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GUNS GOOD, WHAT THERE ARE OF THEM, SAYS GARDNER TO DANIELS

Massachusetts Congressman Again Presses Point of Efficiency of Fleet

[Special Star-Bulletin Correspondence] WASHINGTON, May 8.—In answer to a supplementary statement by Secretary Daniels on the condition of the navy, Congressman A. P. Gardner of Massachusetts today made public a second letter on the subject addressed to former President W. H. Taft. This letter reads as follows:

Washington, D. C., May 7, 1915. Hon. William Howard Taft, New Haven, Connecticut. My Dear Professor Taft: The morning papers of May 3 contained, as you know, another memorandum issued under the approval of Secretary Daniels. This most recent memorandum is devoted entirely to extolling the merits of our superb naval 14-inch guns, whose quality no one questions. It has occurred to me, however, that I ought to send you a letter supplementary to my effort of April 29, in order to point out the errors into which a casual reader of this new navy department statement might easily fall.

"I am glad to be able to agree with Secretary Daniels that the broadside of the Pennsylvania with its 12 14-inch guns is mightier than the broadside of the British dreadnought, Queen Elizabeth, with her battery of eight 15-inch guns—and this in spite of the fact that the British projective is over 500 pounds heavier than ours. The British projectile weighs 1920 pounds; ours weighs 1400 pounds. "But why does the secretary pick out the Pennsylvania which will not be complete till next year to compare with a vessel now bombarding the Dardanelles forts? Why not take the New York or the Texas as the standard of comparison? They are the only two ships in commission in the United States navy which carry guns bigger than 12 inches in diameter. Each of these ships has a battery of only ten 14-inch guns. In other words, the weight of their broadsides is 14,000 pounds as against a broadside from the Queen Elizabeth weighing 15,360 pounds.

"Unless a man is wilfully blind, the explanation of the whole gun question is perfectly plain. The British admiralty prefers dreadnoughts with a little less tonnage and a little greater speed than ours. Furthermore, the British admiralty prefers a battery of a lesser number of 15-inch guns, while we prefer a battery of a greater number of 14-inch guns. That is all there is to it. But there is a deal of humbug going on about these naval guns. It is not as if they were land guns. On land you can build guns of unlimited size and number. On shipboard what you gain in one direction you must cut down in another. Great Britain, Germany and Italy are equipping their newest dreadnoughts with 15-inch guns, the United States and Japan prefer 14-inch guns, while France and Austria prefer 13 1/2-inch guns. As for dreadnought cruisers, Russia and Japan equip their newest with 11-inch guns, while for this type Great Britain prefers 13 1/2 inch guns and Germany prefers 12-inch guns. "The United States, France, Italy and Austria have no dreadnought cruisers.

"In a naval battle an inch or two in the diameter of the guns is not likely to make so much difference as a little better team play in the working of the guns. In fact, last winter there was testimony before the committee on naval affairs in Washington to the effect that some people thought we made a mistake in adopting a 14-inch naval gun instead of a 12-inch naval gun.

"After all, it is pretty safe to assume that the naval officers of the various nations have some degree of sense and that there is a pretty strong argument in favor of each of the types of big guns.

"As a matter of fact I have not heard of anyone turning up his nose either at the 13 1/2 inch gun or at the 14-inch gun or at the 15-inch gun. Our naval guns would be all right if we had enough of them and enough of the right sort of ships on which to mount them. Unfortunately, 80 of our big guns are mounted on pre-dreadnoughts, a type of battleship about as much up to date as a two-cylinder automobile. Likewise, 16 other of our big guns are mounted on the two near-dreadnoughts, Michigan and South Carolina, which were relegated on March 3, 1915, to the second line of battleships.

"If you want to know how our big guns compare in number with those of foreign nations, turn to page 859 of the U. S. Navy Year Book for 1914. Senate Document No. 637. You will find there a table headed 'Large Guns,' which shows the number of guns from 11 inches to 15 inches, built and building, belonging to each of the great naval powers. The totals are as follows: Great Britain.....564 large guns Germany.....320 large guns United States.....224 large guns France.....204 large guns I am not sure whether these figures would reassure President Garfield of Williams College.

"When all is said and done the whole story is better told by the Official Bulletin of the U. S. office of naval intelligence than in any other way. I suggest that you send for the last published number of the naval intel-

ligence bulletin, which deals with the world's warship tonnage. You will find that it is dated July 1, 1914. At that time, as you will see, counting both warships completed and warships in process of construction, Great Britain had 46 dreadnoughts as against 28 for Germany and 12 for Uncle Sam. There you have the explanation of the deficiency in the number of our big naval guns. Why search farther for a more complicated cause? "With best wishes, I am, very respectfully,

"A. P. GARDNER"

SPEEDING UP GAMES IN ALL THREE LEAGUES

[By Latest Mail] NEW YORK, N. Y.—The efforts being made in both the major leagues and the Federal League to speed up the daily games is already beginning to show results. Complaints from the cities represented in all three circuits, first called the attention of the league executives to the fact that objections to long drawn out contests and there was immediate action on the part of the baseball authorities.

President Ban Johnson of the American League notified the junior organization club managers that less time must be consumed in playing games and that several time-killing practices must be discontinued. President Gilmore of the Federals took a similar stand and intimated that he might offer prizes in order to shorten the average playing session. In the National League the matter was also given careful study and several plans considered to improve the conditions.

A study of the playing time figures of the three leagues discloses some interesting details. Using the April contests as a basis it is shown that the average in the American League for from 10 to 13 contests is two hours five and one-half minutes. The Federal League clubs under similar conditions required two hours two and one-quarter minutes to play nine innings, while the National League made the best showing with an average of one hour 52 1/2 minutes.

Of the individual clubs of the American League the Washington team led the organization with an average of one hour 51 minutes. Boston and New York followed with averages five and seven minutes slower respectively. St. Louis consumed the most time, the Browns requiring two hours 19 1/2 minutes with Chicago but one minute faster. The Philadelphia Nationals were the losers of the Federals, averaging one hour 44 minutes for 10 games with the New York Giants but one-half a minute slower. Chicago required two hours 11 1/2 minutes and Pittsburg also crossed the two-hour mark. In the Federal League the Pittsburg club showed the best time, averaging but one hour 50 minutes for 13 games. Buffalo showed the other extreme, requiring an average of two hours 27 minutes for 12 games.

CITY ARTERIES DEFINED IN RESOLUTION PASSED

For the purpose of directing traffic on designated trunk lines and thereby preventing congestion on narrow streets, the board of supervisors last night passed Hollinger's resolution, which is as follows: "That the following streets are hereby designated and proposed to be treated as main or general thoroughfares as the same are defined and treated under Act 164 of the Session Laws of 1915; "King street from the summit of Pukiki Hill to its junction with Beretania street at Palama, and along Beretania street to Wai'alae road and on Wai'alae road to the boundary of the district of Honolulu; "Nuuanu street from its foot at the waterfront to the Pal; "Kalani avenue from Beretania street (when that thoroughfare is cut through to Beretania) to the Paki road; "Wai'alae road from Beretania street to city boundary."

"And be it further resolved that the City and County of Honolulu shall bear one-third of the aggregate cost of all improvement work done thereon under the provisions of said Act 164."

CAVALRY IN LITTLE DEMAND.

[Associated Press] LONDON.—Cavalry has been so little used in this war and transportation has been so dependent on motor vehicles that it is doubtful whether the demand for American horses is as heavy now as will be after the war, when the shortage will be felt on the farms of Europe. The United States has shipped less than 100,000 horses to the warring powers since hostilities began. If the number is raised to 240,000, only one per cent of the American horse supply have been touched.

LOCUSTS WORSE THAN WAR.

CAIRO, Egypt.—The locust invasion in Egypt and Palestine is proving a far more serious matter than war. The locusts, notwithstanding energetic measures taken by the government and farmers, have spread the length and breadth of Egypt and are more numerous than at any time within twenty years. They constitute a very serious menace to the cotton crop which is already well above ground.



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LUSITANIA WAS AN ENEMY SHIP, SAYS MR. CULLOP

Representative W. A. Cullop of Indiana believes the Americans who lost their lives in the Lusitania have themselves to blame.

"Let us suppose you are working in another man's shop and he warns you against a certain piece of machinery and tells you to keep away from it. You go and get hurt. Who is to blame? The loss of American lives on the Lusitania is alike. "Germany warned the whole world," he continued. "She warned Americans particularly against the Lusitania and printed advertisements in American newspapers. If a man walks up to a cannon's mouth, he is to blame for the loss of his life." Mr. Cullop agreed with the Germans that Germany sank the Lusitania as a retaliatory measure for the embargo on foodstuffs as well as ordinary contraband consigned to Germany. His principal argument, however, was summed up when he declared the Lusitania was an enemy ship.

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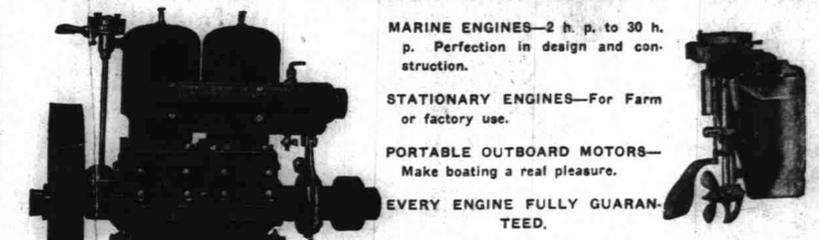
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