

CRUISE OF THE BATTLE FLEET.
(Continued from page nine.)

as to all of your movements. After that date such reports will be made to the Bureau of Navigation direct.

12. The above instruments have been made in detail with a view to aiding you in commencing the work without delay, but much must be left to your discretion.

Respectfully,
C. S. Sperry,
Rear-Admiral, U. S. Navy.

Commander in Chief United States Atlantic Fleet.

The Commanding Officer,

U. S. S. Celtic, Naples, Italy.

Money supply on a decidedly mammoth scale is indicated by the following quoted memorandum from Mr. McGowan to the Flag Office:

With reference to the money situation, I have been figuring considerably (and closely) of late, and I am convinced that it will be best to engage from the Chartered Bank of India or the HongKong-Shanghai Bank (both of which promised to let me have bids by about now) £75,000 British gold for delivery in exchange for my bill of exchange in Colombo and to arrange through the consul-general at Carlo for another £100,000 (or so much thereof as may be needed) for delivery to the individual ships in exchange for their bills as they arrive.

My idea is that the entire transaction be handled from the flag office in both cases and all arrangements be perfected in advance; only, with reference to the Port Said money, separate bills will be far the handiest, and, in my opinion, the only officially authorized way to secure and distribute the money, in view of the fact that the ships will be coming through Port Said one by one.

The Port Said rate quoted in the consul-general's cablegram is 0.993 per cent, or \$155.98 on £100,000 (\$486,650)—practically par. The Colombo rate must be less than 0.75 per cent, or \$2,737.41 on £75,000 (\$261,987.50), because the department, in its cablegram to Albany, quoted that figure for actual shipment by Seligman; and, of course, if the Chartered Bank or the Hongkong Bank wants to do business, it must come under that figure.

I think it will, in any event, however, I am not prepared to recommend the taking of United States gold from here, because it would most probably entail upon the officers and men a loss on exchange ashore considerably greater than that sustained by the government in obtaining British money.

I shall get the two bids on Colombo in (from the Manila branches) just as soon as I can—tomorrow, if possible; then I shall be in a position to make a specific recommendation, in order that the entire money situation may be satisfactorily provided for, now while there is plenty of time.

So as to be perfectly sure about the Port Said programme, I think it would be well to send a general signal, as soon as the second squadron is within wireless reach, asking whether the pay officer has authority to negotiate bills of exchange.

I need scarcely add that local needs are all arranged for—my Manila balance on deposit being \$26,741.17, with another \$100,000 coming by deposit on my requisition on the navy pay office submitted today.

S. McGowan,

Pay Inspector, U. S. Navy, Fleet Paymaster.

U. S. S. Connecticut.

Cavite, P. I., November 4, 1908.

In the following extract suggests just a trace of bitterness, it nevertheless describes conditions which were altogether extraordinary if not, indeed, amazing:

When I was detached from ship's duty on the Connecticut, I, of course, vacated the pay office (and it was surely small enough for even the ship's force to be crowded into. Being the flagship and the new arrangement not having been contemplated when the office space was designed, the Connecticut had no office room for the fleet paymaster. The result was that I bought a small sewing table, sawed part of the legs off of it and set it up in one corner of my stateroom (or a typewriter desk. In this stateroom (which was on the berth deck and none too large for the purpose for which it was constructed) it was necessary for both the clerk and myself to constantly work, one using the small writing desk included in the combination bureau-dresser, while the other used the typewriter. A file box was improvised on top of the coffee-dam outboard; and, during almost the entire cruise, this limited space had to serve as stateroom and office combined, even after the work became so heavy that I secured the detail of a third-class yeoman to assist in the clerical work. The correspondence became so voluminous and the number of papers handled for the flag office so numerous that, during a great part of the time, the clerk, the yeoman, and I were all three working in this stateroom office simultaneously, a drawing board having been borrowed

from the engineer department and installed on top of the bunk as an improvised desk. The result of all this was that I succeeded in making for myself a very crowded and inadequate office by giving up almost entirely the scanty quarters which I occupied, leaving for me practically nothing but sleeping room in this improvised office after the work of the day (and the night) was over.

Amid such surroundings it would have been impossible to achieve any kind of success had it not been for the constant encouragement I received from superior authority and my earnest desire to do the most and best work possible under any and all conditions and thus justify in the fullest attainable measure the commander in Chief's confidence which I had the honor to enjoy.

A fairly good general idea of the scope and importance of Mr. McGowan's work and of the report thereon is afforded by this closing paragraph:

I enthusiastically favor the greatest possible development of supply ships as an integral part of every group of fighting craft. With reference to what stores and how much of each should be carried on board supply ships, I think the same general idea should be followed as I have suggested for battleships, namely, that a great deal of care should be exercised to maintain the symmetry of supplies to the end that all available supplies be on hand in such manner as to enable the fleet to remain at sea away from its base just as many days as possible—a shortage in any one necessary article fixing, of course, the limit of such sea service. In this connection I desire particularly to invite attention to the fact that, although storeships should, of course, carry a miscellaneous and complete stock of the various articles which will be needed throughout the fleet, the redistribution of the stowage space and the adoption of the general storekeeper plan on board cruising vessels should not by any possibility be allowed to effect a reduction of the supply of any article carried on board such cruising ship as to render frequent call upon the storeship necessary. I mean that, with the control by one officer of all stowage space on board ship, there ought to be a considerable gain in total towage capacity and a resulting gain in total time which all necessary supplies will last; and this gain, which is necessarily based on physical facts and economy of space, should not be in any instance allowed to be offset by any undue dependence on storeships

of any kind, for experience has amply proved that even with good weather conditions no two vessels can always be counted upon to remain in company constantly, unless, of course, they are at anchor. I regard the province of the storeship, therefore, as what might be called half way between the fighting ship and the storehouse; in fact, a floating storehouse and nothing more and to take supplies out of a battle ship and place them on board a storeship which is expected to accompany that battle ship at all times is, in my judgment, the gravest possible error, the maximum economy being obtainable only by treating the storeship simply as a mode of expeditious transfer between the shore and the fleet, each fighting ship to keep its stowage spaces symmetrically full at all times and depending upon the storeship to replenish them only and as soon as supplies of any kind have been used in sufficient quantity to afford space for further stowage. It may be that my impressions on this subject are wholly erroneous. I hope they are. But it seemed to me that there was in the recent past an effort being made to take more and more of the general supplies off the battle ships and depend more and more upon the storeships for the replenishment thereof by constant small requisitions. If I am correct in this impression, it is my judgment that, though such a procedure may effect a temporary financial economy, such an advantage is practically negligible in view of the resulting manifest loss in military preparedness which such a programme would appear to entail.

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FINAL SETTLEMENT.

Take notice that on the 12th day of November, I will render a final account of my acts and doings as Executor of the estate of R. C. Brown, deceased, in the office of the Judge of Probate of Laurens county, at 11 o'clock, a. m., and on the same day will apply for a final discharge from my trusts as Executor.

Any persons indebted to said estate are notified and required to make payment on that date; and all persons having claims against said estate will present them on or before said date, duly proven, or be forever barred.

Goldie G. Brown,
Administratrix.

October 12, 1910.

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