

The Sun

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found in all our other battleships and most of our cruisers, most of our newer torpedo boats have quadruple expansion engines, but they are craft of from 140 to 400 tons. Again, it is believed that the boilers will be of the water-tube type, which is the type used in the British cruisers Powerful and Terrible, and in some French, Russian, Japanese and other ships.

Although the sheathing is all extra dead weight, it is not proposed that the speed shall suffer. The new battleships will certainly be designed for 18 knots, which is the speed of the Ohio class, or fastest as well as largest thus far, and it has been said that 18 1/2 knots will be required of them. This last seems probable not only from their great length in ratio to beam, but from their indicated horse power, which is put at 18,400 under forced draught, against only 16,000 for the Ohio and 10,000 for the Kearsarge and Illinois. That would be a battleship speed of a very high order, and with a bunker capacity of 2,200 tons against 2,000 for the Ohio, it would be supplemented by a steaming radius of over 10,000 knots when at the rate of 10 knots an hour.

As to the armor, little can yet be positively said, because it is not clear whether Krupp or Harvey plates will be supplied. The designs, however, apparently contemplate the former, as they provide only 12-inch armor for the water-line belt, which will be 7 1/2 feet broad, with 4 feet above the water, the thickness, however, tapering to 6 inches at the extremities. The diagonal and the conning tower armor is also to be 12-inch, with 8-inch for the casemates of redbouts and for the side between the water-line belt and the main deck. The balanced turrets, with inclined front plate, will have 12-inch; the barbettes, 13-inch in front and 10-inch in rear. The maximum thicknesses are less than in other ships, so implying armor of greater resisting quality.

The main batteries will probably be counterparts of those of the Ohio class, that is, four 12-inch and sixteen rapid-fire 6-inch. Although armor becomes stouter and less penetrable, yet we have definitely come down from the 13-inch to the 12-inch as our heaviest caliber in new ships, because guns also are improving in quality and smokeless powder adds greatly to the power of their attack. Besides, there is a great gain in the rapidity of fire with the 12-inch gun, and our war with Spain, like Japan's with China, shows this to be a most important element in combat. Still, we have not yet gone so far as those English experts who demand the 10-inch as the extreme caliber. The secondary batteries will probably be ten 12-pounders, ten 6-pounders, six 1-pounders and six machine guns, a very effective array, the 6-pounder guns being the heaviest hitherto employed for our secondary batteries.

Some change may be made in these plans, particularly in the armor; but the general dimensions and many details show that our newest battleships will be our biggest and best.

Tammany and the National Democracy.

Prominent Democrats of political aspirations, in New York and throughout the Union, are almost unanimous in their disposition to hold aloof from the Tammany club in the next month by the Tammany club; and unquestionably they are wise in their day and generation, so far as that matter is concerned.

Association with Tammany at this time invites sinister inferences. It tends to cast a cloud over the brightest promise of Democratic popularity, and the momentous election of next year is too near at hand for any man who hopes for honors from the Democratic party to risk the imputation which the known friendship of Tammany would put upon him.

Undoubtedly the original purpose in getting up this dinner was to make an imposing demonstration of the power and grandeur of Tammany, with a view to dazzling the party throughout the Union with its magnificence and potency. It was to be the formal entry of Mr. Croker into the arena of national politics as a leader who had outgrown the limitations of parochial leadership and had attained proportions which required a far broader stage for their full display.

After carrying the municipal election in 1897 and gaining unrestrained power in the enlarged city of New York, now the second among the great urban capitals of the world, Mr. Croker reached out in 1898 for like control of this State, its Administration, its Legislature and its Judiciary. As a means to this latter and supplementary end he resorted to political strategy which seemed to him masterful. It was to unite the Democratic party in the State by ignoring, dodging, the one typical Democratic issue, and to secure for Tammany the honor of the feat. A brother of the Tammany majority who was nominated for Governor on a platform constructed in strict accordance with this policy of silence, and even the candidates nominated for Congress were compelled to obey it and under no provocation let out the secret of their views or desires as to 10 to 1.

It was a pretty plan, but it did not work in practice. Governor ROOSEVELT was elected, and with him, a Republican Legislature. The entry of Mr. Croker and Tammany into State politics was not successful, but he was sufficiently successful to feel confident that when the time came for arranging the Democratic policy for 1900 the party would naturally look to him as a master at that business. The dinner recently proposed by his club was to be a celebration of his glory as a leader. He was to be surrounded by the most influential Democrats of the Union at a feast of unequalled magnificence, and necessarily and rightfully was to be the hero of the splendid occasion.

It has occurred to these leading Democrats, however, that by assisting thus in the celebration of Tammany they would be likely to give it a prominence in Democratic politics that would tend to make it and its methods an issue of the campaign of 1900, overshadowing with its baleful consequence every other issue and every other reputation of the platform and ticket of the National Democratic Convention. As Tammany has a way of "hogging the stage," this distrust is not without reason, and it extends to astute Democratic politicians generally.

Moreover, Tammany has now diverted its energies from politics purely to using its political machinery primarily for purposes which are hardly consistent with the drift of Democratic sentiment. It has been turned into a machine for stock-jobbing purposes and for furthering corporate schemes and undertakings in which its leaders are interested financially and for restraining, black-mailing and punishing corporations which stand in the way of their stock-jobbing operations. Meanwhile it is demonstrated too convincingly for popular

toleration that an officeholder by Tammany's election or appointment cannot be a servant of the people, but must be in all his acts a submissive slave to its will.

Naturally, the Democratic party as a whole—even in this State, even in this town itself—is not anxious to assume the responsibility for such a political innovation, and Democrats of all shades of opinion do not actually in the Tammany organization are shy of any appearance of association with it. They are growing more and more afraid of the proverb that a man is known by the company he keeps, and as they know that the dinner demonstration next month will be an occasion so conspicuous that attendance at it is sure to be advertised throughout the Union, they are sending in their more or less courteous regrets.

Consequently it now seems to be inevitable that Tammany will celebrate itself by itself at the gorgeous and costly "boiled shirt" feast at the Metropolitan Opera House on the 13th of April.

Schley-Sampson.

Since the Schley-Sampson question has been taken up by various newspapers, under the inspiration of passion instead of knowledge, we will select for to-day the instances of savage ignorance from the Philadelphia Times:

"The one man connected with the West India fleet who could most profitably study the actions of Rear Admiral HOOPER and Lt. Comdr. WARD is Rear Admiral WILLIAM T. SAMPSON. He is the one man who stands before the country and the world today as a shining example of the virtues of a sailor."

Now, the facts as to the promotion list are that SAMPSON recommended to the Secretary of the Navy the promotion of the officers under him, excepting SCHLEY for the following reasons:

"With regard to Commodore SCHLEY I much prefer that the department should decide his case. I am unwilling to fully express my own opinion. His conduct when he first assumed command on the south coast of Cuba I assume to be as well known to the department as to myself. The Commodore left his station at Santiago de Cuba at that time he probably would have been court-martialed, so plain was his duty. Were I alone in the opinion would I have been his judge. I am unwilling to say that he was a coward, but that other commanding officers here acquainted with the circumstances. This reprehensible conduct I cannot separate from his subsequent conduct, and for this reason I ask you to discontinue his promotion."

SAMPSON at this time was SCHLEY's superior officer. If he had dealt out justice in uncompromising accordance with the facts, and had obeyed his individual official judgment, he would, as an obligation of his responsibility, have recommended SCHLEY for court-martial. But he refrained, and, for reasons unnecessary to consider now, the Navy Department concluded to take towards SCHLEY an attitude of the most extreme favor, and so recommended him for promotion, as though his record was without a blot.

SAMPSON's recommendation for promotion was no act of his own.

One by one the truths of this matter will become clear to everybody. It is very desirable that they should be clear.

The Man Who Is Willing to Die.

The predestined leader of any party that may be gotten up before 1900 to buck against Destiny is HENRY ULCERATION JOHNSON of Richmond, Ind. We display his middle name in its unpleasant entirety, because he himself has authorized us so to do. He is the only man who has publicly declared his willingness to rot for the sake of the cause he champions.

Other self-proclaimed opponents of the nation's progress and the nation's interests might be prepared to suffer personal inconvenience or even pecuniary loss to arrest the night wheels which the past year has set a-going. Senator HOAR might be willing to sacrifice his dinners for a week for the sake of the principle. Senator HALL might consent to eat one of EDWARD ATKINSON's potted Aladdin lamp dinners, if that would help to withdraw the United States from the Philippines. Various sacrifices might be expected from the various leaders and promoters of the policy of withdrawal, the size and shape of the sacrifice varying according to the enthusiasm and natural unselfishness of the individual. But only one man has manifested the true martyr's spirit to the extent of welcoming personal disintegration and tissue-dissolution, if that would stay the march of events. That man is HENRY ULCERATION JOHNSON of Indiana, who made this announcement in the House of Representatives on Wednesday, Jan. 25, on the eve of his retirement from active public life:

"I was in the Senate of the United States 1 week in my case before I would vote for the ratification of this treaty. State legislators might petition me until their hair turned white. A partisan press might assail me and impugn my motives to their hearts' content, and my party associates might malign my character, and I might be offered me without stint, still, conscious of the rectitude of my intentions, I would cast my vote in the negative, if it was the only negative vote in the entire Congress."

This impressive utterance occurred in the course of a speech in which HENRY ULCERATION JOHNSON went to the length of treason in his avowal of sentiments concerning the national situation, and away beyond the bounds of ordinary decency in his insulting references to the President of the United States. A few minutes later he ran up against JONATHAN DOLLIVER of Iowa, with the results here subjoined:

"Mr. JOHNSON of Indiana—Will the gentleman allow me a question?"

"Mr. DOLLIVER—Yes."

"Mr. JOHNSON of Indiana—Does the gentleman regard the policy of national expansion already indicated as far as the Philippine Islands are concerned?"

"Mr. DOLLIVER—I think so."

"Mr. JOHNSON of Indiana—Does the gentleman know the views of the President of the United States upon that subject?"

"Mr. DOLLIVER—I know nothing about it, except what I get from the current history of the United States."

"Mr. JOHNSON of Indiana—I am not concerned about the history of the United States just now."

"Mr. DOLLIVER—I judge not. [Laughter.]"

"Mr. JOHNSON of Indiana—Will the gentleman know what the policy of the Administration is in respect to the Philippine Islands?"

"Mr. DOLLIVER—I do not know."

"Mr. JOHNSON of Indiana—Has he no mouthpiece on the floor?"

"Mr. DOLLIVER—I do not know. All I know about the President of the United States is this: He has published an advertisement, he has issued no prospectus, he has tied himself to no programme, but in the very act of this transaction, inviting the consent of all, he has confirmed his policy strictly to the inexorable progress of human events. [Continued applause.]

"Mr. JOHNSON of Indiana—The gentleman, I apprehend, is unable to inform the House of Representatives what the policy of the President of the United States is with respect to the forcible annexation of the Philippine people against their will."

"Mr. DOLLIVER—I am not wishing to draw a necessity of force in the Philippines. There is a necessity of force in order to secure the fruits of Admiral Dewey's achievements, it is owing to the unparliamentary

RAILROAD EMPLOYEES REAR.

Representatives of the Various Brotherhoods of the Railway Industry in Commission.

WASHINGTON, March 16.—Grand Master F. P. Sargent of the Brotherhood of Locomotive Firemen of America was before the Industrial Commission to-day. He was questioned particularly regarding Sunday work on railroads.

In New England, Mr. Sargent said, there is a great deal of Sunday work, but it is being reduced with the running of trains. In the West there is a great deal of Sunday work, because stockmen want their stock put into the market on Monday morning. He said the railroad companies had a disposition to abolish Sunday work as far as possible, but there was a great deal of Sunday work that was demanded by the public. There is a great deal less Sunday traffic now than there was five years ago. Mr. Sargent said he had been the executive of his association of firemen for fourteen years, and he had never failed to satisfactorily settle any differences between the employees and their employers.

The answers of officials of the Brotherhood of Locomotive Engineers, Brotherhood of Railway Trainmen, Brotherhood of Railroad Trainmen, Brotherhood of Railway Carmen, Brotherhood of Railway Clerks, Brotherhood of Railway Conductors, Brotherhood of Railway Engineers, Brotherhood of Railway Firemen, Brotherhood of Railway Millmen, Brotherhood of Railway Motormen, Brotherhood of Railway Telegraphers, Brotherhood of Railway Turnouts, Brotherhood of Railway Watchmen, Brotherhood of Railway Yardmen, Brotherhood of Railway Engineers, Brotherhood of Railway Firemen, Brotherhood of Railway Millmen, Brotherhood of Railway Motormen, Brotherhood of Railway Telegraphers, Brotherhood of Railway Turnouts, Brotherhood of Railway Watchmen, Brotherhood of Railway Yardmen, Brotherhood of Railway Engineers, Brotherhood of Railway Firemen, Brotherhood of Railway Millmen, Brotherhood of Railway Motormen, Brotherhood of Railway Telegraphers, Brotherhood of Railway Turnouts, Brotherhood of Railway Watchmen, 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