

# TALK TO GRADUATES

JOHN SHARP WILLIAMS DISCUSSES RACE PROBLEM.

## THE GUBERNATORIAL QUESTION

Present Incumbent is Not Worrying Over the Matter—Other Things at the State Capital.

John Sharp Williams' solution of the race problem in the south, as he gave it in his address to the graduating class of the State university, is immigration of the colored people of the south to the north, being so distributed that in no part of the country would the negro be congested. When the moving day comes around, he said, and the negro is as numerous in Nebraska as he is in Mississippi, Mississippi will be in cool in discussion of race problems as Nebraska is now.

Senator Williams refuted the oft repeated statements of politicians and others that education is the ruination of the colored race, and he denied that education was the panacea of all ills. Some negroes had been helped by education and others had been ruined by it, he declared.

Mr. Williams wanted it "distinctly understood that the negro is not a white man with a black skin any more than an ass is a horse with long ears, or a zebra a horse with stripes."

**Governor is Not Worrying.**  
"I am aware that a lot of people are anxious to know whether I am going to be a candidate for governor or for senator, but the proposition is not worrying me in the least. I have never been given to plotting in politics or looking too far ahead, so I am simply trying to fill the office of governor to the best of my ability and let the future take care of itself. It has been my experience that the people take care of the faithful officer, and I am willing to trust the people for my political future. It is a long time before the next election of state officers and a senator, and I believe I can better serve the state by attending to my office than by plotting for an election to the senate or for a second term as governor." The foregoing in substance was the answer of Governor Shallenberger to the question: "Are you a candidate for the senate or for governor?"

**McBrien Inspects Schools.**  
Jasper L. McBrien, in charge of the extension work of the state university, has returned from a trip out in the northwest part of the state and he reported that the seven young men graduates of the Norfolk High school were all going to attend the university next fall. He also discovered that the Ames (Ia.) Agricultural college is soliciting students in Nebraska. Out at Brewster Mr. McBrien found that the people had a school building with two rooms, one of which was used in which to conduct a six months' school.

**Would Raise Telephone Rates.**  
The Central Telephone company of Broken Bow filed a petition with the railway commission to be permitted to increase its rates at that place, Ansley and Mason City. William Mattley and others were present and objected to the increase. The company desires at Broken Bow to cancel its rate for grounded circuit, \$1.50, and install a metallic circuit at \$2.00 a month; residence telephones, from \$1 to \$1.50 a month; farmers' line to \$1.50 from \$1 and \$1.25. At Ansley and Mason City the company desires to make the rate \$1.50.

**Big Penalty for Lobbyists.**  
The legal department of the state will bring suit to recover \$100 a day from every corporation or association which failed to file its expense account under the anti-lobby law, from two months after the legislature adjourned until the expense account is filed. For other violations of the anti-lobby law it is the duty of the county attorney to prosecute, according to the attorney general, the law being specific that it is the duty of the attorney general to enforce the penalty clause for failure to file expense accounts.

**Express Companies Except.**  
The express companies doing business in Nebraska, through their attorneys, C. J. Greene and Ralph Breckinridge, have filed exceptions to the findings of Referee Sullivan in the case wherein the state secured an injunction to prevent the corporations from violating the Sibley law. The companies except to the findings of law or conclusions of the referee on the grounds that the conclusions are not based on all the facts brought out.

**Requisition for O'Brien.**  
John O'Brien, under arrest in Denver will be brought back to South Omaha for trial on a charge of breaking and entering. Governor Shallenberger issued a requisition on the governor of Colorado for his return.

**Annual Alumni Reunion.**  
Over 300 former graduates of the university turned out to the annual reunion of the alumni at the state farm. The time was utilized in renewing old time acquaintances by some of the gray haired graduates of years back. The former spirit of college days filled the air as well demonstrated by the hearty handshakes which passed about. The university yell was given in unison by the alumni as well as co-ed. The annual banquet took place in the evening.

# FEEDING AMERICAN BLUEJACKETS

By WALDON FAWCETT

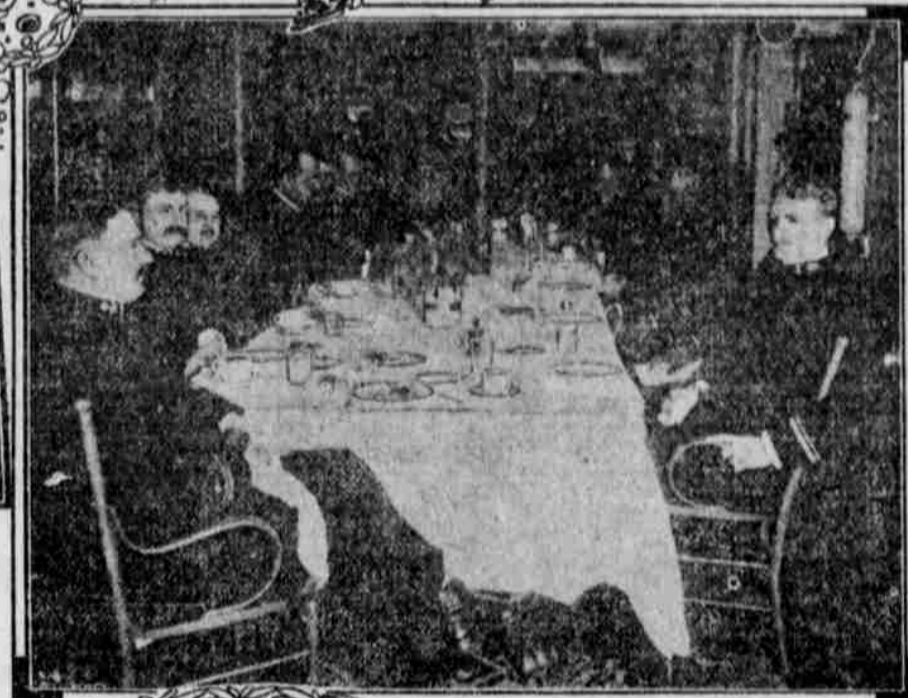
**F**OR various reasons, not the least of which are the influence for content and the encouragement of enlistment, it has long been the ambition of the authorities to have the enlisted men of the American navy take rank as the "best paid and best fed" sailors in the world. The former has been merely a matter of inducing congress to make liberal expenditure, but the latter has involved no end of thought and work. Gradually, however, the matter of supplying the best possible food in the most



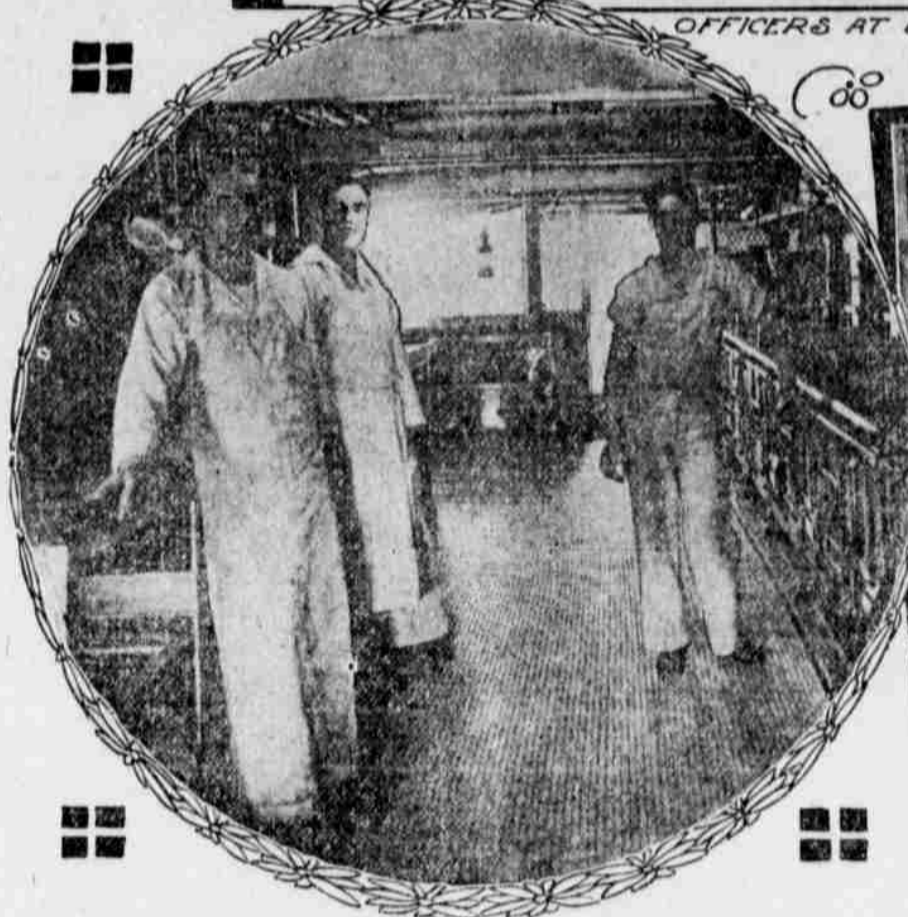
COOK PREPARING DESERT OF PIES, ETC.



WASHING DISHES IN THE HOLD



OFFICERS AT DINNER.



THE GALLEY OR KITCHEN OF A FIRST-CLASS BATTLESHIP



THE COOKS ON A U.S. BATTLESHIP

appetizing form to large numbers of bluejackets afloat and ashore has been reduced to a fine science.

To be sure, the public does hear now and then more or less strenuous complaints from naval tars on the score of the fare provided aboard ship, but these protests are nowhere near as frequent as they once were, or as they are in the navies of other nations. Moreover, such "growls" when investigated are usually found to emanate from chronic "soreheads." In the comparatively limited number of cases where the complaints are justified the trouble is likely to be traced to poor cooking, rather than poor food—for, unfortunately, in the navy, as in other walks of life, there is a great difference in cooks.

In an effort to insure and maintain the quality of the eatables, all food purchased for use on a man-of-war must be carefully inspected by the commissary officer. Then, too, a strict watch is kept that Jack does not indulge in any delicacies that are not good for him, because of climatic or other conditions. To that end the ship's medical officer prescribes as to the character of the food that the bluejackets should eat at the different seasons of the year and with reference to the climate in which the vessel is stationed at the time in question.

By way of evidencing the wholesome character of the food provided for the men who go down to the sea in Uncle Sam's ships there may be given a sample menu. The bill of fare is changed daily, but a representative day's meal program is found in the following: For breakfast, baked pork and beans, bread, butter, coffee. For dinner, roast veal or roast beef and gravy, stewed tomatoes, mashed potatoes, bread, butter and coffee. For supper, bologna sausage, cheese, potato salad, bread, butter and tea. Pie, fresh fruit and other delicacies are often included in the supper bill, and a 40-quart, power ice cream freezer is, during the summer months, one of the most frequently used features of the equipment of the galley or kitchen of the average battleship. In this connection it may be added, that the presence on shipboard of a mechanically operated ice cream freezer but calls attention to the fact that the average floating fortress flying the Stars and Stripes is equipped with almost every culinary appliance known to the art of twentieth century cookery. There are potato peeling machines, potato mashing apparatus, meat grinders, an electrical dough mixer, dish washers and other innovations.

To realize how well Uncle Sam's bluejackets fare with reference to the cravings of the inner man, it is only necessary to compare an average day's meals with the items of food provided by the British government for the fighting men aboard his majesty's armouredclads. For breakfast your British tar has one pint of cocoa, and dry biscuit. At dinner he has salt pork and pea soup, but no vegetables. Late in the afternoon, in lieu of supper, he has "tea" when his meal consists of one pint of tea and more dry biscuit. Think of that for a final meal of the day as compared with a Yankee naval menu that includes not only bread, butter and tea, but also fresh meat pie, "fried potatoes, etc., to say nothing of the 200 quarts of ice cream that are consumed on a first-class American battleship on many a warm evening. No wonder the American men-

owar's men are enabled to cause the foreign tars to open their eyes with astonishment whenever they entertain them aboard one of the republic's sea warriors.

The young men who enlist in the United States navy do not have to wait until they actually go aboard cruising warships to enjoy the plain, substantial, nourishing food that Uncle Sam prescribes. The "land lubber" enrolling in the navy is not put aboard ship at the outset, but spends some six months or more in a preparatory course of instruction at a training station on shore, but in these institutions as on the warships every effort is made to provide nourishing food in sufficient variety to tempt all sorts of healthy appetites. All the cooking and baking for the navy's tars is done by enlisted men of the service—bluejackets who receive somewhat better pay than most of their fellows because of proficiency in this work.

Ship's cooks receive \$25, \$30, \$40 and \$55 per month (in addition, of course, to board, lodging and all expenses), according to their skill and experience. Bakers receive \$35 and \$45 per month. At the head of the cookery department of each ship are a chief commissary steward and commissary steward who receive pay of \$70 and \$60 respectively. As a testimonial to the skill of the naval cooks, it may be remarked that from this same class of men are recruited the cooks and stewards of the "messman branch," who buy, serve and cook the food of the officers aboard ship. There are Chinamen and negroes among the cookery staffs of our warships, but a large proportion of the men who prepare and serve the food are up-to-date, intelligent, young Americans.

Marvelous advances have been made on our warships in the matter of quick service of meals. It is now a watchword on board ship that warm dishes shall be served hot, and cold ones cold, with no suspicion of stale food. The

men in charge must bend every energy to see to it that meals are timed to the minute and are placed on the tables piping hot. All preparations are made at the tables before the messmen set out to transfer the food from the galley to the tables, and the serving is so systematized that the most important dishes of the meal leave the heaters first. On the average American battleship not more than four minutes is required to serve the cooked portion of a meal for more than 700 bluejackets, and on the battleship Missouri, a record of two minutes for serving a meal has been attained over and over again. To do this, either mess strikers must serve the tea and coffee at the same time that the messmen are serving the solid food, or else the drinkables must be served in advance, but this latter can readily be done if necessary, for experience has proven that tea and coffee served at boiling heat will retain their heat for some little time.

The general mess on a warship, comprising practically all of the enlisted men of the navy and marine corps is divided into messes of about 20 men each, and a messman is detailed for each mess, to receive the food from the cooks at the galley, and serve it at the mess table. Tipping is not only unnecessary, but it is forbidden. When men are landed from a warship in large numbers, either for going into camp or for an expedition, a commissary corps, including cooks, bakers and messmen is sent with them, to see to it that they have good food and plenty of it.

There is a popular misconception regarding the manner in which Uncle Sam provides table board for the occupants of his floating fortresses. In addition to the pay provided for enlisted men, the government undertakes to subsidize them, and this is done at whatever expense may be necessary. The fixed value of commutation for one ration is, by law, 30 cents, but the commutation of rations is a privilege, not a right, and there is error in the idea that has become prevalent in some quarters that each enlisted man is entitled to receive just 30 cents' worth of food each day or 30 cents in money.

On board ship, where the facilities of the galley or ship's kitchen are necessarily somewhat restricted and the food obviously cannot have quite the same variety obtainable on shore, it is of the highest importance that the best possible results be obtained in the cooking. To that end each ship is given a liberal allowance of cooks and bakers, judiciously selected, and to aid them in the discharge of their duties Uncle Sam has prepared a neat cook book having recipes for the stand-bys as well as the frills of naval menus.

### WEATHER BY WIRELESS.

Flashing around the world by wireless telegraphy warnings of approaching storms and other disturbances of the elements is one of the latest international projects. Still another of perhaps little importance is the proposal to equip the vessels of all nations with uniform storm signals.

These were the leading problems threshed out at a conference of distinguished meteorologists of the principal nations in London. The conference is the outgrowth of a meeting of the leading meteorologists of the world in Europe several years ago. The United States was represented by Prof. Willis L. Moore, chief of the United States weather bureau.

A concerted movement was inaugurated to induce the principal governments to adopt a uniform system of wireless telegraphy marine weather reports and to reach an

agreement so that all nations shall display a uniform marine storm signal. In effecting an international agreement it is believed that it will be a great factor in saving life and property on sea and land and at the same time be highly important in weather predictions.

These subjects were dealt with by two committees, one on maritime weather signals and the other on weather marine telegraphy.

The first committee was composed of Dr. W. N. Shaw, director of the British meteorological office; Prof. A. Augat, director of the Central French meteorological service; Rev. L. Proc. director of the Zi Ka Wei observatory at Shanghai, China; Rear Admiral Hinz, director of the Deutsche Seewarte at Hamburg, Germany; Prof. H. Mohn, director of Norwegian Meteorological institute; Prof. Willis L. Moore and K. Nakamura, director of the meteorological service of Japan. In addition to Messrs. Augat, Hinz and Moore, the other committee was composed of Lieut. Gen. Rykatcheff, director of the Central Physical observatory of St. Petersburg, Russia.

"One of the principal problems taken up by the conference," said Prof. Moore, "was the question of international agreement as to the taking of wireless marine weather reports. The scheme was to obtain the adoption by all of the leading nations of a uniform method of taking and transmitting wireless meteorological observations so that each observation, no matter by what nation taken, will be comparable with the observations taken by any other nation. There is now no uniform system of receiving and transmitting marine wireless weather reports and exactly the same things are not observed.

"Observations received by a ship would be transmitted to other ships, so that by relaying from one vessel to another observations from the entire ocean would then within a few minutes reach the land and the central meteorological offices in the United States, France, England and Germany and other interested nations would be able to complete these observations each in its proper geographic position, and thus to determine the location of storms and forecast their future direction. Such forecasts could be distributed to the vessels in the same manner in which the observations on which the forecasts were based were collected."