of boring their way into head seas at any considerable speed, while the Frankfurt is structurally of such strength and so highly powered that she can battle with heavy weather so common in the North Sea. This cruiser will probably reveal to our experts much that will be of assistance. The Frankfurt was among the vessels surrendered at Scapa Flow, and was there sunk by her crew. Her propelling machinery was ruined, but even so it will be to our advantage to rehabilitate her motive equipment.

Data of Three Destroyers.

Long before the world war the Germans had made an enviable record through the sturdiness and the high sea speeds of their destroyers. The boats were put through exhaustive manoeuvres year after year when the North Sea was in its ugliest moods, and they lived up to their work in an amazing fashion. The Kaiser's Admiralty insisted upon these little craft operating in perilous circumstances, not only that their officers and men might become hardened but that they should be able to handle their vessels skilfully night or day in tempestuous seas. To meet these requirements the craft were built sufficiently rugged to hold their own against battering billows, and because of this we shall probably discover that they have been put together in a manner worthy of imitation.

To quote from the *Scientific American* of the 15th of May: "The destroyers allotted to us are the G-102, S-132 and the V-48. The G-102 is the largest and most important of the trio. She was built at the Krupp-Germania Works in 1911-1914 for the Argentinian Government, as the Santa Fe, but was taken over for the German navy on the commencement of hostilities. Her length is 314 feet, her beam about 30 feet and her normal draft about 9 feet. The displacement being 1,250 tons." The boat was designed for an armament of four 4.1-inch rifles, two machine guns and a single anti-aircraft weapon. Her torpedo equipment consists of six tubes large enough to take care of 20 inch torpedoes. She is driven by turbines rated at 24,000 shaft horse-power, and her full speed is thirty-two knots an hour. She is an oil burner and has tank capacity for 345 tons of liquid fuel. This insures a rather wide radius of action.

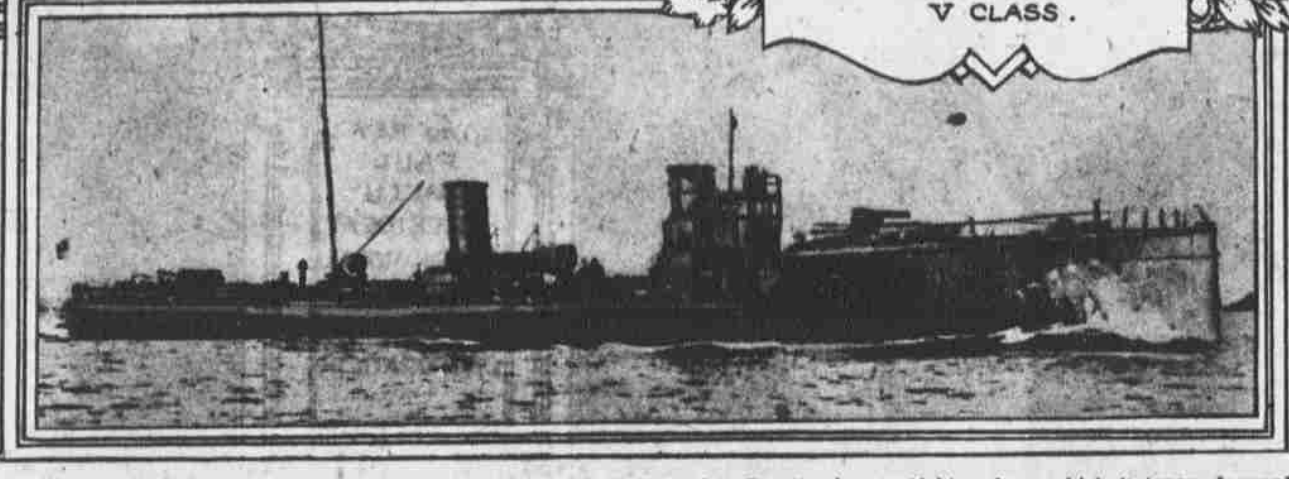
The S-132 is a Schichau product and was turned out at Danzig some time between 1917 and 1918. She has a displacement of 800 tons, with a length of 270 feet, a beam of 27 feet and a normal draft of 9 feet. Her armament is composed of three 4.1 inch rapid fire, two machine guns and one anti-aircraft piece. She has four torpedo tubes. Her oil fired boilers furnish steam to turbines and she is capable of making thirty-five knots an hour, so it is said. The boats of this class stood apart in the torpedo flotilla of the German navy, and this particular destroyer will no doubt well repay close study on the part of our naval constructors. She will also answer well for certain sorts of duty.

Destroyers of the V Class.

In 1914 the Imperial Admiralty authorized the building of six destroyers of the V class—1. e. V-43 to V-48. The V-43 was put overboard from the Vulkan Works during the succeeding year. Her length is 262 feet, she has a beam of 26 feet and draws 9 feet of water at normal draft. She has four torpedo tubes, two of which are twin arrangements and capable of launching 20-inch torpedoes. She is armed with three 3.4 inch guns and a few smaller pieces. The boat is propelled by turbines, uses liquid fuel under her boilers and develops sufficient power to attain a maximum speed of 34 knots an hour.

The authorities in Washington have decreed that the dreadnaught, the scout cruiser and the three destroyers shall be scrapped as soon as they have been exhaustively inspected and have served an inspirational purpose for a while. Indeed, it is said that the Ostfriesland will be utilized as a target for our capital ships on the battle range.

As a matter of fact the taxpayers of the country might well insist that these five vessels be kept intact as long as possible, outfitted with guns of our own make and detailed to active duty wherever their class and capabilities make them acceptable. The Ostfriesland, with 12 inch rifles of our own pattern, would answer admirably as a unit of coast defence, while the Frankfurt would add measurably to the navy's present scouting strength. There are many ways in which we could employ the ex-German destroyers profitably. The recruiting value of these additions to our sea force should be sufficient compensation for whatever we might have to spend in preparing them for commissioning.



DESTROYER OF THE
V CLASS.

What We Owe to the Great American Brass Band

LAFE CHASE and Tide Ruston of the silver cornet band of Logan may not be equal in some ways as musicians to the members of the Caledonia brass band of Marion, Ohio, to which Warren G. Harding, the Republican candidate of these United States, belongs, but they certainly did have good times.

Now Lafe is a cashier in a bank, and Tide, who became captain of a bombing squad in the army, is now in the postal service. Lafe and Tide are types of many thousands of the youth of this fair land who have played the sliding trombone and the saxophone in the brass bands of America.

Local Bands Cheer Democracy.

Great levees and promoters of democracy, more than many of the projects which we are applying to the leavening of the lump in our Americanization programmes, are these same concatenations of harmony. The brass band is peculiar to the United States, for no other country, it may be said, has anything which even resembles it.

In all candor it should be said that the bands have not produced any great musical geniuses as far as is known, but at the same time they have turned out some very good players besides Warren Gamaliel Harding. Their chief function being communal, they have in the last two or three years increased amazingly. One musical publication a few days ago reported the organization of seventy of them in a single week. The various types of community service, the patriotic committees, the boards of trade and the chambers of commerce in towns and small cities have been encouraging the organizing of the knights of drum and horn as a matter of public policy. In many of the Western States the knack of playing of wind instruments is imparted as part of the regular course, and youngsters scarcely able to support the weight of clarinets and cornets turn out to make roundelay.

New York Lacks Band Spirit.

New York has no such band spirit as is manifested in the average small town, because it is impossible evidently to greatly develop the neighborhood idea. Many a man, though, who was a boy in a small town and is now a citizen of the metropolis certainly does long for the days of yore. Then it was that he sat in the big room right over the store of Collins & Moore. Bill Moore belonged to the band and the use of the room was cheaper on that account. Lon Mall was the leader. How our Alonzo could make the oboe wall! When he lifted his shining tipped baton Orpheus sighed and the

Tuneful Promoter of Democracy Yields the Palm to None When It Comes to Stirring the Spirit or Awakening Memories

tuneful nine drew long, deep breaths of the cymbals and the shrieking of the untuneful five.

When Lemuel and Leander and the others go back to the old home town they meet with hearty hand claps. They inquire all about each other and, mayhap also, about Virgil Grogan, who had the flageolet and then studied law and went to Congress and afterward became a Judge. Somehow, Virgil G. did not get quite the right English on his notes, but he made up in quantity of sound for the quality of it. He was no prodigy, but he learned human nature all right.

And do you mind—but shucks! of course you don't, you weren't there—still try to picture with us the day that the new uniforms were presented by the town in recognition of our services to the causes of culture and melody. Oliver Wendell Holmes Gick made the presentation speech when we paraded in the Market Lot. Alonzo was there with the gilt frogs upon his plump facade, and instead of the small nickel plated baton he now had the great big stick of the drum major. "How he made that wand of harmony glisten in the sunlight as we, in our brand new red coats and blue trousers and white leggins, made the grand tour!"

Horn Sounds Across the Years.

Maybe you think, Lem Stiles, you with your Wall Street office and who put on white flannels and go on week ends and subscribe to the symphony concerts; maybe you think that we do not penetrate your disguise! Alonzo the Oboe King is no more, and his nickel plated baton is laid in the dust, but Leander Stebbins, who played right alongside you, and also the writer of these brief lines, remembers how on that very evening when you stopped to talk with Misses Finnicrock and Turpharp you were late for band practice and were fined the lemonade.

Leander, just plain L. Stebbins now, is a distinguished specialist who tells folk how the continuity of their innards has been broken down. He went to college at Wooster and then to the Jefferson Medical College at Philadelphia after he had got through at Starling "up to Columbus," and all of us know that he has a Fifth Avenue practice. He played the French horn excellently well. He never blows his own horn, for the ethics of his dignified profession forbid. Between you and me, when Leander goes on his vacation to Cedar Falls, which, as anybody knows, is just this side of the high rocks near Enterprise, he sits in with the boys and coaxes the music from the old instrument which he left years ago in the closet in his nephew's house.

This all goes to show that there are many men of reputation and wide learning who have sat with collapsible racks before them in the old days and heard the rattle of the snare, the boom of the bass, the clash of

a tremendous rent in her side. Despite the fact that some compartments were flooded and her bulkheads sorely taxed by the pressure of the invading water, still the remaining steel walls held and leakage was neutralized by her pumps. She managed to reach Wilhelmshaven with a wound that would have quickly carried most ships to the bottom.

amidships, from which it tapers forward to 2.9 inches and is graduated down to 2 inches at the stern. She boasts a protective deck of process steel 1.5 inches thick, and has besides a number of defensive internal bulkheads.

The Frankfurt might properly be termed an enlarged and improved Karlsruhe, and was designed to realize a speed of quite 28.5

national Bank and the two rival druggists, and other leading citizens, all blowing and puffing in unison. They were to each other Lafe and Chale, and Joe and Zeb. Distinctions count for little in the small town, and in the village brass band they go glimmering into the shadows of things that never were. Here is a faithful band of Gideon marching about with brazen trumpets and blasting down the walls of the Jericho of caste.

An Awakening Interest Since the War.

Although the inclination to unite in musical enterprises of this kind is inherent in the American nature, since the European war ever a greater interest in bands has developed in the United States. Young soldiers who have come in contact with the music loving nations of the old world have returned to their native towns to take up their old trades. They are paperhangers and house painters by day, but upon them at night comes the touch of melody. They may have listened to band concerts given "over there" behind the lines, or in front of convalescent hospitals, or they may have heard the Germans performing of bossoon and creaking accordion from beyond the stretches of No Man's Land. Be this as it may, the youth of the Legion have been helping along this band spirit since their return.

Another development of the American fondness for band music is shown at the large industrial plants, where the owners encourage the workmen to play, because they know that no Bolshevistic grouch can withstand the roar of the drum and the tooting of the tuba. The industrial plant bands even in such a large city as New York have done some remarkable feats in ensemble music.

Rivals the Circus Saxophon.

When Sells's Circus came to our town years and years ago it had only one saxophone player who was as good as Jim Cokkrane of ours. If Jim hadn't the farm on his hands out Scotts Creek way—well, he certainly would have joined on with the greatest of shows, especially as he had become smitten with the beautiful lady who sat at the steam piano in the Car of Calliope. Maybe if he hadn't learned that she was the wife of Blarind, the Strong Swede, he would have accepted the invitation at that.

Those who have played in the bands of the small town, even if they have not been bludgeoned by offers to go with the men of the Big Top, have gained a knowledge of their fellow men even by staying at home. It is a fact that there is no place where human beings can become better acquainted than in a small town band. Many is the time that the writer, who has felt the yearning upon him often to sit in with the practice, has seen the barber and the grocer, and the prim doctor and the jovial undertaker, and the president of the First Na-