

OUR NEW NAVY.

Lieutenant J. D. Jerrold Kelly of the U. S. Navy has written a highly interesting article on the subject of our navy, from which we make the following extract:

For the new navy there are afloat, building, or authorized to be built, nine armored and twenty-two unarmored vessels; and these twenty-two are the direct productions of this administration. In the armored class are included one steel battle ship, the Texas; two steel cruisers, the Maine, and one yet unnamed; five iron monitors, the Puritan, Terror, Miantonomoh, Amphitrite and Monadnock; and one steel coast defender of the latest type. In the unarmored class, all steel, are eleven protected cruisers—the Boston, Atlanta, Chicago, Charleston, Baltimore, Newark, Philadelphia, San Francisco, and three others yet unnamed; five cruisers—the Concord, Bennington, and three others; two gun-boats—the Yorktown and Petrel; one practice cruiser, one despatch vessel, the Dolphin, one dynamite cruiser, the Vesuvius, and one first-class torpedo boat.

The Texas, for example, is a battle ship of 6300 tons displacement at a mean draught of 21 feet 5 inches. A belt of 12-inch steel armor extends along the water-line in the wake of the engines, boilers, and magazines, and is joined at each end by a transverse V-shaped bulkhead six inches thick. An armored redoubt runs diagonally across the main-deck, enclosing the basis of two turrets which are placed on opposite sides, the port one forward, the starboard aft; the redoubt, turrets and conning tower are protected by steel armor twelve inches thick. Throughout the ship extends a thick protective deck of steel. The main battery consists of two 12-inch breech-loading rifles, one in each turret, and of six 6-inch breech-loading rifles; there is a powerful secondary battery of rapid fire and machine guns, and four torpedo launching tubes. Two triple expansion engines drive twin screws, and are expected to develop, with forced draft, 8600 horse-power and a speed of 17 knots; the total coal capacity, 950 tons, will give a coal endurance of 8500 miles at 10 knots. Some discrepancies have been discovered between the original plans and the working drawings submitted by Mr. John, her designer, and it is proposed to make definite changes.

The armored cruiser Maine, now building at the Navy Yard, Brooklyn, displaces 6648 tons at 21 feet 5 inches mean draught. A steel armor belt eleven inches thick at the water line and 180 feet long covers the vitals, its ends being joined by a transverse bulkhead six inches thick. As in the Texas, a protective deck covers the whole ship, curving forward into a ram and dipping aft to protect the steering gear. The armament consists of four 10-inch breech loading rifles, pair mounted in the echeloned turrets; of six 6-inch breech loading rifles, and of a powerful secondary battery, and seven torpedo tubes. The total coal capacity is 882 tons, and the vertical triple expansion engines will drive twin screws and develop 8750 horse power and 17 knots. At 10 knots the coal endurance will be 7000 miles. The Puritan is of 6000 tons, and the other monitors of 3815 tons displacement; the former has upon the sides 12 inches, the latter 7, and all carry 11½ inches on the turrets; this armor is compound—iron steel faced. Each vessel will carry two 10-inch breech loading rifles in each turret and good secondary batteries. The new coast defence ship is of 4000 tons displacement, has 16 inches of steel armor on her sides and turrets, and 14 inches on the barbettes. Her armament is composed of one 16-inch and one 12-inch breech loading rifle, one 15-inch dynamite gun, and a secondary battery, which includes six 33-pounder rapid fire guns.

The unarmored class may be roughly divided into four classes: 1st, the protected cruisers; 2d, the cruisers; 3d, the gun-boats; 4th, the auxiliaries—this last embracing the dynamite cruisers, despatch vessel, and torpedo-boat. The Chicago, Boston, and Atlanta are already well known, for, with the Dolphin, they were the outcomes of the report made by the first Advisory Board in 1881. They were authorized in 1883, and so far as tested have proved themselves notable additions to our fleet. They are fast, well-armed, and efficient. In 1887 the Charleston, Baltimore, and Newark were laid down, and their performances are awaited with keen interest. So far as intelligent direction can go, they ought to be unsurpassed by any other ships in the world. The Charleston, lately launched at San Francisco, is a reproduction of the Japanese Nani-wa-kan, which realized greater speed over the measured mile than ever before attained by any craft of her size or class. She is a central superstructured ship of 3700 tons displacement, and is expected to develop 7520 horse-power and 19 knots. Her armament consists of two 8-inch breech loading rifles, disposed one forward and one aft on the longitudinal midship line; of six 6-inch breech-loading rifles in broadside, and of a fine secondary battery, and four torpedo tubes. She has coal protection, minute subdivision below, and a stout protective deck. The Baltimore is a high freeboarded vessel, with a long fore-castle and poop-deck, and is protected like the Charleston.

The armament is composed of four 8-inch breech loading rifles, mounted on either side of the poop and fore-castle; of six 6-inch breech-loading rifles on broadside and of a secondary battery, and five above water torpedo-discharge tubes. She is of 4400 tons displacement, and her horizontal triple expansion engines are expected to develop 10,750 horse-power and 17 knots. The Newark's battery consists of twelve 6-inch breech-loading rifles, mounted on the spar-deck and so disposed that direct bow and stern fire is obtained from four guns, and beam fire from six guns. The engines are expected to develop 8500 horse-power and 19 knots. The Philadelphia resembles the Baltimore, the San Francisco, the Charleston, though both the later ships have their batteries better disposed, and are guaranteed, under penalty, to make 19 knots. The Yorktown, Bennington, and Concord are each of 1700 tons, and will mount six 6-inch guns; the Petrel is a smaller example of the same class; the Vesuvius is the dynamite cruiser which has just exceeded 20 knots; and the torpedo-boat is estimated to make 23 knots. The three new cruisers were authorized in September, 1888, and have not yet been designed.

Such, briefly, is the New Navy, and it is a simple matter of justice to confess that the credit of its creation is primarily due, not to congress, which has acted most liberally in appropriations, nor to press, nor to the public, but to the administration of President Cleveland.

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ANNUAL SCHOOL MEETING—Notice is hereby given to the legal voters of school District No. 5, Linn county, Oregon, that the regular annual school meeting of said school district will be held on Monday, the 4th day of March, 1889, at the hour of 7 o'clock, p. m., of said day, at the Court House in the city of Albany, Or., for the purpose of hearing the reports of the directors and clerk, and to levy a tax for the support of the school for the ensuing year. Also for the purpose of levying a tax for the purpose of paying interest on the bonds of said school district, and for the transaction of any other business that may legally come before the meeting. By order of the Board of Directors. L. FLINN, Chairman Board of Directors. C. G. BURKHAUT, District Clerk. February 15th, 1889.

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