

## PRESIDENT WANTS MORE BATTLESHIPS

They Should be of First Class  
And Of Maximum Size  
And Speed.

### ALSO FAVORS SUBMARINES.

Justification for Upholding Monroe  
Doctrine Our Willingness to Build  
First-Class Fighting Fleet.

Washington, Jan. 17.—A letter written by the president in advocacy of the plan for two battleships of the Dreadnought class became public today. It is dated Jan. 11, and is addressed to Chairman Foss of the house committee on naval affairs. The letter says: "I feel so strongly that there should be two first class battleships of the maximum size and speed and with their primary battery all of 12-inch guns added to the navy this session that I desire to lay the matter before your committee through this letter. These two big ships should include the one provided for last year and the one provided for this year. It must be remembered that I am not asking for any increase in the navy, because unless we can provide at the rate of a battleship per year our navy will go backward. Moreover, I am advising that our money be spent economically. It has been a waste of time and money to provide such ships as the single turret monitors; and while the cruisers, especially the great armored cruisers, serve some useful purposes, it would nevertheless have been infinitely better to have spent the money which was actually spent on them in the construction of first class battleships. Our great armored cruisers are practically as expensive to build and maintain as battleships, and yet, taking the battleships all around for the purposes for which a navy is really needed, its superiority to the armored cruiser is enormous.

"I thoroughly believe in developing and building an adequate number of submarines. I believe in building torpedo boat destroyers; there must be a few fast scouts and of course various auxiliary vessels of different kinds. But the strength of the navy rests primarily on its battleships and in building these battleships it is imperatively necessary, from the standpoint alike of efficiency and economy, that they should be the very best of their kind.

"In my judgment we are not to be excused if we build any battleships inferior to those now being built by other nations. I should be glad if a limitation could be put by agreement to the size of battleships hereafter to be built. I have found, however, that it will undoubtedly be impracticable to reach any such agreement in the near future. In the first place in the navy generally these big battleships have already been built or are now building. We cannot afford to fall behind, and we shall fall behind if we fail to build first class battleships ourselves. Unless we intend to go on

## Chamberlain's Cough Remedy

IS UNEQUALLED FOR  
Coughs, Colds and Croup.

building up the fleet we should abandon every effort to keep the position which we now hold. Our justification for upholding the Monroe doctrine and for digging the Panama canal must rest primarily on our willingness to build and maintain a first class fighting fleet. Be it remembered, moreover, that such a fleet is by far the most potent guaranty of peace which this nation has or can ever have.

"Therefore I desire to lay before you the following reasons for my belief in the advantages of battleships of large displacement as compared with all other fighting craft, on the supposition that both are handled equally well. "Much of the information showing the superior value of battleships of large displacement, speed and gun power is of a very technical nature and cannot briefly be stated. This is especially true of certain confidential information concerning the requirements necessary for efficient long range gun fire, it being understood that in this sense efficiency of gun fire refers exclusively to hitting; that is, to the number of large projectiles that can be landed against an enemy's hull in a given time and not to the number of all calibers that can be fired in a given time.

"But, disregarding these arguments, it may still clearly be shown that a certain sum of money appropriated for naval construction can more advantageously be expended for large high free board vessels, having many large guns of the same caliber, than for smaller vessels having fewer large guns and numerous small guns. For example, now that a high degree of skill has been developed in naval marksmanship, especially with heavy guns, future battle ranges will be so great (three or four miles) that small guns (6-inch, etc.) will be practically ineffective, especially against large vessels having all of their guns and gun crews in 12-inch turrets behind heavy armor.

"Therefore the effective offensive power of a battleship may now be measured by the number of heavy guns she can fire on either broadside. For the ordinary battleship this effective broadside fire consists of four 12-inch guns. It follows as a matter of course that a large ship having a broadside fire of 10 12-inch guns could promptly destroy a battleship of the usual type having four 12-inch guns, and with the advantage of the greater speed of the larger vessel, she would be more than a match for two of the smaller vessels.

"But as battleships are not intended to fight singly, their efficiency must be determined by a comparison of their relative abilities when fighting in fleet formation. In this respect a relatively small squadron of large battleships having the same number of heavy guns as a much larger squadron of small battleships has a still greater natural advantage, which consists in the ability of the small squadron of large vessels to concentrate on a limited part of the enemy's line the fire of many more heavy guns than the ships on that part of the line are able to return which, of course, would result in the destruction of the entire fleet of small vessels.

"Putting the extreme case for the sake of illustration, this may be shown by comparing the fighting value of two squadrons having exactly the same number of heavy guns mounted in one case on a few large vessels and in the other on many small ones. Thus a squadron of 10 small vessels, each having a broadside fire of two heavy guns,

or 20 guns in all, must inevitably be defeated by a squadron of two large vessels, each having a broadside fire of 10 heavy guns, because the squadron of small vessels would be about two miles long and therefore cannot concentrate all of its fire effectively on two large vessels, whereas the latter, by the great concentration of their heavy guns, all within a length of half a mile, can readily destroy the small vessels nearest to them in the line and in the same manner successively destroy the remainder.

"That is to say, the larger vessels can always attain the object sought in all battles, namely, the concentration of a superior force upon an inferior one, upon a part of the enemy's line, while the remaining parts are outside of effective range and are of no tactical skill by the squadron of small vessels can counteract this advantage, because the ability to concentrate is inherent in the design of the large vessels. "The squadron of large vessels must of course be able to choose its own distance and relative position, which it can always do, because of the much greater speed that can be given to vessels of large displacement. The same is true when we compare vessels having a broadside of four 12-inch guns (the ordinary battleships) with those having a broadside of 10 12-inch guns (the battleships proposed). If it be decided that our naval force should be increased by a broadside fire of 40 heavy guns, then efficiency demands that we build four high speed ships, each having a broadside fire of 10 12-inch guns, rather than a greater number of smaller ships having a broadside fire of four 12-inch guns each.

"For these reasons, a squadron of vessels, each having a broadside fire of 12 or more heavy guns, would be more powerful than a squadron having the same number of guns mounted on vessels having a broadside of 10 guns each, and the sole reason for not advancing more than 10 guns on a broadside is that such vessels are not at present necessary, as none of the vessels of our possible enemies have a greater offensive force. The principle, however, holds good that, given the same number of 12-inch guns in each of two squadrons, the squadron having the most guns on each of its vessels will be the most powerful.

"While the question of economy should not be allowed to diminish the naval force required for national defense, it nevertheless may be stated incidentally that we can increase our naval force by a broadside fire of, say, 40 12-inch guns at considerably less cost by building ships having a broadside fire of 10 heavy guns each than by building a greater number of smaller ships.

"For example, four large vessels, mounting 40 heavy guns, would cost about \$40,000,000, whereas 10 small ships, mounting the same total number of heavy guns, would cost about \$20,000,000. Moreover, while the large ship consumes more coal, a small ship having a large number of small guns (6-inch, etc.), actually requires more men and officers than a large one, having heavy guns only, and consequently each small ship costs at least as much to maintain and repair.

"For example, the complement of the Dreadnought, of 18,000 tons, is 450 officers and men, while that of the Louisiana, of 15,000 tons, is about 350.

"Thus, for the sum that it would cost to maintain 10 small ships, we could maintain a squadron of four large ones that would be greatly superior in tactical qualities, total effective hitting capacity, ability to fight the guns in a heavy sea, speed, protection and the inherent ability to concentrate its gun fire, and make a yearly saving of more than \$4,000,000 in the original cost and we would require fewer men to handle the more efficient fleet.

"In addition to these tactical qualities of large vessels, they also possess

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the great advantage of carrying their guns at a considerably greater height above the water, thus enabling them to fight effectively when some of the guns of vessels of lower freeboard could not even have their ports open. For example, the Michigan and South Carolina are defective in this respect, having forward turret guns at a height of 24 feet above the water, while those of the British Dreadnought are at a height of about 35 feet.

"All of the first class foreign maritime nations, including England, Russia and Japan, are now laying down or preparing to lay down, high speed battleships of from 18,000 to 20,000 tons displacement, with the main batteries composed exclusively of heavy guns.

"It is therefore manifest that an adherence by this country to the smaller types of low freeboard ships with mixed batteries and a few heavy guns would manifestly place us at a great disadvantage, because we would be paying more per 12-inch gun of broadside fire than our rivals, and these guns would be less effective in battle.

"I enclose a copy of a discussion on this subject by Lieut. Commander W. E. Sim, U. S. N., an officer whose signature is on a petition for a writ of mandamus to the United States district court at San Francisco, to compel the United States to build a battleship of the type proposed by the defendant.

"Very respectfully yours,  
THEODORE ROOSEVELT."

### DYER THOUGHT THE CASH WOULD TURN UP.

St. Louis, Jan. 17.—The defendant testified today in the trial of David P. Dyer, Jr., charged with embezzling \$61,500 from the sub-treasury while occupying the position of receiving teller.

Dyer was closely cross-questioned concerning the checking up of his accounts and discovery of the shortage. He stated that when he discovered the shortage he did not report it because he thought the missing amount would turn up, and he decided to wait a reasonable time. He said that when his accounts were checked up, Oct. 1, he borrowed \$61,500 from Teller Ferguson to make his cash balance, and after the accounting he returned the borrowed money to Ferguson. Later in the day Cashier Johnson again came to his cage to check him up, stating his purpose. Dyer testified: "I said: 'All right,' and then I went to my father's office and told him they were counting me up and would find me short \$61,500. After telling my father (United States Dist. Atty. Dyer), I went back to the cage."

Dyer then told of being questioned by Secret Service Chief Wilkie and finally of being removed from his position pending his indictment.

Dyer's testimony closed the defense, and after hearing evidence in rebuttal from the government the court adjourned until tomorrow morning.

## GREAT LEGAL BATTLE BEGUN

Can United States Compel California to Admit Japanese to Her Public Schools?

### WRIT OF MANDATE IS ISSUED.

By State Supreme Court to Mary A. Deane, Principal of Redding Primary School.

San Francisco, Jan. 17.—The first action in what promises to be one of the most important legal battles in the history of the United States between a state of the Union and the federal government was taken late this afternoon when the supreme court of the state of California issued an alternative writ of mandate commanding Miss Mary A. Deane, principal of the Redding primary school, to admit Kei-kei Aoki, a 10-year-old Japanese boy, as pupil in her school or appear before that court at 10 o'clock Feb. 11 to show cause why she did not admit him. The order was signed by every member of the supreme court. This action of the supreme court was in answer to the petition of United States Dist. Atty. Robert T. Devlin for a writ of mandate against Miss Deane following the latter's refusal today to admit young Aoki to her school.

Attached to the petition for a writ of mandate is a request by United States Atty. Gen. Bonaparte to the effect that the United States be made a party to the record for the purpose of enforcing the treaty with Japan.

State's rights, the treaty of the United States with Japan, the validity of the order issued by the San Francisco board of education and the constitutionality of a law of the state of California as well as an interpretation of the word "Mongolian" are involved in the two suits.

Every phase of the trouble arising over the exclusion of the Japanese from the schools attended by whites by the board of education is mentioned in the petition for a writ of mandate, and to which is attached the signatures of Charles J. Bonaparte, United States attorney general, and Robert T. Devlin, United States district attorney.

### MORE POWER FOR THE COMMISSION WANTED.

Washington, Jan. 17.—Congress will be asked by President Roosevelt to give the Interstate Commerce Commission increased powers to enable that body to deal with such emergencies as that now existing with regard to the car shortage question. The commission already has submitted to the president a preliminary report of the investigations made by some of its members in the northwest into this matter, and it will submit recommendations very soon.

When these are ready the president will prepare a special message to Congress urging necessary legislation. The president made this announcement today at a conference with

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The body of man is the most perfect and delicate mechanism in existence, and the least OBSTRUCTION or accumulation of filth in any part of it, will make it hobble, move IRREGULARLY and SPASMODICALLY, and if not attended to promptly may stop the machine altogether.

Isn't that plain common sense to any person that has had any experience with machinery of human invention, from the sewing machine to the triple-expansion engine? All the parts, joints, connections, gears, must be kept absolutely pure and clean to get the best results. A careless, untidy engineer is a failure and will lose his job.

Nature has been kind to us by handing over to us to be occupied during our earthly existence, an almost automatic, elastic mechanism, that will run itself if only properly cared for.

All that she asks, is that the body be supplied with "Pure Food" fuel of the right kind, applied in the right way,—that a lubricant be furnished for the joints, muscles, nerves through the marvelous distributing and collecting system of arteries and veins,—and that all parts of the engine be used for the purposes intended without undue strain.

But, when little mistakes are made in eating and drinking, with perhaps excessive exertion, there is a liability of a stoppage in the natural cleansing process, and you are liable to become UNCLE TOM'S COUNTRY.

That means obstruction, stoppage of the normal functions, fermentation, poisoning of the blood by your own decaying sewage, and a liability of the development of any of hundreds of serious diseases.

Cascarets Candy Cathartic are fragrant, sweet, mild but effective little tablets that were first compounded from pure, harmless, vegetable substances, under a Pure Drug of their own, in 1895. These tablets proved to be the greatest lubricators for the Bowels ever discovered, and at the same time a destroyer of disease germs in the whole alimentary (food) canal. They have now a sale of over a million boxes a month.

They are a pure, reliable, means of keeping the system clean, preventing all diseases arising from accumulations in Constipation, and also relieving and aiding the cure of chronic conditions after they have developed from neglect.

Begin today to watch your conditions, be careful of your food and general methods of living and learn to take precaution of "Keeping Clean Inside" with Cascarets. Buy a little 10c. box from your own druggist TO-DAY, be convinced and join our MILLIONS OF FRIENDS.

Be sure to "Get What You Ask For"—the Genuine, every tablet stamped "C C C."

Messrs. Knapp, Clements, Harlan and Clarke of the interstate commerce commission, and four members of the executive committee of the National Reciprocal Demurrage convention recently held at Chicago. They included the following:

J. Van Hoose, Birmingham, Ala., representing Southern Wholesale Grocers' association; George H. Emerson, Hoquiam, Wash., representing the Pacific coast; Donald A. Sage, Chicago, representing the coal shippers, and J. E. DeFendau, secretary of the convention. The president took a deep interest in the appeal presented to him by the demurrage representatives, asking that he recommend federal legislation giving the interstate commerce commission power to deal with the question of car shortage when such an emergency arose, and setting out the serious condition of affairs resulting from the present situation.

The president's idea, as expressed by one of those present, was that whatever amendments to the interstate commerce act on this subject may be enacted they should not become operative until July 1, when the railroads would have had ample opportunity to prepare for the change.

Interstate commerce commissioners unofficially say their recommendation to the president will include some form of reciprocal demurrage so that the carrier may be penalized for delay in moving as well as the consignee for delay in unloading cars and probably some suggestions for the interchange of cars by railroads to meet extraordinary demands in one section not existing in another.

One of the demurrage representatives told the president that because of a dispute between the railroad companies and the consignees 1,500 carloads of coal were held at Minneapolis and several hundred held at Chicago. The president directed the interstate commerce commission to investigate.

### TOBACCO TRUST FINED.

New York, Jan. 17.—The Machine and Tool Company, of this city, was fined \$10,000, and the J. S. Machine Company of Baltimore, \$8,000 in the United States circuit court today for combining to monopolize the trade in license plates. A stay of 60 days in the execution of the fines was granted, but a motion for a new trial was denied.

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We have cut the price on every article in MEN'S and BOYS' HATS, SHIRTS,  
SWEATERS, UNDERWEAR, NECKWEAR, etc., etc., so deep that the people  
will awake to the tremendous saving chances and buy where the dollars go so far

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