

# TWENTY-EIGHT WAR VESSELS LAUNCHED IN THE YEAR 1911

Their Cost Was Sufficient For Twice as Many of the Biggest Liners.

Great Britain Still Is First, the United States Second and Germany Next.

A COMPILATION made by the London Engineer shows that during the year 1911 twenty-eight war vessels, with an aggregate tonnage of more than 500,000 tons, were launched. As the cost of a modern Dreadnought or cruiser battleship, with its guns and armor, is fully twice as much as that of a modern liner, the cost of the twenty-eight that were launched during the twelve months gone would have been sufficient to set afloat twenty Mauretania's, ten Olympics, ten Kronprinzessin Cecilie's, eight Campanias and eight Majestics. The 450,000 tons of armored construction that were laid down during the year would have paid for a merchant fleet almost as numerous and costly as the one enumerated.

The data gathered by the London Engineer show the inexorable progress of naval preparation. Today we count eight first class powers. The statistics show that every one of these has largely added to its naval strength during the year gone by. For many years Great Britain's postulate has been that, no matter what the cost, she will have a navy equal to that of any two other powers. Her attitude is that, as the greater includes the less, any preparation that is made with a view to security against an attack by any two of the greatest naval powers will suffice to give security against any combination whatever.

Referring to this two power standard, the naval correspondent of the London Morning Post says it would be difficult to say what combination of two powers is regarded as most probable. "But it is clear enough," he adds, "that the kaleidoscope of international relations alters more quickly than squadrons of capital ships can be built, so that a provision that contemplates an attack tomorrow by a combination other than the strongest possible may prove, if the attack should be deferred until the day after tomorrow, to be unequal to the new set of conditions."

### Dreadnought's Revolution.

Living up to the standard which she had set, Great Britain's navy still maintains a strength which is more than equal to that of the combined strength of any other two. Of the 1,934,502 tons of naval armament which she could immediately mobilize for attack or defense, the United States, the next in naval rank, could oppose but 739,000, while Germany, now third in the list of naval powers, has only 745,000 tons immediately available. Even if the naval weight of France, fourth in the list of naval powers, were thrown in the balance her 640,000 tons of available armament would not be sufficient to overcome the British preponderance.

The advent of the all big gun ship, or Dreadnought, as the type is more popularly known, wrought almost as great a revolution in naval construction as did the battle between the Monitor and the Merrimac. And it is toward the upbuilding of this type that the nations are now so feverishly striving. As Great Britain brought out the first of the type and as she began its construction during the war between Russia and Japan, it has been popularly supposed that the lesson of the all big gun ship was first taught by that war and that Great Britain, being the ally of Japan, was the first to profit by it.

But as a matter of fact plans for two all big gun ships were prepared by American navy officers soon after the close of the war with Spain, and these were reposing in pigeonholes in the navy department when admiralties were electrified by the news that Great Britain had quietly built and as quietly launched an all big gun ship and had named it Dreadnought. There was an immediate dusting off of these old plans, and the new Dreadnoughts Delaware and North Dakota resulted from one set and the near-Dreadnoughts Michigan and South Carolina from the other.

### Uniformity of Armament.

The type which has set nations at the effort to surpass one another had its origin off Santiago. While this nation was shouting itself hoarse over that victory the naval officers who had taken part in it were soberly figuring out the percentage of hits which our ships had made. They found that it was only a fraction more than 2 per cent—that is, for every 100 shells fired at the enemy only two took effect, even at the relatively close range at which the battle was fought. Then amid the heedless clamor over victory the men of the navy began asking themselves the question as to what would have been the result if they had encountered an enemy who could have shot straight and quick. For the first time in its history the navy went at target work in a serious and sedulous fashion. Ranges were extended to five and six miles. Then came another problem. It was found the battleships, all armed with big guns of different calibers, could not distinguish from the splash which gun it was that sent its missile close to or far from the target. Suddenly it dawned upon the ex-

perts that the solution was in a ship carrying only one caliber of big guns. The armor could be more heavily concentrated around the guns, and these could be of the largest caliber and of the longest range.

Thus came about the Dreadnought, the type upon which navies now place their chief reliance. Of this type the United States now possesses four, with two nearing completion and two contracted for. Great Britain has eleven built and eleven more under construction. To the seven which she already has Germany is adding nine others. France at the beginning of the year had twenty-one pre-Dreadnoughts ready for service, the pre-Dreadnought now being classed as ships built or laid down before 1906, the year which ushered in the Dreadnought type.

### What Other Nations Did.

Japan last year increased her battleship fleet by the addition of the Setsu, a Dreadnought with twelve twelve-inch guns. She also laid the keels of three super-Dreadnoughts, vessels which are to displace 27,500 tons and which are to carry eight 13.5-inch guns in their massive steel turrets. During the year two Dreadnoughts for the Argentine Republic were completed in this country and turned over to that country. Italy sent three of the type afloat and laid the keels of two others. Russia launched four of the type and began the construction of three more. Even Turkey entered into the race and laid the keels of two vessels which are designed to displace 23,000 tons and to carry batteries of ten 13.5-inch rifles.

Eliminating Great Britain and her majestic naval power, the nation which ranks highest in naval strength is the United States, with Germany a close second. But if the ships now building and authorized were completed we would be a very bad third, falling far below Germany, which would then have 1,082,569 tons of naval armament against our 942,150. But it is conceded that our ships carry batteries immensely superior to those mounted on the German battleships and cruisers. In a table prepared by the chief intelligence officer of the navy is shown the relative total broadsides of primary guns on battleships and cruisers of Germany and the United States. This gives the weight of the German broadside as 133,900 pounds, that of the United States 208,150.

### Rise of Battle Cruiser.

Following the Dreadnought into the field came the battle cruiser, a type which has been developed within the last few years and which seems likely to be an important factor in all future naval engagements. The first of these ships was launched in England and was named the Invincible. As the Dreadnought gave its name to the all big gun type, so the Invincible has given its name to all vessels of the battle cruiser pattern. These battle cruisers are of very high speed and carry guns of the same caliber as those mounted on battleships, but in smaller number. The British battle cruiser Lion recently completed her speed tests, in which she showed the extraordinary pace of thirty-one knots an hour. The endurance trials were equally remarkable, the vessel showing her ability to maintain a speed of twenty-six knots for twenty-four hours.

It would be interesting to compare the Lion with corresponding ships of other powers, but the task is made impossible by the fact that so little is known of the vessels of the same type which are being built by Germany and Japan. Evolved from the armored cruiser type, the battle cruiser has not found favor with our navy department, the launching of the Montana six years ago marking the end of armored cruiser construction in this country.

The navy department of this country continues to pin its faith to the Dreadnought, and in its last issue the Scientific American says it has every reason to be pleased with the design of the latest two, the Nevada and Oklahoma, contracts for which have just been let. These ships, this authority says, represent to a greater degree than any of their predecessors the united experience and thought of the various branches.

### 12 GLASS EYES AT DINNER.

Each Guest Wore One, and They Caused Telephone Girl to Faint.

Twelve men with twelve good eyes and twelve glass eyes attended a dinner served by Harley D. Hartley, one of their number, at a Muncie (Ind.) hotel.

Hartley was particular that every man present should wear a glass eye. When dinner was over the twelve glass eyes were removed, wrapped in a neat package and sent to the proprietor of the hotel, with the request that he inspect and return them. He opened the package in the presence of the telephone girl, and she fainted.

### Priest Elected Mayor.

Father E. W. Dunnigan, pastor of the Lapeer Catholic church, has been elected mayor of Lapeer, Mich.

# RODGERS WAS 127TH VICTIM

Aviation Has Caused Many Fatalities Since 1908.

SEVENTEEN KILLED THIS YEAR.

Great-great-grandson of Commodore Perry Made Notable Flight From Coast to Coast—Motorcycled From Buffalo to New York in a Day.

Calbraith Perry Rodgers, who was killed when his aeroplane fell at Los Angeles recently, was a great-great-grandson of Commodore Perry. He was noted for his coast to coast aeroplane flight, when, with his landing at Pasadena, a suburb of Los Angeles, he established the only cross country record in the history of aviation.

Starting for the Pacific coast from New York on Sept. 17, 1911, after many mishaps and through countless dangers, he covered a distance of 3,220 miles, which more than doubled the previous world's record of 1,265 miles, made by Harry N. Atwood of Boston when he flew from St. Louis to New York. Unlucky weather conditions and delays prevented him from winning the William R. Hearst prize of \$50,000, for which he originally started as a competitor, but which was withdrawn when the time limit expired on Oct. 10.

### Recent Convert to Aviation.

Rodgers was a recent convert to aviation enthusiasm when he came forward as an entrant in the coast to coast flight. He had been known as a football player of power with a record both at Columbia university and on the University of Virginia team. He was the tallest of the aviators, a strapping figure, appreciably above the six foot mark, and he was of spare and muscular build. Such an exploit as a motorcycle trip from Buffalo to New York in a day was one guarantee of his endurance, and, though he had been flying only two months, he carried off the duration prize at the Chicago aviation meet the month before attempting the coast to coast flight.

He had a reputation for daring, and, though his mother rejoiced in the renown that came to him as an aviator, she was beset by a fear of some such disaster as finally befell him. When, on the second day of his great flight, he crashed into a tree Mrs. Rodgers journeyed to Middletown, N. Y., to plead with him to give up the race, but he assured her he would be cautious. Mishaps beset his flight in great numbers, and when Rodgers finally reached the other side of the continent his machine had been broken and repaired so many times that only the vertical rudder and the dripping pan remained of the original outfit.

His most conspicuous accident happened when he started on from Pasadena to Long Beach. The misfortune held at bay until then came heavily upon him when, on the outskirts of Compton, he experienced a fall of a hundred feet that shook him up badly and delayed his actually landing at Long Beach until Dec. 10.

### Ethereal Asphyxia.

"Ethereal asphyxia" was his name for the sleepy sensation that crept over him, causing him to lose control of his machine.

"It lurks in the pockets of the upper air strata," he said, "and creeps irresistibly upon the senses of an aviator, lulling him into dreamy unconsciousness. I believe this same thing to have caused the deaths of Arch Hoxey, Ralph Johnstone and Eugene Ely."

Rodgers' best day's flight was from Kansas City, Mo., to Vinita, Okla., a distance of 230 miles.

The death of Rodgers is the seventeenth aviation fatality since the beginning of this year. This brings the list of those killed in aeroplane accidents since the death of Lieutenant Thomas E. Selfridge on Sept. 17, 1908, the first air man to be killed by a fall, to 127.

France, though recognized as the leader in aviation, has suffered the most, forty-six of her aviators being killed in accidents, two of them being women. The first woman to be killed was Mme. Daniz Moore, who fell at Etampes, France, on July 21, 1911. The other was Suzanne Bernard, who was also killed at Etampes on March 10 last while she was making a final test flight to gain her license as an aviator.

Each year has seen an increase in the number of those killed. In 1908 one man lost his life, in 1909 four were killed, in 1910 thirty-two died and in 1911 seventy-four.

### RAW EGGS FOR LONG LIFE.

Mrs. Loud, Sprightly Ninety-two, Has Always Eaten Four a Day.

Mrs. Mary O. Loud of Boston, who celebrated her ninety-second birthday recently, is an out and out optimist. She believes the world is getting better, but she thinks that women of the present day are too frivolous. Mrs. Loud is a firm believer in cold baths and up to a few months ago took one regularly each morning.

"To what do I ascribe my longevity?" said Mrs. Loud. "To the care I have taken in the selection of my food. I eat four raw eggs a day. The only meat I eat is chicken. I eat a good deal of jam and preserves. I think sweets are wholesome. I like sandv. Each day I eat several pieces."

**School Report.**  
Report of Freer school, district 4, A division: Those perfect in attendance during the month of March were Edward Dejaralis, Anna and Dora Burke, Walter Gustafson, Margaret Homme, Elvina Hartman, Ethel Olson, Helen and Alice Peterson, Fred Stelloh, Minnie and Ethel Teutz, Lester Uglem and Ernest Wesloh. Those who attended 19 days were Sylvie Olson, Freddie Wesloh, Eugene Hill and Clara Larson.  
Mae Orton, Teacher.

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