

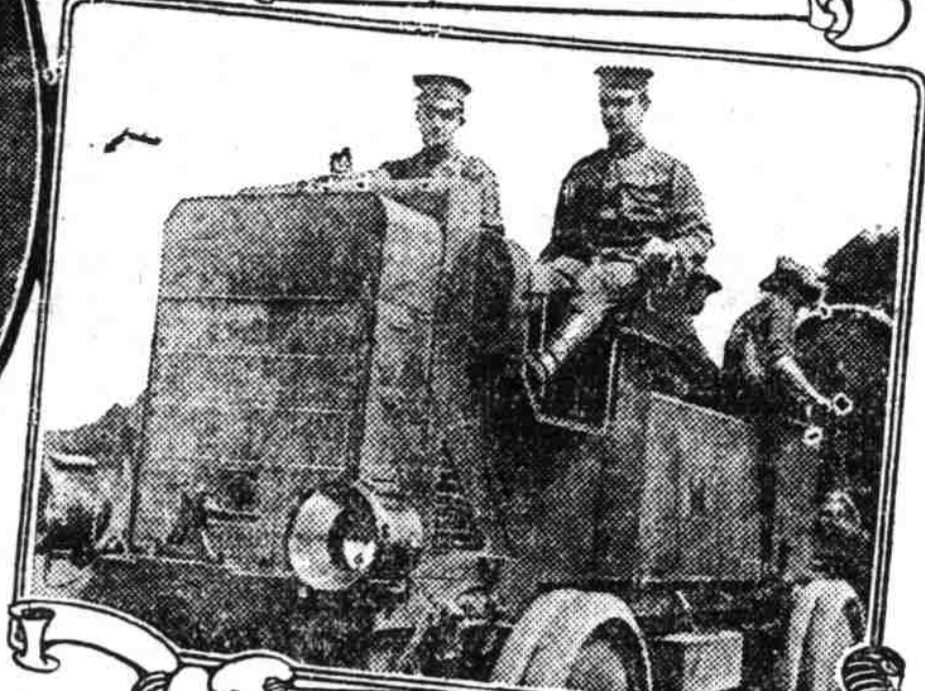
The UNITED STATES ARMY in ACTION



TROOPER WRESTLING WITH A STUBBORN HORSE

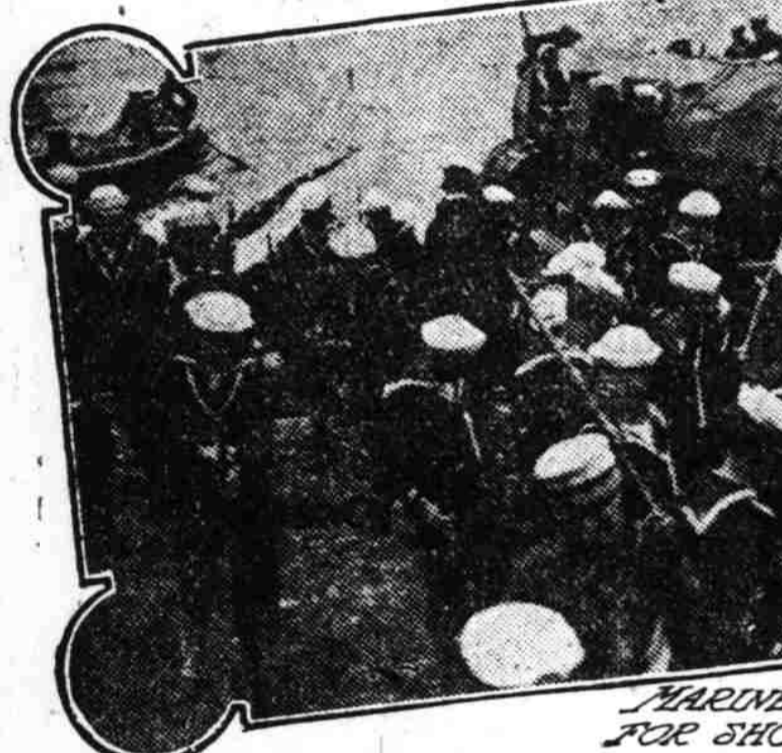


GEN. LEONARD WOOD (and AID)

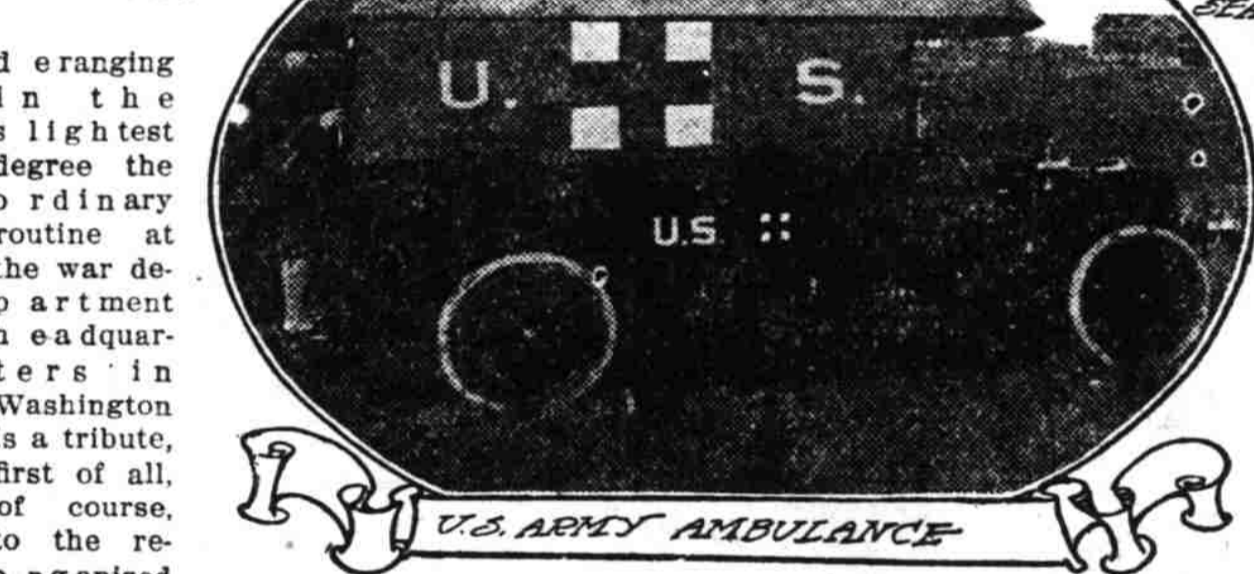


WAR AUTOMOBILE OF THE LATEST TYPE

HE rapidity and perfection of working arrangements with which there was recently carried out the mobilization of one-fourth of the American standing army on the Mexican frontier proved a revelation to all but the very limited number of people who have been in a position to keep in touch with the military progress of the nation during the past few years. Incidentally, this object lesson under virtual war conditions has answered not a few of the criticisms recently made against Uncle Sam's military establishment in speeches in congress. Indeed, this hasty rendezvous in Texas discounted to a great extent, as nothing could, the chief bug-a-boo of the recent alarmist utterances,—namely, the alleged handicap sustained in having our fighting forces scattered



MARINES LANDING FOR SHORE DUTY



U.S. ARMY AMBULANCE

all over the country at widely separated military posts. Extreme mobility, which in the case of the American army has been so strikingly put to the test by the double quick advance on the Rio Grande, is the one attribute above all others for which our military experts have been working ever since the Spanish-American war. The United States needs a mobile armed force as does no other nation on the globe. Indeed, it is absolutely imperative. The explanation is found, of course, in the immense extent of the republic and our far-flung coast line. To protect so extensive a territory needs an armed force that can move with extreme rapidity from place to place. The fact that broad oceans separate us from the nations that, in the event of trouble, would prove our most formidable foes, presumably insures us reasonable warning of attempted invasion but even with this leeway it needs quick-moving soldiery to rush at short notice to any threatened point of attack.

deranging in the slightest degree the ordinary routine at the war department headquarters in Washington is a tribute, first of all, of course, to the reorganized army with its general staff or board of directors, but in even greater degree is it evidence of the value of that comparatively new institution, the U. S. Army War College. The newspaper-reading public has been told repeatedly these past few years that it is the special province of the officers detailed to duty in the great red brick building, overlooking the Potomac in Washington, to have on hand and to keep constantly up to date detailed plans of campaign for use in the event of war with any other nation. However, the present instance affords the country at large its first real exemplification of the practical value of the information that is kept under such close guard in the plan vault and the map rooms of the War College.

might prove as invaluable in the mountains of Mexico as they have under somewhat similar conditions in the Philippines.

Similarly the conditions existing at the scene of the present campaign are such as to emphasize the fact that there is yet a very important sphere for the cavalry in the army. It is as though the crisis in this unexpected quarter were a providential answer to the arguments of those persons in and out of official life who have been urging in recent years that the foot-soldier should be practically the whole thing in our military complement. It must be apparent to everybody who is even casually conversant with geographical conditions that if Uncle Sam is to keep peace "From the Canal to Canada" he will have need of a considerable cavalry force and a force provided with the best possible class of mounts. There are mountainous localities in the region to the south of us where only cavalry could operate successfully. Neither automobiles nor yet aeroplanes would serve as a substitute. And incidentally it may be noted that conditions on the Mexican border have afforded an opportunity much earlier than was anticipated to test the practical military value of the airship. The servability of the sky craft for scouting operations ought to be pretty well attested ere the troops return to their home stations.

No better theater of war, real or mimic, than the southwest could be chosen for demonstrating the progress made during the past few years, both in the methods and equipment of the U. S. Signal corps. The general public, with its craving for the spectacular, has heard most regarding the introduction of the aeroplane as a utensil of warfare but as a matter of fact the Signal Corps has recently introduced innovations far more important from a military standpoint than the aerial scouts, and these communicative utilities and novelties for day and night signaling would obviously prove especially valuable in rough country where there are few existing telephone or telegraph wires and where the erection of such lines would be difficult and expensive. The Signal Corps is fully abreast of the times (and of the military establishment of any other nation) in its experiments with wireless telegraphy and wireless telephony and it has developed some very ingenious expedients for the use of rapidly moving forces in the field,—as for instance, the auto-telegraph car or telephone and telegraph station on wheels and the apparatus which enables a mounted trooper to lay or reel in a telephone wire automatically while his horse is at full gallop, the rider meanwhile continuing telephone conversation over this elastic wire.

It is expected that when the joint operations of the army and navy in the south have passed into history the record of operations will afford argument one way or another as to what shall be done with the U. S. Marine Corps. Our readers will recall that this force, the "soldiers of the navy" has been for some time past a bone of contention in service and official circles. Many persons have contended for years

tain conditions. And incidentally it conveyed the hint that the mountain batteries, in which guns and ammunition are "packed" on mule back past that this body of sea soldiers who are presumably no longer needed on our warships as they were in the days when most of the sailors were foreigners, should be transferred to the army. Some time ago all the marines were taken off the warships, but later by order of congress they had to be restored. Now that hundreds of the marines are scheduled to participate in extensive land operations,—either independently or in conjunction with the soldiery of the regular army—it is hoped that evidence will be forthcoming as to whether or not they would render better service if actually enrolled on the army roster.

The "team work" of the army and navy which is a consistent policy with Uncle Sam is being followed along with other up-to-date ideas in the operations on the Gulf coast. Co-operation between military and naval forces is, of course, an axiom with all the great powers of the world, but many of the European nations which have no very extensive sea coasts have not given the attention to this that has been bestowed in the United States. It will be remembered that in most recent war games on the Atlantic coast there was joint responsibility between the two arms of the service. However many persons had little expectation that such concerted action would be advisable when planning operations not in reference to a foe from overseas, but relative to possible disturbance in a neighbor republic on our own continent. In this respect the present activity has proven something of a revelation. But it has been realized that not only can the warships render a service by a patrol of the Gulf coast but are also a factor in that they can land for shore service thousands of seamen, trained by regular small arms practice for service as infantrymen and light artillerymen.

One of the marvels of the recent quick work in the southwest is found in the very creditable manner in which the commissary department has met the responsibilities suddenly thrust upon it. Here again there has been most gratifying contrast to the conditions of the Spanish war period, but it must be remembered that Uncle Sam has made very tangible progress these past few years in the very vital problems of subsisting troops in the field. The army has made most advantageous use of fireless cooking by means of fireless cookers on wheels, designed to cook the food while the military force to which the equipment is attached is on the march and to have the meal, piping hot and ready to serve the minute the force halts for the noonday respite or to pitch camp at night.

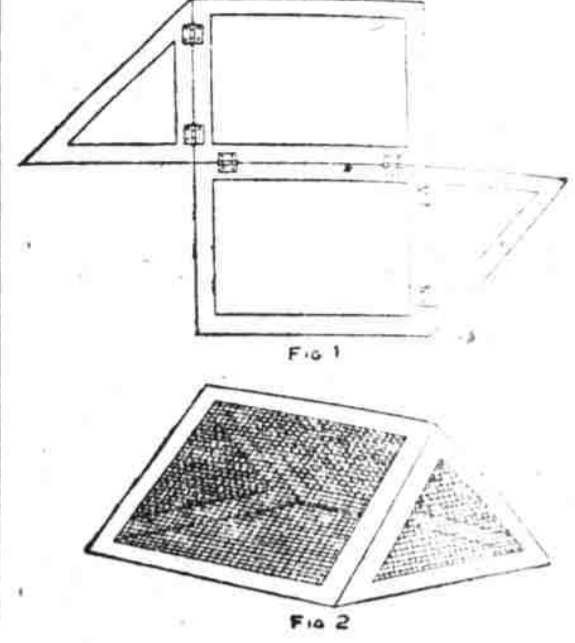
There has been plenty of work too, for the engineer corps of the army in this "Texas campaign" for there have been big camps to lay out and to lay out such sites in various sizes up to a divisional camp covering 800 acres means an immense amount of work for the surveying corps and the map makers in the field. The engineers are also likely to find some opportunity for their searchlight work,—including that with their new portable searchlights conveyed by automobile trucks and ere the "war game" is concluded they are likely to have more or less practice in bridge building. And finally the operations of 20,000 soldiers in the field cannot fail to afford its share of work for the hospital corps—the more so by reason of the effect upon the health of many of the officers and men of so sudden a change from a cold to a warm climate. And the best part of all this practical try-out of our military preparedness is that not only will the rank and file get experience but the higher officers of the service from Gen. Leonard Wood, down, will personally direct or observe the important movements, thereby learning at first hand the tactical and strategic lessons involved.

POULTRY

HEN COOP MADE COLLAPSIBLE

A-Shaped Affair That Can Be Folded Up and Stored Away or Carried for Use Anywhere.

The average chicken coop made of a soap box or some other such box is not always convenient for carrying around and use in different places. An A-shaped coop is little better than



Parts Are Hinged Together.

an ordinary box. The accompanying sketch shows a collapsible A-shaped coop that can be folded and stored away or carried and set up for use anywhere, says a writer in the Popular Mechanics. The main frame is made in four parts and joined together with hinges as shown in Fig. 1. The frame can be covered with wire netting, or boards on the top part, with netting on the ends. The lined frames provide a way to open either end. A small hook and eye should be provided at each end to hold the parts in place.

CARING FOR YOUNG GOSSINGS

Should Be Left in Nest or Incubator Twenty-Four Hours After Hatching—Keep Them Dry.

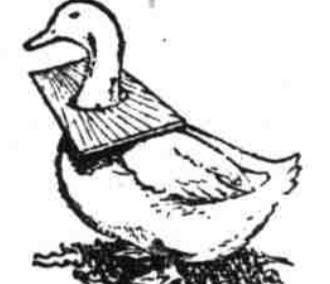
Goslings should be left in the nest or incubator for twenty-four hours after hatching, then fed with high bread soaked in milk and young tender grass cut up fine and mixed with it. If they will not eat it, open their mouths and pour it in with a spoon. It is often hard to teach them to eat, and many are lost if left to learn alone, or are put out with their mothers until they can eat. Scatter blades of short grass among them and they will soon learn to pick it up. Two or three feeds will usually teach them and save you many dollars. After they learn to eat this, feed unsifted cornmeal and bran.

Keep the mother indoors until the dew is off the ground, after which confine her to a small pasture. If possible, as she will tire the young goslings by walking too far. Do not let them get chilled or get caught out in a heavy rain, for they are much more easily drowned than chickens. Exposure to cold, damp weather and wet coops will give them rheumatism. Plenty of grass and water are necessary, with a little grain, until the time for fattening arrives in the fall.

CONFINING GEESE IN A YARD

Yoke Made Out of Common Shingle Slipped Over Head of Bird Will Prevent Crawling Through Fence.

I have had more or less trouble with my geese crawling through fences. Sometimes they get out of the yard that I want to keep them in, then again they get into the garden when I want to keep them out, says a writer in Farm and Home. To remedy this I made a yoke out of a



Goose Yoke.

shingle for each goose and slipped this down over its head. This makes it impossible for them to crawl through an ordinary fence. The piece of shingle is about five inches wide by ten inches long and does not weigh very much. It does the geese no harm and is apparently not in their way.

Turkey Production in United States.

The census of 1900 shows that with a little over 5,000,000 farms in the United States, not much over 6,500,000 turkeys were produced. Among the states Texas leads, having produced almost 650,000 turkeys. Following Texas came Missouri, Illinois, Iowa and Indiana in the order named. It may be remarked that Rhode Island produced 5,000 turkeys and of such good quality that the returns were nearly double the amount of other states.

Origin of Black Java.

The modern Black Java is in description and appearance a Black Plymouth Rock, and is said to have come largely from the black culls which were produced quite numerously in the early days of the Barred Rock. The early Black Javas were Black Cochins, the birds going by both names.