

cause could be, and that he then received a blow on the head, but that he could not say how it occurred. Had not seen anybody around except a man on a horse who was about ten rods away. In answer to a question from James G. Willie, whether he had any difficulty with anybody, he said he had not and that he did not think anybody would hurt him. James G. Willie asked what the doctor said had caused the wound. Lamon then said: "He did not tell me."

his

X

mark

JOHN BARRETT.

Subscribed and sworn to before me this the 21st day of October, A. D. 1893.

[SEAL.]

ADOLPH ANDERSON,
Notary Public.

Jens Jensen being first duly sworn deposes and says that he is a resident of Mendon, Cache Co., Utah, and that he is the mayor of Mendon city, and the said Jens Jensen further testifies that he knows there has been no disturbance of or any damage done to any property belonging to Rev. Campbell nor to his church during the periods when he has been absent on his eastern trips, which have been extended as long as a month at a time, and the affiant further states that to his best knowledge there has not now been any disturbance or threats made toward said Rev. Campbell and that there is no disturbance of his peace or property anticipated. The affiant further states that the laws are ample for the protection of every citizen and are enforced as fully as in other cities.

[SEAL.]

JENS JENSEN.

Subscribed and sworn to at Mendon, Cache county, Utah, this the 21st day of October A. D. 1893

OUR NAVY IN 1893.

WASHINGTON, Oct. 18, 1893.—In a big room on the second floor of the east side of the biggest granite building in the world, surrounded by the models of ships, at a big desk, sits a big man, boiling his big brain over some of the biggest questions of the United States. I refer to Secretary Hilary A. Herbert, the head of our great Navy Department. Ten years ago we had one of the poorest navies of the world. Now we have one of the best and the Navy Department is the most wide awake and progressive of our government establishments. It has vast foundries and manufactories under its control. It spends millions upon millions of dollars upon ships and armor every year. It is buying the best brain the United States can give and it has its agents in every part of the world inventing and studying how to make new guns and other instruments of destruction. It is the most wonderful establishment in the United States government, and the matters it deals with reach to the ends of the earth. Already some of the biggest gun boats are on their way to China. Only a few months ago we were on the edge of a war with Chile. What we are to do with the Sandwich Islands is still a live question, and the excitement of the troubles in Rio Janeiro have scarcely died away. The importance of the American navy increases every day, and the personality and views of the man who presides over it are full of interest.

THE SECRETARY'S FIRST NAVAL STUDIES.

I spent an hour with him this week at the department, and continued my conversation during an evening which he then fixed for me at his home. I know but little about wars and fighting, and at my request the Secretary kindly avoided technical terms, and explained matters in such a way that I believe the talk will be of great interest to the average reader. He is a charming conversationalist. He has for years been making a study of naval matters, and when I asked him how it came that he, a man who had been brought up in the interior of the country, miles away from the sea coast, became such a specialist in naval affairs? He replied:

"I think my first interest in the navy was aroused by a book which I read when I was a boy. It was entitled 'The Naval Battles of the Revolution of 1812,' and it made such an impression upon my mind that for a time I wanted to go to sea. From that to this I have read and studied everything I could find in connection with the navy, and when I was first elected to Congress, about seventeen years ago, I remember that I came here with the idea that the navy ought to be improved. Richard Thompson of Indiana was then Secretary, and it was with some trepidation that I, a green Congressman, called upon him and told him that I wanted to know something as to the condition of the navy. I said that I thought our cities along the coast were in an unprotected state, and that we ought to have better ships and better guns. Secretary Thompson, who had probably been bothered by young Congressmen before, listened to my statement. As I finished he rather pompously, but confidentially, told me that I might rest easy about the matter. And that our torpedoes had then reached such a state of perfection that if the ships of all the world could come at once within the range of those we have planted along the sea coast we could blow them out of the water. I remember that I went away from the department with my mind considerably relieved. I did not know as much about torpedoes then as I do now, or I should undoubtedly have had a different opinion."

"I continued my interest in the navy, however, and I was connected with the committee on naval affairs during a large part of my congressional period. I was, you know, chairman of that committee during three Congresses, including the last one."

AMERICA AGAINST THE WORLD.

"How does our navy now compare with the other great navies of the world?"

"Very well, indeed," replied the Secretary, "or it will do so as soon as we have finished the ships we are now building. We now stand fifth or sixth among the great navies of the world. The greatest naval power on earth is Great Britain. She has nearly half as many naval officers as we have men, and her total naval service includes about 100,000. She has 275 ships in commission and she is making others, so that next year she will have about 425 effective ships afloat. Her colonies are such that the very existence of her government depends upon a great navy, and the new ships which she is now building will cost, it is said, more than

\$100,000,000. Next to England as a great naval power is France, who has some of the biggest gun boats and best armored ships of the world. Her naval service includes vast numbers of men, and the same is true of Italy and Russia. Next to these powers comes the United States or Germany. It is a question as to whether Germany or the United States stand fifth in rank among the navies of the world. In some respects we are superior to Germany and in some they are ahead of us. We are rapidly advancing, however, and our navy has been the creation of practically only the last ten years."

AMERICANS NATURALLY FITTED FOR NAVAL WARFARE.

"What kind of naval officers do Americans make? How do we rank among the nations as fighters on the sea?"

"I believe the American is naturally fitted for naval warfare, and I believe we have all the elements of a great naval power. I do not think it a necessity that we should surpass the world in this regard at present. The development of our vast interior resources will consume our best energy for a generation or so to come. But when we go out of our own boundaries, when we become a great sea-going people, our navy will increase as our interests demand protection, and we may eventually become the greatest naval power of the world."

OUR NAVY IN HISTORY.

"As to our natural ability in this respect," Secretary Herbert went on, "look at our history. At the beginning of the revolution England was mistress of the seas. During the first two years of that war our navy made up of what we could buy, build or borrow, captured more than 267 English ships, and acquired for itself a reputation as one of the naval powers of the time. In the war of 1812 we started out with about a dozen and a half ships of war to fight England, who then had more than 800 ships, of which a large number were effective cruisers. There were told fourteen duels between single ships in that war, and in ten of these the Americans were victorious. In two of the remainder the honors were nearly even, and in only two out of the fourteen were the British the victors. At the beginning of the late civil war the government had only ninety vessels afloat. At its close its navy contained 770 ships, and it stood out as one of the greatest naval powers of the world. Its battles changed the navies of the world, and some of the greatest of naval inventions have sprung from American brains."

THE AGE OF STEEL IN NAVAL MATTERS.

"That was so with the fight of the Monitor and the Merrimac, was it not?"

"Yes," replied Secretary Herbert. "That battle struck the death blow to the ships of that day. With it the age of wooden war vessels passed away, and that of iron and steel began. Every civilized nation at once put its ship yards to work to build new fleets, and human ingenuity busied itself to construct better guns. Guns then began to be made of hammered steel, and in order that they might carry still heavier charges they were made longer and longer, and slow-burning powder was invented. The powder we now use is nothing like that used at the time of the last war. It is the color of chocolate, and it is molded into grains as big as a baby's fist."