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SUGGEST ARMOR FOR BOTTOMS OF WARSHIPS

WASHINGTON, D. C.—While American navy officers have watched with critical eyes the deadly work of torpedoes fired from submarines and of contact mines in the European war, nothing has developed as yet which indicates any radical change in bat-

tleship construction to offer greater defense against underwater attacks. The problems presented are not new. They have been studied by naval constructors of every power since the Russian-Japanese war, when many of the ships fell victims to mines and torpedoes. Proposals of many sorts have been discussed. Some have been adopted, but the theory of warship building still clings to concentration of offensive power in terms of larger guns, bigger and swifter ships and wider cruising radius, even at the expense of defensive armor. British Plan Experiments. The heavy losses suffered by the British navy by submarine attacks has brought up for renewed discussion the subject of armoring the bottoms of war craft. Recent issues of English service journals have noted a plan to

cover the entire bottom of a battleship with four inches of armor plating. It was urged that the experiment be tried with an old ship which should be subjected to actual test with the explosion against her hull of the most powerful modern torpedoes. The ship also would be driven into contact mines of various types to determine their effect, it was said. American naval experts believe there is little doubt of the result. They say four inches of armor would resist any known torpedo or mine successfully. To equip a ship in that way, however, the enormous weight of the armor would require a reduction in weight elsewhere and the only way it could be accomplished would be to reduce the size and number of guns, the thickness of surface armor, the

weight of engines and coal capacity and because of this, the size of the ships themselves. With armored bottoms battleships would become slow, heavy vessels of small cruising radius and their usefulness as instruments of war to strike swift, terrible blows at distant points before word of their coming had gone out, would vanish. Cruisers and swift merchant vessels would take care only to keep out of range of their guns. The terrific power of the modern dreadnought would be a thing of the past. Must Protect Bottoms. It is not impossible, however, that some degree of protection for the bottoms of battle craft will be considered in the future. Herebefore constructors have relied almost wholly upon increasing numbers of watertight compartments to keep torpedoed ships afloat. The loss of the British battleship Audacious, one of the most modern fighting machines in the world, has shed new light on the subject. Details of that disaster are lacking but many believe the Audacious ran into a mine, which sent her to bottom. Her compartments kept her afloat until her crew was rescued; but one by one they gave way under the increasing pressure of the water and finally she went down. Navy officers are unwilling to predict what effect on naval construction that will have. They say it is a question of balance between offense and defense in battleship construction and the old axiom that the greatest defense lies in the highest capacity for offensive work still holds good. It appears certain, however, that in planning new ships, the subject of armor for the midships-sections of the bottom will be carefully weighed.

CADILLAC EIGHT-CYLINDER CAR IN INTERESTING ECONOMY CONTEST

One of the most interesting performances in the economy contest just held at Harrisburg, Pa., was that of the eight-cylinder Cadillac. This car checked in at the end of the run with a record of practically 17 miles per gallon of gasoline to its credit. The route of the contest run was 111 miles and led through the mountainous country around Harrisburg. The Cadillac, throughout, carried seven passengers, extra tires, etc., a load totaling 5582 pounds.

Equally interesting as showing the possibilities of the eight-cylinder motor which powers the new Cadillac was the same car's participation in the Lincoln Highway cross-country run from Philadelphia to Pittsburg, held the following day. In this event the Cadillac relay was from Chambersburg to York. The car was driven to Chambersburg from Harrisburg to carrying five passengers, made its run of 54 miles from Chambersburg to York in one hour and 34 minutes.

crossing South Mountain on the way. At York, another 20 miles of hill climbing was done, and the car carried six passengers on its return to Chambersburg. Crossing South Mountain on the return trip the car's capabilities were all demonstrated. Up the mountain speed better than 25 miles on high gear was maintained until within a few hundred yards of the summit, where the grade is the steepest. Here the speed was throttled down to 15 miles an hour, then accelerated, the car going 20 miles an hour when the summit was reached. The day's run was 247 miles and the gasoline consumption—in spite of the heavy load and the upgrade work over a great part of the distance—was one gallon to slightly more than 13 miles. STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

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