

ALL-BIG-GUN SHIP WAS THE IDEA OF AMERICAN SAILOR

Even Though the Developed Dreadnought Came from Great Britain, Its Possibilities Had Been Foreseen by One of Uncle Sam's Naval Officers.

NEW YORK—The plans for the two new battleships authorized by the last congress have at last been officially approved. One, the Florida, is to be built at the New York navy yard by government workmen. The other, the Utah, is to be constructed by contract at some private yard, the award not yet being made.

Both are to be of the now famous Dreadnought type and, in accordance with the restrictions of the law which authorized their construction, they must be "similar in all essential characteristics" to the battleships authorized in 1906—these being the Delaware and the North Dakota.

This furnishes merely another illustration of the lack of initiative which has so long characterized our methods of naval construction, says the New York Times. The Delaware and North Dakota are of the type now popularly known as "Dreadnoughts"—a type which has revolutionized naval construction as radically as did the monitor. But while the idea of the all-big-gun ship had its origin among American navy officers—the revolution in naval construction, it may be noted, did not start from American shipyards. The nation might have led all others in the construction of this new type had the plans drawn by Lieut. Commander Homer C. Poundstone (now a commander on the retired list) been utilized at the time of their inception.

It was in 1903 that these plans of an all-big-gun ship were submitted to the navy department and pigeonholed. Then came the Japanese-Russian war. As the ally of Japan it was recognized that Great Britain would be the first to profit by any lessons which that war brought out. And directly after the running fight that followed the sortie from Port Arthur came news that England was hurriedly constructing some great new ship of war. Other nations made diligent efforts to discover the nature of the lesson that Great Britain was so sedulously solidifying in steel, but the British constructors kept their secret, and not until the Dreadnought had gone overboard and floated into the view of outside eyes did the world at large know that the last great war had taught the lesson of the all-big-gun ship—a heavily armored craft of tremendous speed and wide steaming radius and carrying in her main battery an armament of the heaviest guns that could be emplaced on a shipboard, and all of the same type, save a single battery of smaller caliber installed for the sole purpose of moderating the enthusiasm of any enemy contemplating torpedo boat attack.

American Target Practice.
The idea of the all-big-gun ship was suggested, not by this war in the east, nor by any lessons learned of Port Arthur or in the Tushima Straits—but by target practice in the American navy. It came as a consequence to Santiago, and where only two per cent of hits was made by the American ships, America cheered long and loud over the victory, but the navy men who had fought it did very little of the cheering and took silently and seriously to heart the very small number of hits that had been made. They, more than the exulting patriots, realized how disastrous might have been this shortcoming had the ships of the blockading squadron faced most any other foe.

Then, for the first time in its history, did the navy of this country make every other consideration subsidiary to target practice, the office of target inspector was created, and Commander W. S. Sims, that energetic and accomplished officer who has done so much to place our navy at the head of the straight shooting and rapid hitting, was chosen to fill the post. Hitherto such target practice as had been held had been at short ranges. But the introduction of smokeless powder and the employment of the telescopic sight so changed the laws of gun fire that practice at long ranges was substituted for the other. Then it was discovered that the range finder—a mechanical device intended to give the distance between ship and target—could not be depended upon whenever there was any refraction in the atmosphere, and it would be a queer sea atmosphere that has no refraction.

Gun as Range Finder.
So it was to the gun itself that the navy turned as the one dependable range finder. Here again was another difficulty. By observing the fall of shot, short or over, to right or left, the plotter stationed aloft could easily correct the aim of any single piece, but with ships of a mixed gun battery and the various calibers firing at the same time it was found to be impossible to distinguish between the splashes, and, consequently, impossible to correct the initial error. Then it began to dawn on the navy that the solution of this problem was a ship carrying guns of one caliber only, and as a corollary, this single caliber to

Traced to Its Source, Curiously Enough, the Idea Was the Result of Satisfying and Not, as Supposed, of the Naval Fights in the Russo-Japanese War.

be of the heaviest that could be mounted. Then it was that Commander Poundstone, an ardent co-worker of Commander Sims, drew the plans of the "U. S. S. Feasible" and the "U. S. S. Possible," the two types of all-big-gun battleships which now have their prototypes in the South Carolina and Michigan in one class, the Delaware and North Dakota in the other.

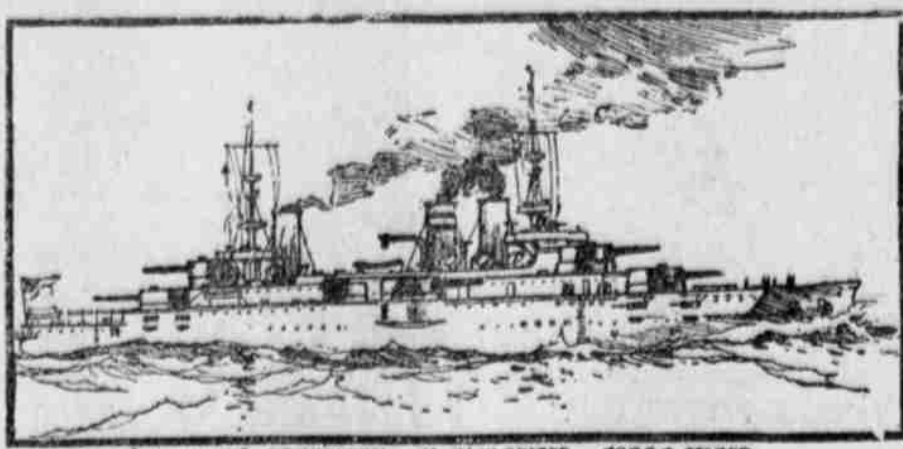
But that was away back in 1903. A year or so after these plans had been pigeonholed in the navy department the Japanese-Russian war broke out. As a result of that Japan's ally, Great Britain, hurriedly began the construction of the Dreadnought, the first of the all-big-gun ships to take the water, and closely following the launching of that vessel the Japanese Aki went overboard. Other nations immediately comprehended what the building of these two vessels meant. Germany paused only long enough to give one regretful look at the battleships she was then building, and, making a quick revision of her naval plans, has now committed herself to a program by which she is to construct four Dreadnoughts each year up to and including 1911. Great Britain has already laid the keels for ten of these great vessels, having launched six during the course of the last year; France has laid the keels of six and has authorized the building of six others. Brazil set about the building of three, Italy made contracts for two, and Russia's program contemplates four of these new architects of ruin. "Had Poundstone's suggestions been adopted when they were first submitted," asserts one naval authority, "the designs of the four Connecticut, which were not yet laid down, could have been altered and small Dreadnoughts like the present South Carolina and Michigan have been built. The money appropriated for the Idaho and Mississippi, obsolete before launched, could have been turned into one real ship. Lieut. Poundstone's plans for his new type never came before congress. In fact, there are few who know that had our authorities been awake we would in all probability have had Dreadnoughts afloat before any other nation."

Fifty Vessels in Four Years.
Within the short space of four years more than half a hundred vessels of this new type have been built or authorized. The introduction of the type has set a new standard of rivalry, and England, Germany and Japan seem to be setting the pace. In the old type of battleships England possessed an enormous lead. Following her frankly announced postulate that, whatever the cost, she meant to maintain a navy that would be equal to the navy of any other two powers, she had found no great difficulty in living up to that somewhat rough and ready standard. But according to an unusually well-informed London correspondent, (Sidney Brooks), who appears to have been making a special study of the subject, the advent of the Dreadnought has brought to Great Britain a crisis of unparalleled complexity and peril. The type has not only made obsolete all battleships built in a previous era, but has committed all sea powers which intend to maintain maritime supremacy, or even relative strength, to an unprecedented expense in newer construction.

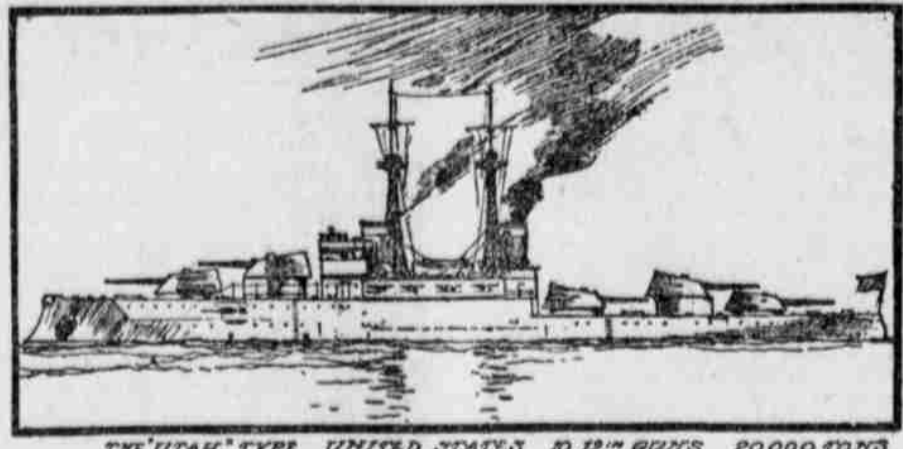
Cost to Great Britain.
It is upon Great Britain, as this investigator recently pointed out, that this expense falls with greatest weight. Here is the greater fleet that the new type makes inefficient and bears the greater burden in the necessity of constructing a new armament to meet new conditions. The naval act of May, 1908, which authorized the construction of two battleships "similar in all essential characteristics" to the two older ones, brings our list of building and projected up to the formidable list of four. Upon these two later vessels are to be bestowed the names of Florida and Utah. No limitation is placed upon the displacement, but it is understood that it will be approximately 20,000 tons, although the two new ships may each be about seven feet longer than the Delaware.

This increase in length will be brought about if the decision is reached for the installation of turbines. One reason why Parsons turbines could not be installed in the Delaware is the fact that they would occupy more space than was available in that ship's hull, unless changes were made in the design. Curtis turbines were ordered for the North Dakota and engines of the reciprocating type for the Delaware. No decision is understood to have been reached yet respecting the type of engines—whether turbine or reciprocating—that are to be installed in the Utah and Florida.

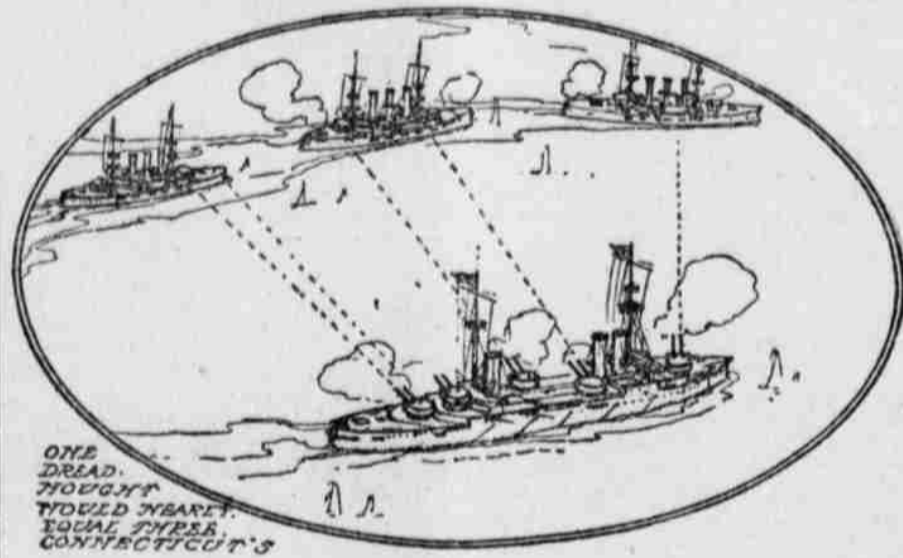
It is not unlikely, says the Navy, a well-informed service journal, that the new battleships will also be provided with an entirely new arrangement of military mast, somewhat similar to



THE NASSAU, GERMANY, 16 1/2" GUNS, 1900 TONS.



THE UTAH, TYPE UNITED STATES, 10 1/2" GUNS, 20,000 TONS.



ONE DREADNAUGHT FLOTTING TOWARD THE CONNECTICUT'S

the openwork tower of latticed steel tubes which was tested during the recent experiment with the monitor Florida. The department appears impressed with the performance of that mast, and is believed to be contemplating its use on the newly authorized battleships, although no announcement to that effect is yet authorized.

Comparison of Gunfire.
A writer for this same publication draws an interesting comparison between the gunfire of a Dreadnought fleet and the 16 battleships which Admiral Evans took to the Pacific. If, says the writer, a Dreadnought fleet of 12 vessels, which the royal navy will have at the end of two years, were drawn up in line of battle confronting any 12 vessels in the American battleship cruise, the former would present 96 broadside guns of 12-inch caliber to the 64 broadside guns of 12-inch and 13-inch caliber on the latter ships. Besides this advantage, the Dreadnoughts average 21 knots for the battleships and 25 knots for the cruiser battleships of the Invincible class, while the average speed of the American vessels, according to their trial performances, would run from 17 to 19 knots.

Efficiency of Dreadnoughts.
Any two of the Dreadnought class would present as many 12-inch guns on a broadside as any four of the American vessels named. A division of four Dreadnoughts would present a broadside fire of 32 guns, none of which would be less than 12-inch caliber; while a division of the same number of units, consisting of the

Connecticut, Kansas, Louisiana and Vermont, would be able to present a broadside fire of only 16 guns of 12-inch caliber, 16 guns of eight-inch caliber, and 24 guns of seven-inch caliber. The former division would have 21 knots trial speed, and the latter would average a fraction over 18 knots trial speed.

This comparison is not made for the purpose of considering the vessels of the Connecticut and Vermont type as in the same class as the Dreadnought; but, on the contrary, to indicate that the latter are not ship for ship equal to the all-big-gun vessel. The German Nassau, which was recently launched, is credited with being the most formidable of any "Dreadnought" yet constructed or planned. The battery of this Teuton giantess is said to be 16 11-inch rifles. Another statement is that she will have 12 such guns with 12 6.6-inch and some smaller. With regard to the rate at which she has been built, it must be understood that for months previous to laying the vessel down vast quantities of material had been made ready, and were alongside the slip. The actual time occupied is alleged to have been 7 1/2 months, but the launching weight is not given. However, this period considerably abridges that occupied in the case of some other recent ships. From laying down to launching the Braunschweig was 14 months, the Elsas 17 months, and the Hessen about 16 months. There can be no doubt that the Germans are expediting their rate of warship construction by improved facilities at the building yards.

PITIES THE BURDEN BEARERS

Writer's Sympathy for Those Who Have to Pay for the World's Armaments.

In the days just before gunpowder came into general use, the armorers of Europe were very busy people. For a hundred years the coats of mail and plate worn by knights and men-at-arms had been getting heavier and heavier. The swords, lances, axes and battle axes had also been getting heavier, until some of them became of an almost incredible weight and size. A heavier corselet called for a heavier ax to crush it; the heavier ax demanded a new wrinkle in the construction of corselets. And so on, until the man-at-arms, at the latest period during which complete armor was used, was increased in such a heavy shell that once unhorsed and on his back he was almost as helpless as a beetle, and was quite at the mercy of any low-born vassal or vassaline who cared to pry his visor up with a butcher knife and probe him on the subject of ransom.

At the period when armor was heaviest it was also most expensive, says Don Marquis in the Home Magazine. A really sportsmanlike tourney meant golden thousands to the smiths, of whom there were almost as many in existence then as there are now. The best armorers began to buy country homes, eat goose-liver pie, marry their daughters to impecunious aristocrats and get their names in What's What. A few suits of really fashionable armor were worth a jock's ransom, for each garment had to be tailor made, so to speak, to fit the personal peculiarities of the wearer; only the lower classes wore hand-me-down armor. Often a single suit was worth a whole farm, peasants, pheasants and other live stock on the hoof included. Are not our military and naval ex-

perts of the present day getting ready to help history repeat itself? Some one invents a gun powerful enough to pierce the heaviest armor plate. Then some one conceives the wonderfully brilliant and original idea of putting on a thicker armor plate. Whereupon some one else invents a more powerful gun. And so on.

The people for whom we feel the most sympathy, in connection with all this expensive machinery of warfare that is building and to be built, are not the ones who will operate it and face it; for they have a certain amount of option. The people who will have to stay alive and do twice as much work as they should, and pinch their stomachs and freeze their backs, paying for its construction and maintenance; the people who are compelled to foot the bills day in and day out in this endless competition between manufacturers and inventors of man-killing machinery, without any of the excitement or uplift of a joined battle to quicken their blood, are the ones to be pitied.

Present-Day Press Agent.
The development of the press agent's functions from his former humble duty of distributing circus and theater tickets and arranging for newspaper and billboard advertising has been remarkable indeed. He has become the official mouthpiece of corporations and large interests, their spokesman and the interpreter of their motives where these are liable to misconception by a captious public; the organizer and accelerator of opinion through statements picturesquely setting forth the merits of the company in question, whether the subject in hand is the superiority of a brand of sugar or of train service to Chicago, or yet the bearing of a higher tariff duty on the ultimate happiness of consumers.—New York World.

The Flood

By Samuel Lincoln

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"Say," said Tommy, "did I ever tell you about the circus we had at our house the other night?"
"No," said I, settling back in my chair, "let her rip."
"Well," continued Tommy, "it was a peacherine, considering that the center of disturbance was nothing but a china bathtub, like a canary bird's or a hotel vegetable dish—same blame thing—only larger."

"Well, as I was saying, it was on a Saturday night, and I came home very early, about 2 a. m. I wasn't particularly anxious for the folks to know what time I got in, as the dad had had a notion to mow down my allowance for a couple of moons past. He's always preaching about early worms and birds and opportunity and things. "I could see my fond parents waiting up for me with tracts, but I braced the game and in I went. Nothing doing—no parental greeting—house like a tomb. Then I heard a soft peep from the head of the stairs: "Tommy, is that you?"

"Sure," says I, "were you looking for some one else?"
"Come on up," says sis, "there's a lot doing."
"In a minute," says I. I located the ice-water tank and imbibed generously. Then, with some difficulty, I ascended to the upper deck.

"The proud and happy author of my being and the publisher of the same were doing some kind of a splash act. "O, Tommy," says sis, "I'm so glad you've come—we're all going to be drowned!"

"Sis was skylarking around the main cabin in a mosquito netting she called a bathgown, and the fond and dutiful parents were likewise attired. "Thomas," says the governor, "it is three o'clock, and you may as well spend the rest of the evening profitably. We are all much wearied with the unaccustomed exertion." With this he hands me a pail.

"The city's reservoir was backing up into our tub, and the family was dipping it out and pouring it into the



"O, to Sweep the Dust Off the Lake," Says I Sarcastically.

washbowl. I could see what would happen if we didn't bail it out—the ranch would float down the street in about two hours by the clock. The more I bailed the less good it did. I took about 57 pails of water out; of that thing, and it was no joke, either, as my roof was full of bats from the evening's merriment.

"Who found it?" asks I.
"Me," says sis. "When I got ready to hit the sheets, I came in here for my evening's swini and found the tub filled up of its own accord. I blew the whistle and piped all hands on deck." Of course, that wasn't her exact language, but it's the idea.

"I bailed for two hours straight, with sis encouraging me and begging me to omit mutilating the English. The hinge on my back got rusty and my brain cells began to work. "See here," says I to sis, "you bail a while. I'm going after a plumber or something."

"Plumber," scoffed sis; "what plumber would come out here at half-past four on a Sunday morning?"
"It'll be five by the time that I pipe his nobs," says I, "and plumbers ought to be up early, even if it is Sunday morning. The early bird catches the worm. Money'll bring him, and he can look to the governor for it."

"All right," says sis, "I'll bail."
"While we went on talking the tub filled itself again. The water rose in distinct jerks, or tides, and I couldn't seem to make any headway. Sis said that when I had a good start, she'd yell for help, and get the rest of the family at it again. They'd been sleeping now for two hours, net. Well, I hiked off down the avenue without the slightest notion of the plumber quarter. I woke up a druggist, who cursed me good and plenty and then some when he found that I only wanted to look at his directory, and he banged the door in my map without giving me a look at his sainted book. Then I piped a jay to port, rolling towards me, and as he looked respectable, I flagged him.

"Kind sir," says I, "can you put me wise to a pipe specialist?" Says he: "Young man, I don't understand you; I am a throat doctor myself." "That don't fill the specifications," says I; "I don't want a bacteria sharp, only a lead-pipe doctor."

"O," says he, and he located a joint for me where the plumber slept over his office. "Is there a night bell?" says I. "Donno," says he. "You'll have to rap. I picked up a brick to rap with and set sail. I made more noise than one of those steam organs."

"I pounded and rapped until I was horse; then a drowsy voice asked, from the inside: "Did some wan rap?"
"Some wan did," says I. "I want a plumber double-quick." "What for?" asks the voice.

"O, to sweep the dust off the lake," says I sarcastically. "Come out, I need a plumber."
"After a long discussion inside, the plumber himself condescended to speak to me. I can't warruck on a Sunday," says he. "It's aginst the rules of me union."

"Unlon be smothered," says I; "five people are drowning. It's twenty for you if you will come and save our lives."
"I'll come," says he, "for the sake iv the errand iv mercy." He wanted to stoke the sugar first, but I told him that my filthy lucre was in his other vest on the piano, so he hooked up his kit, and we started. He went to sleep four or five times on the way, but we finally made the harbor and dropped anchor.

"On deck there was no change in the scenery. Author, publisher and sis were still bailing when I introduced the plumber.
"Thomas," says the governor, "you are a credit to the family." Sis flew the coop on account of not being dressed for company.

"How long have you been doing this?" asks the plumber.
"Since 11 p. m.—last 11 p. m.," says the governor, mopping his marble brow.
"Why didn't ye put in the plug, lay a brick on top iv it, and go to bed?" asks the plumber.

"Never thought of it," says I, feeling foolish.
"The plumber got his kit, unscrewed the trap of the washbowl and gave something a push to the right. "Yer trap was stopped up," says he, "and that sent the water to the tub. 'Tis the same water," says he. "Ye can see how soiled it is from bailing it so frequent."

"Wouldn't that get your goat? We'd been transferring the same water all night from the tub to the bowl and back again!"
"Give me the twenty," says the plumber.
"Not on your tin-type," says the governor, getting red.

"The young buck promised it," says the plumber, "otherwise I wouldn't have come. It's aginst the rules iv me—"
"All right," says the governor, "you shall annex it. It'll come out of your allowance, Thomas."

"I let the man out, and he says: "Can I leave me kit out in the entry till I come back?"
"I suppose so," says I, feeling grumpy. "Where are you going?"
"I'm going to early mass," says he, "to praise God for me brains. Top o' th' mornin' to yer honor!"
"Cheap? No name for it; I felt like a bargain-counter shirt that had been marked down to 59 cents."

Food of the Forefathers.
Judging from a passage in Harrison's "Description of Britain," breakfast eating in the sixteenth century was held to denote effeminacy. "Heretofore," he writes, "there hath been more time spent in eating and drinking than commonly is in these days; for whereas of old we had breakfasts in the forenoon, beverages or nuntions after dinner, and thereto reare suppers when it was time to go to rest, now these old repasts, thanked be God, are verie well left, and ech one (except here and there some young hungrie stomach that cannot fast till dinner time) contenteth himself with dinner and supper onlie."

The nobilitie, gentrie, and students ordinarilie go to dinner at 11 before noon, and to supper at five, or between five and six at afternoon. The merchants dine and sup seldom before 12 at noon, and six at night, especially in Lonion. The husbandmen dine also at high noon, and sup at seven or eight; but out of the tearme, in our universities, the scholars dine at ten."

Cuba Is to Repay Debt.
The recent intervention in Cuba cost the United States some six millions of dollars. And Cuba is expected to "pay the freight." But the terms are easy. The president is empowered by congress to receive from the Cuban government "from time to time such amounts to reimburse the United States as he may consider the Cuban treasury then able to pay without serious embarrassment." There is a chance here for a difference of opinion between the Cuban secretary of the treasury and the president of the United States in regard to the meaning of the last six words of the condition.

Talkative.
"I wouldn't object to do man dat keeps talkin' all de time," said Uncle Eben, "if he didn't insin' on th'owin' in a question every ten minutes, or so dat you's get to answer to show you's keepin' awake."—Washington Star.