BUILD BIG SHIPS, SAYS ROOSEVELT

President Asks Congress for Battleships Like the Dreadnaught.

EXPLAINS HIS REASONS

Says Five Dreadnaughts Could Destroy Ten Ordinary Battleships With Ease—Cost Less to Build and Operate.

WASHINGTON, Jan. 17.—A letter written by the President in advocacy of the plan for two battleships of the Dreadnaught class became public today. It is dated January 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 battleship all around for the purpose for which a navy is really needed, its superiority to the armored cruiser is enormous.

Strength of Navy in Battleships.

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 excused if we build any battleships inferior to those now being built by other Nations. I should be glad if a limitation could be agreed upon as 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-class navies 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.

Build Up Navy or Change Policy.

Unless we intend to go on 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 guarantee of peace which this Nation has or can have.

I therefore 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 great 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 large number of large projectiles that can be landed against an enemy's hull in a given time and not to the number of calibers that can be fired in a given time.

Small Ships Helpless Against Big.

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 freeboard 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 the most 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 probably destroy a battleship of the usual type having four 12-inch guns, and with the advantage of the greater speed of the large vessels 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 ten 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 ten 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.

Imaginary Battle to Illustrate.

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 no tactical skill by the squadron of small vessels can counteract this advantage, because the inability 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 battleship) with those having a broadside of ten 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 ten 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 ten guns each, and the sole reason for not advocating more than ten guns in 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 would be the most powerful.

Economy in Bigger Ships.

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 ten 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 the small ships mounting the same number of heavy guns would cost about $70,000,000. Moreover, though large ships consume more coal, a small ship having a large number of small guns (six-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 to repair.

For example, the complement of the Dreadnaught of 18,000 tons is 690 officers and men, while that of the Louisiana, of 16,000 tons, is about 850. Thus, for the sum that it would cost to maintain ten 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 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.

All Big Nations Build Big Ships.

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 and 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 free-board ships with mixed batteries and 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.

Ignorant of Merger.

In reference to the rumored merger of the Wells Fargo and Pacific Express Companies, Eugene Shelby, superintendent of the Wells Fargo Express Company, with headquarters at San Francisco, says that the Pacific Coast officials have no knowledge as yet on the subject. In an interview yesterday, Mr. Shelby remarked that in view of the fact that the Harriman interests figure materially in the Union Pacific, Oregon Short Line and Oregon Railway lines, and that the interests are connected with Wells Fargo & Co. it would not be surprising if the reported merger or absorption actually occurred, but so far as definite information is concerned he claims to be powerless to impart information. A. Christeson, general manager of Wells Fargo, has also been in this city the past few days on official business.

Fire on Morrison Street.

Fire in Enkleman's second-hand store at 187½ Morrison street, threatened the destruction of the block on the northeastern corner of Front and Morrison streets about 1 o'clock this morning. Deputy Sheriff Austen turned in an alarm from box 13 and the prompt response of the fire department prevented the flames from spreading. The firemen succeeded in confining the blaze to the second-hand store, which was badly wrecked by fire, smoke and water.

Meyer Plans to Start Home.

ST. PETERSBURG, Jan. 17.—Ambassador Meyer expects to request an audience of the Emperor and present his letters of recall as soon as these are received from Washington. He will leave for the United States about January 28.

ASK CONGRESS TO GIVE MORE POWER

President Promises Aid in Securing Remedy for Car Shortage.

CONFERS WITH SHIPPERS

Interstate Commission Recommends Reciprocal Demurrage and Interchange of Cars—Give Railroads Time to Secure Facilities.

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.

In Reply to Shippers' Appeal.

The President made this announcement today at a conference with 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 the Southern Wholesale Grocers' Association; George B. Emerson, Hoquiam, Wash., representing the Pacific Coast; Donald A. Sage, Chicago, representing the coal shippers, and J. E. Defenbaugh, 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.

Give Roads Time to Get Ready.

The President's idea, as expressed by one of those present, was that, whatever amendments to the interstate commerce act on this subject 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, 1500 carloads of coal were held at Minneapolis and several hundred at Chicago. The President directed the Interstate Commerce Commission to investigate.

Randolph to Manage Sonora Road.

TUCSON, Ariz., Jan. 17.—The appointment has been announced by E. H. Harriman of Epes Randolph to succeed E. E. Calvin as general manager of the Sonora Railroad, which is the branch of the Southern Pacific running from Nogales on the border to Guaymas, Mexico, on the Pacific Coast. Mr. Randolph's headquarters remain at Tucson.

Cottage Is Destroyed.

The home of W. Cone, in Lower Albina, on Stanton and Delay streets, was destroyed by fire at an early hour yesterday morning. The house was a mere shell and the family escaped in their night clothes. No furniture was saved. Engine Company No. 8 made the long run from Williams avenue, but the house was destroyed before it arrived. Loss was about $400. Cause of the fire is not known.

IN THE SUNDAY OREGONIAN

ILLUSTRATED IN COLORS BY THE BEST ARTISTS

THE TRUTH ABOUT THE CONGO—First of a series of remarkable articles by Professor Frederick Starr, the noted anthropologist of the University of Chicago, who has spent one year in the Congo Free State.

MR. DOOLEY TAKES UP "DIPLOMACY" for his topic next Sunday, and in his very happiest vein gives his ideas of the duties of Ambassadors and Ministers.

His notion is that the present Administration requires athletes, and the way he presents it is most laughably illuminating.

GEORGE ADE ON MODERN SALOONS—The Hoosier humorist revises "Ten Nights in a Barroom" to conform with Twentieth Century Conditions. His satirical truth is biting comment on the "respectability" of fashionable drinking places.

OTHER INTERESTING FEATURES

BEAUTY QUEENS OF ENGLAND—A page illustrated in colors showing six women in King Edward's realm who represent the best type of British comeliness.

GORKY'S ATTACK ON AMERICA—This is an authorized interview with the great Russian reformer. He declares the dollar vampire is our curse, and warns workingmen against being fascinated by the display of riches.

MINISTERS' SONS WHO BECAME BIG MEN—Dexter Marshall writes of President Cleveland, Chester A. Arthur, E. H. Harriman, Jonathan P. Dolliver, Richard Watson Gilder, Henry James and others whose fathers preached the Gospel.

PICTURE-WRITING ON CLIFFS—New Mexico's prehistoric carvings that are puzzling scientists. These pictorial inscriptions are strikingly illustrated.

SOMETHING FOR EVERYBODY

FOR FEMININE READERS—Practical suggestions from Helen Harmon-Brown, Katherine Morton, Prudence Standish, Mary Dean and others—all tending to the side of economy.

FOR CHILDREN—Stories and pictures of Dolly, Drake and Bobby Blake, in an adventure with a parrot; Binnacle Jim's rum yarn, Iodapus Indian Legends, and carefully selected miscellany.

FOR MEN—The most comprehensive telegraphic news report of any Pacific Coast newspaper. Read the advertisements, especially the classified. They reflect the activities of Portland more clearly than all other publicity agencies combined.

No Newspaper in the Land Is Gaining in Circulation So Rapidly as The Sunday Oregonian.

The Best Equipped Trust Company in the Northwest

Established April 18, 1887.

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BAILEY IN OWN DEFENSE

IMPASSIONED DENIAL OF CHARGES BEFORE HOUSE.

Leading Opponent Takes Up Challenge to Make Formal Charges Before State Senate.

AUSTIN, Tex., Jan. 17.—United States Senator J. W. Bailey addressed the House this afternoon on invitation of that body. His speech was an impassioned denial of anything improper in his relations with the Waters-Pierce Oil Company. The documents in Attorney-General Davidson's possession, declared the Senator, are not authentic.

Representative Cock accepted a challenge from the Senate investigating committee to prove Bailey's connection with the Waters-Pierce Company. Cock gave notice that he preferred the charges against Bailey as outlined in the House resolution demanding an investigation, and desired that Bailey be summoned as the principal witness.

Cock's announcement was in response to an invitation from the special advisory committee of the Senate that, if any one wanted to prefer charges and summon witnesses in the Bailey investigation, it was willing to accept the notice and summon the witnesses.

Following Bailey's address the House discussed the proposed investigation, but took no action. This morning it voted to have the Attorney-General present all papers in connection with the charges.

Drive Them Like Sheep.

NEW YORK, Jan. 17.—District Attorney Jerome told a committee of prominent clergymen at the Bible House today that the best way for them to assist him in his effort to break up "Gambling and racing" in this state was to get the assistance and backing of 1000 churches to appoint representatives to take the fight to Albany.

"There is no way to deal with the Legislature but to drive them," said Mr. Jerome, "for they fear public sentiment. They can be driven like sheep if we go at them right."

Cummins Indorses Root's Opinion.

DES MOINES, Jan. 17.—Albert B. Cummins was inaugurated Governor of Iowa today for the third time. Concerning the duty of the states, he said:

"I believe, with Secretary Root, that the failure upon the part of the various commonwealths to do their full duty in bringing their legislation into harmony with existing conditions will necessarily result in the usurpation of functions by the General Government."

Governor Patterson Takes Office.

NASHVILLE, Jan. 17.—Malcolm R. Patterson was today inaugurated Governor of Tennessee.

EXTREMIST BISHOPS WIN

Will Make No Move, Hoping to Force France's Hand.

PARIS, Jan. 17.—It is now possible to announce that the ultramontanes were victorious at the sessions of the French episcopate in their determination to hold in suspense the main question of how worship shall be continued, a decision being arrived at not to form cultural associations under the law of 1901, and at the same time ask for precise instructions from Rome. In the meantime the status quo will be maintained.

The key to the Vatican's position in the matter was revealed by Cardinal Coullie, who said that a solution would be contrary to the orders of the Pope, who desired to compel the French government to make a new convention.

Among the minor questions decided in addition to the decision to deposit the church funds abroad in future, out of reach of the French government, were to transfer the seminaries into superior theological schools and not to ordain any theological students until they have completed their military service.

New Northwest Postmasters.

WASHINGTON, Jan. 17.—The President has sent to the Senate the following nominations: Postmasters—Idaho: O. J. Butler, Harrison; Ole Olson, Troy.

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Suits of excellent worsteds, cheviots and cassimeres.

Overcoats of cheviots, Oxford, Cambridge, blue, gray, and various weaves and shades, of popular cheviot grays. Models range from the conservative semi-form-fitting Coat to the extreme form-fitted back.

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NAME SEATTLE MAN

President to Make Ballinger Land Commissioner.

HAS ALREADY ACCEPTED

Ex-Mayor to Succeed Richards. President in Doubt About Wickersham Case, Though Alaskans Indorse Judge.

OREGONIAN NEWS BUREAU, Washington, Jan. 17.—It is understood that the President has offered to appoint ex-Mayor R. A. Ballinger, of Seattle, Commissioner of the General Land Office, and that Mr. Ballinger has accepted. No official announcement has yet been made.

PUZZLED ABOUT WICKERSHAM

President Pleased With Praise Alaskans Give Judge.

OREGONIAN NEWS BUREAU, Washington, Jan. 17.—President Roosevelt today discussed with several Alaskans the case of Judge Wickersham, whose nomination has three times failed of confirmation because of opposition of two or three Senators. To these men the President today said he had been considerably perplexed to know what disposition he should make of Wickersham and, when they strongly indorsed the judge, the President said he was glad to hear them speak favorably, as their views coincided with his own and he hoped to be able to stand by Wickersham to the end.

The callers were Judge Kellum, Falcon Joslin and A. E. Murphy, all of Fairbanks. At the President's request they later called on the Attorney-General, who now has the Wickersham case before him. The Attorney-General also talked with Vice-President M. L. Washburn of the Northern Commercial Company, who is a strong friend of Wickersham.

Whether or not Wickersham will again be renominated has not yet been decided.

WOOD ON FOREST RESERVE

Government Offers Leave to Cut Fuel to Relieve Shortage.

OREGONIAN NEWS BUREAU, Washington, Jan. 17.—Officers of the Forest Service today took what is believed will be an important step towards relieving the fuel shortage in the West by issuing telegraphic orders to forest supervisors directing them "in view of the fuel shortage, please post notices at local postoffices and make every effort to encourage the use of reserve timber."

Officers of the service say that present regulations favor the use of firewood taken from reserves at small cost and without delay, the requirements of the public being promptly met on the spot without the delay of red tape. The telegram to the supervisors is due directly to the desire of the Forest Service to relieve the suffering caused by coal shortage and severe weather in the West.

HOPED CASH WOULD COME

Dyer Tells How Cashier Forced Him to Confess.

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 the 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 October 1, he borrowed $61,500 from 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 District Attorney 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, court adjourned until tomorrow morning.

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