

SAYS BATTLESHIP IS A COMPROMISE

Reply by Admiral Burwell to Magazine Criticism of the United States Navy.

OUR SHIPS EQUAL TO ANY

Commandant of Puget Sound Navy-Yard Discusses Eternal Conflict Between Guns, Armor and Engines in Making Warships.

"The United States navy is all right," said Rear-Admiral William T. Burwell, commandant of the Puget Sound navy yards and for two years commander of the battleship Oregon, in the Portland Hotel yesterday. "That article in the January McClure's Magazine is correct enough as far as it goes, but it does not go far enough, hence conveys a wrong impression. What the writer of it says about certain things is so, but the battleships of the world over, not only this, but does not mention the good points our ships have in consequence of these alleged defects the writer apparently discovers."

"Here is the matter in a nutshell: A ship can carry just a much load, say 15,000 tons. This includes, of course, its own weight. Now the gun man wants 15,000 tons of guns on board; the engineer wants 15,000 tons of engines and coal; and the armor man wants 15,000 tons of armor. Clearly then a battleship is a compromise between all these requirements. If you raise the sides as high as those of the battleships, you of course have splendid seagoing qualities and a high place from which to fire your guns, but look at the target you offer the enemy's guns. And of course these high sides cannot be of as heavy armor as the low sides. As for what he says about the sides of our ships being too low I will say that for two years I command the Oregon, the lowest vessel of her class in the world; and in all that time, except once, I could have fired every gun on board in all kinds of weather. The one exception was a hurricane in the middle of the Pacific where no battleship could have fired a shot. No one would have fought in such a sea. With this exception the Oregon is high enough for me to fight with against any ship of her size in the world in all kinds of weather, and as I am in command of the lowest in our or any other navy."

Battleship a Compromise.

"But if you make a vessel's sides too low you have her on the old 'monitor' type that is not usually seaworthy. As I said before a battleship is a compromise, and the Oregon is about as low as it is safe to go. The height of the range her decks are practically below the horizon, only her turrets and upper works showing. So you see how little the high-out-of-the-water type of battleship that the magazine writer so admires would have to show at, while we on the Oregon would have a splendid target that would hit practically at every shot."

"The American navy has the heaviest gun power in proportion to displacement of any navy in the world. You cannot have everything on one ship, so the Americans go on the principle of first, guns; second, engines and coal; third, armor. If any one can improve on this idea they are welcome to do so. Increase your armor, and you must reduce speed or hitting power, and the American battleship is built first to throw shells into the other fellow, not to have something to hide behind while we plug away at him with a bean shooter. "The magazine writer points out the fact that our ships have no heavy armor above the water line, that is, up six or eight feet or so, as some of the foreign ships have, but that our armor extends down below the water line, where he assumes it is not needed because of the protection given by the water. If our ships were to fight always in still water, a small lake or river, where the water would be perfectly correct. But battleships must fight on the open sea, and they therefore roll. This rolling exposes perhaps eight feet below the water line, and a shot put there when the vessel was rolling away from the shooter would punch a hole that would be fatal in most cases. But with the armor well down to atop such shots."

Armor Plate Is Heavy.

"Of course it would be very nice to have heavy armor above the water line too, but armor weighs a bit, you know, and enough to go around a battleship six or eight feet up from the water line would reduce our gun power and steaming qualities tremendously. The American navy figures that it is better to have heavy armor where it is vital, that is below the water line, so as to protect the ship when she rolls, have speed and wide steaming range so that the question of coal will not be so important as it is to the enemy, and have two guns to shoot at him with while he is protected behind plenty of armor but can't either catch us or get away from us and has only one gun to shoot at us with. It is of course a matter of opinion but so it seems to us at the present time. If any one can show us that we are wrong we will gladly listen to him. But when one writes such an article, one should publish both sides, all the facts, you know, or the result may be misleading, as is this article."

"The matter of having a break between the turrets and the magazines is, of course, a very important one, but what is one to do? A shell exploding in the confined space of a turret would force its hot gases almost anywhere to which was a connecting space, not only to the magazine but to any part of the ship for that matter. Whether the passage is straight or around a corner makes little difference to gas under tons of pressure from an exploded 15-inch shell confined in a turret. Explode such a shell in any turret on any ship and the chances are that that turret is out of action for the rest of the battle, no matter how it is made."

Openings in Turrets.

"As for the big opening in the turrets, there you are up against a compromise again. A gun sticking out of a small hole cannot be raised and lowered as can one in a larger opening. And in action the openings are toward the enemy only when firing, then they are swung around so as to be out of range, then swung into line again the instant you want to fire again. "So much for that magazine article. It has been answered time and again at more length and more carefully than I can in a short casual talk about it. Now as to the navy yard on Puget Sound, I want to say that it is the finest in America. It has the only drydock into which a wounded battleship drawing from 30 to 35 feet or more could enter. We have one now with 36 feet of water over the hull, and will soon have one with 38 feet. And when a battleship as now built draws over 38 feet because of water in her hold she would probably never reach any drydock but would rest on the bottom of the sea. "Puget Sound can be defended easily by

means of submarines and even torpedoes. So can the Columbia River. This river, especially, is almost ideal for such a defense. No navy in the world would venture into such a trap where from almost every point on the shore torpedoes could be shot out at it, and one torpedo generally ends any ship. If either Puget Sound or the Columbia River country were taken by a foe it would be by landing men somewhere on the beach and attacking by land.

"I would like to see the mouth of the Columbia made a harbor that would take any battleship, even if about to sink. A vessel in that condition cannot wait for tides. A matter of one or two hours might mean the difference between reaching the dock or going to the bottom. It is getting to be a question to get the big ships into and out of the Golden Gate, especially in a heavy sea. A battleship is not like a cruiser, or a merchant vessel. The bottom of the cruiser is pointed and edge-like and when she touches a soft bottom merely cuts down into it; also such a vessel has not a great top heavy load to carry like the battleship. But the bottom of a battleship is comparatively flat, and when she hits bottom, especially in a bad sea, something is likely to happen. Her thin flat bottom and heavy guns and turrets would not make a joyous mixture even with the softest of bottoms."

SECTARIANISM IN TEACHING

Mr. Odell's View of Contest for the State University Appropriation.

SALEM, Or., Jan. 1.—(To the Editor.)—The voters of Oregon will be called upon next June to decide whether the appropriation of \$125,000 annually for the support of the University of Oregon shall stand, instead of \$47,500 as now fixed by a continuing statute.

In consideration of this fact, I desire to submit a few thoughts relative thereto. Parenthetically, I say that in the matter of the public or common schools, I have nothing to bring up now save in approval, but with the question of support by taxation of the state, colleges and universities, it is proper to make careful inquiry.

Taxes should not be levied except for the common good, and whether the payment of between \$200,000 and \$300,000 annually for the benefit of less than one-half of one per cent of the entire population, you of course have less than 2 per cent of the children of school age, is a question for constitutional doctrinaires to solve. But let me inquire into the character of that non-sectarianism which has to some been the slogan for college maintenance. One of old tells us who that fellow is who "hath said in his heart there is no God." Well, that fellow is still with us, is quite numerous, and is insisting upon the state supporting Godless schools. It is true that they do not like the Christian religion, but for non-sectarian; while the schools within themselves are in no sense non-sectarian. They have been created and maintained at the behest of the sect of unbelievers, and are being run with much pronounced and more rabid among this sect of unbelievers than among the rock-ribbed Catholics, with whom there is much to commend.

Upon the maintenance of schools for collegiate students, there are two well-defined sects, and they divide upon the question of Christian education. One is pro-Christian and the other is anti-Christian. Both are pronounced sectarians in their demands for control of the educational functions of the colleges and universities of the country, with this difference—the sect termed pro-Christian show their zeal for and their needs for Christian influences surrounding the young during student life. They build schools of their choice and pay for the education of their children, while the more selfish anti-Christian sect insists upon having their children educated at the public expense, taxing the pro-Christian sect as well as the anti-Christian sect.

There are more students today in attendance at the schools under denominational management than there are in the anti-Christian schools. Hence it will be seen that the majority is taxed to pay for the schooling of the minority.

The sect of unbelievers in Christian education has utterly failed to show their faith by their works in the line of building up and supporting non-Christian schools. Only two efforts have been made on that line in Oregon, and they died early and were buried in their swaddling clothes. Under present conditions, it costs the taxpayers of Oregon between \$400 and \$500 for every student in the state schools. This is claimed to be necessary in order to give good facilities. If that were the only object, instead of sinners for professional crumb-pickers, as a matter of economy it would be less expensive to pay the traveling expenses and tuition for each of the would-be wards of the state for educational purposes, in Harvard University or any of the great schools already established.

It could not be said that facilities are lacking in any of these schools. I hold that the duties of the State Government in matters of education extend only to the necessity of supporting the common schools—good common schools open to every child of school age. Beyond this, only a comparative few can hope to go, and that few must be capable and ambitious to succeed. All success can be obtained, and the finding of the way is really the best part of their education. It requires well-directed effort, the foundation of success in life.

"Knowledge is power," and power well geared is a good thing, but if not, it is very liable to produce a hot-box. So, knowledge, if properly harnessed, is a good thing—but if not, a hot-box will be the sequence.

Any education that is not thoroughly ingrained with the Christ-enjoined command, "Render unto Caesar the things that are Caesar's, and unto God the things that are God's" is worse than no education, because it only proves an added force to pernicious activities.

So, the question for the voters to decide next June is whether the state by taxation shall continue to support by increased appropriation sectarian schools for the sect opposed to Christian education. The denominational schools are not for the propagation of specific creeds. With the possible exception of the Catholics, that department is relegated to the schools of theology. But they place emphasis on the belief in the fatherhood of God and the brotherhood of man.

W. H. ODELL.

Cost of New Year Celebration.

NEW YORK, Jan. 2.—Men who are fond of figures say that New York's New Year celebration cost \$1,750,000. At one restaurant that night receipts were over \$30,000, 2000 quarts of champagne being drunk. It is estimated that the diners around town made away with 45,000 quarts of champagne and 60,000 quarts of claret, not to mention the barrels of other drinkables consumed. Souvenir hunters were out in force and every hotel and restaurant had its shelves filled with everything from small coffee spoons to silver wine coolers.

HALF PRICE—KISER CALENDARS. 10c up while they last. 248 Alder. Perfect fitting glasses \$1 at Metzger's.

CITY IS AMBITIOUS

Portland Will Strive to Excel Record of 1907.

ENCOURAGED BY PROGRESS

All Indications Point to Greater Achievements During 1908—Enterprise Begins the New Year With Splendid Prospects.

Encouraged by the record of its achievements in 1907, Portland begins the new year confident of its ability to surpass last year's phenomenal progress. There is every indication that this confidence is well founded. Every phase of the city's industrial and commercial life was never in more prosperous condition, and the record for the last 12 months will by no means be accepted as the limit of possibilities for 1908.

In building, bank clearances, shipping, postoffice receipts and real estate transfers statistics for 1907 tell the same story of unprecedented prosperity, while the outlook for the coming year in every way justifies the prediction that another record will be established. The metropolis of the state has never entered into a new year with brighter prospects. Financially the state was never better situated. The deposits in the banks of the state per capita were never greater. The stability of the state's banking institutions was never better proved than by the recent announcement that two of the three banks of the city which were temporarily compelled to suspend business will be reorganized and that the third also will pay its depositors dollar for dollar. More building than ever is planned, and the influx of new settlers and the development of additional industries was never so great.

At all times postoffice receipts are accepted as an unfailing indication of the growth of a city, and in this particular Portland has made a wonderful showing. With the receipts for last month estimated at \$2,100,000, the aggregate receipts of the local Postoffice for 1907 was \$20,147.23, as compared with \$40,855.47 for 1906, or an increase of 15.5 per cent. This same record of unsurpassed prosperity is further reflected by the bank clearances of the banks of this city, which, for the year 1907, reached a total of \$33,351,623.80. The clearances for the month of December, only being estimated. For 1906 bank clearances aggregated \$33,170,796.25, showing an increase in favor of the year just closed of 21 per cent. The record has been steadily since 1902, when the banking business of the city represented by these clearances amounted only to \$18,423,102.08.

Increase in Exports.

An advance in freight rates on lumber products reduced the output of lumber in this state during the past year, but with this exception there was a remarkable increase in shipping from this port. Lumber shipments reached a total of \$9,458,528 for 1907, representing a value of \$899,339 for 1907 against \$610,000 valued at \$881,306 in 1906. But there was a big increase in the shipment of wheat and flour. During the year just ended \$2,725,772 bushels of wheat and 96,068 were shipped from Portland while for 1906 only 2,545,568 bushels of the value of \$2,327,956 were forwarded from this port. A similar increase in the shipment of flour is noted. In 1906 there was shipped 318,856 barrels having a value of \$1,252,823 while shipments for 1907 aggregated 630,946 barrels worth \$1,946,747.

There is substantial evidence of the city's increased prosperity if one will refer to the assessment rolls of Multnomah County, which reveal an increase in assessable values from \$189,905,663 in 1906 to \$233,141,058 in 1907. This increase in property valuations has been attended by a corresponding increase in building. For the year 1907 building permits were issued for the city of Portland to the amount of \$5,410,137 as against \$4,948,471 for the preceding year, or an increase of 73 per cent.

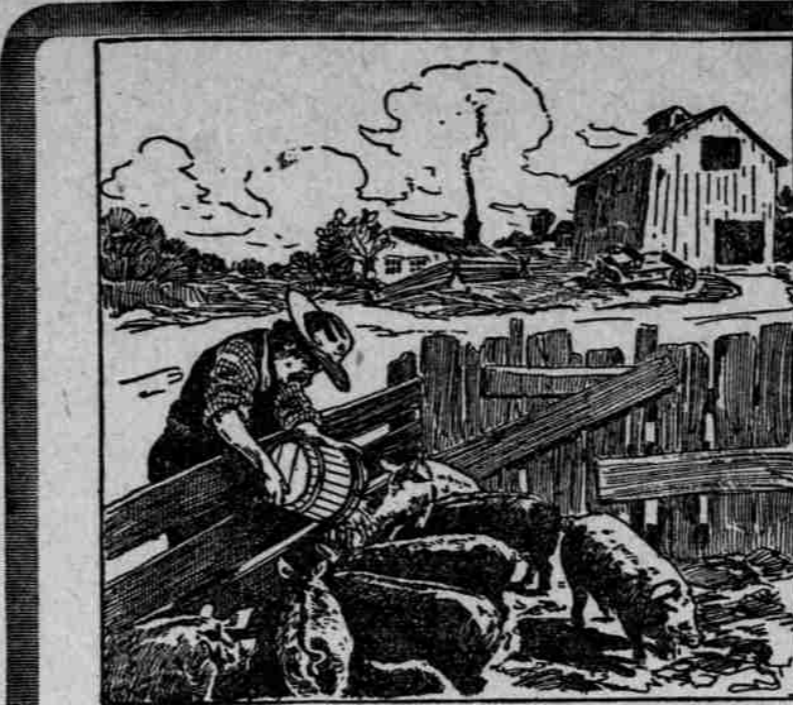
Growth in Population.

In view of these increased activities of a material nature, coupled with its matchless climate and remarkably low mortality rate, it is peculiarly a desirable place of residence. In fact its desirability as a location is being rapidly gathered up by the enormous growth it has experienced in population during the last few years, the new city directory giving this city a population of 255,000. Statistics gathered at the office of the Board of Health shows the death rate of Portland for the year 1907 was only 8.27 per 1000 inhabitants, bettering the record of 8.47 per 1000 which was considered remarkable for the preceding year. There were only 1890 deaths in Portland last year.

RACE SUNDAYS IN MANILA

J. B. Huntington Describes Sports in Philippines.

J. B. Huntington, who recently left Portland for Manila, P. I., writes to his friend Joseph Buchtel entertainingly, announcing his arrival at his destination. On the way he visited Yokohama, Tokyo and other cities. He was astonished at the little horses he saw in Manila and the burdens they carry. But it was the race which attracted his attention. He says: "I was at the race track, where I saw these little fellows run. They run on a flat track, covered with four inches of sand to avoid mud on rainy days. They carry as high as 100 pounds, but generally 120 pounds. Under these adverse conditions they can do a mile in a little less than two minutes. But the excitement and interest are as great as though they were running in 2:40. Great crowds attend these races. They are well conducted and no waits. When the horses are rung out they come, or else they don't run. I saw 19 races in two hours, and I was told that 18 races were run that day. Lots of money changes hands through the bookmakers and in side bets. The bookies are not the same as those on the track at home in Oregon. You must place your horse. If you play a horse to run second and he happens to run first you lose your money. They give prizes to winners in every race provided seven horses start, and if nine start the prize to the winner is doubled. The last morning racing on the first Sunday of the month, but the cockpits are allowed to run every Sunday. I think I saw 800 people at the



The Swine and the Flower

Oh me! I saw a huge and loathsome sty,
Wherein a drove of wallowing swine were barred,
Whose banquet shocked the nostril and the eye;
Then spoke a voice, "Behold the source of LARD!"

I fled, and saw a field that seemed at first
One glistening mass of roses pure and white,
With dewy buds 'mid dark green foliage nursed;
And as I lingered o'er the lovely sight,
The summer breeze that cooled that Southern scene,
Whispered, "Behold the source of COTTOLENE!"

Nature's Gift from the Sunny South

COTTOLENE is a pure and wholesome frying and shortening medium, made from refined cottonseed oil. There is not an ounce of hog fat in it to make food unwholesome, greasy and indigestible. As evidence of its superiority, COTTOLENE received Grand Prize (highest possible award) at the Louisiana Purchase Exposition.

and Gold Medals (also representing highest awards in each case) at the Charleston Exposition, the Paris Exposition, and the Chicago World's Fair. In fact, in every case wherever COTTOLENE has been exhibited in competition with other cooking fats, it has invariably been granted the highest award.

THE N. K. FAIRBANK COMPANY, CHICAGO

MAY BUY WHITE BURLEY

Big Purchase to Settle Controversy Over Tobacco.

WINCHESTER, Ky., Jan. 2.—R. K. Smith, vice-president of the American Tobacco Company, is here to meet members of the district boards of the Burley Tobacco Society and inspect 40,000 pounds of white burley samples representing the pooled crops of 60,000 pounds with a view to the purchase of the entire crop. If the purchase is made it will mark the settlement of a long controversy between the American Tobacco Company

Nude Dukhobor Pilgrims.

FORT WILLIAM, Ont., Jan. 2.—Twelve Dukhobor Pilgrims started out yesterday without clothing for one of their strange marches through the streets. They were finally rounded up by the police. Seven men and five women were in the party and they marched half a mile in scanty attire before being stopped.



The All Important

Purity — there is nothing else half so important in beer. And nothing else is nearly so expensive.

Purity means absolute cleanliness.

It means freedom from germs. Even the air in our cooling rooms is filtered. And every bottle of Schlitz beer is sterilized after it is sealed.

It means an aged beer—aged for months, until it cannot cause biliousness.

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Without those precautions, no beer can be healthful. And who would knowingly drink beer that was not?

Sherwood & Sherwood, 8 Front Street, Portland.

Schlitz

The Beer That Made Milwaukee Famous.