ncle Sam To Build World's Biggest Battleship.

HE two biggest battleships in [the world have just been launch by England and Japan. None of the great powers susbeing built till the announcement of their launchines. It was a complete surprise, a modern naval coup d'etat. At first the news went around that England's Dreadnaught was the larger of the two and built on lines that made it unquestionably the terror of the seas. Before the Dreadnaught's trial trips were completed, however, tidings leaked out that Japan's new satsuma not only exceeded the British ship in size and power, but had made an enviable record in speed

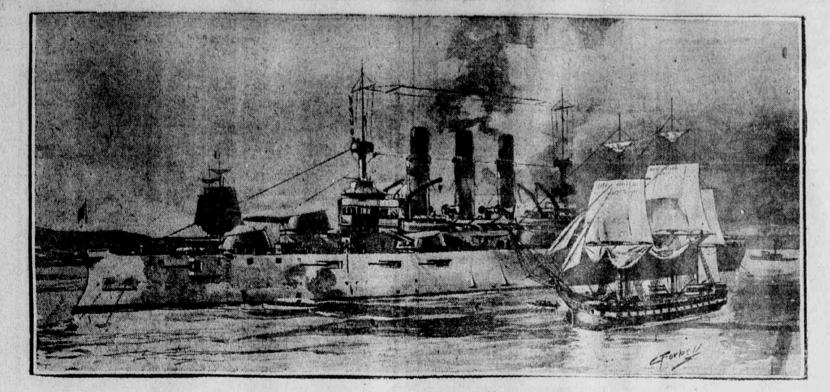
of construction. This speed of construction is a prime factor in the present race of the nations of the world to possess the most powerful fleet. If a first class nation can bulld battleships faster than its neighbor she is naturally in a posineighbor she is naturally in a position to overtake, and in course of
time, surpass her rivals. At present
England holds the palm in this buildting speed. The Dreadnaught was
huilt and launched in 18 months. It
takes the United States something like
two years to build and launch a first
class battleship. Some nations require three years and some nearly
four. Such nations of course can
hardly hope to cut a figure in the
present race for naval supremacy.

GIGANTIC SISTER SHIPS. Another recent eye-opener to the nations was the discovery that both England and Japan have on the stocks sister ships to the Dreadnaught and the Satsuma. News of the launching of these vessels may be received at any time. The building of these monster war vessels is all in line with the ne wpolicy of the nations to get to the front in the race for naval supremacy. On iey of the nations to get to the front in the race for naval supremacy. On all their standards is the motto, "A Great Navy Is a Guarantee of Peace." Impelling them in the breakneck race is the knowledge that in the present great contest for commercial supremacy the nation with the most powerful fleet will be monarch of the seas and by that same token arbiter of the world's trade.

and by that same token arbiter of the world's trade.

Uncle Sam Isin't asleep to these actions of the other nations. It is pretty well known that years ago the United States diew up plans of a vessel of the Dreadmaught type. Those having the matter in charge did not think the time ripe for such departure in war vessels. The scheme was allowed to lapse, and it is said the idea was carried to England by one of her Washington affaches, and turned over to the draughtsmen, who ed over to the draughtsmen, who transformed the plans into the pres-

ent Dreadnaught, CRACK DESIGNERS BUSY.



CONTEMPLATED AMERICAN NAVAL GIANT.

The America, when that glant of the seas takes her first dip into the waves, will be the acme of naval construction, superior to anything ever yet planned and built by man for the promotion of peace and the preservation of national honor. To cost \$10,000,000, she will carry a crew of \$75 men and be able to throw 7,000 pounds of steel at one broadside discharge. Her maximum gun range is to be 25 miles from rifles weighing 55 tons and hurling 12 inch steel projectiles weighing half a ton. The old Constitution, the pride of the early navy, fired a shot weighing 32 pounds, its greatest effective range being three miles. She carried 468 men and her largest gun weighed 5,134 pounds. This gun cost \$450 as against \$64,000 for each of the 12 inch terrors of the America. It is expected that the new ship will be in commission within three years.

signers at work drafting the plans of a bettle leviathan that shall eclipse both the Dreadnaught and the Satsuma. Two plans are being made by her own men and five by outsiders, and all to be submitted to a board of conerts. The matter will in all like

her own men and nive by outsiders, and all to be submitted to a board of experts. The matter will, in all likelihood, come up in the present session of Congress. Such a vessel means an entirely new departure in our naval construction. But England and Japan have cut loose, and perforce Uncle Sam, Germany and France, to keep in the race, must build something to meet their competitors.

As a battleship type to date, the Dreadnaught and Satsuma are veritable monsters in their class. According to the telegraphic dispatches, the Satsuma is of 19,200 tons displacement, in which case she exceeds the Dreadnaught by fully 1,200 tons. The largest type of battleship belonging to Uncle Sam, the Louisiana, has a displacement of only 16,00 tons in comparison. She is the only one of her

The most striking facts about the Satsuma are that she was built wholly by Japanese labor, and her armament is unique in its composition. It consists of four 12-inch guns, carried in consists of four 12-inch guns, carried in two turrets forward and aft of the center line, and no less than 12 45-caliber 10-inche guns, mounted in pairs in turrets on the broadside. By this arrangement the Satsuma can concen-trate two 12s and four 10s ahead and astern, and four 12s and six 10c on each broadside. The Japanese as the rebroadside. The Japanese, as the result of the experience in the recent war, have concluded that nothing less than the 4.7-inch rapid fire gun is sufficient to stop the large torpedo boats and destroyers; consequently, the Satsuma will carry a battery of a dozen of these pieces.

In this wise is Japan preparing to contest for the supremacy of the Paci-fic and to maintain her grip on the Oriental trade.

Oriental trade.

When the Dreadnaught was designed by the admiralty it was intended to show the futility of any European power stirring up trouble. That monster is of 18,000 tons displacement, of 2,000 tons greater than any battleship in hand anywhere; it is 520 feet long and 82 feet wide. wide.

THE SOUTH CAROLINA.

While the American ship South Carolina is the most powerful of her size, carrying eight 12-inch guns in superimposed turrets, she is no match for the Dreadnaught. For one thing, these same double turrets make twice as big a target as if they were separate.

As to armor, it is possible that the new American ship will be an improvement over the Dreadnaught only if a superior quality of armor plate can be produced in this country. The Dread-

, naught carries Il inches of armor in the most protected places, and the South

most protected places, and the South Carolina 12.

Whether by eliminating protection above the magazines and machinery, excepting the big turrets, it would be impossible to place this weight in the underbody to protect it against mines and torpedoes is one of the questions to be decided. If so an important advance will be made, for the Japanese war proved that such protection is one of the orying needs of the present-day navy. navy.

THE DREADNAUGHT'S GUNS.

At a range of 3,000 yards the Dread-naught's guns will plerce a fraction over 17 incres of armour of any kind now made. The navy department is sure, however, that a superior armor can be had. So that it is to armor that the American inventor, interested in the prestige of the navy, is turning his hand. One plan is for a 20,500-ton ship, with 12 12-inch guns, in six turrets, all

ssibilities overbalancing those of the inglish fighter.

possibilities overbalancing those of the English fighter.

It means that all the 12-inch guns could be fired at one time upon either broadside. Only Eight of the Dreadnaught's 10 guns can be so trained. Eight against 12.

To understand what this means, consider that when such a 12-inch gun is fired it generates an energy at the muzzle equal to that of 50,000 foot-tons, that is, an energy which would life 50,000 tons a foot from the ground. So eight of these guns fired at once would create 400,000 tons energy, while 12 would generate 600,000 tons.

Before the construction of the Dreadnaught the greatest number of 12-inch guns on any vessel that could be fired on a broadside were four of the 40,000 ton type.

ENGINEERS SAY YES.

ENGINEERS SAY YES.

Could the ship withstand the shock of such a tremendous discharge of guns? The engineers who prepared the plans contend that by placing the turrets containing the guns far enough apart, and by placing them at different elevations so that the vibration would not at all afthat the vibration would not at all af fect the same deck, it would be feasi

These plans also include sixteen fiveinch guns to fight off torpedo boats. A criticism is that none of the small guns can be fired to the rear, and only two

over the bow.

In another plan, provision is made for a 20,000-ton ship also, with six turrets, each containing two twelve-inch guns, only ten of its guns arranged, however, to be fired upon a broadside.

At least two of the seven plans being considered by the special board appointed by Secretary Bonaparte, it is said by those who have seen them, contain principles which would insure a stronger fighter than the Dreadnaught.

saught.
Some things, axiomatic in batleship construction are recognized in all the plans. For instance, all start with the assumption that a number of specified qualities are necessary:

LARGER, FASTER, BETTER.

LARGER, FASTER, BETTER.

A larger ship. A faster ship. A ship with greater muzzle energy.

And all agree that to meet each requirement other axiomatic things must be considered. For instance, if it is to be a larger ship, there must be careful distribution of weight. It must have four smokestacks instead of three on other battleships.

If faster, then to make room for the greater weight of engines weight must be sacrificed somewhere else. A reduction on the intermediary battery will help. The most modern turbine engines will save more weight. Still, the increased weight of armor required to protect such a large ship is an ob-

to protect such a large ship is an obstacle.

Assuming that the ship is to be of 20,000 tons' displacement, these facts regarding its construction have been authorized by naval experts acquainted with the Dreadnaught and the essen-

on a center line, the second pair to shoot over the first pair, the third to shoot over the second, the highest to be 45 feet above the water-line. This is considered to hold in some respects possibilities overbalancing those of the

feet wide, and draw 27 feet of water. Its battery will consist of twelve 12-inch guns and more than twenty 4-inch guns.

It will be a distinct departure from present types of United States battle-ships in that its buil will be especially protected against mines and torpedoes. The armor will be confined to protection of the machinery and magazines and the stability of the vessel. Outside of this there will be no armored protection except on the turrets containing the 12-inch guns.

Of the 12-inch guns, four will probably be mounted in two turrets, on a line forward, the rear turret higher than the other one, thus firing over it. Four other guns, in two turrets, "Ilbe mounted on the after deck. A turret with two 12-inch guns will probably be located on either broadside. Such an arrangement would admit of a broadside of ten 12-inch guns shells, cach weighing 900 pounds, will be driven by 275 pounds of cordite at a speed of 2.000 miles an hour.

Turbine engines, 24 knofs, and possibly 27. The Dreadnaught was designed to go 21 knots, but in a test has gone 23. Speed is recognized as an essential in the matter of gaining position in engagement and in pursuing or protecting merchant marine.

There will probably be no fighting tops. Nothing will be on the masts except the wireless outfits with which the ship is to be equipped.

There will probably be no fighting tops. Nothing will be on the masts except the wireless outfits with which the ship is to be equipped.

There will be four torpedo tubes. The Dreadnaught appears to have none. The number of small guns, calculated to smother the enemy with a light fire in close engagement, will be anywhere from 20 to 40. The best authorities say: "Stek in a small gun wherever your chance of penetrating some of the many holes in the enemy, and a little shell exploded in a ship's hold is better than a big one fired wild."

This contest for naval supremacy is cyclopean in its range. Where will it end? The smaller nations have already hopelessly dropped out of the contest and are now to become the monarch of the seas the arbiter of commerce.

Indigestion, constipation come and go like rent and tax day and other sorrows, if you take Hollister's Rocky Mountain Tea, the greatest remedy known to mankind. 35 cents, Tea or Tablets.—Z. C. M. I. Drug Dept., 112-114 South Main Street

NEXT WEEK IN HISTORY.

JANUARY 13.

JANUARY 13.

1689—Montesquieu, Charles de Secondat, baron de celebrated French mayeler and author, who wrote the "Spirif of Laws," born in France died 1754.

1890—George Fox. founder of the sect commonly called Quakers, died; born 1624. The founder of the Society of Friends was born the son of an English weaver. After numerous persecutions in England for the peculiar doctrines advocated and practised by him he visited American colonies and Holland and established the system of meetings under the rules of the society. His closing years were

society. His closing years were passed in England.

1891—The civil war in Chile assumed an active form; Balmaceda drove the Congressionalists out of the capital; and the navy blockaded several ports.

several ports.

1894—British troops defeated 4.000
Sofas in Sierra Leone; 250 Sofas
killed.

JANUARY 14.

1836—Geperal Hugh Judson Kilpat-rick, noted Federal cavalry lead-er, born at Deckerton, N. J.; died in South America 1881. 1858—Attempt of Orsini, Pierri, Rudia, and Gomez to blow up the Em-



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peror Louis Napoleon and the Empress Eugenie with bombs. The bombs, filled with detonating powder and armed with several percussion caps, were thrown under a carriage conveying the emperor and empress to the opera. The first bomb did not touch the carriage or its occupants, the second overthrew one of the horses, and the third exploded underneath the yehicle, smashing parts of it in

the third exploded underneath the vehicle, smashing parts of it in pieces, killing a horse and wounding the driver. The occupants of the coupe were unharmed.

1892—Randolph Rogers, American sculptor, died in Rome; born 1825. Cardinal Henry Edward Manning, distinguished English prelate, died in London; born 1808.

1899—Nubar Pasha, noted Egyptian statesman, died in Paris.

JANUARY 15.

JANUARY 15.

1716—Philip Livingston, "signer" for New York, born in Albany; died 1778.

1763—Talma, great French tragedian, born; died 1826.

1811—Abby Kelly Foster, abolitionist and radical, born in Pelham, Mass.; died in Worcester Jan. 14, 1887. Mrs. Foster descended from Quaker stock and received her education chiefly in a Sunday school at Providence. She taught school several years in Massachusetts, but, becoming interested in the anti-slavery movement in 1837, devoted her full time and energy to the agitation of that 1837, devoted her full time and energy to the agitation of that cause. She is believed to have been the first women to speak against slavery before a mixed audience, and she suffered many persecutions on account of her freedom of speech. She married in 1845 Stephen G. Foster, also an anti-slavery worker, and the pair soon took up the question of wowan suffrage as an adjunct to the abolition cause.

abolition cause. 1865—Edward Everett, Massachusetts orator and statesman, a colleague of Daniel Webster, died in Boston;

born 1794. 1899—George Gemunder, of worldwide fame as a maker of violins, died in New York city; born 1816.

JANUARY 16.

1599—Edmund Spenser, English poet of the Elizabethan era, died; born 1553.

1553.
1697—Richard Savage, the "Unhappy Poet," born; died 1743.
1815—General Henry Wager Halleck, Saldler, born in Westernville, Oneida county, N. Y.; died 1872.
1898—Right Hon. C. P. Villiers, "Father of the House of Commons," having held a seat continuously from 1835, died in London. General Christopher Colon Augur, veteran of the Mexican and Civil wars, died in Washington; born 1821.

JANUARY 17.

JANUARY 17.

1771—Charles Brockden Brown, noted early American novelist, born in Philadelphia; died 1810. The ancestors of Charles Brockden Brown were Quakers, who came over among the followers of William Penn. At the age of 30 he was the author of six novels which gained immediate success. His stories are classed as the finest produced in America until Cooper came on the stage.

1800—Caleb Cushing, American statesman, born; died 1879.

1891—George Bancroft, historian, died at Washington; born 1801.

1906—Marshall Field of Chicago, the richest merchant in the world, died in New York city; born 1825. Commodore William P. McCann, U. S. N., retired, known as "The Father of the White Squadron," died at New Rochelle, N. Y.; born 1829. M. Failleres elected president of France.

JANUARY 18.

JANUARY 18.

1871—King William of Prussia crowned emperor of Germany at Versailles.

1873—Edward Bulwer, Lord Lytton, orator, poet and novelist, died; born 1807. Lord Lytton was the son of General Bulwer and Elizabeth Barbara Lytton. He was educated at Trinity hall, where he took a prize for versification. The first novel from this prolificand powerful author was pub-

lished anonymously in his tweninsed anonymously in his twenty-second year. It was severely handled by critics, but gave evidence of great power. After producing several strong historical romances he entered the lists of dramatic writers and after one failure made a success with "Richelleu" and "The Lady of Lyons."

Lyons."

1889—Ilma di Murska, opera singer of note in America and Europe, died in Munich; born 1834.

1906—M. Mougourget, the charge de'affaires of Venezuela in Parls, ordered to leave France.

JANUARY 19. 1729—William Congreve, dramatist, died in London; born 1670. 1736—James Watt, inventor of the

steam engine, born at Greenock, Scotland; died 1819. 1807—Robert Edward Lee, general, born in Stratford, Westmoreland county, Va.; died 1870.

1809—Edgar Allen Poe, author, born in Boston; died 1849. Poe's an-cestors came to America from the north of Ireland and descended from one of Cromwell's offices. His grandfather was a soldier in the wars of the Revolution and 1812. 1898-Very Rev. Henry George Lid-

dell, noted English clergyman and Greek lexicographer, died in Lon-don; born 1811.

1902—The Infanta Christina Isabella of Spain died in Madrid; born 1833.

VARIOUS USES OF AUTOMOBILES.

clinics in the world is now traveling the deserts of Egypt in automobiles. The enterprise is made possible by the gift of \$1,500,000 by Ernest Cassel, the income from which is being used in maintaining an optical hospital, at present in charge of Dr. Mac-

Callan. Unlike all other hospitals, this one owns no grounds or buildings, and remains in any one place not to exceed two or three weeks. The hospital outfit, however, is very complete, and in-

fit, however, is very complete, and includes a large corps of expert eye specialists and nurses who travel in automobiles and live in tents.

When the caravan arrives at a stopping place the tents are erected and ropes stretched all around to keep out the curious crowd. A native doctor makes the preliminary examination, rejecting all but the most urgent cases. These form in line to enter the examining tent, from which the patient is sent to the particular tent occupied by the doctors who are specialists in the treatment decided on at the examination. Last year—the first—there were treated 18,943 cases, and so great is the de-18,943 cases, and so great is the de-mand and need of the service that addi-tional caravans will now be organized to go into other districts of the coun-The old-time waffle wagon with the larating.

THE most remarkable, and one of the largest and most benign, free the advent of the motor car restaurant.

The new car is seventeen feet long, five and one-half feet wide, and travels 12 miles an hour with its 26 horse-power gas engine. The car is equipped with hot and cold water, cooking range, has its own electric light plant and a cold storage compartment holding 500 pounds of meat. Electric fans and screens for of meat. Electric rans and screens for the windows make it attractive in sum-mer. The wheels are artillery type, with three-inch solid rubber tires. The car is painted like a Pullman and cost \$3,500. The owner is now engaged in building a larger one.

One of the most remarkable demonstrations of hill climbing by an automobile was given on the chutes in a Pittsburg park. The grade is 33 percent and 285 feet long. The car was a 32 horse-power and carried two persons. The ascent was made at an average speed of 14 miles per hour. At the top it was turned on a turntable and the descent accomplished at eight miles per hour. Half way down the car was stopped, after which the brakes were released, and the car struck the water at a 16-mile rate, but was run through the pond to the farther end, where it climbed out with its own power.

Automobile lovers are not going to be content much longer without a ma-chine for use especially on snow and ice. The speed possibilities would cer-tainly indicate something very exhil-arating. A single driving wheel in the

center of the car furnishes the contact |

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THE GRAMOPHONE AS MUSIC

MASTER. The gramophone has been used as an instructor in languages and now comes the new scheme of employing it o teach children how to appreciate good music. All that need be done is



o supply it with the compositions of the best masters and it will do the A Bach fugue or a Beethoven rest. sonata might not be popular at first, but frequent repetition would create a taste for it in time.

King Leopold is Superstitions.

Robert E. Park, writing of Leopold's personality in "The Blood Money of the Congo." in the January Everybody's, says:

body's, says:

"Few people know that this hard-hearted man of many businesses is troubled by a superstition. He and his daughters have a superstitious dread of the last two weeks in January. During that period nearly all the misfortunes of his life, by an odd coincidence, have overtaken him. While still Duke of Brabant, before his accession to Belgium's throne, he lost his only son, who died after a mysteriously sudden illness. Crown Prince Rudolph of Austria, the king's son-in-law, met his violent and mysterious death in the hunting lodge at Meyerling, in the lathunting lodge at Meyerling, in the latter part of the king's month of fate. In January, 1890, the palace at Laeken burned, the Princess Clementine, who barely escaped with her life, was so overwro tht by the sight of her gov-

many months it was feared she would many months it was reared she would lose her reason in precisely the same manner in which Leopold's only sister, the ex-Empress Carlotta, lost hers. The latter's definite insanity also, curlously enough, dates from January.

Fishes in the Great Lakes, The fish stories of the Great Lakes

are both big and true. Practically every variety of fresh water fish in common use as food is found in the Great Lakes.

Lakes.

The principal yield is trout, whitefish and herring, but there are dozens of other kinds that are taken in considerable quantities. Even the despised sucker represents a value of \$121,576 in the latest report by the national bureau of fisheries, Sturgeons were caught to the value of \$39,394, yellow perch amounted to \$139,670, pike, perch or wall-eyed pike to \$407,307. German carp to \$71,285, turtles to \$2,372,—Chicacarp to \$71,285, turtles to \$2,372.-Chica-

PREPARES

While Catarrh in its first stages FOR CONSUMPTION usually affects the head, it does not stop there if the trouble is allowed to run on. The contracting of a cold is generally the commencement of the unpleasant symptoms of ringing noises in the ears, nose stopped up, mucus dropping back into the throat, hawking and spitting, etc. The inner skin or mucous membrane of the body becomes inflamed and secretes an unhealthy mat ter which is absorbed into the blood, and Catarrh becomes a serious and dangerous blood disease. Every day the blood becomes more heavily loaded with these poisonous secretions, and as the poisoned blood constantly passes through the lungs they become diseased, and often Catarrh terminates in Consumption. Sprays, washes, inhalations and such treatment do no real good, because they do not reach the poison-laden blood, where the real

trouble lies. The only way to cure Catarrh is to purify and build up the blood. S. S. S. has been proven the remedy best suited for this purpose. It goes down to the very bottom of the trouble and removes every trace of impurity from the circulation freshens this life stream and, as this healthy blood goes to every nook and corner of the

system, Catarrh is driven out and a lasting cure made. The inflamed mem branes and tissues heal, the secretions cease, the head is cleared and the entire system renovated and put in good condition by the use of S. S. S. Writ for free book which contains valuable information about Catarrh and asl for any special medical advice you desire, without charge

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