## DESERET EVENING NEWS SATURDAY JANUARY 12 1907

# ncle Sam To Build World's Biggest Battleship.

HE two biggest battleships in j the world have just been launch by England and Japan. None of the great powers sus-

pected such fighting leviathans were being built till the announcement of their launchings. If was a complete surprise, a modern naval coup d'etat, At first the news went around that England's Dreadnaught was the larger of the two and built on lines that made it unquestionably the terror of the seas. Before the Dreadnaught's trial trips were completed, however, tidings leaked out that Japan's new satsuma not only exceeded the British ship in size and power, but had made an enviable record in speed

of construction. This speed of construction is a prime factor in the present race of the nations of the world to possess the most powerful fleet. If a first class nation can build battleships faster than its neighbor she is naturally in a posineighbor she is naturally in a posi-non to overtake, and in course of time, surpass her rivals. At present England holds the palme in this build-ing speed. The Dreadnaught was hull and launched in 18 months. It takes the United States something like two years to build and inunch a first elass battleship. Some nations re-outre three years and some uearly four. Such nations of course can hardly hope to cut a figure in the present race for naval supremacy. algaNTIC SISTER SHIPS. GIGANTIC SISTER SHIPS.

GIGANTIC SISTER SHIPS. Another recent eye-opener to the nations was the discovery that both England and Japan have on the stocks sister ships to the Dreadnaught and the Satsuma. News of the launching of these vessels may be received at any time. The building of these monster war vessels is all in line with the ne wpol-ley of the nations to get to the front in the race for naval supremacy. On all their standards is the motto, "A Great Navy Is a Guarantee of Peace." Impelling them in the breakneck race is the knowledge that in the present prest contest for commercial suprem-ecy the nation with the most power-ful fleet will be monarch of the seas and by that same token arbiter of the worlds trade.

and by that same token arbiter of the world's trade. Uncle Sam isn't asleep to these ac-tions of the other nations. It is pret-ty well known that years ago the United States drew up plans of a ves-sel of the Dreadnaught type. Those having the matter in charge did not think the time tipe for such depar-ture in war vessels. The scheme was allowed to lagse, and it is said the idea was carried to England by one of her Washington affaches, and turn-ed over to the draughtsmen, who ed over to the draughtsmen, who transformed the plans into the present Dreadnaught,

CRACK DESIGNERS BUSY.



## CONTEMPLATED AMERICAN NAVAL GIANT.

The America, when that glant of the seas takes her first dip into the waves, will be the acme of naval construction, superior to anything over yet planned and built by man for the promotion of peace and the preservation of national honor. To cost \$10,000,600, she will carry a crew of \$75 men and be able to throw 7,000 pounds of steel at one broadside discharge. Her maximum gun range is to be 25 miles frome rifles weighing 55 tons and hurling 12 inch steel projectiles weighing half a ton. The old Constitution, the pride of the early navy, fired a shot weighing 32 pounds, its greatest effective range being three miles. She carried 468 men and her largest gun weighed 5,134 pounds. This gun cost \$450 as against \$64,000 for each of the 12 inch terrors of the America. It is expected that the new ship will be in commission within three years. 

signers at work drafting the plans of a bettle leviathan that shall eclipse both the Dreadnaught and the Satsu-ma. Two plans are being made by her own men and five by outsiders, and all to be submitted to a board of crustic. The matter will in ell like. and all to be submitted to a board of experts. The matter will, in all like-lihood, come up in the present ses-sion of Congress. Such a vessel means an entirely new departure in our naval construction. But England and Japan have cut loose, and per-force Uncle Sam, Germany and France, to keep in the race, must build something to meet their competitors. France, to keep in the race, must build something to meet their competitors. As a battleship type to date, the Dreadnaught and Satsuma are verita-ble monsters in their class. According to the telegraphic dispatches, the Sat-suma is of 19,200 tons displacement, in which case she exceeds the Dread-naught by fully 1,200 tons. The larg-est type of battleship belonging to Uncle Sam, the Louisiana, has a dis-placement of only 16,00 tons in com-parison. She is the only one of her

The most striking facts about the Satsuma are that she was built whol-ly by Japanese labor, and her arma-ment is unique in its composition. It consists of four 12-inch guns, carried in consists of four 12-inch guins, carried in two turrets forward and aft of the center line, and no less than 12 45-callber 10-inche guns, mounted in pairs in turrets on the broadside. By this arrangement the Satsuma can concen-trate two 12s and four 10s ahead and astern, and four 12s and six 10c on each broadside. The Japanese as the reastern, and four 128 and six 10c on each broadside. The Japanese, as the re-sult of the experience in the recent war, have concluded that nothing less than the 4.7-inch rapid fire gun is suffi-cient to stop the large torpedo boats and destroyers; consequently, the Satsuma will carry a battery of a dozen of these pieces

The South CAROLINA. While the American ship South Caro-lina is the most powerful of her size, carrying eight 12-inch guns in super-imposed turrets, she is no match for the Dreadnaught. For one thing, these same double turrets make twice as big a target as if they were separate. As to armor, it is possible that the new American ship will be an improve-ment over the Dreadnaught only if a superior quality of armor plate can be produced in this country. The Dread-

In this wise is Japan preparing to contest for the supremacy of the Paci-fic and to maintain her grip on the Oriental trade. When the Dreadnaught was designed by the admiralty it was intended to show the futility of any European pow-er stirring up trouble. That monster is of 18,000 tons displacement, of 2,000 tons greater than any battleship in hand anywhere; it is 520 feet long and 82 feet wide. THE SOUTH CAROLINA.

## TEE DREADNAUGHT'S GUNS.

At a range of 3,000 yards the Dread-naught's guns will pierce a fraction over 17 incres of armour of any kind now made. The navy department is sure, however, that a superior armor can be had. So that it is to armor that the American inventor, interested in the prestige of the mavy, is turning his hand. One plan is for a 20,500-ton ship, with 12 12-inch guns, in six turrets, all with 12 12-inch guns, in six turrets, all

on a center line, the second pair to shoot over the first pair, the third to shoot over the second, the highest to be 45 feet above the water-line. This is considered to hold in some respects considing those of the Fordiak dense.

Is considered to hold in some respects possibilities overbalancing those of the English fighter. It means that all the 12-inch guns could be fired at one time upon either broadside. Only Eight of the Dread-naught's 10 guns can be so trained. Eight against 12. To understand what this means, consider that when such a 12-inch gun is fired it generates an energy at the muzzle equal to that of 50,000 foot-tons, that is, an energy which would life 50,000 tons a foot from the ground. So eight of these guns fired at once would create 400,000 tons coversy, while 12 would generate 600,000 tons. Before the construction of the Dread-naught the gratest number of 12-inch guns of any vessel that could be fired on a broadside were four of the 40,000 ton type.

ton type.

ENGINEERS SAY YES.

ENGINEERS SAY YES. Could the ship withstand the shock of such a tremendous discharge of guns? The engineers who prepared the plans contend that by placing the turrets containing the guns far enough apart, and by placing them at different elevations so that the vibration would not at all afthat the vibration would not at all af fect the same deck, it would be feasi

These plans also include sixteen fiveinch guas to fight off torpedo boats. A criticism is that none of the small guns can be fired to the rear, and only two over the bow.

over the bow. In another plan, provision is made for a 20,000-ton ship also, with six turrets, each containing two twelve-inch guns, only ten of its guns arranged, however, to be fired upon a broadside. At least two of the seven plans being considered by the special board ap-pointed by Secretary Bonaparte, it is said by those who have seen them, contain principles which would insure a stronger fighter than the Dread-naught. aught.

naught. Some things, axiomatic in batleship construction, are recognized in all the plans. For instance, all start with the assumption that a number of specified qualities are necessary:

LARGER, FASTER, BETTER.

LARGER, FASTER, BETTER. A larger ship. A faster ship. A ship with greater muzzle energy. And all agree that to meet each re-quirement other axiomatic things must be considered. For instance, if it is to be a larger ship, there must be careful distribution of weight. It must have four smokestacks instead of three on other battleships. If faster, then to make room for the greater weight of engines weight must be sacrificed somewhere else. A re-duction on the intermediary battery will help. The most modern turbine engines will save more weight. Still, the increased weight of armor required to protect such a large ship is an obto protect such a large ship is an obstacle.



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born 1794. 1899—George Gemunder, of worldwide fame as a maker of violins, died in New York city; born 1816. **JANUARY 16.** 

1599—Edmund Spenser, English poet of the Elizabethan era, died; born 1553.

1653.
1697—Richard Savage, the "Unhappy Poet," born; died 1743.
1815—General Henry Wager Halleck, Süldier, born in Westernville, Oneida county, N. S.; died 1872.
1898—Right Hon, C. P. Villiers, "Fath-er of the House of Commons," having held a seat continuously from 1835, died in London. Gen-eral Christopher Colon Augur, vet-eran of the Mexican and Civil wars, died in Washington; born 1821.

JANUARY 17.

JANUARY 17.
1771—Charles Brockden Brown, noted early American novelist, born in Philadeiphia; died 1810. The ancestors of Charles Brockden Brown were Quakers, who came over among the followers of William Penn. At the age of 30 he was the author of six novels which gained immediate success. His stories are classed as the finest produced in America until Cooper came on the stage.
1800—Caleb Cushing, American statesman, born: died 1879.
1891—George Bancroft, historian, died at Washington; born 1801.
1906—Marshall Field of Chicago, the richest merchant in the world, died in New York city; born 1826. Commodore William P. McCann, U.S. N., retired, known as "The Father of the White Squadron." died at New Rochelle, N. Y.; born 1829.
M. Failieres elected president of France.

## JANUARY 18.

JANUARY 18. 1871-King William of Prussia crown-ed emperor of Germany at Ver-sailles. 1873-Edward Bulwer, Lord Lytton, orator, poet and novelist, died: born 1807. Lord Lytton was the son of General Bulwer and Eli-zabeth Barbara Lytton. He was educated at Trinity hall, where he took a prize for versification. The first novel from this prolific and powerful author was pub-

18,943 cases, and so great is the de-mand and need of the service that addi-tional caravans will now be organized to go into other districts of the coun-

try.

The old-time waffle wagon with the | arating.

. . .

Automobile lovers are not going to be content much longer without a ma-chine for use especially on snow and ice. The speed possibilities would cer-tainly indicate something very exhil-arating. A single driving wheel in the

o supply it with the compositions of the best masters and it will do the rest. A Bach fugue or a Beethoven sonata might not be popular at first, but frequent repetition would create a taste for it in time.

PREPARES THE SYSTEM While Catarrh in its first stages FOR CONSUMPTION usually affects the head, it does not

cold is generally the commencement of the unpleasant symptoms of ringing noises in the ears, nose stopped up, mucus dropping back into the throat, hawking and spitting, etc. The inner skin or mucous membrane of the body becomes inflamed and secretes an unhealthy mat ter which is absorbed into the blood, and Catarrh becomes a serious and dangerous blood disease. Every day the blood becomes more heavily loaded with these poisonous secretions, and as the poisoned blood constantly passes through the lungs they become diseased, and often Catarrh terminates in Consumption. Sprays, washes, inhalations and such treatment do no real good, because they do not reach the poison-laden blood, where the real

> is to purify and build up the blood. S.S.S. has been proven the remedy best suited for this purpose. It goes down to the very bottom of the trouble and removes every trace of impurity from the circulation freshens this life stream and, as this healthy

system, Catarrh is driven out and a lasting cure made. The inflamed mem branes and tissues heal, the secretions cease, the head is cleared and the entir system renovated and put in good condition by the use of S. S. S. Write for free book which contains valuable information about Catarrh and as] for any special medical advice you desire, without charge

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