

river, and by 12:30 p. m. had the good people rejoicing over a splendid re-organization with the former Bishop, Alma N. Bryce, at the head. A drive of several miles up the river found us at Graham branch, and before we dined at Bishop Skinner's that evening, another ward organization was effected, with George Skinner, former presiding Elder, at its head. At Thatcher in the evening, the first part was spent in the sealing room. We then went to the house of Brother Christopher Layton, our retiring president, and administered to him, and then spent the remainder of the time at the house of Brother George Cluff, where we partook of their generous hospitality and enjoyed the company of Brother Benjamin Cluff, his wife and others. Wednesday at 9 a. m. we assembled in the Central ward house and before we partook of the hospitality of our friends at noon another ward was re-organized, with James Cluff Bishop.

Hurrying through Thatcher en route to Safford, the railroad station, the party called on Brother Layton again. While there, under the hands of the Apostles and the now Patriarch, Brother Layton gave his first blessing to me, turning over to me, with the spirit of love and fatherly kindness, the mantle of his presidency.

Around the depot were prominent men from various sections of the Stake who assembled to bid good bye to the Elders who took the train on the Gila valley and G. N. R. R. for Bowie on the Southern Pacific, where they will proceed to Benson. Today they will be met by our brethren at the railroad station and proceed about ten miles to St. David, the farthest off ward in our Stake, about one hundred and twenty miles from Thatcher. This day will be devoted to re-organizing that ward on the San Pedro river, then our brethren will commence a tour of the territory, visiting Maricopa, St. Johns and Snowflake Stakes, concluding with Old Mexico.

I remained here to meet Brother Karl G. Maeser, who will be in our valley tomorrow. Our Sunday school conference will convene Saturday and Sunday at Pima.

The Gila valley is about ten miles wide by forty long and is one with a rich soil and of general worth. The climate is grand at this writing, children are playing on the porch. There is no snow and but little frost at night and almost perpetual sunshine.

I am more than happily disappointed in everything. We have a splendid progressive people, a fine country, a good market for everything, and as good an organization as exists among the Stakes of Zion.

Patriarch Brother C. Layton is falling, but is cheerful and reconciled. He received me, as did all the people, with kindness. Respectfully,

ANDREW KIMBALL.

### TRAINED MEN FOR THE NAVY.

"The present naval committee," said a naval expert to a correspondent of the New York Sun. "is doing makeshift work. It will patch up a truce between officers who, on the one hand, do not know a throttle-valve from a monkey wrench, and on the other, know as little about the difference between a sextant and a range-finder—that is, if exaggeration is allowable by way of illustration. But to get the ship's crew on a comfortable basis that was known before the days of steam, a radical change is needed, beginning at the honored naval academy. In fact, more than one change is needed there. The first, perhaps, is that needed to make the training there fit the graduates to understand all about the working of the ships they are to command. The

captain must be a mechanical engineer, first of all, astonishing as that assertion may seem, or else he cannot get his ship to sea. Then he must be a navigator to carry her across the ocean, and he must be a gunner and a torpedo launcher in order to work his long-range weapons of offense. That he can ram the enemy is implied in his ability to navigate the ship. The academy must turn out men to command floating forts and not frigates. But because of the conditions that prevail in these floating forts—because they are, from the stem to the sternpost, a mass of intricate machinery—something more than the training of officers is now demanded of the national naval school. It cannot be expected that the change will be made quickly, but it must be made, whether or no you will, some time. The naval academy must furnish enlisted men as well as officers.

"There are very few officers that will agree with this statement, but every officer knows the need of improving the quality of the enlisted men. I have not tried to elaborate a plan for furnishing the ships with crews of naval academy graduates, but I can indicate the way. It is a fact not creditable to this republic that no enlisted man in the navy can become an officer. The existence of caste in the navy is an inheritance from the days when press gangs filled a ship's crew and marines with fixed bayonets were needed to stand between the quarter-deck and the fore-castle. To do away with this condition of affairs it is necessary only that the academy be made free to all who would enter it, and that the graduates go aboard ship, not as officers, but as well-educated mechanics—in short, as enlisted men.

"It is easy to see how a bill to increase the appropriation for the academy would be opposed on the score of economy—especially such an increase as would give enough graduates, in course of time, man the entire navy with mechanics. But there is no answer ready that is conclusive. The first business of this government is the education and enlightenment of the people. Moreover, if the cadets were appointed, as now, by the members of Congress—if each member were allowed to send ten or twenty where he now sends one to the school—it is not unlikely that the new measure would find unexpected favor.

"And as for the opposition which the present officers might make on the ground that the present impassible line of caste promotes discipline on board ship, it may be said that no one knows better than they that education and the breadth of mind consequent thereon, promote rather than destroy discipline. Who, indeed, would be brave enough to say that a ship manned wholly by naval academy graduates would be lacking in discipline? And as for the ultimate popularity of this measure among the people—as for the question as to whether the requisite number of students could be found, were all graduates to begin their sea life as enlisted men, it is necessary only to look at the hosts of disappointed ones who attend these examinations which are held at the behest of congressmen who have only one appointment to make. It is my belief, founded on long observation, and experience with apprentices as well as country schoolboys, that this one measure would not only fill our navy with crews infinitely superior to anything afloat, but it would give us such a host of trained men as would serve to prevent war—to prevent aggression by any foreign power—and it would do more than any other measure to awaken what I call a nautical spirit among the people and so to rehabilitate our long-neglected merchant marine."

Fourteen more bodies were recovered yesterday from the wreck of the Maine.

### LEAKS IN THE POSTAL SERVICE.

"There is one point," said an old inspector of the postoffice department, "that the Sun has not yet brought out in connection with the consolidation of the smaller postoffices around New York with the New York office. Nevertheless, it is one that concerns every postoffice, large or small. It is that by consolidating the smaller postoffices with the larger ones the department expects to do away, to a great extent, at least, with the systematic robbery which it is now unable to prevent. I mean by this the traffic in stamps by which the gross receipts of the smaller offices are swollen to undue proportions and the postmaster's salary correspondingly increased, while the larger offices do the work.

"This practice is carried on around all large cities, but especially in and about New York, and it results in great injustice to the postmaster and the postoffice of New York. As is well known, in the smaller fourth-class offices the postmasters are paid in proportion to the stamps canceled. In the larger fourth-class offices and the presidential offices the salary is dependent on the receipts. Take a small office, in the neighborhood of New York. The postmaster depends on his cancellations for his revenue. In the same town lives the secretary of a large insurance corporation, who happens to be a personal friend of the postmaster. The latter goes to the secretary and explains that his salary is dependent on the cancellation of stamps, and says that it would be very easy for the secretary to bring down at night, on his way home from his office, all or a large part of the letters of the company which are to go in the night mail. Instead of depositing them in the office at New York, or in one of the stations, sub-stations or letter boxes, where they will do no good, why not mail them in the smaller office and thereby help a friend? The government loses nothing and the friend gains. So, as an act of friendship the secretary often consents, and the postmaster of the suburban town is enabled to report a large amount of cancellations and is paid accordingly.

When the pay depends on the gross receipts, another course is pursued. Instead of bringing the letters out from town, the obliging friend is requested to purchase his stamps at the office and mail his letters in New York. In this way the receipts are swollen and the salary of the postmaster expanded in proportion.

"In other cases the suburban postmaster is a commuter, and has an office in the city. Here he makes friends with those in charge of large corporations and requests them to purchase from him the stamps they require, offering to deliver them on the premises. This is frequently done, the postmaster bringing into towns every day several thousand stamps, and selling them to the large firms and corporations. Of course the more he sells the larger his salary, and he is usually very industrious. The evil does not stop here. Sometimes the secretary does not prove so obliging, or the corporation is not friendly to the postmaster. It then becomes a matter of business, which means a split in the commissions. The postmaster offers to divide his salary, or rather pays a commission on each letter mailed at his office by the representative of the concern. Where a firm is sending out a thousand letters a day this soon becomes a matter of considerable profit to both the postmaster and the obliging friend; or else the postmaster offers a small reduction on the stamps. As he is paid for selling them, he can afford to sacrifice a part of the profit, and by selling 10,000 or 20,000 stamps in a lump he can put the price down considerably. Even