

# NAVY OF THE UNITED STATES SOON TO BE OF ENORMOUS STRENGTH

Is the United States destined to become the greatest maritime power in the world?

Secretary Morton's estimates for the navy for the fiscal year ending June 30, 1906, are \$114,530,638—an increase of \$17,372,448 over the appropriation for 1905, an increase of \$34,713,847 over that of 1904, and the largest ever made in the history of the country. Of the recent estimates, \$45,255,833 is set apart for the "increase of the navy," including construction and machinery, armor and armament, and equipment.

To-day the United States is building four more battleships than Great Britain—now the greatest war nation—and the total tonnage of our first-class warships in course of construction exceeds the tonnage of similar vessels being built by each of the other four great powers.

In order to show how it is proposed to expend the millions it will be necessary briefly to review the progress of the American navy. For years the navy was equipped with only 7,500 men. This state of affairs continued up to the time that the new navy was begun in 1886. Then the number of men began to increase, until, in 1888

16,500 as against 18,000 horse power of the King Edward class. It was believed by the American builders that we had as good, if not a better, ship than the best war vessel in England. On the Connecticut we are able to get 200 more tons of coal than they are on the English ships; our ship is 25 feet longer and 2 feet less beam than theirs. The speed is probably about the same. The ships of the King Edward class make 18.5 knots an hour, and it is expected that the Connecticut will make 18 knots. The draught of both classes of ships is the same—29 feet 9 inches. Up to the present time the Connecticut represents the best model of a battleship now afloat.

But the war sharks are looking ahead of the Connecticut. The British warships of the King Edward class will soon be superseded by those of the Lord Nelson class, the latest type now under discussion in the English navy yards. This new class consists of ships of 18,000 and 20,000 tons, with six turrets distributed forward, aft and amidships, each carrying two twelve-inch guns, which is the most powerful and effective gun that has been made for ships. This new class of ship will, it is believed, outrank

seven-inch guns reached the Japanese, but did little damage. The range of sea fighting that the Japanese have lengthened to seven miles in some instances has rendered many of the guns now in service in the American and other navies practically useless in battles with up-to-date nations. The old naval battle where ships hammered one another to pieces at a distance of one mile or less has passed into ancient history along with the day when Perry's flagship was turned into a shambles on Lake Erie.

The modern battleship must be equipped with perfect machinery, and it must be manned by experts capable of handling it. At the range of five to seven miles it requires twelve-inch, fifty-caliber guns to do the work, and the six-inch gun is destined to go out of existence on battleships in a short time. The future ship, in the opinion of authorities, must be twice the present weight and armed with twelve-inch guns. In building war vessels of this latest type equipped with twelve-inch guns it will be seen at a glance how easily the millions will melt away.

With the new ships and the new guns must come expert marksmanship. It now costs the United States navy

## OIL SHOT TO CALM SEAS.

Battle Gun the Invention of an Admiral in the Brazilian Navy.

While the process of quieting the troubled waters by scattering oil on the surface has been known and practiced for a long time, there are constantly new means being devised for the application of the oil. The latest thing of this character is the "bottle gun," which has been invented by Vice Admiral Guimares of the Brazilian navy, who proposes to scatter oil on the water ahead of the boat by its means.

The gun is a handy little piece, mounted on a pivot carriage, which is bolted down to the deck, so that there is no recoil. It is made of bronze, but the chamber at the breech which contains the propelling charge is of steel. The charge, in a brass central-fire cylinder, is loaded into the gun from the rear, as it is a breech-loading piece, with an interrupted crew plug to close it.

The bore of the gun is of much greater diameter than the powder chamber, and the projectile, which is nothing more than an ordinary wine bottle filled with sawdust steeped in oil, is entered at the muzzle and rammed home. The advantage of this is obvious, since there would never be any difficulty in providing a supply of these fragile projectiles.

When the gun is discharged the bottle is, of course, broken, and with its contents scattered over the water for a considerable distance. If fired ahead, to form a smooth pathway for the advancing vessel, it requires to be discharge every five minutes, but if the vessel is stationary or lying to, one round every twenty minutes is said to be sufficient.

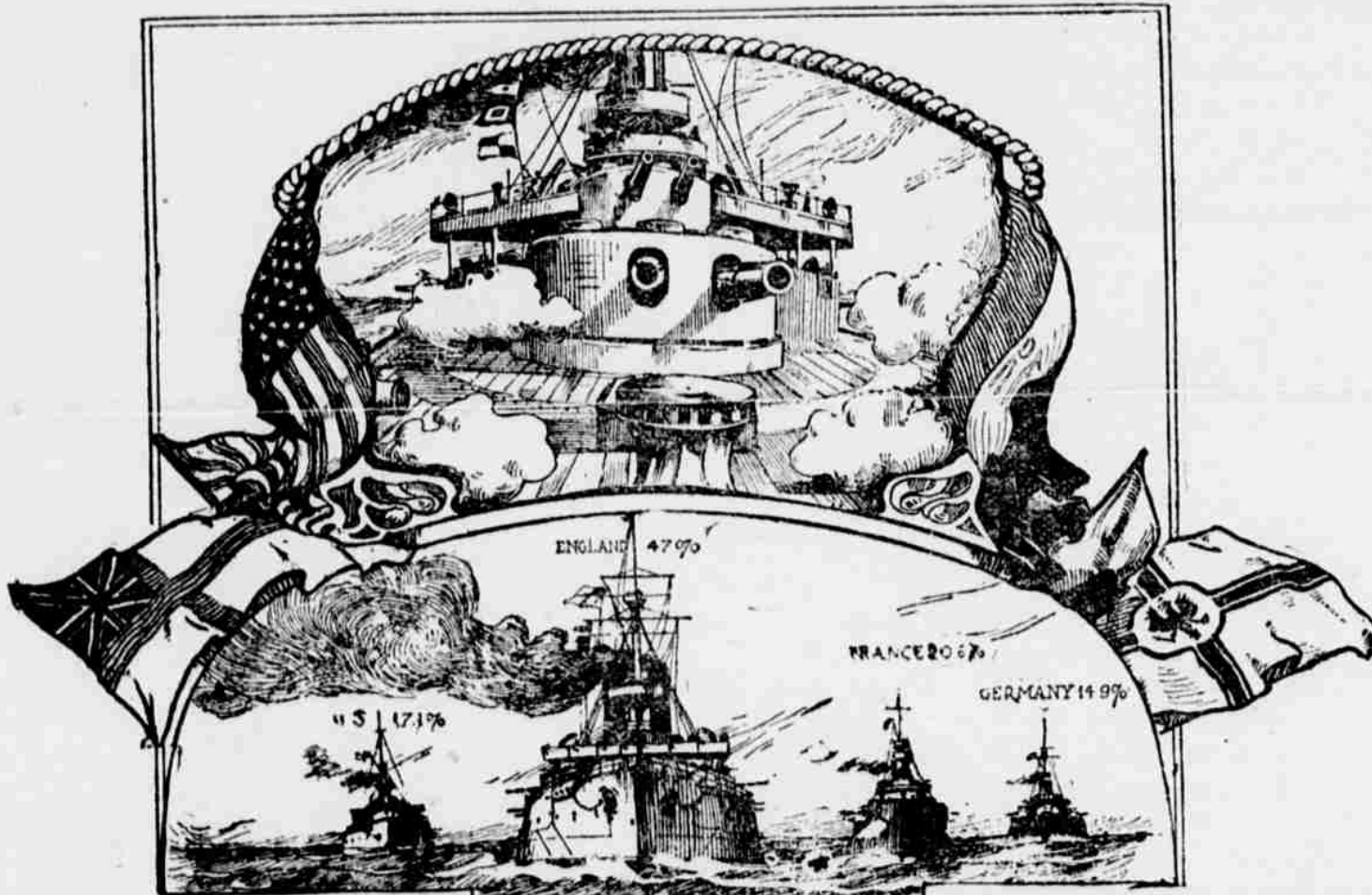
## When Theater-Goers Smoke Most.

"You wouldn't suppose on the first thought that there is any connection between the state of the drama and the retail tobacco trade," says a man who runs a cigar store close to one of the down-town theaters, "but there is such a connection, and it is a close one. On any night when the theater has a musical comedy show or anything of that kind I get twice the business I do when the performance is a comedy, drama or tragedy. Now that I have pointed the thing out you see the reason for it, of course. The lighter forms of entertainment in which the bunching of good looking chorus girls is a feature is attended largely by men who go by themselves. They go out between the acts in crowds, and during the play and after it is over my business is good.

"But with the other kind of show, even though the house be crowded, the bulk of the audience consists of couples. Men take their wives or their sweethearts and, as a general rule, sit still between the acts to discuss the play. The difference is so marked in my business and the fact is so well established that I make it a rule to know the coming shows as long beforehand as possible and govern the kind and amount of stock I have on hand accordingly. The theater naturally runs largely to cigarettes."—Philadelphia Record.

## Fools in Bucket Shops.

The bucket shop will undoubtedly have its patrons as long as sheep have wool. Revelation after revelation counts for nothing in face of that ancient adage, which time never contradicts, that a fool is born every hour. Dealing in stocks on a margin to a concern of which you know even less than you do of the market is making yourself and your folly ridiculous after it comes to light. People who lose in bucket-shop speculation usually keep mum about it. When anybody makes a dollar there the fact is very sure to come out; it helps business. It is the lottery ticket and the policy shop spirit in another form. Making something out of nothing is against the law of the universe, and those who give themselves to delusion that they can do it almost invariably pay for their experience a ruinous price.



PERCENTAGE OF NAVAL STRENGTH (BUILT AND BUILDING)

to 1890, there were 9,000 to 10,000. Since the Spanish war, when there were 10,000 men in our navy, the authorized number has been 31,500, with 2,500 apprentices. By a change that has taken place recently, all men in training have been consolidated with the apprentice class, so that the authorized force in the navy is 34,000. There are about 31,000 men now serving, and 3,000 more are wanted.

With the increase of men the expenses of the navy department increased. The pay became better, and the service was consequently better. Petty officers received more money, especially the chief petty officers. In the last year the United States has put into the water more tonnage in battleships and cruisers than ever before in any one year of its history, and launched more first-class war vessels than any other nation in the world.

The battleships now being built were planned on the best type of warship that existed. The Connecticut was constructed, for instance, on the plan of England's Africa, Britannic, and Hibernian, all known as the King Edward class, which are of about 16,350 tons. The Connecticut has a tonnage of 16,000 and horse power of



PERCENTAGE OF NAVAL STRENGTH (BUILT AND BUILDING)

any other now afloat, and, in order to keep pace with the other nations, the United States is now planning for a class to equal it, thus outclassing its latest battleship, the Connecticut.

A great advance is also being made in the guns of warships. The English figured on a forty-caliber for the King Edward class, but the United States believes that it has a better gun than this. On ships of the King Edward class they have four nine-and-two-tenths-inch guns in the smaller turrets, while we have, on the Louisiana, for instance, eight eight-inch guns that are fully as good. Then, the English have ten six-inch guns, while we have twelve seven-inch guns. But while the six-inch gun was rated as efficient in the past, the recent sea fight off Port Arthur fully indicated that it has not the penetration at the range at which the Japanese battleships fought. The

\$3,500,000 a year for target practice. Good marksmanship is the keynote of success to a navy. The Japanese have demonstrated this. Between two ships equally equipped and of the same tonnage, they defeated their enemies on account of their superiority in gunnery. The only way to maintain expert marksmanship is by constant practice. It will be readily understood why target practice is so expensive when it is known that it costs \$1,000 every time a twelve-inch gun is fired.

The projectiles of the most powerful twelve-inch guns have an angle of fall of about 11½ degrees at six miles, and therefore the danger space of a battleship forty feet high is about sixty-six yards. In order, then, to make a hit with a perfect gun and perfect aiming the range must be known within one-half of this amount. With reliable pointers at the guns long-range firing becomes principally a training in range-finding.—New York Times.

## Horse Wins \$90,595.

The largest winner in the English flat-racing season is Sir James Miller, who won stakes of the value of \$133,940, of which Rock Sand's five races represented \$90,595.