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The Big Figures of Our Fighting Forces

SOLDIERS AND SAILORS OF THE UNITED STATES WHO HOLD, OR ARE LIKELY TO HOLD, THE CHIEF COMMANDS IN THE PRESENT WAR

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Editor of the Army and Navy Register

OUR war with Germany will unmake some present reputations and will add some new records to the pages of military and naval biography. The list of accepted leaders in the business of battle will probably be revised in many important particulars, if the restoration of the peace of the world is deferred long enough to permit any such test of American skill, enterprise, and endurance as the English and French have undergone in the trenches before the enemy.

It is these surprises to come which have added zest, expectancy, and, it must be realized, anxiety to the association of this country with the Allied hosts who are measuring their efficiency, resourcefulness, and strength against the central powers of Europe. It would require the gift, as it would be gratuitously incurring the peril, of prophecy to identify those who will emerge from this war with reputations increased or unimpaired, or who will come into their own by dint of newly discovered merit. It must suffice, in speaking of the personnel that will conduct our campaign, to invoke such aid as

may be obtained from present position or past performances of individuals.

If it shall be found necessary to create a board of strategy—which some service experts regard as essential for the most effective employment of our land and naval forces—it would, of course, be composed of representatives of the army and navy. During our war with Spain, in 1898, such a board was of great value, although at times it did not escape pitiless ridicule, inevitably attaching to a body of that sort when results fail to meet the expectations of the people.

THE MEN FOR A BOARD OF STRATEGY

There are now in existence the Army War College division of the General Staff of the War Department and the Naval General Board of the Navy Department, from the membership of which it is probable that a new strategy board would be drawn. In that event, the officers constituting it would logically, under present conditions, include the following naval representatives:

Admiral William S. Benson, chief of naval operations.

Rear-Admiral Charles J. Badger, at one time commander-in-chief of the Atlantic fleet, whose retention on active duty at full pay was specially authorized by Congress — an unusual and deserved tribute to an officer of marked ability.

Rear-Admiral Frank F. Fletcher, who is recognized as an authority on ordnance, and who distinguished himself by his conduct of the occupation of Vera Cruz. Before that, when in command of the Atlantic fleet, he developed it into a cohesive fighting force.

Chief Constructor Washington L. Capps, former head of his corps and of the Bureau of Construction and Repair, an international authority on naval construction, who would be most useful in technical matters if a staff-officer were included in the naval contingent.

To this list of naval officers might, under other circumstances, be added with the conviction that it belonged there the name of Rear-Admiral Bradley A. Fiske, formerly high in the councils of the Secretary of the Navy, a copious writer on naval strategy, an inventor of many useful ordnance instruments, including the range-finder used in the navy; but Fiske encountered the displeasure of Mr. Daniels after a controversy between the two that was bitter, although somewhat repressed.

The representatives of the army serving on a strategy board would probably be the following:

Major-General Hugh L. Scott, chief of staff, an officer more famous for his field service than as an executive. He has just been appointed a member of the American commission that is to visit Russia. He will reach the retiring age in September, but under the law he may be, and is likely to be, retained at his present post after his return from Russia.

Major-General Tasker H. Bliss, originally of the subsistence department, and later on General Miles's staff. He is a student of military affairs, responsible for much of the still-pending legislation that contemplates compulsory military train-

ing, an officer of sagacity with a broad view of the problems of the science of war.

Brigadier-General Joseph E. Kuhn, appointed a general officer three months ago from a colonelcy in the engineer corps — an unusual selection from the staff, which escaped criticism because of the officer's ability. He has been placed at the head of the Army War College, after serving for some months as a military observer with the German forces, where he accumulated valuable information that has been of use since his return.

Brigadier-General Hunter Liggett, who is a recognized authority on the employment of infantry, and the author of textbooks on the subject.

Brigadier-General Henry A. Greene, also of infantry lineage, one of the most progressive of army officers, and head of the board that devised the present infantry equipment, which represented a marked advance in dress and accouterments for the field, and a radical departure from the old-time conventional garb and outfit of the foot-soldier.

Such a combination of talent would furnish the President with a dependable source of advice on the big questions of the war, and on matters of policy in the distribution and employment of the forces on land and sea.

THE ANTISUBMARINE CAMPAIGN

Inasmuch as the activities of the navy in the initial stages of this war will obviously be applied to coping with the German submarine campaign, main interest centers in the officers who are destined to have the responsibility of that task, the importance and the hazard of which cannot be exaggerated. This warfare may be conducted in restricted areas by the "chasers" — a type of naval vessel which has been evolved as a reply to submarine attack; but general movements will largely depend upon the destroyers of larger radius of action and greater power, originally designed to meet the surface torpedo-boat, which has now been

driven from the sea. These craft will operate off our coasts, and presumably in European waters as well.

The operations against the submarine

partment, he developed the efficiency of the enlisted force, and converted the recruiting system into a smooth-running and productive machine. He may be

WAR LEADERS OF OUR ARMY, NAVY, AND MARINE CORPS

HOLDERS OF LEADING DEPARTMENTAL COMMANDS, UNITED STATES ARMY:

Major-General Scott, chief of the General Staff Corps, and member of the mission to Russia. He may be succeeded, on retirement, by Brigadier-General Kuhn or Major-General Pershing.

Adjutant-General McCain, responsible for procuring men for our new armies.

Brigadier-General Crowder, judge-advocate-general, in charge of the registration of conscripts.

Major-General Sharpe, quartermaster-general, who will disburse billions of dollars for army pay and supplies.

Brigadier-General Crozier, chief of ordnance.

Brigadier-General Weaver, chief of the Coast Artillery Division.

Major-General Gorgas, surgeon-general.

PROBABLE NOMINEES FOR COMMANDS IN THE GREAT ARMY NOW BEING ORGANIZED:

Major-General Bell.

Major-General Barry.

Major-General Pershing.

Brigadier-General Liggett.

Brigadier-General Edwards.

Brigadier-General Greene.

Brigadier-General Morrison.

Brigadier-General Strong.

HOLDERS OF LEADING ADMINISTRATIVE COMMANDS, UNITED STATES NAVY:

Admiral Benson, chief of Office of Naval Operations.

Rear-Admiral Palmer, chief of Bureau of Navigation, responsible for raising 150,000 men for the navy.

Paymaster-General McGowan, who will probably disburse some billions of dollars.

Rear-Admiral Griffin, head of Bureau of Steam Engineering.

Chief Constructor Taylor, head of Bureau of Construction and Repair.

Surgeon-General Braisted, chief of Bureau of Medicine.

Rear-Admiral Earle, chief of Bureau of Ordnance.

ACTUAL OR PROBABLE HOLDERS OF LEADING WAR COMMANDS, UNITED STATES NAVY:

Captain Wilson, in charge of antisubmarine campaign in home waters.

Rear-Admiral Sims, in charge of antisubmarine campaign in European waters.

Admiral Mayo, commanding Atlantic fleet.

Admiral Caperton, commanding Pacific fleet.

Captain Knapp, commanding Atlantic cruiser force.

Captain Hood, commanding Atlantic reserve force.

Rear-Admiral Grant, commanding submarine force.

PROBABLE MEMBERS OF A JOINT ARMY AND NAVY STRATEGY BOARD:

Admiral Benson,
Rear-Admiral Badger,
Rear-Admiral Fletcher,
Chief Constructor Capps. } Navy.

Major-General Scott,
Major-General Bliss,
Brigadier-General Kuhn,
Brigadier-General Liggett,
Brigadier-General Greene. } Army.

HOLDERS OF CHIEF COMMANDS, UNITED STATES MARINE CORPS:

Major-General Barnett, commandant of Marine Corps.

Brigadier-General Waller, commanding advance-base force at Philadelphia.

Brigadier-General Pendleton, commanding marines in Santo Domingo.

in home waters will be under the command of Captain Henry B. Wilson, an officer of readiness and courage, recently in command of the battle-ship Pennsylvania. When on duty in the Navy De-

counted upon to suffer nothing in any revision of the list of capable officers who will improve the opportunity to do useful, however dangerous, duty.

Of more importance, and with corre-

spondingly greater chance of distinction, because of the vital results upon which so much depends, is the American campaign in European waters against the German submarine. If such a movement is conducted, as it probably will be, by the pursuit of the enemy into his very lair, instead of attempting to locate him on the open sea, the command would naturally devolve upon Rear-Admiral William S. Sims, recently a captain of the line.

Rear-Admiral Sims is one of the best-known officers of our navy. He was one of the first selections for the higher grade he now holds by the board which, this year for the first time, chose officers for advancement, as a departure—not without its demoralizing consequences on naval sentiment—from promotion by seniority. He has been a progressive, with tendencies toward the revolutionary, his opponents in the service have sometimes thought. Years ago he forced the navy to adopt a system of marksmanship with heavy guns that steadily raised the standard of naval gunnery, now to count for so much in any engagement that may occur.

On another occasion he was conspicuous in a spirited controversy in regard to the design of naval ships. He has several times been a naval attaché abroad, and has always been summoned before Congressional naval committees when the members wanted the views of an expert who was unafraid, original, and vigorous. In last year's conferences he expressed himself as having a poor opinion of submarines, but that was more in relation to the discussion then prevailing as to the discontinuance of the construction of battle-ships, which some critics supposed to have been rendered useless by the submarine. Recently he has been in London and Paris, temporarily detached from his billet as president of the Naval War College at Newport, for consultation with the admiralities of our Allies.

No officer of the American navy could be named who so combines the qualities

of alertness, ingenuity, and fearlessness as Rear-Admiral Sims. If he is the commander of our antisubmarine force in European waters, and achieves so momentous a thing as the defeat of the German submarine power, with the direct consequences that such a defeat would bring upon the German cause, it will be appreciated that Sims will indeed have added to his fame.

COMMANDERS OF OUR FIGHTING FLEETS

Of course, the larger and more impressive command of the Atlantic fleet will devolve upon Admiral Henry T. Mayo, who has had much experience in sea service. Admiral Mayo is a former member of the general board, and in other years has been entrusted with many important naval missions at home and abroad. He is a conservative, thoughtful officer, lacking some of the fire of others in subordinate command in the fleet, but most dependable and to be counted upon to meet fully the needs of the situation, however suddenly imposed, surprisingly revealed, or formidably presented.

The Pacific fleet is in command of Admiral William B. Caperton, an officer chosen with a view to the possibility of decisive action in those waters; but the opportunities for achieving glory there in this war have steadily diminished, and are now regarded as remote. Any chance that might offer itself would be fully improved by such an officer as Admiral Caperton, or as Rear-Admiral William F. Fullam, in command of the Pacific fleet reserve force. Rear-Admiral Fullam is a man of action as well as of writing, having been an ideal drill-master of midshipmen and the author of many naval textbooks. Earlier in his career he conducted a fight for the abolition of the Marine Corps, in which he was destined to be vanquished.

As for our own activities with the submarine, mostly, if not entirely, in home waters, the command will continue with Rear-Admiral Albert W. Grant, who, when called to the work of developing

our submarine equipment, reclaimed it from something which the critics said was decay. He will have as his chief of staff Commander Ridley McLean, recently judge-advocate-general of the navy, and previous to that, some years ago, one of the officers who helped the then Commander Sims in the creation of the system of naval gunnery practise. Commander McLean is a man of ideas, and is capable of the candid expression of them, as when he took issue, a few months since, with most of his associates in the service in favor of promotion by selection.

The reserve force of the Atlantic fleet, of which almost anything may be possible in a naval war, is under the command of Captain John Hood, once of the General Board. Captain Hood has been an active partizan in service disputes—a fact which is said to have accounted for his separation from office in the Navy Department, although it was his ability as a commander of a force afloat that gave him the more important duty he now performs.

Captain Harry S. Knapp has command of the cruiser force in the Atlantic. He is an officer of resource, firmness, and discrimination, which qualities justified his selection to command the vessels in the troublesome zone of Haiti and Santo Domingo.

THE HEADS OF OUR NAVAL BUREAUS

While these are the officers who, from present indications and existing circumstances, will have to do in a most conspicuous way with the employment of our forces on the sea, there are others, no less distinguished in the profession, upon whom will depend such inseparably useful functions as the provisioning, uniforming, arming, and training of the naval personnel; the protection of its health; the installation of new ordnance, and the supply of ammunition to ships in service; the maintenance of the engineering efficiency of the vessels, of whatever type and wherever stationed; the design and

construction of the new ships, and the repair of those that may be damaged in service.

These duties, beginning with the general administrative responsibility of the bureau chiefs of the Navy Department, percolate through all grades of commissioned and warrant personnel on duty at naval stations and aboard ships. It is to the credit of each staff corps and each bureau that its members take themselves so seriously as to insist that their particular field is a little more essential than any other in the naval establishment. Thus, the pay officer will tell you that the subsistence of the crews, or the purchase and delivery of fuel to run the engines, is absolutely indispensable. The medical officer will point out that an epidemic would destroy the effectiveness of the fighting personnel; and so on.

The supply of the navy with its material wants, its every-day necessities, rests with Paymaster-General Samuel McGowan, who was a South Carolina newspaperman before he entered the navy. He early distinguished himself for his executive ability, since manifested in many practical ways, especially in the elimination of red tape in the conduct of the Bureau of Supplies and Accounts. He has made many short cuts in official procedure; is aggressive in temperament, though suave of manner; believes in promotion by selection for his corps; anticipates the needs of the day without waiting for the occurrence to stimulate him to action; and disdains the line title of "rear-admiral," of which relative rank he is, and by which term he is customarily addressed.

Upon Paymaster-General McGowan falls the delivery of supplies of all kinds for men and ships. He makes the contracts for material for other bureaus as well as his own. He pays the officers and men. It is probable that in this war, through his deputies, he will disburse billions of dollars.

The engineering equipment of ships—design, construction, and repair—will be

under the charge of Rear-Admiral Robert S. Griffin, of the old engineer corps before it was amalgamated with the line, whose four-year tour of duty as a bureau chief is about to expire, with the probability that he will be continued in his present office, despite Secretary Daniels's hitherto unbroken rule not to reappoint a bureau chief. But Rear-Admiral Griffin is one of the ablest members of his profession in the world. He is an authority upon engineering matters; he possesses a marvelous memory; he is as modest as he is scientific. He is one of the most highly respected and trusted of the advisers of the Secretary of the Navy.

If he is not reappointed, he will be succeeded by one of five or six officers who have been conspicuous in engineering work of the navy, such as Captain Charles W. Dyson, who is an international authority on propeller design, or Captain William Strother Smith, now attached to the Naval Consulting Board, and influential in the development of a project for a research laboratory.

CHIEF SHIP-BUILDER TO OUR NAVY

In charge of the design, construction, and repair of ships is Chief Constructor David W. Taylor, long connected with the corps of constructors, a graduate at the head of his Naval Academy class, and specially educated at foreign technical schools. He is renowned abroad, as at home, for his profound wisdom, advanced views, and far-sighted prescience in technical matters. He has been consulted as an expert by foreign governments, as when the British authorities sent for him to solve some of the problems growing out of the loss of the Titanic.

Chief Constructor Taylor believes that it would be well to slow up on the building of big ships in behalf of smaller craft, notably destroyers, which are useful in conducting the warfare on submarines. He has an intimate and voluminous knowledge of the industrial situation, and this he brings to his aid in determining the complicated questions of constructing

naval vessels in the shortest possible time in the presence of a great war, when the sources of supply are taxed to the utmost. Upon him is imposed a gigantic task, second in importance to nothing in the whole naval administrative machine, and he discharges it with a celerity that is almost uncanny in divination and mystical in execution. He makes so little show of the work he does that he might be credited with achieving marvels by secret incantations.

The health of the naval personnel, and that of the Marine Corps, depends upon the efficiency of the naval medical corps, the head of which is Surgeon-General William C. Braisted. Dr. Braisted is of high professional fitness; courteous in bearing; conscientious and thorough in the preparation of the means for preserving the physical condition of officers and men, and in the increase of those facilities at sea, by means of hospital-ships, and on shore, by means of hospitals, for the care of the sick and wounded in whatever numbers a campaign may produce them.

Surgeon-General Braisted has worked indefatigably for the increase and improvement of his corps in successful appeals to the naval committees at the capital. He gained divided commendation and criticism, now generally resolving into the former, for his authorship of the recommendation that led Secretary Daniels to prohibit intoxicants on board ships and on naval reservations.

GUNS AND MEN FOR OUR WAR-SHIPS

Rear-Admiral Ralph Earle is chief of ordnance, for which place he is fitted by long contact with the affairs of that branch. He possesses an intimate knowledge of guns, projectiles, and powder, and has charge of the design and the making of all the instruments of attack. Upon him, of course, rests the hitting-power of the force afloat, and it is in and for the use of the material he furnishes that the entire personnel of the naval establishment is trained. The failure of his bureau

to provide the proper means of meeting a foe on equal or better terms of combat would spell so ominous a word as defeat.

The provision of men comes under the chief of the Bureau of Navigation, Rear-Admiral Leigh C. Palmer, who is one of the youngest officers to hold the position. He was formerly aid to the Secretary of the Navy, to whom he commended himself by his readiness, good sense, and tact. It is his present duty to furnish the navy with one hundred and fifty thousand enlisted men, and to see that they are adequately clad and equipped and properly trained before they are sent to ships in service. One of the urgent problems which confronts him just now is the quartering of such a force, which is far beyond the capacity of the four existing training-stations, and requires special facilities in the way of ground and shelter.

Senior to all these bureau chiefs and to the fleet-commanders is Admiral William S. Benson, of whom mention has already been made. He is the first officer to be chief of naval operations; Admiral Dewey's successor as head of the General Board; head of the joint Army and Navy Board; chief adviser of the President and the Secretary of the Navy on the problems of naval warfare; reviewer of all technical questions, and supervisor of all personnel matters. In short, he may be called the epitome of the whole machinery and system of naval administration and activity. His principal assistants are Captain Volney O. Chase, an expert in ordnance, for operations; and Captain Josiah S. McKean, an expert in engineering, for material.

"SOLDIERS AND SAILORS, TOO"

The Marine Corps is allied with the navy, and is ready to be allied with the army in the first movement into France, or to go by itself with an expeditionary force as responsive to call as a fire-engine company in a big city. The corps is under the command of Major-General George Barnett, who has shown his fit-

ness by increasing the corps from ten thousand to thirty thousand men. He resents any such suggestion as that the marines are merely a police-force to guard navy-yards and keep public property from burning up. He recently took sharp issue with Admiral Benson, when the latter opposed the former's recommendation, since adopted by Congress, that the Marine Corps should be trebled in strength.

Major-General Barnett insists that the marines are there to fight, and are eager for the fray. He will regard it as a piece of iniquitous discrimination if they are left out of any calculation of the force which shall be the first to go abroad.

If an expeditionary force of marines is sent to Europe, it is likely to be commanded by Brigadier-General L. W. T. Waller, now in command of the advance-base force at Philadelphia, a fearless and intrepid leader who has done more fighting than any other marine officer. Another choice for such a command is Brigadier-General J. H. Pendleton, now in command of the second provisional brigade of marines, in Santo Domingo.

OUR NEW ARMY AND ITS LEADERS

Our navy is already in the war with Germany, by the disposition of its ships and the assignment of its officers at places and on duty which are not made known at this time. The Marine Corps stands by with trained personnel and equipment to go anywhere on the shortest notice. The army is making ready for service and dealing with problems exclusively its own, including the increase of regulars and National Guard to maximum strength and the creation of a first conscripted army of half a million men.

There is in our military establishment no "commanding general," as such, either by title or function, as in the old days, for the chief of staff has no power of command, his duty being largely advisory and somewhat administrative. That officer is Major-General Hugh L. Scott, who, as already stated, will attain the age of retirement in September, but

is likely to remain on duty in Washington. No development that is conceivable to the military imagination would take the chief of staff into the field for the purpose of command. If it did, he would go as a commanding officer, and another would be assigned to duty as chief of staff.

If Major-General Scott should not be retained on active duty after his retirement for age, he might be succeeded by Brigadier-General Joseph E. Kuhn, already mentioned as a possible member of a strategy board, should such a body be formed. Another possible successor would be Major-General John J. Pershing, who led the forlorn pursuit of Villa into Mexico. For that matter, any one of the general officers is eligible, and most of them would be useful.

The organization of the army of five hundred thousand men will probably create sixteen divisions, which, grouped in four corps, and these four corps in two armies, will furnish details for two generals, four lieutenant-generals, sixteen major-generals, and fifty brigadier-generals. To these high ranking offices the President will appoint members of the regular establishment or the National Guard. Congress has imposed no restrictions upon the number or rank of officers to be appointed, and, at the time of writing, the selection inspires animated speculation. Leaving out of consideration possible nominees in the National Guard, it is justifiable to name a few of those in the regular army who will, by virtue of their service and fitness, stand a good chance of designation.

The head of the list of major-generals is Major-General Leonard Wood, recently detached from the most important military department, with headquarters at Governor's Island, and sent to a less important one, newly created, with headquarters at Charleston, South Carolina. He might have succeeded Major-General Scott as chief of staff, or have been placed in command of an army for service in France, but he fell under the dis-

pleasure of the President, owing to the embarrassment caused by his impassioned utterances in behalf of military increase and training, by his espousal of the cause of compulsory service, and by his advocacy of the immediate despatch of troops to Europe. He was also indiscreet enough, in his criticism of army administration, to tell the Senate Military Committee, when asked for a remedy, that his first step in reformation would be to "sandbag" the War Department. General Wood, therefore, is considered by army officers as excluded from any calculations at present for the personnel of command beyond his present duty.

That reduces the list of availables more conspicuous than their associates of corresponding rank to the following officers:

PROBABLE COMMANDERS IN THE FIELD

Major-General J. Franklin Bell, an industrious and courageous officer, now in command at New York.

Major-General Thomas H. Barry, formerly head of the Military Academy, later in command of the Philippines, to which he was supposed to have been "exiled" by the Wood faction in army rule, during the Taft administration.

Major-General John J. Pershing, famous for his activity and daring, whose appointment as a general officer from the grade of captain was assailed, however subsequently justified, because he was the son-in-law of Senator Warren, of Wyoming, one-time chairman of the Senate Military Committee.

Brigadier-General Hunter Liggett, a thoughtful and efficient officer.

Brigadier-General Clarence R. Edwards, one-time chief of insular affairs under President Taft, whose golfing companion he was. He recently returned from command of the forces in the Canal Zone to take charge of the northeastern department, with headquarters at Boston.

Brigadier-General Henry A. Greene, the author of the infantry equipment, lately in charge of the postgraduate schools at Fort Leavenworth. Brigadier-

Generals Greene and Liggett have already been mentioned as possible nominees for a board of strategy.

Brigadier-General John F. Morrison, another officer of intimate acquaintance with military affairs, and a man capable of doing things worth while.

Brigadier-General Frederick S. Strong, now in command in Hawaii.

All these officers are now on important duty, and if they were assigned to command in our new armies, their present positions would have to be filled by others of the regular service. It will be seen that there are indications of a grand upheaval of military duties during the next few months.

THE HEADS OF OUR ARMY BUREAUS

As in the navy, the ability of the army to fight in the field will rest in considerable measure upon the thoroughness and effectiveness of the staff departments, with their chiefs of bureaus in the War Department.

Brigadier-General Henry P. McCain, adjutant-general of the army, faces the tremendous task of obtaining more than a million men—a problem solved in part by the aid of conscription, but otherwise depending upon the uncertainties of voluntary service. Brigadier-General McCain is admirably fitted for this by long experience in the adjutant-general's office in Washington. His training was under no less capable an officer than Major-General Fred C. Ainsworth, now retired, one of the best administrative officers of the government, whose principal assistant McCain was for several years.

It was expected that Brigadier-General McCain, having to do with recruiting generally, would have charge of the registration of the conscripts of the new army; but for some reason not divulged the duty has been assigned to Brigadier-General Enoch H. Crowder, judge-advocate-general of the army. This may be because Brigadier-General Crowder was concerned in the drafting of the conscription legislation, is experienced in the law mat-

ters of the service, and might safely be considered as competent to handle the disputes growing out of claims for exemption that will inevitably ensue in the execution of the law.

The surgeon-general of the army is Major-General William C. Gorgas, the world-famous sanitarian who, as chief surgeon of the Canal Zone, robbed the climate there of its pestilential effect. Charged with supervision of the doctors and nurses of the hospitals at home and abroad, and of those with the armies in the field, he will direct the energies of ten thousand surgeons to preserve army health and treat sick and wounded soldiers. He is perhaps rather a scientist than an executive by inclination—which gives no apprehension of the success of his administration of medical department affairs.

The chief of ordnance is Brigadier-General William Crozier, the inventor of the disappearing gun-carriage used in our coast fortifications, one-time president of the Army War College, and an expert in many lines of his profession. It is said that Brigadier-General Crozier is anxious to be assigned to the command of troops as the conclusion of a strikingly successful career in the staff. He has lately been in a controversy with Major-General Wood over the adoption of the Lewis machine gun, and was fully exonerated of charges which aimed to reflect upon his sincerity as well as his ability as an ordnance officer. He has the stupendous task of equipping with arms and ammunition the immense forces that may be raised in the next year or two, whatever their numerical strength and wherever their destination.

WORK OF THE QUARTERMASTER-GENERAL

In some respects the most important of the staff corps heads is the quartermaster-general of the army, who subsists, transports, equips, and pays the military body. He will dispense most of the two or three billion dollars that our military operations on land may cost. This officer is

Major-General Henry G. Sharpe, who, before the consolidation of the three supply departments, was head of the subsistence department, and who is known in this country and in Europe as an authority upon the military commissary system. He is the author of books on the subject, and has perfected his knowledge by many trips of observation and inspection abroad. He has a task second to that of no officer under the government for volume and variety of details and for the vast expense involved.

He must necessarily have assistants, the principal being Brigadier-General Abiel L. Smith, a former commissary, who is aggressive to a degree that lately brought him into conflict with the members of the Munitions Board, which has undertaken to coordinate the military and naval purchasing-system so as to distribute fairly and profitably the product of the country, and at the same time to regulate in some measure the prices to be paid.

Then there is Colonel Chauncey B. Baker, who has charge of transportation, and who will have to buy for this war motor-trucks by tens of thousands and draft-animals by hundreds of thousands. Colonel Baker has long been associated

with the problem of moving troops and their supplies.

Still another assistant of uncommon fitness is Colonel Isaac W. Littell, who has charge of army construction. This work has developed from the planning and building of permanent quarters and barracks at established posts to erecting, almost overnight, temporary structures for a million men, at places to be designated, and at a cost estimated at thirty million dollars.

The chief of coast artillery is Major-General Erasmus M. Weaver, elevated to that rank last year by act of Congress, who will have charge of the personnel and equipment of the coast fortifications, and of the troops of his branch, which may be utilized with the mobile army for fighting purposes.

In addition to these officers of the army, navy, and Marine Corps who are now engaged in the activities of the service, there are many others who might be named for the importance and usefulness of their present duties and for their fitness for greater things. It will be the office of future events to reveal those who are for the present unrecorded as participants in the conduct of the great war upon which we have entered.

TWO BUILDERS

REPUTATION—he raised its shaft
 In the crowded market-place;
 He built it out of his glorious deeds,
 And carved them upon its face;
 He crowned its towering top with bays
 That a worshiping world supplied;
 Then he passed—his monument decayed,
 And his laurels drooped and died.

Character—he built its shaft
 With no thought of the pillar to be;
 He wrought with intangible things like love
 And truth and humility;
 Impalpable things like sacrifice
 And sympathy and trust;
 Yet steadfast as the eternal hills
 It stood when he was dust!

Daniel M. Henderson

The Aeroplane—The Vital Part It Plays in War

OF LITTLE USE IN ATTACK, AIRCRAFT RENDER INDISPENSABLE SERVICE AS
THE EYES OF A MODERN ARMY

By Willis J. Abbot

Author of "The Nations at War," etc.

DISCUSSING military problems, the Duke of Wellington was accustomed to say that in all his campaigns the thing for which he yearned most in battle was to "see the other side of that hill." And Napoleon, his great antagonist, enlarged on the same thought when he said:

"Nothing is more contradictory, nothing more bewildering, than the reports of multitudes of spies, or of officers sent out to reconnoiter. Some locate army corps where they ought to have seen only detachments; others see only detachments where they ought to have seen army corps."

To-day Wellington's ideal is realized. The general commanding, if he has an adequate and efficient flying corps, sees not only what is taking place on the other side of a near-by hill, but the operations of the enemy as far away as his guns will carry—say ten to twelve miles. Aircraft observers, properly trained, fall into none of the blunders of Napoleon's scouts. Their maps are photographic, their reports are made with the precision of trained surveyors.

An enthusiastic American pioneer in the science of aviation announced gravely that by it wars would be ended. It was an error common to men who invent im-

plements of war. The machine gun, high explosives, the submarine, asphyxiating gas, liquid fire, have in turn been held out to a doubting world by their apologetic inventors as being really humane conceptions, which would tend to the abolition of war by multiplying its horrors. The theory has thus far failed to work, and the aeroplane, though not making war more terrible, has not shortened it. Indeed, the probability is that the present war has been materially lengthened by the ability of the opposing generals to learn each other's dispositions.

The theory of the pioneer aviator was that as there could no longer be any surprises in war, nor any secret strategy, a prolonged struggle would be impossible. So it would be, if only one side had any aerial observers. The situation recalls the sprightly remark of one of Victor Hugo's Bohemian students in "Les Misérables."

"The good Lord made a mouse," philosophized this youth. "When he saw what he had done, he said: 'Hello, I have made a mistake!' And thereupon he made a cat."

The god Mars made the aeroplane. When he saw what he had done, he made others, and set them to watching one another. In the end both armies were equipped with eyes that could see the