

CONDENSED CLASSICS

THE TWO ADMIRALS

By JAMES FENIMORE COOPER
Continued by Cyrus Townsend Brady



At the age of 17, James Fenimore Cooper determined to enter upon a naval career in the service of his country. His apprenticeship was begun on a frigate sailing from New York to Cowen. In a stormy passage of 40 days, he endured the vicissitudes of a sea life before the mast. This was followed by an even rougher period of 53 days. These adventures furnished vivid material for thrilling episodes in his sea novels.

After this he served in the navy in various capacities, storing up invaluable experience to be relived by thousands in the pages of his books. At the age of 21 he married. This very irritable and strong-willed man was easily influenced throughout his life by his wife, to whom he was deeply devoted. Through her he abandoned his ambition for a naval career. Not until he was 30, however, did he begin to write. His first novel was dull beyond belief. Nevertheless his friends urged him to try again. This time he laid the scene in his own land and wrote of patriotism, the passion of his own heart. "The Spy" appeared in 1821 and was soon so popular as to make the largest sales yet won by an American writer. Cooper had written his first novel to prove that he could invent a more interesting tale than one he had just read. He likewise wrote his first sea story to rival Scott's "The Pirate," and to prove that the author of a sea novel should have lived on shipboard in order to know not only the ocean, but the intimate ways and workings of ships. "The Pilot" was convincing. It met with instantaneous and brilliant success in Europe and America.

SOME time since an American publisher invited a group of men, including among others Roosevelt, Barnes, Spears, Connolly and the writer, to select the six greatest romances of the sea. "The Two Admirals" was the one of Cooper's sea tales included by a unanimous vote.

Well does the book deserve its selection for it is without question the greatest of all the novels of the sea, all of which I have read and not a few of which I have written.

It has more of the best of Cooper, and less of his worst, than any of his naval or other romances. No writer was ever more at home on a ship's deck than Cooper—not even Marryatt. And all his knowledge of the great deep, the way of ships therein, the habits and customs of sailors, has been utilized in full measure in this immortal story. It rings true alike to seamen and landsmen.

There is a subsidiary story concerning the love affairs of a gallant young sea officer, Sir Wycherly Wychecombe, and Mildred Dutton-Bluewater, a damsel as lovely, as delicate and as inane as Cooper at his worst could describe. Whenever she appeared she was either suffused with blushes or bursting into tears. On one occasion she wept steadily for above one half hour!

The supposed daughter of a drunken, retired officer and a woman of the middle class, Mildred turns out to be the lawful niece of one of the two admirals, just in time to soothe his dying hours; while her husband, a Virginian, turns up in the nick of time with the papers in his hands to prove his succession to the ancient title and lands of Wychecombe. All of which is excessively tiresome.

Fortunately the greater part of the book is taken up with the doings of the Two Admirals. The puerile, pre-Victorian romance will easily be forgotten but the remainder will richly repay the reader.

In 1745 when George II reigned in England the young pretender, Charles Edward, made that daring and unsuccessful dash for a crown which came to a bloody end at Culloden in the following year. It is that abortive but gallant effort which furnishes the motive for the action of the novel.

Vice Admiral of the Red Sir Gervaise Oakes commanded a well fitted, well officered, well manned, homogeneous fleet of ships-of-the-line which had been cruising in the Bay of Biscay. Associated with him was Richard Bluewater, rear admiral of the White, second in command. These two men, both wedded to the service alone, had been shipmates and friends, during a naval career of nearly forty years. Oakes was a typical English admiral, a superb sailor, a downright fighter; Bluewater his complement and opposite, a subtle thinker and a brilliant tactician. The combination was ideal, as was the completeness of a friendship, not to say an affection, as sincere as it was lasting. Nothing had ever broken it; nothing, it was believed, ever would break it.

In but one point did the true friends differ. Oakes was a Whig, Bluewater a Tory. It did not seem possible, however, for political consideration to interrupt their warm relations. The bold adventure of Charles Edward had laid fair to do that very thing, however. For Bluewater, frank, unworld-

ly sailor that he was, cleverly played upon by politicians, began to waver between the House of Hanover, whose commission he held, and the House of Stewart, to which his heart inclined.

To bring matters to a head M. le Vice Amiral Le Comte de Verville, sailed from Cherbourg with a fleet of such ships as fairly entitled him to challenge the English fleet of Vice Admiral Oakes for the mastery of the narrow seas.

The latter, more than willing to try out the matter, at once put to sea in a heavy gale of wind, his capital ships weighing anchor in succession with long intervals between them so as to spread a broad clue to intercept the French. Bluewater with his division brought up the rear. The rear admiral was obsessed with the idea that De Verville's course had something to do with the pretender's effort and his conscientious scruples threw him into a piteous state of indecision. The vice admiral was not troubled by any such subtle casuistry. He only saw the enemy whom it was his duty to beat when, where and how he could.

After a series of the most brilliant tactical maneuvers and a successful minor engagement with the whole French fleet by his division alone—the two divisions had got separated in the mad gale and Bluewater had called his own ships around him—the vice admiral found himself with five ships in the vicinity of the French who were just double in number. Far away to windward the morning disclosed the five ships of the rear admiral's division slowly standing down toward his superior under easy sail.

Bluewater was still in his state of painful indecision. As soon as within signal distance, by using a private and personal code, he sent the following pleading dispatch to his considerate superior:

"God sake—make no signal—engage not."

This signal plunged Oakes, fully aware of the state of his beloved junior's mind, into the most terrible dilemma. Without the assistance of Bluewater's division he could not hope to engage the enemy with the least chance of success. On the other hand should he now withdraw without fighting he would have failed in his duty and would have been professionally ruined—and rightly. His mind was at once made up. Attack he would and must.

Would the friendship between the two admirals stand the test he imposed upon it? Did the younger care more for Oakes and England than for the young prince and France? A short time would determine. Magnanimously refraining from making any embarrassing signal to his friend, which might force his hand untimely, Oakes boldly led down upon the waiting French line and with his five ships brought them to close action. The French were quick to take advantage of the opportunity given them by the hesitations of the English rear admiral. Holding Oakes with five of his ships to leeward De Verville threw the other five under Des Prez, his contre admiral on the windward side of the English doubling on them, placing them between two fires.

Although Oakes' division fought with the fury of despair the end was at hand when the opportune arrival of Bluewater, who could not stand seeing his friend pounded to pieces and who threw political considerations to the wind and bore down on the triumphant French under a press of sail, completely changed the issue and wrested victory from defeat. All of which is set forth in a succession of sea pictures of surpassing grandeur.

Bluewater, remorseful over his uncertainty, actually carried the French rear admiral's ship by boarding at the head of his men, receiving a mortal wound in the attack by way of explanation.

Space allows me only to mention the masterly descriptions of ship maneuvering and thrilling sea fighting. I can only refer to some of the well-drawn characters in the story; the two splendid admirals, their captains, the officers and seamen, especially old Gallego the admiral's steward, delineated out of a large experience with a sure hand. And the great ships themselves are imbued with personality so dear to a seaman's heart.

The touching scene at the close of the book, in which Oakes, old, infirm, forgetful, praying before the tomb of Bluewater in the great abbey of Westminster, recalls the last battle the two had fought and with all of his former fire and fervor describes again those moments of suspense preceding the glorious victory, fitly rounds out the tale. And then death unites him with the friend he had loved and lost.

I have read the book a score or more of times with ever increasing joy. I envy anyone who takes ship for the first time to sail and fight with these two great masters of the sea.

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Exercise in Open Air.

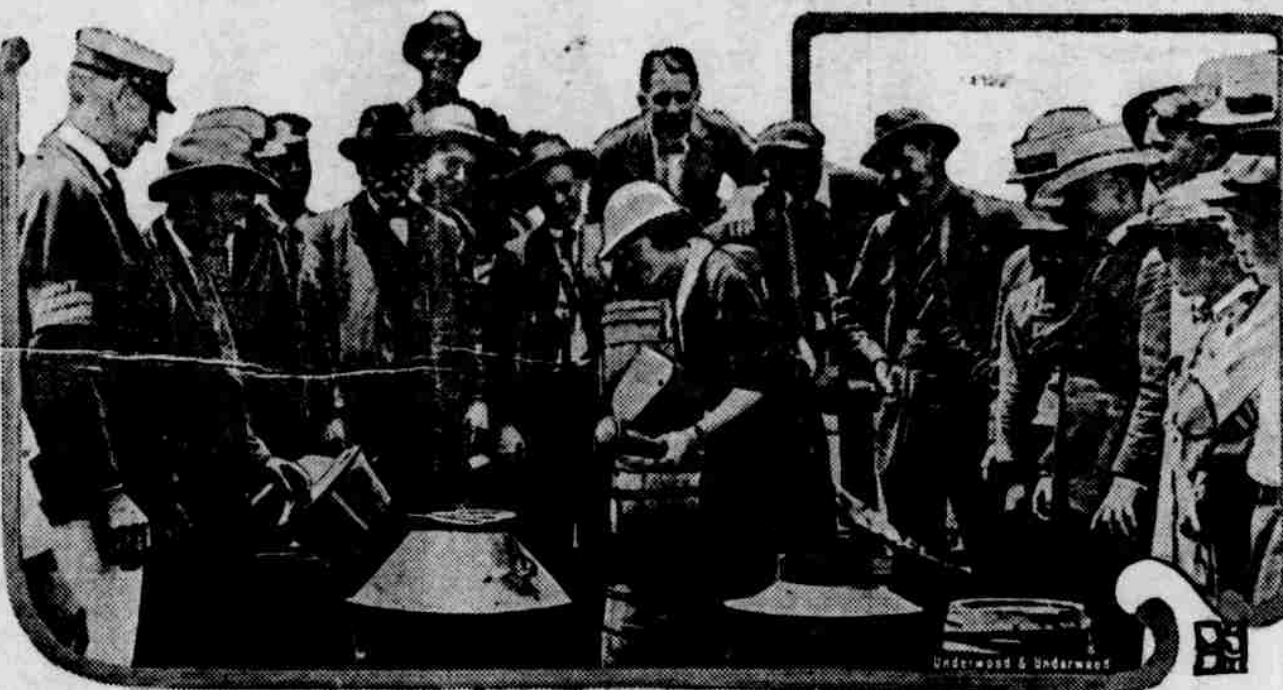
"The child who is brought up in such a way that he is sensitive to slight changes in temperature," said Dr. Llewellyn Barker of the National Committee for Mental Hygiene, "is bound to suffer from it sooner or later. If children be suitably dressed and are early accustomed to taking a cool bath in the morning and to walks out of doors each day, rain or shine, cold or warm, the skin and nervous system acquire a tolerance for variations in temperature desirable for health. An out-of-door life for children also leads them unconsciously to exercise their muscles more than is possible for the child who stays indoors."

Tuscania Memorial Service at Islay



Memorial services at Islay for the dead of the Tuscania disaster in 1918, when some hundreds American soldiers perished and were buried at Islay.

Stenographer Breaks Into Whisky Business



A pretty stenographer in the federal prohibition office at Atlanta, Ga., breaking up some confiscated stills and apparatus on one of the main streets during a public smashing of stills and dumping of confiscated liquor in the gutters, staged by D. J. Gantt, supervisor of prohibition in the southeast.

Latest Photo of President Wilson



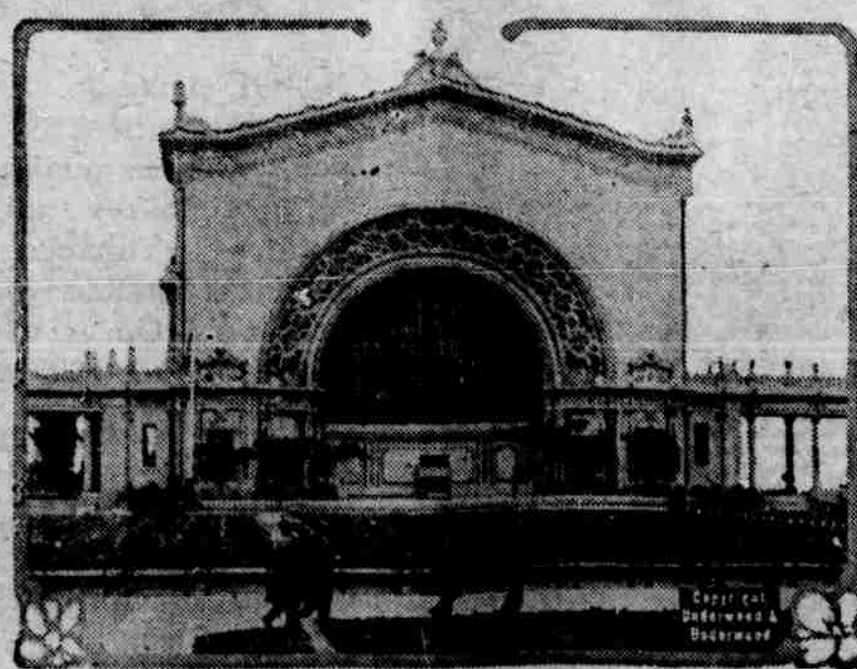
President Woodrow Wilson photographed at his desk on June 19, 1920. The photograph was made by George W. Harris, who stayed nearly an hour with the president while the latter was transacting his regular morning business. "The president looks fine," said Mr. Harris, "better than I had expected."

PRINCESS OLA HASSAN



Princess Ola Hassan, charming widow of Prince Ibrahim Hassan, whose marriage to Capt. Broadwood Duke of the Cornwallis Light Infantry recently took place at the quaint little church at Colgate, Eng.

Only Open Air Pipe Organ in World



This is one of the things of which San Diego, Cal., is proud—the only open air pipe organ in the world. Concerts are given on it almost every afternoon in the year.

DUTCH LOSE LANDMARK



View of the famous "hoop" windmill of Rotterdam, Holland, which is now being demolished.

INLAND NORTHWEST

With the exception of two counties, moisture conditions are reported as ideal in 23 counties in Montana for the past week.

A notable series of loyalty meetings are being planned for Idaho in July and August under the auspices of the United Americans.

The last days of the encampment at Camp Edgwood, Wyo., for the Utah and Idaho national guard cavalry will be marked by ceremonies, games and general inspection of the personnel.

Plans for putting the public domains under the classification of United States forest reserves were discussed at the meeting of the eastern Nevada livestock association held at Ely.

The heaviest automobile travel in years is reported by the Utah State Automobile association. Nearly 300 out-of-state machines, carrying approximately 1000 persons, enter Utah Daily.

Ten thousand dollars for fire funds of the forest service has been released by the forester for purchase of fire-fighting equipment, according to information received at the forest headquarters in Ogden.

John Hubler and four members of his family were badly injured in an automobile wreck near Pine Valley, Ore., when the car he was driving went over a 100-foot cliff and piled on the railroad track below.

Four prisoners under sentence to the state prison at Walla Walla made a daring escape from the county jail when they attacked the jailer and obtained his gun, afterward forcing from his possession the key to the jail.

Warrants based upon complaints issued at Pocatello, Idaho, recently, charging Heber J. Grant, president, and six other officials of the Utah-Idaho Sugar company with profiteering in sugar, were received at Salt Lake on June 22.

Changes in the rules and regulations of Yellowstone national park, effective during the 1920 season, has made it unlawful for park visitors or employees to catch more than ten fish in streams and lakes within two miles of the park highways.

More than 7,000,000 feet of timber were cut on the national forests in district No. 1, including Montana and northern Idaho, during the past month. 6,500,000 feet for commercial purposes and 570,000 for the use of settlers and homesteaders.

Lee King, the only paid fireman at Telluride, Colo., was killed when the fire team ran away in answering an alarm at the Smuggler-Union mine, owned by eastern capitalists. The flotation mill and other property, valued at \$150,000, was destroyed.

Countering the proposal of apartment house owners of Salt Lake City to raise rents by September 1, rumors are afloat that the renters have about decided to organize a society, such as won so many victories in Chicago, to combat the landlords' latest move.

Invested in the Western Pacific railroad December 31, 1919, according to the annual report filed by the company with the public utilities commission last week, was \$91,825,773. The length of the road is 1010 miles. The grand total assets of the company on that date were \$115,686,248.

While pursuing on foot a mountain lion, after following it three days on horseback, Supervisor Jean Swift of the southwestern forest service district, traced the animal back to where the horse had been picketed and found only the mangled remains of his steed, according to news received at Ogden.

Complaints have been received at Ely, Nevada, to the effect that horses in an unusually large number are being killed in Newark valley, and as a result the county authorities are investigating the matter. It is said that not only wild horses are being killed, but that range stock are also being shot.

At a meeting of the chamber of commerce at Boise, Idaho, for the discussion of reclamation projects, former Governor Spry of Utah gave the warning that famine will be the portion of our entire country unless the government takes immediate steps to increase the food production by investigating new reclamation projects.

The lowly cap pistol, one of the survivors of the good old days when "Young America" enjoyed a happy, if somewhat dangerous, Fourth, is doomed to follow the trail of the rocket and the "nigger chaser," if plans of the juvenile court in Ogden are carried out.

According to a tribal custom of the Shoshones, as passed on by the supreme court of Utah in a decision last week, when man and woman live together they are man and wife, and when they separate they are divorced. Therefore the court affirms the decree of the Boxelder county court to the effect that the \$4500 estate of Wogin-up goes to See-va-pitche.

Madge Anna Sawyer, 21, was found guilty by a jury at Seattle of second degree murder for killing Howard I. Sawyer to whom she had been married but a few months. She said she shot when her husband pointed a pistol at her during a quarrel.

As a result of intensive investigations of cattle conditions in the Buhl, Idaho, district Dr. A. K. Kuttler, state and federal tuberculosis expert, is urging the adoption of a city ordinance making compulsory the inspection of all cows from which is taken milk supplying the trade in Buhl.