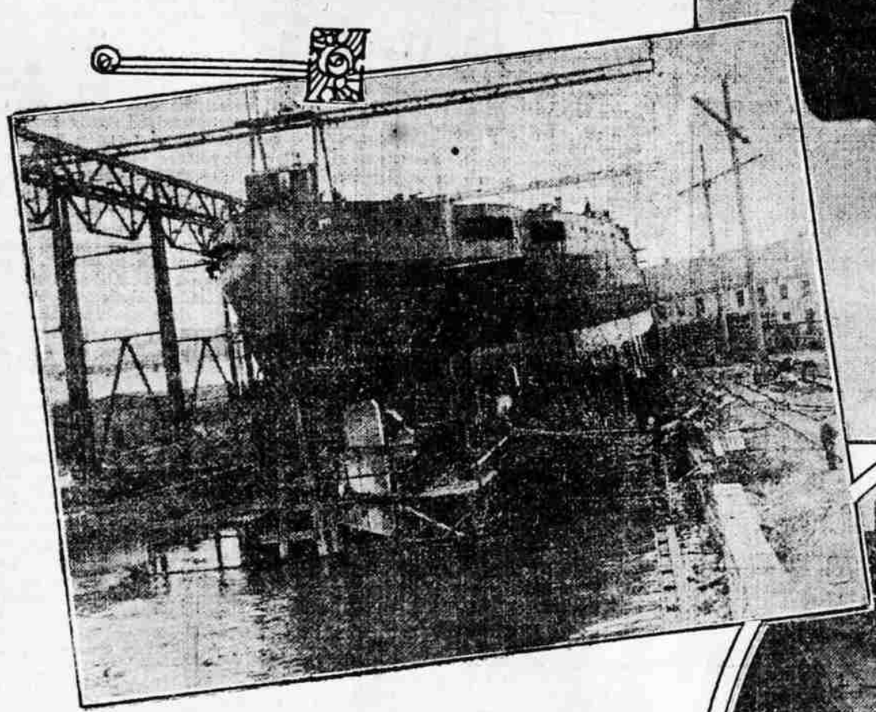
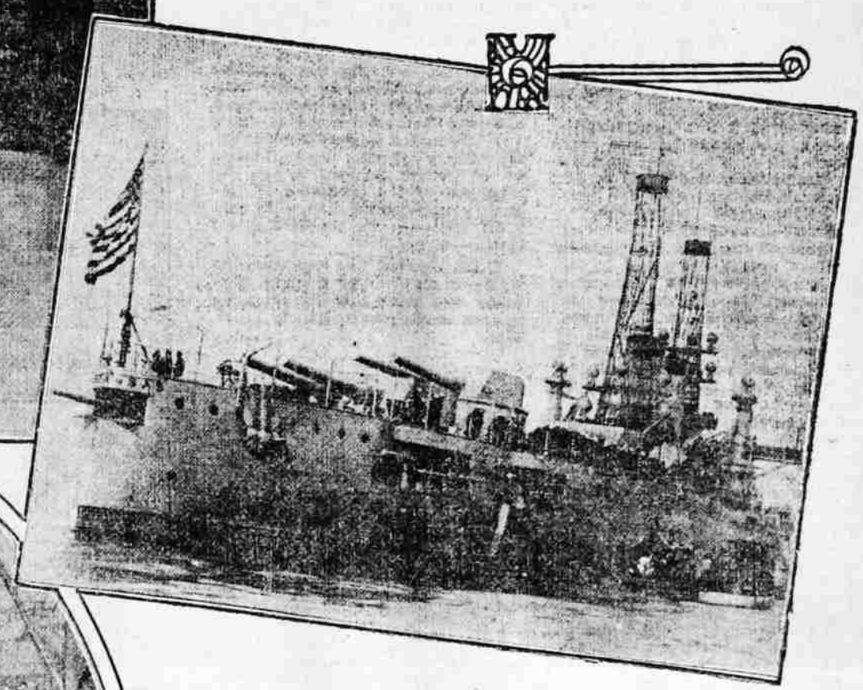
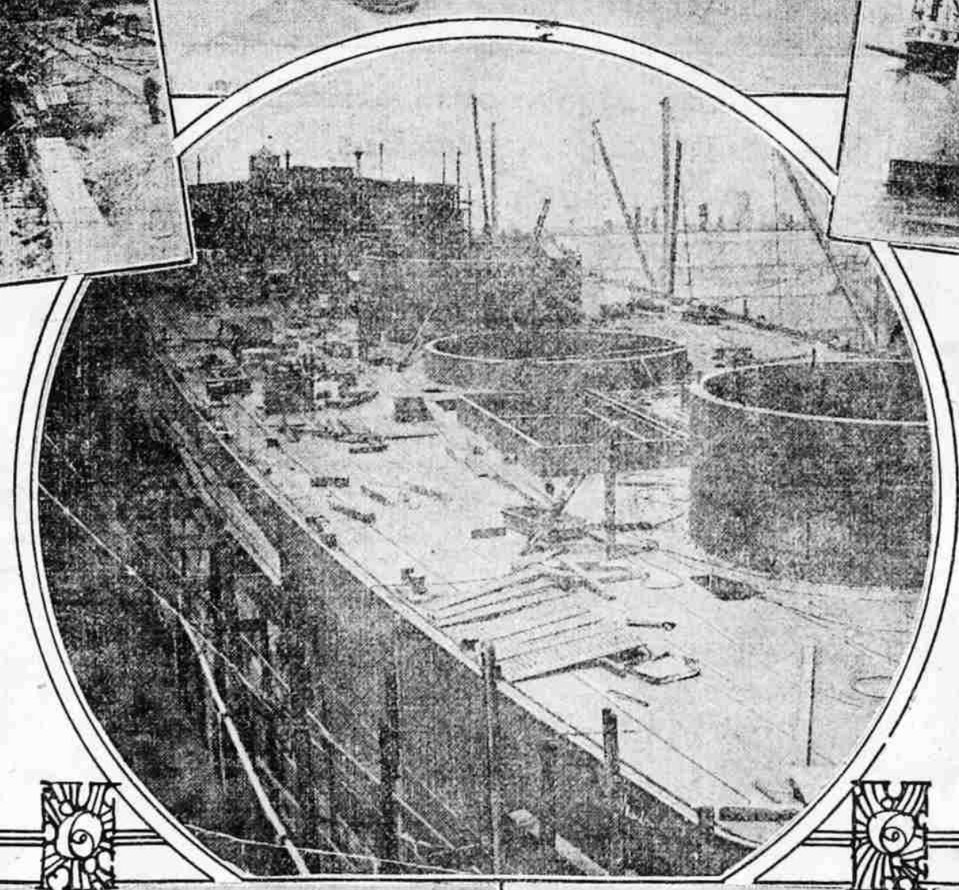
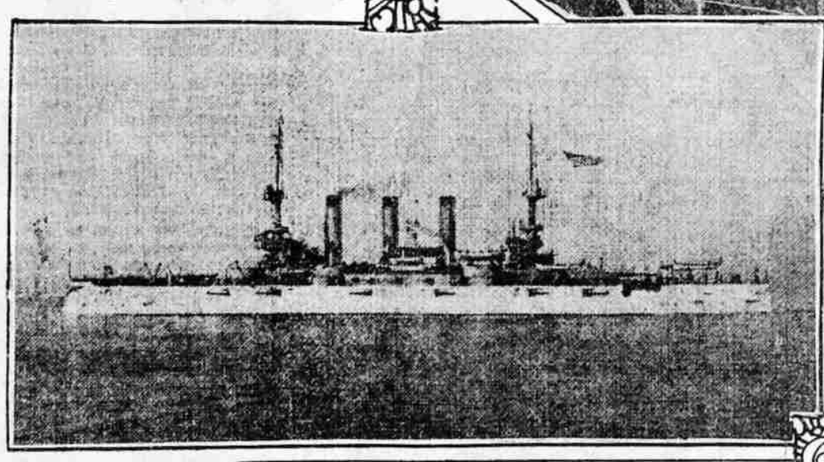
U. S. First In Super-Dreadnaughts By 1918?

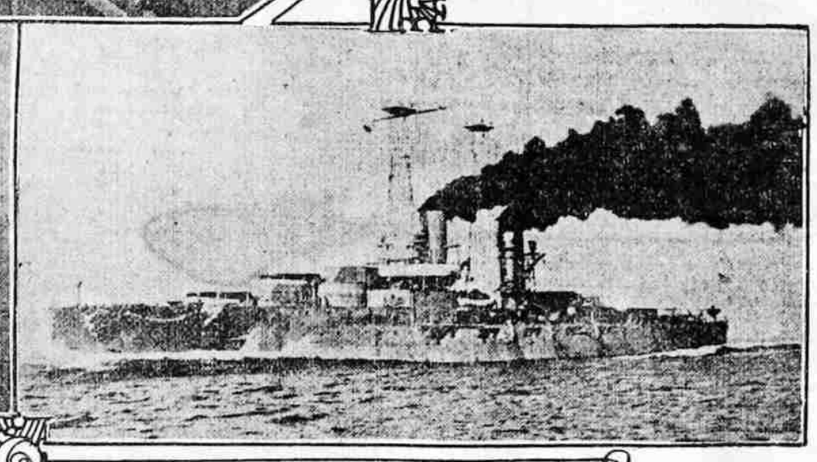
British Naval Authority Prophesies American Supremacy in Big War Ships as Soon as Work Now Under Way Is Done











AT TOP—Secretary of Navy Daniels in the midst of a group of admirers. Upper left—A battleship ready for the launching. Upper right — An American ship of the dreadnaught type. Center—A super-dreadnaught in course of construction. Below—Two of the ordinary battleships on the water.

Every time a submarine sinks a British man-o'-war the relative strength of the American Navy as compared with the strongest navy in the world, is raised. Today the navy of the United States is rated as third.

Great Britain is way in the lead with the German Empire a poor second. At the outbreak of the European war the English flad 137,500 officers and men in the navy. Germany had 66,783 officers and men, while the United States had 64,780 officers and men. England and Germany have both increased their naval strength as far as numbers of officers and men is concerned, but their number of ships has been decreased.

At the outbreak of the European War England had twenty-nine huge battleships. Germany had nineteen of the monsters and the United States fourteen. In the old-style battleships the United States ranked second, but England as usual was way in the lead. In submarines England had almost three times as many as the Germans and twice as many as the United States. Germany has used her submarines with telling effect, however. In addition to the work of the submarines mysterious explosions have wrecked two of the great British battleships of which we know. Others may have been wrecked and the facts kept from the public by the British Admiralty.

But the United States is not waiting for the whittling down process of the nations at war to reduce their navies. In our shipyards seven battleships classed as super-dreadnaughts are being constructed. The events of the last few months caused Maurice Prendergast, the English naval authority, to say the other day:

"The seven battleships that the United States has built and is building will form the most powerful squadron of super-dreadnaughts in existence on completion of the last ship in 1918."

In other words the British naval expert, who has been investigating battleship building in this country, believes that by 1918 the United States will hold the honor of the biggest ships in the world.

"The submarines for which the Navy Department will open bids next month will be the largest and most powerful ever constructed by any government."

The British expert had hardly summed up the conclusions of his investigation when Secretary of the Navy Daniels made the foregoing announcement, which in the opinion of naval men in Washington makes it a foregone conclusion that the United States is destined to be the balance of power among nations of the world for years to come.

Boston harbor will be the scene of the launching of the first of the seven super-dreadnaughts, which the Englishman admits will outclass the world. She is the Nevada, now building, at the Fore River works.

That Secretary Daniels also intends that nothing afloat shall equal the new fleet of submarines is evinced by his statement which reads:

'We do not know just now what the European nations are doing in the increase of their navies, but it is my judgment that these proposed submarines will be a more efficient and more thorough branch of the navy service than anything thus far developed by others. They will be intended to accompany a fleet wherever it may go.

"The submarine with a speed of 30 knots or more above water is expected to take the place of the present torpedo boat or become a torpedo boat destroyer. It will be able to fight effectively both above and below the water."

LIST OF SEVEN U. S. SUPER-DREADNAUGHTS.

Here are the United States dreadnaughts to which the Englishman refers, and the years in which they will be completed:

Nevada—1915.
Oklahoma—1915.
Pennsylvania—1916.
Arizona—1917.
California—1918.
Idaho—1918.
Mississippi—1918.

According to Mr. Prendergast they will be the largest ships afloat for many years.

"There is one thing about the fleet that Uncle Sam will have that reminds me of the Harvard and Yale football game," says Mr. Prendergast, "and that is that her strong points will be very strong and her weak ones very weak.

The navy engineers have made absolutely certain that parts of the ship that are most apt to be subjected to heavy poundings are so strong that there is no question but that they will be able to resist any onslaught.

"Take the Nevada, for instance, which will be launched from the Fore River ship yards next spring. She has an armor so thick that if your famous John L. Sullivan had the force to drive his big right arm into it, his forearm, from elbow to wrist, would not reach through. And this same armor is three times as wide as a man is tall.

"The best part of the new dreadnaughts, however, is not in their defense, but their offensive work. The Nevada and Oklahoma will have ten 14-inch guns and the Pennsylvania, Arizona, California, Idaho and Mississippi will have twelve 14-inch guns, totaling eighty 14-inch weapons.

"And the beauty of the naval game will be that the range will be greater than the range on any other battleship in the world, so, except by strategy, no ship will be able to get within pounding distance, while at the same time they must take the onslaught from as many of these eighty 14-inch guns as are in the vicinity.

NOTHING AFLOAT TO EQUAL SEVEN SHIPS.

"After all, it's the range that will count, even, more than the strong armor, for if the Nevada and the others of the fleet can pound away at their enemy and not be compelled to be worn down one whit by return fire, it is plain to see there is nothing to it.

"On the other hand, if an adversary's ships do get within range of this fleet they will be able to withstand just about twice as much pounding as the attacking ship, for the simple reason that the Americans have builded well.

"In the question of armor, the American designers have made the most sensational change from the conventional. If armor cannot withstand the attack of heavy ordnance abandon it, they say, and devote the weight to some other purpose or for extending the area of really thick and useful protection.

"The conventional six-inch plate for a six-inch gun, five-inch armor for five-inch guns, etc., like the processional arrangements made by Noah for the Ark, they consider futile. Such armor merely assists in the detonation of large, high explosive shells which would pass through ordinary plating without meeting enough resistance to burst.

"The eighty guns on the seven ships will be able to shell another ship as far away as fourteen miles. One shell, even from any one of the seven, if it hit a weak spot in the adversary's fleet, would be enough to blow up a ship.

"One of the pleasing features of all the new ships is the way in which all the uptakes from the boilers are gathered within the cone that forms the base of the single funnel. There is absolutely no chance of a shell going through this armor to the funnel and thereby allowing furnace gases to escape and kill the crew.

"In fact, the Americans have every conceivable improvement and there is nothing afloat to equal the seven ships."

A Statesman.

A farmer did not know what business to start his son in, so he put him in a room in which there was nothing but a Bible, an apple and a $5 bill. He decided that if he found the boy eating the apple he would make him a farmer; if reading the Bible, he would train him for the church, and if he had pocketed the money he would make him a stockbroker.

Entering, he found the boy sitting on the Bible and eating the apple, with the money in his pocket.

He became a politician.

A Free Ride.

The excursion train was well filled. When the conductor came around a comfortably seated passenger said to him, "Der ticket dakes me two vays for von price, don't it?" "Yes," replied the conductor. "Vell, den, shust dell me vich is der vay dot cost nodings. I vant to enchoy me der free ride."

"I believe in the motto, 'Never put off till tomorrow what you can do today.'" "Pay me that $5 then." "The rule doesn't apply; that's something I can't do today."—Boston Transcript.

SCOTS GREYS RANK AMONG THE FINEST CAVALRY MEN IN WORLD, ACCORDING TO EMPEROR WILLIAM'S TRIBUTE

The German Emperor and Lord Wolseley sat their horses reviewing long lines of British troops at Aldershot one day ten years before the present war began. A cavalry regiment went thundering by.

"My infantry can outmaneuver your infantrymen, but my finest Uhlans are not to compare with that cavalry corps of yours that has just ridden past," the Emperor said. It was the Second North British Dragoons, the Royal Scots Greys in popular speech. Their daring rides in the present campaign proves the Emperor's statement.

The history of the Greys dates back to 1681, when the "Regiment of Scots Dragoons" was organized. The majority of the men had fought for several years previously under Claverhouse in Scotland following the Restoration. Their first commander was Colonel Dalziel, afterward a Lieutenant General.

The regiment served abroad until 1698. After four years at home it saw foreign service again under Marlborough. About this time the Dutch Life Guards returned to Holland, leaving their white horses. They were handed over to the Scots Dragoons, who were henceforth known as the "Grey Dragoons" or "Scots Regiment of White Horse."

The Greys were employed at the sieges of Venloo, Ruremonde, Stevenswoert and Liege. At Ramillies they forced the surrender of the famous French "Regiment du Rol." Sixteen stands of colors were taken by the Greys in that battle.

At the union of England and Scotland the name of the regiment was changed to the "Royal Regiment of North British Dragoons." As such it fought with distinction at Oudenarde and at Tournay. With the Irish Dragoons the regiment worsted a French cavalry brigade at Malplaquet and were thanked for their bravery by Marlborough. They returned to England in 1813 and their name again changed to the Second North British Dragoons.

The "braw Scottles" met the French household cavalry at Dettingen with credit. The French line was broken and scattered. The French standard was taken. Strange to relate, not a Grey was killed.

In 1759 the Greys were on the Continent again. They fought at Bergen, Minden, Warburg and Zirenberg. They came home in 1763 and the cloth grenadier cap, which they had worn until then, was changed for the now historic bearskin. They fought next at Valenciennes, Dunkirk and Chateau Vaux.

Waterloo brought them undying fame. Wellington gave them the post of honor with permission to fight as they pleased. Their famous charge with the Gay Gordons hanging to their stirrups, a charge repeated in the present war, resulted. A stalwart Sergeant named Ewart won a commission that day by taking a French standard single-handed.

The Greys rested from war after Waterloo until the Crimean campaign. At Balaklava they formed part of the heavy brigade under General Scarlett. The daring exploit that day of 600 Scotch, Irish and English dragoons charging 5,000 Russian cavalry, has suffered an obscurity because of the charge, later in the day, of the Light Horse, made famous by Tennyson's poem.

The regiment was placed on the home roster after that campaign and saw no active service until the South African War. At Klipdam, in that struggle, the Greys were severely treated by a commando of Boer irregulars. They recovered their spirit and went through the remainder of the war with credit.

Art Editor—"I'm sorry I cannot use this drawing. It lacks gray matter." Artist—"I admit I didn't use any of that stuff, sir, but will do so hereafter, if you will be so kind as to tell me where I could buy some."—Puck.