

Uncle Sam May Surprise 'Em

LATEST COIFFURES SHOW NEW TOUCHES

Ingenious Disposition Made of Hair Which Is Abundant but Not Particularly Long Strip of Malines Used Effectually—Riding Habit Which Is About the Last Word in Such Togs.

Here is one of those new coiffures that dispose of the ends of the hair in some mysterious way without coil or braid or twist or any other visible means, except two soft curls at the nape of the neck. We look at it to admire and to ponder the ingenuity that made so beautiful a disposition

ears, spread over the back of the head, and the ends turned under at the nape of the neck. It is held in place with invisible wire pins. A single strand above the left temple is left free, however, until a larger shell comb has been thrust in at the crown. It is brought back over the comb and its ends are



New Departure in Coiffures.

of hair which is abundant but not long. The secret of dressing the hair in this way appears to be in parting it off in the right way. The front hair for this coiffure is parted off and combed forward as for a pompadour. The remainder of the hair is combed to the back of the neck and tied, and the ends are separated into two strands and curled. The front hair is parted at each side above the temples, and waved. At the top of the head the hair is brought back in a small pompadour, the ends loosely twisted and pinned to the crown. The side hair is combed down over the

concealed by plating them under the top of the comb.

In this coiffure there is a short finger of hair across the forehead, which is slightly curled. The shell comb is brightened with two rows of rhinestones.

Coiffures of this character are in evidence at the theater, and there is a pretty fashion of covering them with a strip of the finest malines as like the hair in color as possible. This is almost invisible, like a hair net, and just where it begins or ends keeps one guessing. But it keeps the hair neat and supports the coiffure.



Riding Togs for 1917.

A model to which you can pin your faith, if you are contemplating a new riding habit, is pictured here. It is made in one of the new weaves that have been so much promoted for sports wear, but probably as good a choice as can be made for practical service as covert cloth. A dark tan color in this material, cut on the same lines as those of the habit shown here, will furnish its owner with the best of style. She can wear it with the assurance that it is correct.

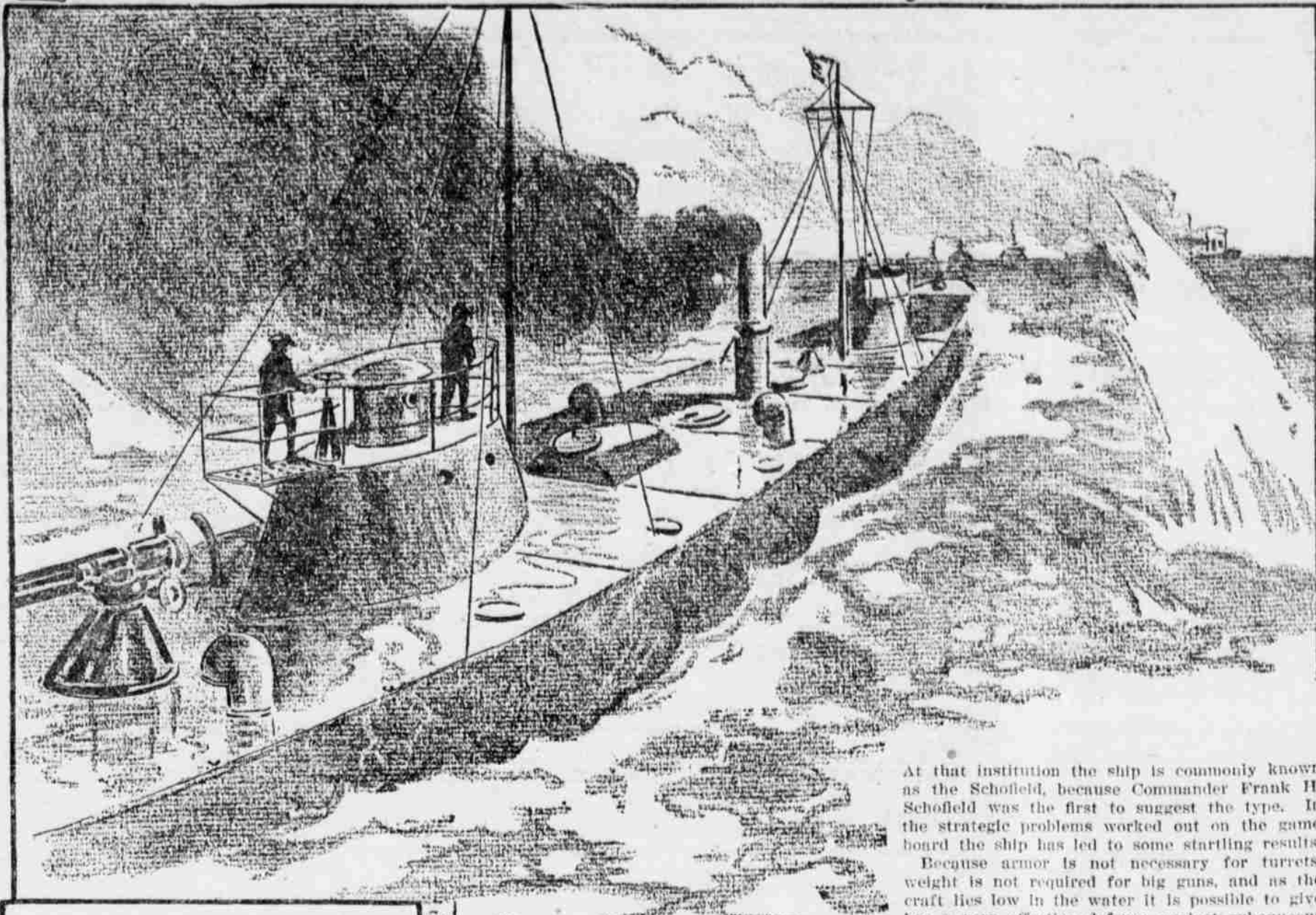
arrival in the realm of apparel, and is comfortable and elegant. It fits the head snugly and is so constructed that it may be made to measure. This is a boon to women who have abundant hair.

There are "dress" habits and polo habits in which the most vivid reds and greens demonstrate a courageous use of color in riding togs. These high-colored coats are worn with white trousers, and the polo coats are sleeveless. But they are another story.

Julie Bottomley

A Dainty Pillow.

Boudoir pillow covers do not necessarily have to be embroidered to be dainty. Good-looking ones are simply lace-trimmed. One seen recently had two three-inch bands of fine cluny insertion set in diagonally across either corner, and the effect, it must be conceded, was excellent.



American naval experts believe they can build a sea fighter that will astonish the world; it is a semi-submerged torpedo cruiser

WHAT is the next surprise that naval architects have in store for the world? Is it possible to modify radically existing types of battle craft? Has the naval strategist anything in mind that will be totally unlike present warships—something that will upset the prevailing order of battle tactics upon the sea? These questions are asked by Robert G. Skerrett in the New York Sun, and he goes on to say that experts answer yes to questions two and three. One of the foremost of American naval officers said not long ago:

"I believe we can build a ship here that will make the whole world sit up and take notice if we want to do so."

This assertion was brought out by a debate on the subject of naval increase, when the genesis of the modern dreadnaught was discussed. An interesting light was thrown upon the origin and reason for being of that era-making type of heavy ship of the line. The disclosure illustrates how kindred forces may be at work in calling into being another and no less startling departure in naval architecture. According to the officer in question:

"England has been criticized for inventing the dreadnaught type on the ground that if she had not done so she would have maintained a greater preponderance over every other navy in her pre-dreadnaught types, and as the dreadnaught type is far more efficient she therefore had to start even with other nations again. The reply to that is that she did not invent the type, but it was absolutely forced upon her.

"In the days when we were firing at each other at 2,000 or 3,000 yards a dreadnaught was not a logical thing at all, because at those ranges you could use an eight-inch gun with great effect or a six-inch gun. But as soon as Admiral Sir Percy Scott showed us how to train gun pointers with his new device it changed the situation materially. His whole invention was a method of training gun pointers.

"We applied it on our side and we talked to people on this side and to people on the other side of the Atlantic about it. I went over to England and talked to the gun people there and we finally, tentatively going from one range to another, found out that we could hit a target at 8,000 or 9,000 yards, which were considered enormous ranges in those days.

"You cannot hit anything with a six-inch gun at those distances. It was therefore perfectly illogical for them to build any more battleships except with all big guns. Accordingly, the all-big-gun ship had to be built.

"We would have built the first one on this side if the authorities here had listened to us. England did not invent the all-big-gun ship. It was Admiral Sir Percy Scott who thought out how to shoot at long range, and the other fellows followed as a natural consequence. Big guns are the only ones that will do any particular damage at long range.

"The present conflict has made it plain that in actual warfare the nation with initiative will have a great advantage, and Germany has undoubtedly kept her foes guessing. No one knows what she is likely to spring next upon her antagonists, but past performances hint at certain possibilities."

Capt. William S. Sims thus describes a thoroughly practicable, novel order of battle craft. Its theoretical advantages are so evident to the experts that the likelihood of its appearing before long is more than a possibility.

"If you build a ship of 20,000 tons that has nothing but a protective deck, and so flat that nothing could get under it, that only has two towers, one forward and one aft, to control the ship, and no guns at all, but armed with eight or ten torpedo tubes on a side, and capable of making 35 knots, I would like to know what a fleet

could do when one of them comes down in its midst," he says.

"There would be nothing to hurt if you did happen to hit her, and she could fire all the torpedoes she wants to at you. One of our young officers recommended a vessel of that type. Natural conservatism on the part of the older men who control the upper end of all services—and it is the natural conservatism of large bodies that control our government—stands in the way of just such a proposition; those men do not quite like the radical idea. But just the same one of those novel craft will pop up one of these days; and for all we know it will come out of Wilhelmshaven before this war is over."

It is a well-known fact that the destroyer has proved the submarine's worst enemy, and for two reasons: First, because of its speed, combined with effective gun power; and, second, owing to the difficulties of retaliation through torpedo attack, the submarine's only sufficient answer to the destroyer's rapid fire. More often than otherwise the underwater boat's principal weapon has sped harmlessly under the destroyer without scoring, simply because the destroyer draws far less water than the submarine's intended quarry, the big vessel.

The torpedo is ordinarily set to run deep enough to strike well below a large ship's armor belt, and therefore is apt to pass without hitting below the keel of a destroyer. It was this idea that Captain Sims had in mind when he said that the novel battle craft was to be built so that "nothing could get under it."

There is another advantage, too, in this arrangement. A ship so constructed would be able to operate in waters where ordinarily only light gunboats or destroyers could maneuver in safety. Accordingly it would be easy for a craft of this character either to hide where least expected or to run to cover when the odds offered by armored ships were too heavy against her.

Great Britain has found it necessary to utilize monitors, especially modified for the work, in her offensive operations against the German positions on the coast of Belgium. Shallow draft and fairly heavy armaments have made these vessels reasonably effective. However, the monitors have not been able to destroy the German naval station at Zeebrugge and the Kaiser's designers have no doubt long been busy devising a naval foil to the British attack.

This probability in part is warrant for Captain Sims' assumption that something out of the ordinary was likely to issue from Wilhelmshaven before the end of the present struggle. It is the form suggested the ship will not be a formidable foe only for England's monitors, but it would certainly prove a very dangerous antagonist for well-nigh any of Great Britain's heavy fighting ships.

As with so many things concerning our national defenses no secret has been made here of this proposed order of war craft. Captain Sims has said:

"It has been before our people for a long while. It has been discussed at the War college and papers have been written on it."

Foreigners have undoubtedly made themselves familiar with everything that has been given out about the ship and certainly the type would go a long way toward offsetting the disadvantage in numbers under which the German fleet labors. Moreover, there are economic reasons why a fighting ship of this peculiar type would commend itself especially to a people circumstanced as are the Germans now.

As Captain Sims says: "I have always believed that a vessel could be designed in that way without any necessity for a waste of side armor, because she would have nothing above her water line to protect; that is, substantially nothing. She would have no turrets, which cost so much in weight, and she would have no big guns, which cost in the weight of the gun, ammunition, etc."

"She would carry two towers, from either of which the ship could be controlled: One to be used in case the other was knocked out. They would be of sufficient size to hold the people who maneuver the craft. Her smoke pipe would be armored so that it could not be shot away so close to her deck as to do any particular damage. She could be armed with eight torpedo tubes on her side and she could carry a great many torpedoes for each one of those tubes."

At the Naval War college strategic experts have given this suggestion numerous theoretical tests.

At that institution the ship is commonly known as the Schofield, because Commander Frank H. Schofield was the first to suggest the type. In the strategic problems worked out on the game board the ship has led to some startling results.

Because armor is not necessary for turrets, weight is not required for big guns, and as the craft lies low in the water it is possible to give her a very effective defense against subaqueous attack, and it is feasible to subdivide her below the water line into many compartments, the very number serving to localize damage. Accordingly the Schofield is assumed to be proof against torpedo attack, while above water her protective deck and sturdy sides would stand off shots even from the largest guns because of the glancing blows that hostile projectiles would strike.

Possibly the best evidence of what the Naval War college thinks about the Schofield can be gathered from Captain Sims' own statement. While admitting that he did not know what such a vessel would actually do in time of conflict, he plainly expressed his apprehension of his chances if attacked by a craft of that order: "If I were in command of a fleet and one of those things came down on me I think I would turn the vessel over to the second in command and go down below."

It is not commonly understood by the layman that there are times when the torpedo even at long ranges stands a better chance of hitting than the big gun. The big gun may be seriously handicapped or impaired in its efficiency by reason of the weather. The torpedo, on the other hand, dives below the surface of the angriest sea and holds its depth despite tumbling waves as it speeds on toward its target.

It is for this reason that the Schofield is armed almost exclusively with torpedoes. Any guns that might be placed on deck would be only rapid fireers intended to stand off destroyers or to deal with armed merchantmen or commerce raiders.

Success in a naval action depends very much upon gaining the advantage of position so far as wind and light are concerned. In moderate weather, with a moderate breeze blowing, a commander wants to have the wind in his face. That is to say, the wind should blow from the direction of the enemy, because then the smoke and gas from his own guns blow back and away and leave the commander with an unimpaired view of his foe, while the enemy's discharge hangs for a while on his lee and interferes with his vision and the speedy working of his ordnance effectively.

It is not an easy thing to gain the position of advantage, and half the success in doing this hinges upon invisibility. A vessel like the Schofield, lying low in the water and capable of making 35 knots an hour, would have the whip hand in this particular, because she could slip along at full speed undetected, whereas a ship rising higher above the surface would be sure to betray herself against the horizon.

The part that the weather plays in battle tactics is thus described by one of the navy's eminent officers: "If you have been fortunate enough to get into position with the wind in your face and the foe to windward and it comes on to blow and kicks up a sea sufficient to splash water up over the sides of your ship when you are steaming 20 knots, then there is another difficulty. The spray will interfere very seriously with your firing because it keeps your telescopes wet.

Instead of looking through a clear telescope the situation is not unlike looking through the water when you are in swimming. Your vision is obscured. Water also may get into your turrets and into your fire control connections and possibly may put you at more or less of a disadvantage.

"Remember this, fleets fight nowadays at very long ranges, and if you sight an enemy that is bearing east from you and the conditions of wind and weather are such that you would like to have him bearing west, it would take you all that day to get him there if he does not want to do so, because if you try to steam around him he simply keeps you bearing ahead, while turning in an enormous circle, and after you have turned around about half way, he will turn and go the other way.

"In the olden days when they fought at short range it was possible by certain manueverings to get the advantage of position with reference to the wind and sea, etc. It is nowhere near so easy to do it now. In fact, it is practically impossible, despite superiority in speed, within reasonable limits."

Because of her unusual features a ship patterned after the idea of the Schofield would not have to bother so much about advantage of position. Even while nearly buried under stormy seas it would be practicable for her commander to bring his broadside of torpedoes to bear, and every one of those weapons would be a good deal more formidable than the biggest of armor-piercing projectiles.