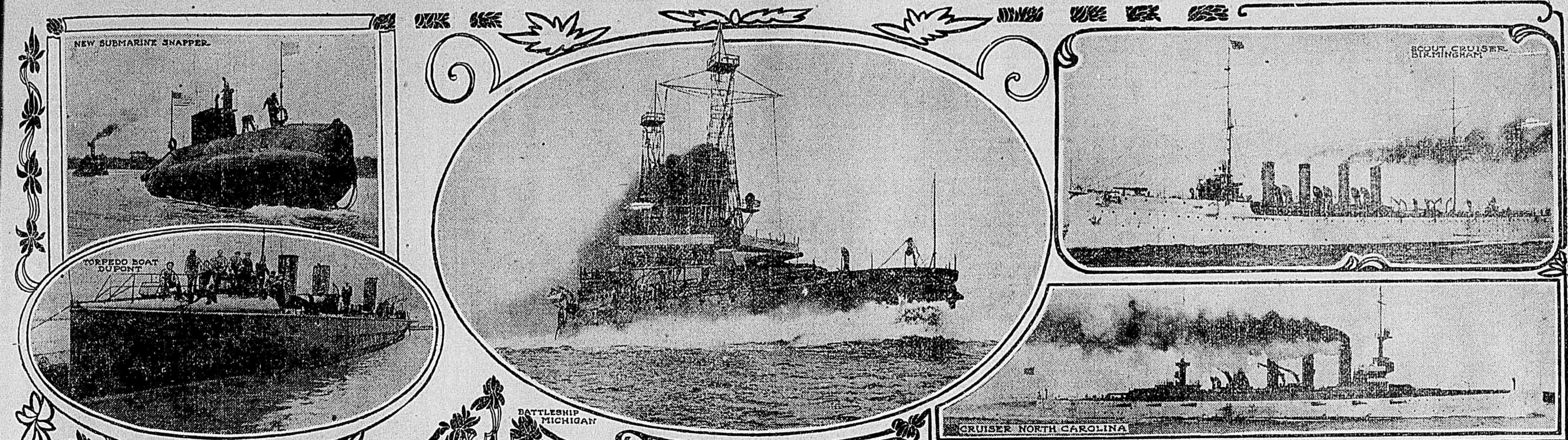


The Atlantic Fleet's Summer War Maneuvers



THE social function end of the Atlantic fleet's summer maneuvers and shore leave for the men are over. The honors and play season were bestowed by the cities and towns of the New England coast as far down as Penobscot bay and Bar Harbor during Fourth of July week. Most of the battleships sailed from Hampton Roads in the last days of June.

During the present month and the early part of August actual practice will occur until the fleet turns to the drill grounds south of the Virginia capes. Record and battle target practice will begin Aug. 19 and continue two weeks, then back to Hampton Roads, thence to home yards for repairs preparatory to the winter maneuvers in West Indian waters.

Rear Admiral Seaton Schroeder from his 16,000 ton flagship Connecticut commands the fleet of nearly fifty ships, ranging from great sea fighters to the 170 ton submarine Tarantula. The fleet of battleships is composed of the—

Connecticut,	Georgia,
Vermont,	New Jersey,
Kansas,	Nebraska,
Louisiana,	Rhode Island,
Minnesota,	Virginia,
New Hampshire,	Wisconsin,
Mississippi,	Maine and
Idaho,	Ohio.

Headquarters at Provincetown, on Cape Cod, will be maintained until Aug. 5. From Provincetown the fleet will proceed to sea each day, returning Saturday nights. On these trips will take place the fleet drills and evolutions, and by courtesy of the navy department, the citizen sailors of the naval militia of several eastern states will receive instructions on the big ships.

The Atlantic torpedo fleet accompanies the battleships. This fleet consists of a torpedo flotilla of twelve boats with the cruiser Eixie as parent ship. To these are added four new submarine torpedo boats, with the

gunboat Castine as parent ship. During the maneuvers the scout cruisers Chester, Salem and Birmingham and the armored cruisers North Carolina, Montana and New York will join the battleships. The cruiser Montgomery, which has been fitted up as a torpedo experimental ship, will also join the fleet while it is in New England waters.

After the fleet returns to Hampton Roads, where it will stay, it will again put to sea, and for the first time in the history of the navy the firing will be done on the open sea and in all conditions of weather in order to attain practice at as nearly battle conditions as possible. Night firing under similar conditions will take place. The two old torpedo boats Nicholson and O'Brien have been dismantled and will be prepared as targets. There is some sentiment in the navy which precludes the sinking of one of its own boats, even when it is done for practice, so it will be arranged that the hulls of the boats selected for targets will be filled with cork, and this will keep them afloat after they have been riddled by projectiles. Battleships running at varying speeds will fire at the targets while they are being towed at different speeds.

It has not been definitely arranged, but it is expected that President Taft will review the fleet some time during its summer movements, and Secretary of the Navy Meyer is also expected to visit the ships before they return to Hampton Roads.

Only twelve of the battleships of the fleet made the trip around the world; the other four are new vessels. The older ships have been fitted out with the newly adopted fire control mast—the "inverted wastebasket" (it is called in the navy). These masts will be tested for the first time during the operations in the next few weeks.

Important Work of the Cruise.

The present maneuvers are the most important that have taken place in the navy since it went to war with Spain. Landsmen, wives and sweethearts who have friends and loved ones in the Atlantic fleet will probably not hear much from the battleships, except what they read in the newspapers, for some time. From rear admiral down the line to the most insignificant individual in the service all will be kept "going some" until after frost, and even then when the fleet is in West Indian waters tidings will be few and far apart.

For some time there have been widely divergent opinions about the merits of the scout cruisers. Their efficacy will be thoroughly tested during the present movements. For the first time moving targets on the rolling deep will be used; the actual value of submarines in attack and defense will be tried out as never before; the fitting little torpedo boats will be given an opportunity to supplement the heavier achievements of such Dreadnoughts as the New Hampshire and Mississippi.

It is the opinion among naval experts that the present maneuvers will more clearly demonstrate the worthiness of the modern ships in the fleet than did the globe girdling voyage which attracted the attention of all sea fighting nations. The 25,000 mile jaunt made a remarkably fine picture. It proved the quality of the machinery within the ships' hulls, the fiber of the seamanship of officers and men, and also showed what a grand combination of steel and brain, bronze and brawn could be placed on dress parade. This time the ships are being tested for war. There will be no occasion for cheers, for receptions or holiday hurrahs. This is a cruise for records. The crews are to demonstrate to their officers that they can send big bullets faster and straighter than any other sea fighters in the world. It is to show to the satisfaction of the president and the secretary of the navy that the ships can be handled in the stress of battle as no other navy has ever done. Such re-

sults are expected, minus the slaughter and damage, as would be expected if the ships were in actual service.

In order that every ship may be put on its best metal there will be no "rainbow reports" from correspondents. The real record of target practice, as well as the behavior of the ships and their crews, will be transmitted by official reports to official circles only. No invitations will be sent to attaches of foreign legations. About all that our foreign friends will know will be what they read in the newspapers, and that, as before intimated, will be in the briefest wording that the navy can employ. If the flagships beats any other ship at target practice or if the Ohio puts the Idaho in "disgrace" in hitting a long gray target on the heaving ocean, the bare facts will be given to officials at Washington, and it will be so short that it will not weary the reader. And even this will be more than some foreign countries permit.

The secretiveness of foreign nations respecting their naval plans is proverbial. An officer of the navy in speaking of this fact said: "We know no more about Germany's naval progress than we know about her airships. And Germany is a good deal like Japan about such matters. We are totally in the dark about the progress of the Japanese fleet, and they are probably practicing, and practicing hard, but we never hear the boom of a gun or see the hint of a figure. We know that just before the decisive sea battle with Russia the entire Japanese fleet was engaged, but no effort is made to conceal the fact or to hide the place where the trials are held. Like the United States, however, no information of value to opponents is given out for publication by any naval power."

The average landsman will get a

glimmer of the magnitude of the naval maneuvers now in operation in the bare statement that there are scattered all along the coast of New England craft, armor plate, big guns, machinery and scientific instruments valued at \$129,000,000. This sum is divided approximately as follows:

Torpedo boats	4,000,000
Submarines	2,000,000
Cruisers	10,000,000
Miscellaneous craft	3,000,000
Battleships	109,000,000

Nearly 20,000 officers and men are taking part in the operations, the battleship fleet alone mustering almost 14,000 of this number. The big battleships average 850 each with their complements of officers and of men. The smallest boats, which are the submarines, are manned by about a dozen men each. Armored cruisers of the New York type have 525 men and 34 officers. Torpedo boats average 40 men each.

Key For the Landsman.

Again it is necessary to enlighten the landsman. "Record target practice" is a contest between gun crew and gun crew. "Battle practice" is a contest of ship against ship. In the first a target of canvas about 16 by 21 feet in size and marked off in squares is used. The warship steams by the target at a distance of 1,600 yards. In "battle practice" the target to be used this year will be a lead covered stretch of canvas 30 by 100 feet in size, underfoot, on rough water. The distance will be from 6,000 to 8,000 yards, and, instead of the individual

squads of the target counting, every shot piercing the drab obstacle will make good. One ship after another will pour its broadsides and individual shots into the target, and the ship making the most hits will be the victor. While the gunners will strive with energy to plant their shots into the moving target during battle practice it will not be strange if they try to make brilliant scores during record shooting at the smaller mark.

What It Costs.

It requires efficiency in mathematics to figure out the cost of such maneuvers as are now in progress. The ordnance bureau this year has an appropriation of nearly \$4,000,000. It is quite likely that much of this will be shot away between now and the practice that is to wind up operations in the West Indies. Of the appropriation mentioned \$2,750,000 is for ammunition and kindred supplies for the ships, \$650,000 for smokeless powder and \$300,000 for torpedoes and appliances. To the man for peace at all hazards this looks like a lot of money, but if such a one will stop to consider that the expenditure of this amount may save from destruction battleships worth three or four times as much and cities a thousand times as valuable the conclusion is inevitable that the expenditure is well worth making.

The Battleships by Divisions.

During the maneuvers the battleship fleet will be divided into the following divisions:

First division—Connecticut, Vermont, Kansas and Louisiana.
Second division—Minnesota, New Hampshire, Mississippi and Idaho.
Third division—Georgia, New Jersey, Nebraska and Rhode Island.
Fourth division—Virginia, Wisconsin, Maine and Ohio.

In addition to these giants of the waves there will be the following:

Scout cruisers—Birmingham and Chester.
Torpedo fleet, first division—Ward, Blakely, De Long, Shubrick.
Second division—Thornton, Tingey, Macdonough, Wilkes.
Third division—Stockton, Biddle, Dupont, Porter.
First submarine flotilla—Ocotpus, Cuttlefish, Tarantula, Viper, Castine, parent ship.
Torpedo training ship—Montgomery.
Tender—Yankton.
Storeships—Celtic and Colgoa.
Repair ship—Panther.
The cruisers North Carolina, Montana and New York, which have been in the Mediterranean for some time past, will arrive during the operations and take part in the naval practice that will be held with interest by every nation which has a battleship.

FRANK H. BROOKS.

Time Saved by the Hudson Tunnels

What the Opening of the Last McAdoo Tube, July 19, Will Accomplish For the Traveling Public—Another Engineering Wonder.

THREE minutes from the downtown end of New York to Jersey City, former time by ferry from eleven to fifteen minutes, not including the hurry and scurry to reach the ferry house—this is the new schedule to be put in operation Monday, July 19, by the Hudson and Manhattan Railroad company from its terminal in Church street, extending to Fulton street. Technically the system is called the Hudson and Manhattan Railroad company, but the public will know it as the McAdoo tunnel for the next generation at least.

The opening of this tube to Jersey City, in connection with the tube between New York and Hoboken, opened Feb. 25, 1908, is the culmination of an engineering project planned in 1874. The McAdoo tunnel—adhere to its shorter name—cost about \$70,000,000, all private capital.

The opening of the tunnel July 19 will be participated in by the citizens of the metropolis and New Jersey, by engineers, railroad officials, state officials and the commercial interests of the vast territory adjacent to New York. A special train will leave the big Terminal building at 3 p. m. It will carry to Jersey City and return the invited guests of the company. After this inaugural trip business for the public will begin.

The last set of twin tubes under the Hudson river, with the Pennsylvania railroad terminal in Jersey City, will mark practically the completion of one of the most stupendous engineering and financial enterprises ever attempted on either continent. Two weeks later, Aug. 2, the importance of the tunnel system now in operation under the Hudson river will be accentuated by the opening of the transverse tunnel connecting Jersey City with the Erie railroad and the Delaware, Lackawanna and Western railroad at Hoboken.

There still remains to be opened, in connection with the McAdoo system, the extension from Twenty-third street in New York city to the Grand Central station, for which a franchise has been granted. This will be opened Jan. 1, 1911. It will then be possible for the traveler from the west or from New England, coming in over the New York Central or the New York, New Haven and Hartford railroad, to make connection with the great terminals in Jersey City and Hoboken. By this system arrangements will be made to run through baggage cars and to sell tickets direct at the Grand Central station or from the Church street terminal over any one of the roads with which the

Hudson and Manhattan railroad will make connection.

The time is—almost is at hand—when fifteen tunnels will connect New York with other shores. Here is the

list: Two for the Pennsylvania railroad under the Hudson river, four for the McAdoo system, two under the Erie and one under the Delaware, Lackawanna and Western, four for the Pennsylvania system to Long Island, two under Forty-second street and the East river, known as the Steinway-Belmont system, and one for the subway under the Harlem river. Seven of these are being completed, and the others are practically completed. The borings of the first McAdoo tubes, from Hoboken to New York, were finished March 11, 1904.

Tunnel Time Versus Ferry Time.

In this age, when time is the essential, whether for business or pleasure,

the great value of the McAdoo system of tubes will be appreciated by a study of the following statement:

Time from Terminal building at Cortlandt and Church streets, including walk to ferry house, and to Jersey City by ferry, eighteen minutes; by subway, four minutes; saving, fifteen minutes. Time from Terminal building to Erie ferry house, twelve minutes and ferry fourteen minutes; total twenty-six minutes; time saved by tunnel, nineteen minutes. Time from Terminal building to Lackawanna ferry house and then by ferry, twenty-four minutes; time saved by tunnel, thirteen minutes; using the Hudson tunnel instead of ferries, sixteen minutes for each trip, or thirty-two minutes per day.

The great terminal on Church street, New York, is the largest office structure in the world. It has 4,000 offices on twenty-two floors and will be the nucleus of all underground railway systems that converge under lower Manhattan, while its population is estimated at at least 10,000. One thousand persons a minute can pass through its corridors all day long. The building has thirty-nine stories. The two buildings together occupy 70,000 square feet of grounds. Restaurants, smoking rooms and all modern conveniences for the traveler are in the station below.

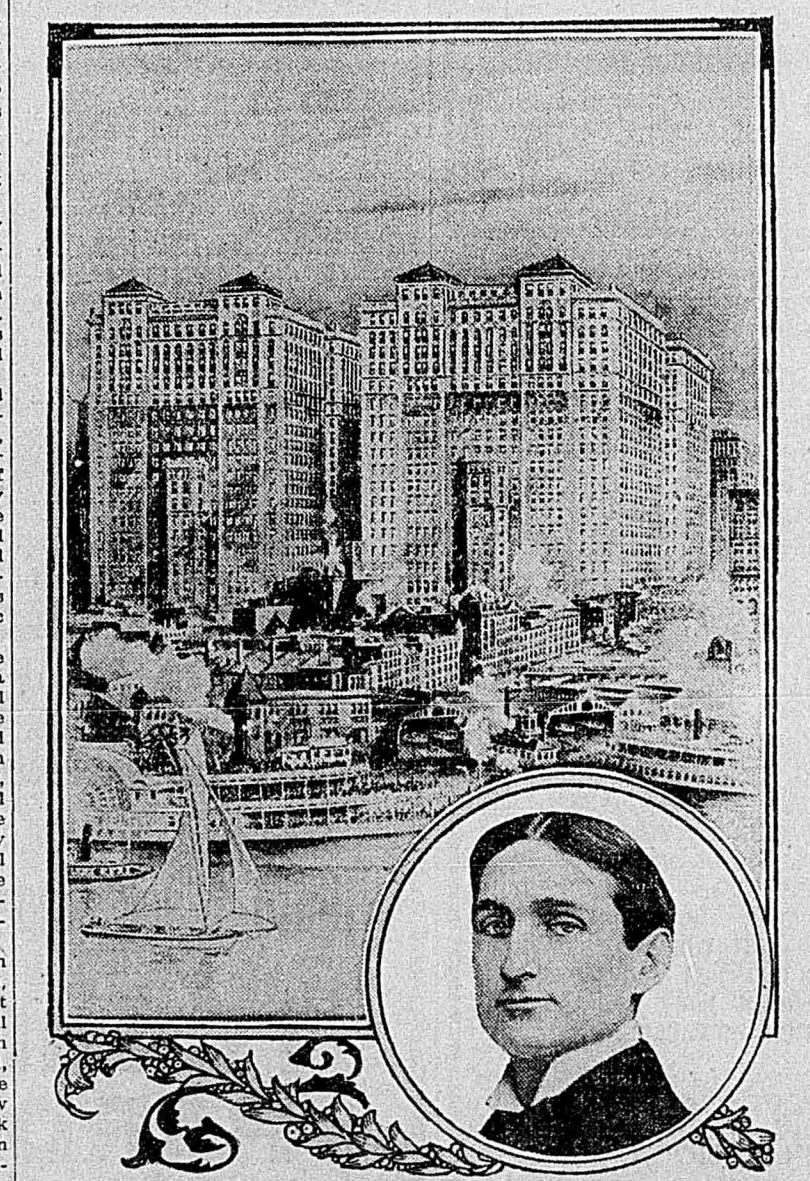
The Men Who Did It.

The projectors and finishers of the work, now an additional wonder of the world from all viewpoints, are: Walter G. Oakman, president of the construction company known as the Hudson Companies; William G. McAdoo, president of the Hudson and Manhattan Railroad company; and Piny Fisk and William M. Barnum of the banking house of Harvey Fisk & Sons. The engineering features were worked out by Charles M. Jacobs, chief engineer, and J. Vipond Davies, deputy chief engineer. During a part of the time since the work began as many as 5,000 men have been employed at one time.

The project of building a tunnel under the Hudson river had its inception in 1874, when D. C. Haskins, a civil engineer, conceived the idea of constructing a brick tunnel from Hoboken to New York through which he proposed to run railroad trains, having a grand railroad terminal in the vicinity of Washington square. A company was formed to undertake the work, but after about 1,200 feet of tunnel had been built the company failed, and in 1880 the undertaking was temporarily abandoned.

In 1890 another company was organized with English capital, and a contracting firm resumed work where the Haskins company had left it. This company, after adding about 1,800 feet to the part already built, also failed, and once more the enterprise was checked.

In 1901 William McAdoo, who came to New York in 1892 to engage in the practice of law, became interested in the project of rapid transit between New York and New Jersey and organized a company to go on with the tunnel. The 2,500 feet of old tunnel were acquired, and the tube was finished with the steel ring method. A second parallel tube was built. These are the tunnels opened Feb. 25. FELIX JACKSON.



NEW YORK TERMINAL OF THE HUDSON AND MANHATTAN RAILROAD COMPANY AND W. G. M'ADOO, PRESIDENT, "THE MAN WHO MADE THE TUNNELS."

Methods of the "Third Degree" Admissibility of Confessions Obtained by the "Sweating Process" Denied by Some Courts—Notable English Decisions.

THERE is no such term in the dictionary as "third degree." It is the colloquial name of the police of the United States. From time to time the public has protested against it. This protest is again in action on account of the application of the "degree" to a Chinese suspect held in connection with the recent murder in New York city of Elsie Sigel, a girl who went into the Chinese quarter of the city to do missionary work. The body of the girl was found in a trunk in the room of a young "convert," Leon Ling, a Chinese, who had been arrested. The fact that the victim was the granddaughter of General Franz Sigel, after the war an official of New York, may have caused the detective bureau of the police department of New York to accelerate its efforts to get clues that would enable it to solve the mystery. The detectives lost track of the young "convert," who, it was asserted at the time, strangled the girl in a trunk, and "choked" the body into a trunk. The detectives got on the trail of suspects, and one Chong Sing was the result. A tortuous sweating process—"sweating" is the polite lingo of the police for "third degree"—was applied to the suspect until it was asserted he admitted that he peeped through the keyhole of Leon Ling's room and saw the body of the victim on Ling's bed. According to other allegations, the suspect was told that he (the suspect) had done the deed. The "sweating" was continued until the suspect got himself so entangled in his contradictions that the detectives apparently almost forgot that Leon Ling was in the case.

He had to be sent to a hospital, and as soon as he recovered he was hustled back to the penitentiary, where the "sweating" process was renewed until McFarland got the confession he wanted, and Orchard is at large. It did not appear that Orchard had been

They violate every principle of law, reason, humanity and personal right. They restore the barbarity of ancient and mediaeval methods. They obstruct instead of advance the proper ascertainment of truth. It is far from the duty of an officer to extort confession by punishment. On the contrary, he should warn his prisoner that every statement he may choose to make may be used against him.

The case is entered on the records as Ammons versus state.

In a case that came before a late chief justice of England, where it appeared that the accused had been questioned by the detective in such a manner as to cause the accused to incriminate himself (the accused was charged



"THIRD DEGREE" TO CHINESE SUSPECT IN ELSIE SIGEL MURDER CASE.

Hence a resuscitation of the old inquiry, raised in every mystery in the annals of the police. Does sweating produce trustworthy evidence? Psychologists are united in the opinion that statements or confessions secured by such means are likely to be the results of suggestions from the inquisitor in perhaps the greatest number of cases. In the opinion of some, the "third degree" is un-American. Outside of the police it has no defenders. Several state legislatures have considered the question of enactments that would prohibit such inquisitions. In this respect this country is behind Russia. The third degree passed a law giving all accused persons the right of counsel at the "preliminary examination" by a magistrate, and this is the equivalent of the "third degree" in the United States. One of the arguments against the system in this country is that it denies to the suspect the privilege of counsel until the much desired "confession" is obtained, and that it violates the very first principles of the constitution.

The "third degree" as worked in the case of Harry Orchard, who killed friend and foe for money, is one of the most noted cases in this line. Detective McFarland, who had put the Molybdaenures out of business, found the sentimental side of Orchard and played upon it effectively by painting the horror of hell and the conditions of Orchard's family until Orchard broke down and wept. He was so shattered

promised immunity, but he was let go. Had it been shown that he was promised immunity his confession, according to a decision, would not have been valid.

Degrees of the "Third Degree."

There are as many ways of "sweating" a suspect as there are of choking a dog to death. Placing the suspect in a box from which air is excluded and starving the inmate until he is almost crazed is one method. Another is to give the suspect salt bread until his mouth is parched and he becomes frantic from the torture. In one case, where the suspect held out until the patience of the detectives had been worn to a frazzle, the suspect was placed in the box barefooted and hot water turned upon his feet until the suspect's agony put the mythological story of Tantalus in the class of holiday pastimes.

In a case that went to the supreme court of Mississippi, in which it was shown that a suspect had been placed in a small box in midsummer and refused communication with friends or permitted to employ counsel and where the suspect was finally forced to make a confession, the court held that as the confession was not voluntary it was not admissible. Although it was shown that the "sweating" in this case was not as fierce as in some that have been reported, the supreme court of the state named said in handing down its decision:

Such proceedings as this record discloses cannot be too strongly denounced.

with arson), the chief justice stopped the evidence, dismissed the case and said to the officer:

If you take my advice you won't cross examine persons who are placed in the same position as this man was.

Remember this—it is the great principle of our law—although the police are to a certain extent bound to do their best to find out who has committed a crime, they must be most careful that the questions which they put to an accused person do not enter into the nature of a hostile interrogation. They must not go one iota beyond the proper and right questions.

Another interesting case came before Mr. Justice Bucknill of England. A statement had been obtained by a police officer with the object of eliciting material upon which to base an accusation. His lordship said he had always allowed Mr. Justice Cave's ruling on this point to be his guide. Mr. Justice Cave said, "It would be monstrous if the law permitted a police officer to (without any one being present to see how the matter was conducted) put a prisoner through an examination and then produce the effect of that examination against him. A police-man was not to discourage a statement and certainly not to encourage one. It was no business of his to put questions to prisoners."

In this country the law makes it difficult to retract or invalidate a confession. It has been decided in many states that the admissibility of confession is to be determined by the court, the weight by the jury.

ALONZO SLOAN.