

States, except Alaska, Canal Zone, Guam, Hawaii, Philippines, Porto Rico and Samoa. These orders extended to all the incumbent postmasters the full protection of the civil service laws, without requiring them to demonstrate in any way their fitness for such protection. The order of May 7, 1913, requires that before a postmaster at a fourth-class postoffice can be covered by the civil service laws in case his compensation is \$180 or more, he must submit to a competitive examination, while if the compensation is less than \$180 the fitness of the postmaster, as well as other candidates for the position, will be determined by an investigation to be conducted by a postoffice inspector. It is believed that under this order the department will have a wider field and better qualified candidates from which to make selection.

Postmasters have also been instructed that they must exercise great care in the handling of daily papers and important second class matter and see that the same is distributed promptly upon arrival at their offices. Prior to the issuance of these instructions there was much complaint on the part of the public against the delay in the receipt of their daily papers, some of which contained the market quotations and were of great importance to the addressees.

A large number of additional clerks and carriers has been authorized at first and second class offices in order that mail might be handled promptly, and reports received at the department of the improvements in the service in this respect have been very gratifying.

All matters pertaining to the fiscal operations of the postal service have been assembled under the bureau of the third assistant postmaster general, as it is believed to be advantageous to have all financial operations of the department under one bureau.

The postal savings facilities have been extended to new offices and the public permitted to do its banking by mail.

The number of pending petitions for the establishment of rural service was reduced from 890, which had accumulated during a period of seven years, to thirty-six on August 1, and 730 petitions received for new service since March 17 had been acted upon, and there remained in the hands of the inspectors only 318 petitions on August 1. More than 216 new rural routes have been established at an annual expenditure of \$201,510, which provide mail facilities for nearly half a million patrons who have not had such service heretofore. Of the 1,852 petitions for alterations and extensions of existing routes pending when Mr. Burleson took charge, only fifty-six remain for final disposition at this time.

On and after August 15 undelivered third and fourth class matter, which includes parcels shipped by parcel post and which has heretofore been forwarded to the division of dead letters for treatment, will be forwarded to the postmasters at the various division headquarters of the railway mail service. This will greatly facilitate the handling of such mail.

Many improvements have been made in the parcel post from time to time, some of the more important being the issuance of an order, effective July 1, whereby the use of distinctive stamps was no longer mandatory on parcel post matter. This order has been much appreciated by the public as ordinary stamps are now valid for postage on parcel post matter and parcel post stamps for postage on ordinary mail. Experience demonstrated that the insurance fee, which was fixed at ten cents in the beginning, was too high and that this feature of the service was used very little by the public. The postmaster general therefore reduced the insurance fee on July 1 to five cents, when the indemnity did not exceed \$25, and to ten cents when it exceeded \$25 but not \$50.

The collect on delivery feature of the parcel post service was placed in operation on July 1, and was an innovation therein. Parcels may now be sent and the sender have the value of the article and the C. O. D. charges collected from the addressee at the time of delivery.

One of the greatest improvements, however, in the parcel post service was the increasing of the weight limit in first and second zones from eleven to twenty pounds, and the fixing of the rates of postage on parcels in excess of four ounces at five cents for the first pound and one cent for each additional two pounds or fraction thereof when intended for local delivery, and five cents for the first pound and one cent for each additional pound or fraction thereof when intended for delivery at other offices within the first and second zones. This

gives the public a cheaper means of transportation than any other carriers.

Every effort is being made to increase the efficiency of the service, and many other improvements are now under consideration which, when placed into effect, will still further improve the service.

THE NAVY DEPARTMENT

Secretary of the Navy Josephus Daniels has consistently declined to make any statement for publication in regard to the policy he intends to pursue in his administration of the navy department until after he prepares his annual report for the next regular session of congress. Meantime, he has been exerting every energy to equip himself with a thorough knowledge of conditions. With this end in view he has made a thorough and painstaking personal investigation of all the navy yards and naval stations along the Atlantic, Gulf and Pacific coasts, securing a great deal of valuable first-hand information.

It is possible, however, to review in some detail the record of the secretary in the few months in which he has administered the office.

The first important order was one in which he insisted on adequate sea service on the part of every naval officer as a sine quo non for promotion. This order read as follows:

"The secretary wishes to inform the members of the examining board that he requires that officers coming up for promotion shall have had sufficient sea service in the grades from which they are to be promoted to insure beyond doubt that they are fully qualified and experienced at sea to perform the sea duties of the next higher grade."

By this order, Commander Philip Andrews, head of the bureau of navigation, and Captain Templin M. Potts, aide for personnel, were ordered to sea, the former to command the Montana, and the latter the Louisiana.

One of the outstanding characteristics of the secretary's administration thus far has been his effort to bring about a better understanding between the officers and the enlisted men. There has been, indeed, a decided trend towards democratizing the navy, and it seems very evident that this policy will result in a fine unity of purpose between all arms of the navy department. The spirit of democracy, however, is very difficult to carry out in any military service, the tendency being to put military discipline on a basis that does not bring the officers and men into that close comradeship which should exist.

Mr. Daniels has developed no plan as yet in which he is more intensely interested than that which would insure better educational facilities for the enlisted men of the navy. He holds that the promises made to the young men of the country when they enlist that they will be given every opportunity to learn some trade aboard ship, should be faithfully carried out. To this end he advocates a more complete system of instruction on the ships in which the young officers of the navy shall take a prominent part. In developing this idea, in a recent address before the naval war college at Newport, Mr. Daniels said: "Before the establishment of the naval academy, Maury wrote: 'I would set apart one of the idle ships of the navy for a school ship,' and he outlined a course of study on such ship. Though Maury's purpose of a 'school ship' was abandoned when the naval academy was established, I venture to make the suggestion that the day is near when every naval ship, from the smallest to the largest, will be a school ship. We have here at the war college a well organized university for the study of warfare on the seas. We have at Annapolis a magnificent school for the training of officers of the navy. We have other educational institutions of various kinds for the instruction of officers and enlisted men, but the chief lack today in the American navy is a systematic and proper instruction of the young men who will respond to our calls to enlist in the service and who man our ships. As a matter of fact, however, we have too often neglected training them and outside of the practical duties on board ship they do not obtain the drilling and education which should be given them in order to keep the promise made as well as for the benefit of the navy. My ambition is to make the navy a great university with college extension, high school extension and primary extension, all on ship board."

In order to enable the enlisted men to take advantage of every possible opportunity for promotion, Mr. Daniels has issued an order con-

fining the examinations to fill the existing vacancies in the pay corps to the enlisted men of the navy. This order has caused a good deal of disappointment on the part of a number of very worthy young men from civil life who had expected to be designated to take the examination and the secretary regretted very much that they must be disappointed. Nevertheless he felt that it was no more than just that men who had already served the navy faithfully—and men of ability and training too—should be given this consideration and consequently he has steadfastly refused to rescind the order.

The secretary still further manifested his interest in the welfare of the enlisted men by ordering that the entire Atlantic fleet, instead of the usual maneuvers at Guantanamo, Cuba, make a cruise to the Mediterranean. The ships are to visit the great Mediterranean ports and the men are to be allowed liberal shore leave during the cruise. It is easy to see of what great interest such a cruise will be to the men of the navy in giving them an opportunity to see the manners and customs of foreign countries and both the enlisted personnel, as well as the line and staff officers, have been looking forward to this cruise in the early fall with pleasant anticipation.

The primal duty of the medical department of the navy is military in that it aims to save to good health various units of personnel, just as the bureau of ordnance would save to efficiency its guns, in other words it employs preventive medicine. This saves to the fleet many men who would be sent to naval hospitals for treatment. To meet the other type of duty which belongs to the medical department, the humanitarian, the navy is equipped with eighteen navy hospitals, widely distributed, twenty-eight dispensaries, one hospital ship with the fleet, three medical supply depots and in addition each ship has its diminutive hospital or sick bay. These various hospital units are thoroughly equipped to meet the needs of the service and are cared for, as the care may be, by medical officers, members of the hospital corps and nurse corps.

Secretary Daniels has shown a keen interest in the medical department by inspecting the naval hospitals and establishments at the various naval stations he has visited.

He has also shown great interest in the recently authorized dental corps of the navy. This kind of interest on the part of the secretary of the navy will lead, not only to greater efficiency in the fleet, but better care of the afflicted in naval hospitals.

INTERIOR DEPARTMENT

Things accomplished by the interior department since March 4, 1913:

The bureau of mines has stopped the waste of natural gas in Oklahoma at a saving of \$10,000,000 per annum, which will ultimately reach \$23,000,000 per annum. It has started the production of radium in this country. It has secured a co-operative agreement with the millers of the United States to investigate the phenomena of dust explosion and to formulate rules and regulations for the mills in the future, and it has very greatly reduced death rates in coal mines over corresponding periods in former years.

The reclamation service has advanced rapidly along the lines of construction of reservoirs and distributing systems, to bring water to arid lands in the various western states.

The geological survey has made topographic examinations of nearly 3,000 square miles a month in connection with the topographic map of the United States. It has examined geologically and classified approximately 1,000,000 acres of the public domain a month since March 4, 1913.

The pension office has allowed 126,951 claims and has disbursed \$75,795,111.88, and the work of the bureau has been made practically current.

The bureau of education has established a division of kindergarten education and a division of home education, the purpose being to make a survey of kindergarten education in the United States and to foster co-operation between the home and the school.

The Indian office has secured approval of regulations covering individual Indian moneys which will be especially beneficial to Indians who are living on their allotments and farming or making other efforts at self-support. It has provided for increase to teachers in the Indian field service. Provision has been made for a commission to appraise the surface of the segregated coal and asphalt lands of the Choc-