

# DREADNOUGHT CALIFORNIA WITH ELECTRIC PROPULSION WILL BE EPOCHAL ADDITION TO U.S. NAVY

### Secretary Daniels Lauds Spirit of Progress That Makes Possible the Construction of Great Fighting Craft Along Lines That Hitherto Have Been Known Only in Theory.

New York, Oct. 15.—When the keel of the battleship California was laid yesterday at the Brooklyn navy yard, work was begun on the first dreadnought to be propelled by electricity. Josephus Daniels, Secretary of the Navy, who took part in the keel-laying ceremony, made an address and said that the California represented one of the greatest advances in modern marine engineering, and that the vessel would have an unusual cruising radius.

Secretary Daniels also mentioned the good work of the navy yard, and complimented Rear Admiral Usher, the commandant, and the naval constructors, upon their labors. He said that the vessels built in the Brooklyn navy yard had proved to be the equal of those built anywhere else in the United States.

The laying of the keel took place shortly after noon, while hundreds of guests and workers stood with bared heads. Upon the arrival of Secretary Daniels and his party at the ways the bugler sounded attention and Chaplain William H. T. Regney, of the navy yard, read a blessing upon the new battleship. Secretary Daniels then delivered his address, after which the actual work of laying the keel went through without a hitch.

Three big plates which will form the centre of the keel were lying close by, and at a signal from George H. Rock, naval constructor, the huge travelling crane which runs alongside the ways swung into position and the steel cables were lowered. The plates were picked up and carried to their places one by one. The first two were placed side by side on the blocks, which will support the keel, while the other was hoisted by the others, so that when bolted it will effectively join them together.

Naval Constructor Rock then sent some two silver bolts which will hold the plates in position until such time as they can be riveted together. As he tightened the nut on the second bolt the band struck up the "Star Spangled Banner," while every workman and guest stood at attention.

Secretary Daniels began his address by saying that the California was fittingly named, for that state was the "cradle and climax of the American pioneer's achievement." He went on to say:

"The uses to which electricity have been put in these modern days are well-nigh countless, but it seems significant that electric propulsion for the modern battleship is first to be installed upon the splendid man-of-war whose keel we are now about to lay. The electric drive is one of the latest results of the pioneer spirit in the utilization of electric force. It is a source of pride that the American navy is initiating the movement for its use upon battleships and it is a significant coincidence that the first dreadnought upon which it is to be installed should be named after that state of the Union where American pioneering climbed to the highest point of success."

"It may be said with entire truthfulness, therefore, that the battleship California represents one of the greatest advances in modern marine engineering. The entire subject of electric propulsion has been widely discussed in all countries for several years past, but the United States is the only nation so far which has gotten past the discussion stage and which has demonstrated by actual test that electrical propulsion is a success."

Mr. Daniels then told about the tests in which the collier Jupiter had been subjected.

Success of the Jupiter.

For two years and a half the 20,000-ton collier Jupiter has been using the only electrical high-powered marine installation afloat. While she was built with a designed speed of 14 knots, she demonstrated on her official trial that she could easily sustain a speed of 15 knots. She has cruised more than 20,000 miles, and in this time has given the greatest satisfaction. Probably the severest test which she has ever undergone was during a trip from San Francisco to Puget Sound, and from Puget Sound to Philadelphia via the Panama canal. She completed this trip in 23 days from San Francisco to Philadelphia, as against 56 days required for the famous cruise of the Oregon from the West Coast to the East via the Straits of Magellan, when she reached the Caribbean in time to participate in the battle of Santiago de Cuba. This trip of the Jupiter convinced the experts of our navy that electric propulsion must hereafter hold high position in the selection of the form of drive of vessels for our navy.

The California is the logical outcome of the Department's experiments on the Jupiter. She will be the first battleship of any navy in the world to be propelled by electricity. Prophecy is always risky, but it is hardly too much to say that the installation of the electric drive upon the California ushers in a new epoch in navigation, just as far-reaching and important as that in which steam succeeded sail-power.

Due to the installation of the electric drive, the California will have a cruising radius about 50 per cent greater than her sister ships at cruising speed. The combination of the electric drive and oil fuel will enable her at 10 knots speed—the speed always calculated by the navy's experts for endurance—to steam for nine days longer than a coal-burning dreadnought, and during that time she can cruise more than 2,100 miles farther. This contemplated her using normal bunker supply, but with her emergency bunkers filled, she can steam an additional 8,000 miles farther. In other words, the California will be able to steam nearly twice as far as the Wyoming or Arkansas. She will have practically duplicate main engines, as either of her generators will give her a speed of about 19 knots. The all-round

flexibility and manoeuvring qualities will be much improved, and, in particular, her backing power will be greater than that of any other ship of her class.

The California is coming into our navy at the time of the passing of coal and the substitution therefore of oil as fuel. This dreadnought will be an oil-burner, and a second coincidence lies in the fact that a good part of the oil fuel for future use by the navy will be obtained from the rich oil fields of California. Part of the oil fields reserved by the government for navy use are in California, and the courts have recently decided that the title of the government to these reserved oil fields is a valid one.

As the navy will own its own oil lands, and will in the long run produce, transport, refine, and store its own oil in order that the Navy Department may at all times be assured of an adequate supply, at a reasonable cost, and as California, out of her abundance, will supply a great part of this fuel, it is indeed fitting and proper that a great American battleship should bear the name of this state, whose resources are so needful to the success of our navy.

The California and her two sister ships, the Mississippi and the Idaho, already authorized, will each displace 32,000 tons, almost 1,000 tons more than the new dreadnought Pennsylvania, now on the way to completion.

The California will be a ship of innovations. She will cost \$17,000,000 without her armor or armament which is expected to cost as much more. She will have a speed of 21 knots an hour, will be 624 feet long, with an extreme breadth of 97 feet, 4½ inches, and will draw 30 feet of water. Her armament will consist of 12 14-inch guns in four turrets, a secondary battery of 22 five-inch guns and four torpedo tubes. Secretary Daniels said in his address that the 14-inch guns were considered the best weapons of their kind in use.

Outwardly, the California will bring a drastic change of line and appearance of the battle fleet. Instead of the ram bow, of the present-day big fighter, she will have a clipper bow much like those of the famous sailing ships that carried the American flag at the head of the world's swiftest craft in the 40's and 50's. It will be the first time since the steel ships replaced the old frigates and ships of the line that clipper stems have been seen in the fleet. Her overhanging bow will project more than 20 feet seaward, her cutwaters, and will give place for three anchors instead of two, as on the present ships. The third will hang plumb over the stem.

The new bow will make the California a dry ship, as the sailors say, keeping her foredeck clear of water in all but the heaviest weather. The fine under-water lines of the other ships which make for speed have been carried above the water-line on the California, and her bow is figured near the deck line, so when she does not cut through a wave she will lift her head over it.

A model of the California's hull was thoroughly tested in the testing tank at the navy yard here, and the radical changes were decided upon. When the new ship is ready for her first trial trip late in 1917 or 1918, her record will be closely studied by the naval experts of the world.

## NEW LAW MAY GIVE WOMEN A WORKING FIELD

### Increase in Number of Female Physicians May Be Caused by Ruling.

A recently enacted law, requiring the supervision of children in all schools in cities, towns and boroughs by school physicians, but preventing the examination of a female child by a male physician has aroused the state board of health into a ferment which has already resulted in one special general meeting, held last week in Bridgeport, and another at Hartford, October 25.

Though the city of Bridgeport has escaped any part in the controversy by reason that it employs a woman physician in the person of Dr. Florence A. Sherman, it is likely that should the law permit the state board of health to enforce the regulation, there will be a large field for women physicians in every city, town and borough in Connecticut.

The exact text of the law is now being legally construed, with the double result that every hamlet having a school will be compelled to at least employ one physician with the proper equipment for his office.

Though cities are equipped with a corps of physicians that may easily be employed in accordance with the new law, contained in chapter 275 of the Public Acts of the State of Connecticut, General Assembly of 1915, towns have generally protested against the increased appointments and a howl that has reached the Capitol has been set up. It is believed that the power of the state board of health is arbitrary and that physicians will be demanded in each community.

George E. Hill, county health officer of Fairfield, seen by a reporter for the Farmer today said: "I am not in a position to discuss this matter today. It is true that the state board of health members met in this city last week and another meeting will be held in Hartford. I do not think that the text of the law requires that a woman physician be employed in every community and the powers of the state board of health in enforcing the apparent medical inspection in towns, where there is no local health board, have yet to be decided

# Men, Here Is \$25 Worth of Quality and Style in Finest Winter Suits and Overcoats



# at \$15

## Compare Them Yourself With the \$25 Grades of Other Stores

The highest excellence in design, fabric and workmanship is embodied in every one of these garments—and

## We Guarantee a Ten Dollar Saving

to every man or young man who buys one. The showing includes models for men of all tastes, ages and fancies, with the choicest set of new patterns produced this season. Superior materials of the finest selected wool. Custom tailoring and finish.

## You Are Fortunate To Be Able To Buy Such Gems of Beauty and Elegance at Fifteen Dollars Instead of Twenty-Five

### THE SUITS

Dignified designs and models; finest smooth-finished pure worsteds, handsome fancy velour-finish cassimeres in new plaids and gentee stripes; choice of five new models for men and young fellows.

### THE OVERCOATS

Silk-lined Oxford and silk-faced black Vicuna top Coats; the new models with the snappy "set-in" sleeves, made of the stylish heavy-weight Scotch overcoatings; also heavier-weight Coats for motoring.

### 500 Men's Suits and Overcoats

The regular \$16 and \$18 Grades—just received to be sold at \$10

Guaranteed all wool fabrics in sixty-five patterns in Suits; Models and sizes in both Suits and Overcoats for all ages, including the popular Balmacaan style.

### Just Received—300 Suits and Overcoats

The \$12 and \$15 kinds seen in other stores, to be sold at \$7.50

Forty-five patterns in Suits—stripes, checks, plaids, blue serge, plain gray and brown worsteds; also neat mixtures. Overcoats of all kinds, including the new Balmacaan.



# Unequaled Values in Boys' Suits and Overcoats



MOTHERS, the grades you see everywhere priced at \$5 and \$8. About 350 Suits and about 275 Overcoats in the most recent models and patterns to select from. There shouldn't be any boys' clothing sold outside the Surprise Store while such values as these are offered.

### Norfolk Suits

With one and two pairs of full-lined pants—garments that are both dressy and serviceable; large assortment of materials and patterns; all wool blue serge, cassimeres, and other fancy mixtures, and the popular golden brown corduroy with 2 pairs of pants. Sizes up to 18 years.

# at \$3.95

### Boys' Overcoats

Of Every Kind

Scores of the Mackinaws, 3 to 8 years.

Chinchilla Overcoats 2½ to 10 years.

Cloth Overcoats in the most recent and popular models and in a splendid variety of patterns; sizes 2½ to 18 years.



### BOYS' SUITS AND OVERCOATS

Bulgarian Norfoks, blue serge, fancy mixtures and corduroys in sizes 6 to 17 years; also an extensive assortment of Mackinaw Top Coats in sizes 3 to 8; garments others sell at \$3.75 to \$4.50. At \$2.95

### BOYS' SUITS AND OVERCOATS

Fancy Norfolk Suits, 6 to 18 years. New style Russian Blouse Suits, 3 to 8. Chinchilla Overcoats in blue, gray and brown; sizes 3 to 8. Other stores price them at \$3.00. At \$1.95

## Men's Wool Sweaters

Sold in Other Stores at \$3.50 and \$4

They are fine, luxurious wool garments in coat style; the new models with shawl collars; well made, perfect-fitting Sweaters in maroon, Navy, Tan and Gray.



## BOYS' CAPS

800 Handsome, All Wool Caps in the new big shapes with band around and the "Snapper" front—the same styles seen in the dollar grades and the same quality offered elsewhere at 25c. to 35c.; beautiful light and dark patterns in all sizes.

Your Choice for One Week

## Men's Cloth Hats

Every other store sells them at \$2 or more; here they are in English tweed, green, gray and brown mixtures; all sizes, at \$1.50

# The Surprise Store

1119-1123 Main St. Security Building

Store Open Saturday Evenings

## SIX OF INTERNED GERMAN OFFICERS FLEE ON YACHT

### Leave Norfolk in Small Sailing Boat Recently Purchased.

Norfolk, Va., Oct. 15.—Excitement was created at the Navy Yard today when Commander Thierfelder of the Kronprinz Wilhelm, one of the interned German cruisers, announced to Admiral Beatty, commander of the Norfolk navy yard, that six young officers of his ship, who obtained twenty-four hours' leave of absence last Saturday, were missing, and that

with them a small sailing yacht, the Eclipse, recently purchased by them, had disappeared. The announcement was made public only after a thorough search had failed to locate the men.

The only news thus far received is an unconfirmed report from Cape Hatteras that the Eclipse passed there on Monday shortly after noon, bound south. All sails were up at the time, and the auxiliary engine was in service, according to this report.

It seems that some time ago the young officers of the Kronprinz Wilhelm, with permission, bought the Eclipse from Norfolk owners for the alleged purpose of pleasure sails about the harbor and bay. She is a staunch little sailer, 60 feet long, and with an auxiliary engine capable of pushing her along at the maximum rate of five miles an hour. The Germans paid \$1,600 for the craft. While seaworthy she is an old boat and little used for several years. According to reports today she was jointly owned by a Norfolk lawyer and a commander—retired—in the navy. She is said to have been sold by the lawyer.

The German officers took the yacht to the navy yard, alongside of their cruiser, and had been tinkering aboard her for several weeks. On Saturday they asked and obtained permission to take a sailing junket in the bay. Nothing was thought of it when they failed to return on time, but when three or four days elapsed without any report, Captain Thierfelder became suspicious, and today notified Admiral Beatty.

This entire section has been secured in an effort to locate the young men. There are those who believe that they are marooned somewhere in the Bay and will turn up in a day or two. Others think that they used the yacht to join some German ship out at sea. It is even thought possible that they are trying to cross the Atlantic in the little boat. Experienced watermen declare that such an attempt would be foolhardy, as only a limited amount of fuel oil could be stored aboard. The Eclipse is a pleasure boat, with no accommodation for lengthy cruises or for storing provisions. If the Cape Hatteras report is true, the Germans' mission in the south is yet to be explained. Local observers at Cape Henry have no rec-

ord of the Eclipse passing to sea. A general alarm was sent up and down the Atlantic coast to revenue and other navy vessels to be on the lookout for the Eclipse, and to place her and all on board under arrest. The search of the bay and tributaries is also being continued.

In some quarters there is criticism of the laxity of the regulations governing the interned German officers and sailors. It is declared that not only are they allowed to come and go at the pleasure of their own commanders but that they leave the ships in civilian clothes. "Thus it is alleged, it is easy for them to evade detection and leave the jurisdiction of the yard."

Admiral Beatty declined to give the names of the missing men, referring all inquiries to the Navy Department. He confirms the report, however, of the disappearance of the six men. All are officers, between the ages of 22 and 30.

## GERMANS GREET NEW ALLY IN THE BALKANS

Berlin, Oct. 15.—Bulgaria is welcomed by the Lokal Anzeiger as a new ally of Germany. The paper asserts the Bulgarians would have remained at peace if it had been possible but that war was forced upon them just as it was upon Germany. "Reports that Bulgaria had attacked Serbia first came as a surprise," says the Anzeiger, "but now we know Serbia crossed the Bulgarian border without previous declaration of war. Bulgaria thus was fully justified in her attack. Our new ally not only will fight with us but conquer with us."

## PRISONERS WILL STUDY TO BECOME TEACHERS

Berkeley, Cal., Oct. 15.—Fourteen inmates of the Folsom State Prison,

of the Folsom State Prison, announced today, have enrolled in a new correspondence course for instruction as teachers. With the establishment of the normal course, the inmates of the two state prisons have the benefit of a complete curriculum of primary instruction to full university training. At Folsom, 520 prisoners are taking the university correspondence courses.

ADVERTISE IN THE FARMER.