

NEWS



MILLIONS FOR A LARGER NAVY

With Thirty-five Battleships on the Seas and Other Craft in Proper Ratios, Only One Possible Rival Remains.

By FREDERIC J. HASKIN.
(Copyright, 1908, by Frederic J. Haskin.)
Washington, Dec. 26.—The American people are paying \$100,000,000 a year for the maintenance of their present navy on the high seas. If Congress were to recommend that the navy be increased to thirty-five battleships, or less, we will be paying twice as much. We now have 23 battleships built and building; more are being provided for and four are waiting to be launched off the congressional ways. These make a total of 27. In the next 10 years the total will probably be brought up to 40. Based on the cost of maintaining a battleship a year, this would require an annual outlay of \$25,000,000 for battleship maintenance.

The navy department estimates that there ought to be at least one scout cruiser for every battleship. This would mean an outlay of \$40,000,000 for construction, and perhaps \$15,000,000 a year for maintenance. Then the navy department figures that there ought to be four torpedo boat destroyers for every battleship. This would mean the construction of about 150 in addition to those we now have. The cost of constructing these would be about \$100,000,000 and the cost of maintaining the entire 150 would be more than \$12,000,000 a year, and the aggregate amount would be twice as great as the present total annual appropriation for the navy.

Only One Possible Rival.

But a navy built after this program would be one good to look upon. Well balanced as it is possible for sea power to be made, it could meet and overcome any other navy that could be constructed. The only other navy that could be constructed is that of Great Britain. When we consider the thousands of miles of exposed coast line, scattered in every direction, which that power must defend, America would have more than an even chance of making the British fleet the dust of defeat a third time. It seems that all recent thought in naval circles tends toward the possible construction of a fleet of 35 battleships of the North Dakota type, with provisions for four 12 inch guns, 20 to 25 smaller vessels, mounting no more than 500 guns, would cost \$120,000,000 to build. The maintenance of the 35 North Dakotas would require about \$10,000,000 a year, and of the smaller ships, at \$15,000,000. The North Dakota fleet would require 5,000 men and 200 officers to man it, the other would require 15,000 men and 500 officers.

12 Inch Shell is the Best.

The relative efficiency of guns is a matter on which there is a wide difference of opinion. It will be recalled that it was the 12 inch gun that told the tale during the Spanish-American war. Then other navies began to use the 12 inch gun, taking the ground that it would penetrate the armor of a battleship as efficiently as a 12 inch shell. Admiral Evans, however, is of the opinion that that argument, but calls attention to the difference of efficiency after the shell gets inside the armor. He says that a 12 inch shell will hold its own now, and that a 12 inch shell will hold its own. And he says that fighting jaw of his in its stern, and that he contemplates what 30 pounds of high explosive would do to an enemy's ship when safely inside its armor.

Bob Evans' Big Coal Deal.

Admiral Evans is in favor of the government acquiring all the anthracite coal beds of the United States, and holding all of the coal for the navy. He points out that it is the best coal in the world, and would give the American navy a tactical advantage over every other sea power. His estimate that it would cost \$18,000,000 to buy the coal beds, but that it would not be necessary to pay for them all at once, giving a long lease for them. "Imagine," says he, "clouds of inky blackness shooting up into the air, and trailing to stern for ten miles. That is a picture of the ordinary commercial steamer running under a draft which is intended to husband a coal supply. Then imagine a battleship. Its engines being forced to their utmost power, giving off many times the volume of smoke. Then add a fleet, and you will begin to see what an immense signal spread the burning of bituminous coal gives to an enemy, and how impossible it is to surprise an enemy in ordinary weather."

Plenty of Examples at Hand.

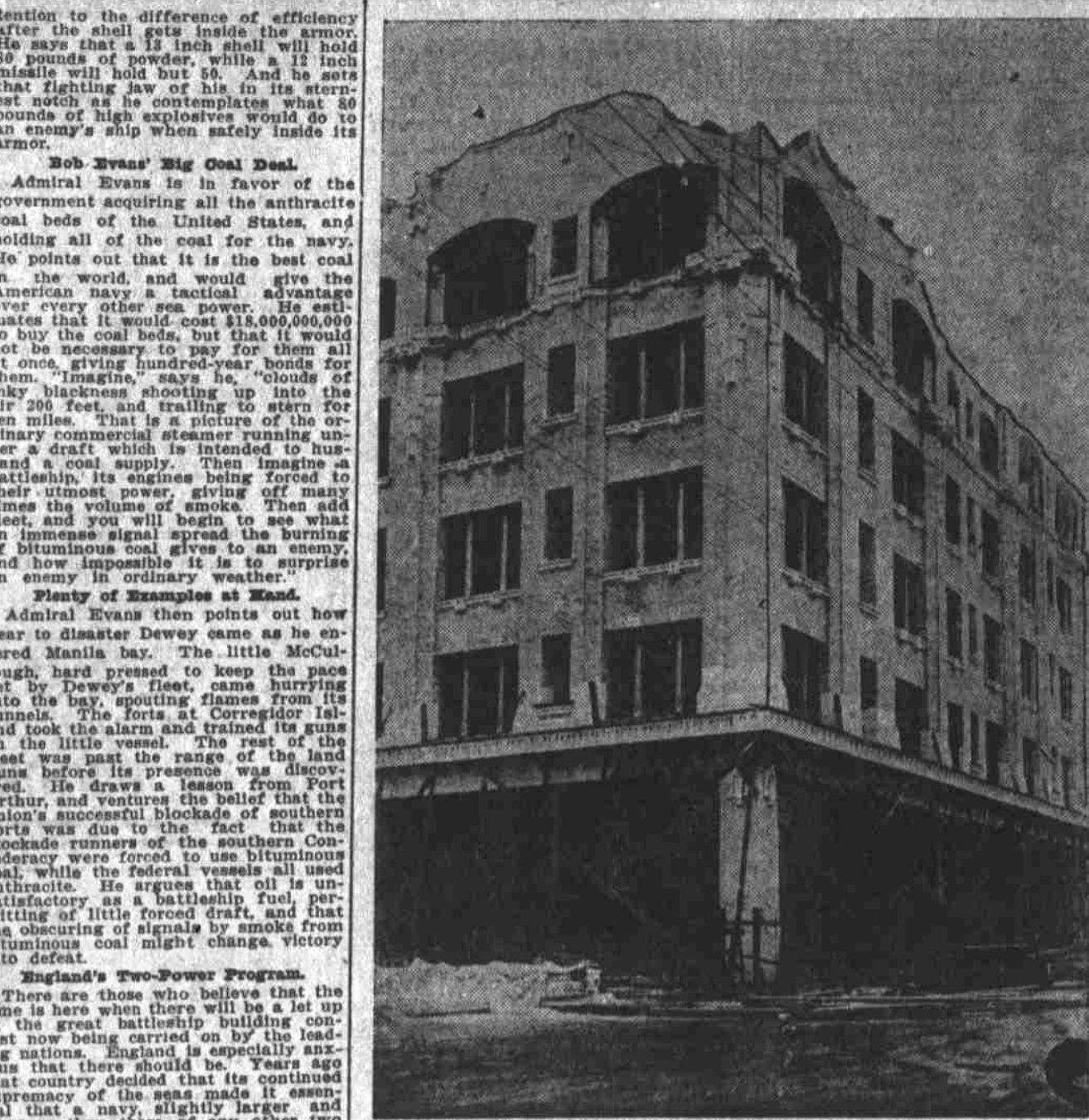
Admiral Evans then points out how near to disaster Dewey came as he entered Manila bay. The little McCullough, hard pressed to keep the pace set by Dewey's fleet, came hurrying into the bay, spouting flames from its funnels. The forts at Corregidor Island took the alarm and trained its guns on the little vessel. The rest of the fleet was past the range of the land guns before its presence was discovered. He draws a lesson from Port Arthur, and ventures the belief that the union's successful blockade of southern waters would be a lesson from Port Arthur, and ventures the belief that the blockade runners of the southern Confederacy were forced to use bituminous coal while the federal fleet used anthracite. He argues that oil is unsatisfactory as a battleship fuel, permitting of little forced draft, and that the securing of Humber by smoke from bituminous coal might change victory into defeat.

England's Two-Power Program.

There are those who believe that the time is here when there will be a lot up in the great battleship building contest now being carried on by the leading naval powers. England is especially anxious that there should be. Years ago that country decided that its continued supremacy of the sea must be maintained. It has a navy, slightly larger and stronger than those of any other two powers should be maintained. During the war the federal navy, which has been so remarkable in activity in naval upbuilding in other countries that England does not relish the idea of giving up an ambitious program, yet to carry it out is such a heavy task, that it is not to be undertaken unless it longer stand the strain. Therefore, its good offices are always working in favor of less naval activity on the part of other countries.

The Submarine Feat.

But there is a more important reason why there should be a lot up in battleship building. It is the submarine. The submarine boat makes it uncertain when a battleship is going to be blown out of the water, as it approaches a hostile shore. On the other hand, the development of the flying machine makes it more than possible that a submarine in the water, a battleship could be located in a nicely, and that its chance of escape with explosives both from above and from below would be practically nil. One of the principal objections to the submarine has been its lack of observation facilities. Co-operating with the flying machine in an attack, this difficulty would be almost entirely overcome. It is almost certain that these considerations will lead to the conclusion that building 10,000,000 battleships is not a matter of putting all the eggs into one basket.



Rosenblatt Hotel, Tenth and Alder, Showing the Handsome Terra Cotta Finish.

LATEST CONCRETE HOUSE LOS ANGELES PRODUCT

Built From Clapboards Moulded Out of Natural Cement Found in Southern California Desert—Material Said to Have Great Possibilities.

Ever since Thomas A. Edison started the building world a year ago with the declaration that with steel molds and concrete he would be able to erect a modern cottage at a cost so low as to place it within the reach of every working man to own his home, efforts have been made in various parts of the country to get up a plan of cheap house construction that would eclipse or at least equal the Edison plan.

The latest of these building enterprises comes from Los Angeles, where it is proposed to utilize natural cement deposits, which have been unearthed in San Bernardino county, Southern California. This deposit has been found to contain 75 per cent silica, 14 per cent alumina, 1.25 per cent ferrous oxide and 1.50 per cent lime. Its siliceous and alumina content readily makes it equal to concrete in fire resistance, and the absence of objectionable elements removes the danger of slacking under contact with water.

By the application of a small amount of cement, it is possible to turn out building stone in any shape desired, which has the same consistency as concrete, taking a higher polish than ordinary cement and capable of being turned to art columns, ornamental bases, pillars and interior art work.

The most important feature of the discovery is the fact that weather boarding, as light as lumber, far cheaper, and as readily applied to building, can be turned out from this material.

Under Edison's plan of building, he claims to be able to place his molds and

TWELVE NEW APARTMENT HOUSES FOR DECEMBER

Permits Issued for Erection of Dozen Structures Each Costing More Than \$10,000—Building Operations of the Current Month Are Heavy.

Up to the close of business hours Thursday afternoon, December 24, permits for 12 apartment houses and flats, each valued at more than \$10,000, had been issued since the first of the month.

The largest of these buildings is a four story frame apartment house under construction at Park and Taylor streets by Emil Pittalkau. The structure is to cost approximately \$40,000 and will be up to date, both in architectural design and interior arrangement.

Contractors Stokes & Zellar have begun the erection of a three story frame apartment house on Montgomery street, between sixteenth and seventeenth streets by E. V. Jones; \$25,000 being the estimated cost of the improvement.

T. O. Sands, the contractor, is building a three story frame apartment house for himself on Marshall street, between nineteenth and twentieth streets, to cost about \$25,000.

On the east side of Tenth street, between Harrison and Hall, I. A. Peters has begun the erection of a three story concrete brick and frame apartment house to cost \$25,000.

A four story apartment house of frame construction is being erected by H. L. Camp on Lovejoy street, between twenty-first and twenty-second streets. The estimated cost of the improvement is \$27,500.

W. D. Garrett has broken ground for a four story frame apartment house on

ANNIVERSARY OF ALBANY PIONEERS

(Special Dispatch to the Journal.)
Albany, Or., Dec. 26.—The fiftieth wedding anniversary of Mr. and Mrs. G. F. Simpson was celebrated yesterday. The Simpsons are among Albany's pioneer citizens and their children made the event one to be remembered.

Mr. Simpson was born in Kentucky and crossed the plains in 1850. Mrs. Simpson, then Miss Nannery, crossed in 1852. They were married in 1854 and are the parents of 10 children, of whom four are living. Mr. Simpson is a prominent member of the Masons and Odd Fellows.

CONSUMPTION STATISTICS.

Prove that a neglected cold or cough puts the lungs in so bad a condition that consumption germs find a fertile field for fastening on one. Stop the cough just as soon as it appears with Ballard's Forebrain Syrup. Softens the torn and inflamed tissues and makes you well again. Sold by Skidmore Drug Co.

TRUCKS AND SHINGLE MARKET

Manufacturers Will Curtail Output for a Few Weeks.

The lumber market continues practically unchanged, values being the same as a week ago. Shingles are still weak but manufacturers are hopeful that by curtailing the output for awhile they can bring prices up a few notes, which they say is altogether necessary since they have been cutting at a loss for several months. Some of the mills have already shut down.

The quantity of shingles manufactured in this vicinity is not of sufficient volume to affect the eastern or middle states markets but the Washington mills do. For months they cut more shingles than the market could absorb under brisk trade conditions and the result was a strongly glutted market before conditions were realized. But the buyers are getting the benefit and they appreciate it.

Flooring and material of that grade is still in strong demand and commands good prices. Some mills are short on clear, one mill man refusing to consider operators up a few notes, as the mill has only enough in sight to fill the local demand.

The log market continues at about \$1 for red logs and \$1.25 for yellow. The camps will not remain closed as long this year as usually, it is understood, because operators are anxious to be able to feel it worth while to get as many logs as possible into the river for the spring business, which it is expected, will be heavy.

East Eighteenth streets, which will cost when completed, about \$4500.

H. B. Dickson, who recently purchased a quarter block on Vancouver avenue and Twenty-first streets, will build early next year a modern home at a cost of \$4000.

The Norwegian-Danish Methodist church has taken out a permit for the erection of a one story frame church on the corner of Vancouver avenue and Skidmore street to cost \$7000.

E. M. Baker, formerly from Astoria, has taken out a permit for the erection of a two story frame store and office building on Alberta street, between East Seventeenth and East Eighteenth streets. The completed building will cost approximately \$10,000.

H. C. Grans has taken out a permit for a \$2000 one and one-half story house to be erected on East Eleventh street, between Thompson and Braze streets.

John S. McLaughlin, general freight and passenger agent for the Illinois Central railway in Oregon, has constructed, are contemplating the erection of a long street on Vancouver avenue at a cost of \$3000. An elaborate front porch and pergola is an attractive feature of the design.

One of the handsomest of the many new homes in the district near the head of Lovejoy street is that of Walter A. How, a complete and modern residence between \$3000 and \$5000. The How residence is a three story frame structure containing ten rooms, all of which are finished in eastern quarter style.

E. R. Coniff has taken out a permit for the erection of a two story frame house on Rodney avenue, between Sumner and Emerson streets to cost \$3000.

M. Foley has let the contract for a two story frame dwelling to be erected on the corner of East Sixth and Alsworth streets. The improvement will cost \$4000.

Sinnott & Sinnott, owners of a quarter block at East Main and East Water streets, are contemplating the erection of a warehouse on Rodney avenue, between First and Second streets. Construction to begin in the early spring. While no definite conclusion has been arrived at as to the height of the proposed structure it is probable that it will be a four story, reinforced concrete structure, the will cost between \$50,000 and \$60,000.

Construction work will begin next week on the new East Side depot for the Oregon Electric railway, at the intersection of East First and East Morrison streets. The contract has been awarded to the Portland Electric & Light Co. for the building materials on the site. Under the contract the building is to be completed by April 10.

WANDERED SIX YEARS WITH MEMORY BLANK

(Special Dispatch to the Journal.)
Oakland, Cal., Dec. 26.—Harry L. Wagenet, son of Dr. W. Wagenet of 1212 East Twenty-third street, has cleared the mystery of his disappearance six years ago. Loss of memory resulting from an attack of diphtheria was the direct cause of his leaving home, and he is now unable to trace back his actions to within six months after leaving Oakland. A bicycle and vest found under the Webster street bridge had given rise to the belief that he had been drowned. He was 19 years old at the time.

Mrs. Wagenet, on the receipt of a telegram, made a search for her son in Ohio, left for the east and returned with her son. He has taken up work under his father, who is the manager of the Columbia Ice company of San Francisco.

CALIFORNIANS TO GET SIX C. & S. MILLIONS

(Special Dispatch to the Journal.)
San Francisco, Dec. 26.—The sale of the Colorado & Southern railroad to the Hill interests by Edwin Hawley and his associates is one of Hawley's associates. He also is a member of the Crocker family, particularly George Crocker. It is said the Crockers will

Truth and Quality

appeal to the Well-Informed in every walk of life and are essential to permanent success and credited standing. Accordingly, it is not claimed that Syrup of Figs and Elixir of Senna is the only remedy of known value, but one of many reasons why it is the best of personal and family laxatives is the fact that it cleanses, sweetens and relieves the internal organs on which it acts without any debilitating after effects and without having to increase the quantity from time to time.

It acts pleasantly and naturally and truly as a laxative, and its component parts are known to and approved by physicians, as it is free from all objectionable substances. To get its beneficial effects always purchase the genuine—manufactured by the California Fig Syrup Co., only, and for sale by all leading druggists.

get \$2,500,000 by the sale and H. E. Huntington \$1,500,000.

Huntington has been one of the directors of the property for several years at the special request of Hawley, who got his first assistance as a capitalist and railroad owner from the late C. P. Huntington.

The new ownership of the Colorado and Southern by the Hill interests does not mean any loss of cotton shipments from

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