

SHORE LEAVE FOR 14,000

But Not a Drunken Sailor Was To Be Met Anywhere.

LADS FROM FLEET SEE CITY

Had Enough Money, Too, for 14,000 Cases of Artificial Stupefaction.

Either the sailors of the old brave days were "softies" compared to the lads of the North Atlantic fleet, or the salaried to-day's United States navy have been struck by the spirit of the uplift and mean to permit the drunken sailor to occupy unchallenged a prominent part in the picture of that fading time.

Fourteen thousand jacks left their starboard and other waterways yesterday and returned about New York with money enough to guarantee an average of two headaches for each man before six bells and 14,000 cases of artificial stupefaction before reveille to-day. But a drunken sailor was almost as rare as a sailor of the old who looked for a safety net in the vault or who stopped to count his change.

Moderate, cheerful, obliging jacks were everywhere; clean sportsmen, intelligent travelers, some of whom were frank enough to say, however, that they were dead sick of the navy and would go into the army, only the fact that the branch of the service had already warned them that the army was worse than the navy—and their friends had tried both berths.

He is a coal passer on the battleship Louisiana, but he is a true sportsman. He enjoys beer and cigarettes—much beer and a righteous number of cigarettes. He was at the moment about anything except the ship and her crew, but he acknowledged having smoked twelve packs of cigarettes on last Monday night. He was not rolling in money, nor was any of the Louisiana crew.

That was because they were sportsmen. "It happened on September 17," he said, "and I ought to be in the States by now." "I'm in the States," he said, "but I'm in the States." "I'm in the States," he said, "but I'm in the States."

Cousin Who Never Lost a Race. "The race was to be three miles straightaway in twelve-oar boats. The crews were stripped to thighs and jerseys and scales of bone of the Georgia lads, tipped scales at less than 170 pounds. We had a lot of light lads, but we had been training for a year. Bill Proctor, chief boat's mate on the Louisiana, was our coxswain, and he had never lost a cutter race for the Louisiana, but he had always been in the States."

Stakes Four Years More in Navy. "The stroke oarsman on the Georgia was four days overtime—he should have been paid off four days before the race, you understand. He said if he lost the race he would ship over, and that would mean another four years in the navy. He bet \$3,000 on the race, and he won \$5,000. The first far us to see who tossed out first. So we kept on cheering like a lot of boys, not knowing that our \$3,000 was wadded—gone, in other words. We was beat by a boat and a half."

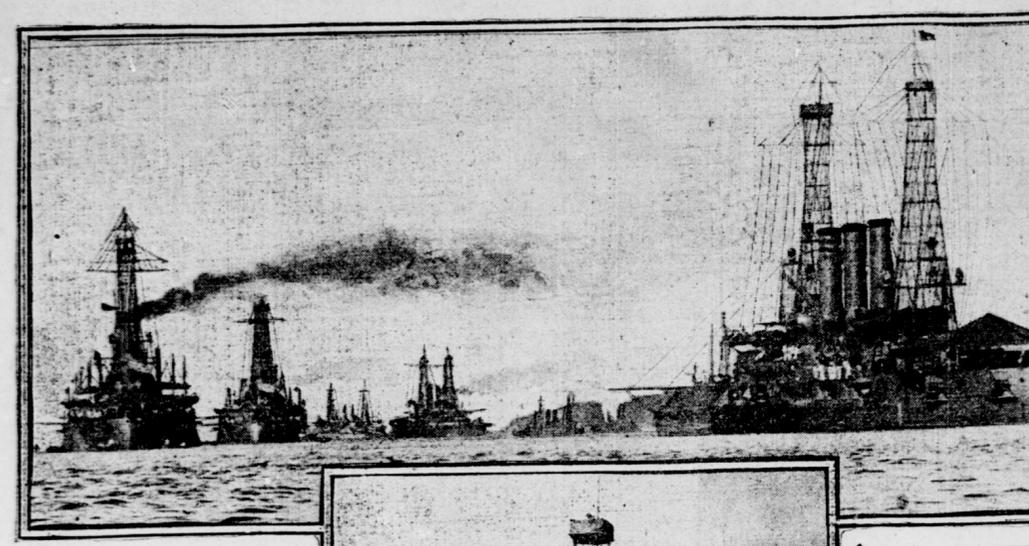
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THE GREAT BATTLESHIP FLEET AT ANCHOR IN THE HUDSON RIVER.



The battleship Vermont, with the curious black "boxes" on top of her masts, military masts. These "boxes" are merely the canvas inclosures put up to protect the officers directing the gun fire from the high winds which prevailed during battle practice.

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Says Mrs. Leeds Conspired with Father—No Compromise.

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