

# AMERICA AND ENGLAND CAN WHIP THE WORLD

WASHINGTON, Nov. 21.—(Special Correspondence to The Herald.) When, calmly and dispassionately, far-seeing men who are in close touch with conditions that are making at the present time for peace or war, begin to dig into statistics to get a satisfactory idea of America's chances in a general fight between the people of the earth, it is time to pay serious attention to the question of our position in a strife in which the fittest would survive. It is strange that at a time when the proposal has been made to the nations for a general disarmament there should be more talk of a world-wide war than at any other period in the history of the universe. Yet those who mix with the leading politicians here know that it is a grave possibility that the races of the earth will be on either side of a vast battleground that will comprise the land and sea of the entire globe.

The question seems by general consent to have taken this form: Could America and England together whip the entire world? Here it may be permissible to call attention to the remarkable change of sentiment with regard to the British that has come to the people of this country. Some say it is due to the kindly attitude of England during our late war, when the nations of continental Europe were regarding us with ugly looks; others point to our mutual interests in the east as an excuse for our change of heart towards an old rival. Be the reason what it may, England and the United States today are in a situation where they must stand or fall together in their policy in certain quarters of the earth, and the tie of mutual interest binds us closer than any sentimental alliance.

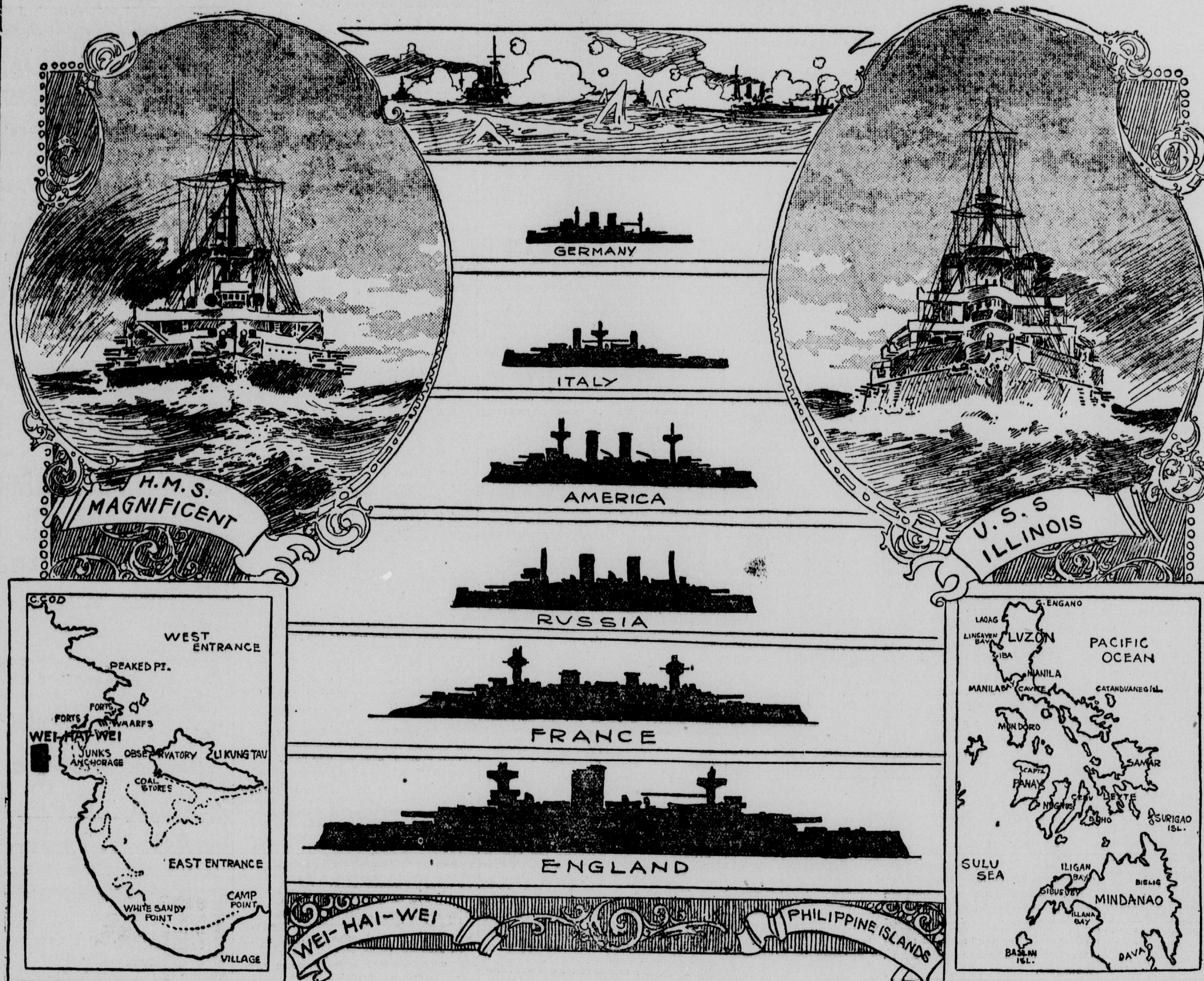
But could the two nations face the rest of the world with arms with a confident feeling that they could best them in a fair fight? There are theoretical features of the answer that will appeal to every patriotic American and Briton, no matter how they may be received by other nations. It will be asserted, for instance, by some that one American or one Briton is a match for any two of the continental peoples. Then there are a few nations who would undoubtedly be killed on the side of America and Britain. But leaving these questions out of consideration, can America and Great Britain beat the world in a pelagic war, man for man, gun for gun and ship for ship?

The immense navy of Great Britain, it has been asserted, would be a match for France and Russia combined. It will be interesting to go into figures with reference to this, in view of the fact that France has become belligerent in the far east, and is blaming the United States, declaring that the preparations for war in England are but a beginning of "the hunt for which the United States has started the cry." Should Russia join in a fight with Great Britain, which, by the way, is just what England wants, she being at present in the pink of condition, so to speak, while her antagonists are decidedly out of training, how would the fleets line up?

The latest official figures show that Great Britain has more battleships than the enormous number of thirty-two ready for action, an increase from fifty-eight in 1884, and forty-five in 1890. These battleships are all of first-class type, in splendid condition, ready to strip for action at a hour's notice. Against these France could oppose but twenty-seven battleships. Of the immediately available armored cruisers, that class of fighting ship that our late war has shown us the immense value of, Great Britain has eighteen ready for service, while France has but nine. In the matter of protected cruisers the disparity of numbers is even greater. Britain has ninety-five, while France has but thirty. In unprotected cruisers the two nations are equal, both possessing sixteen. These ships, however, would not be of much importance in a war such as one that would be waged between the two nations.

France has more torpedo boats than England, owning one hundred and twenty to England's seventy. The difference in torpedo boats is more than made up, however, by the immense superiority of England in the matter of submarine boat destroyers, of which she possesses one hundred to France's thirteen.

## Little Doubt of the Result if the Eagle and the Lion Make an Alliance Against the Opponents of the Open Door Policy and Our Plans in the Philippines—Figures That Talk Forcibly



The total number of ships ready to take the seas with the flag of Great Britain flying is 350, while France has 140. An important factor to be considered is the size of the vessels. Here again Great Britain has an immense advantage. The biggest battleship in the French navy is 12,000 tons. Russia has no battleship larger than

13,000 tons. Germany's crack vessel is 11,000 tons. Great Britain has a number of battleships that are thousands of tons heavier than these. The Royal Sovereign, a magnificent fighting machine, launched in 1891, displaces 14,150 tons. The Royal Sovereign's displacement is exceeded by that of the Ramilies and her four splendid sister

ships, each of which displaces 14,200 tons. Larger than these vessels even, are the nine superb ships of the Magnificent class, with a displacement of 15,000 tons. Of fast cruisers the extraordinary showing is made by the official figures that of vessels that are faster for the most part than any in Europe, Great Britain can send to

sea at short notice more than can Russia, Germany and France in combination. A summary of the entire naval figures of the three nations, taking effective ships ready and possible to get in readiness in a reasonable time, shows that Great Britain would be opposed in a naval fight by thirty-five battleships and seventy-five

cruisers of the French navy, and twenty-two battleships and twenty-one cruisers flying the flag of the czar. Total seventy-seven battleships, ninety-six cruisers. To oppose these Great Britain would have sixty-four battleships and 145 cruisers. It is not too much to say that, considering the superior weight and steaming capacity of

the British ships, not to speak of the superiority of the men behind the guns, our possible ally in a general war could be depended upon to keep Russia and France too busily engaged to think of turning their attention to the United States.

Then, what of the rest of the nations? Poor Spain can safely be left out of the calculation entirely, as her boasted navy is at present in the depths of various waters. Germany is credited with having of battleships six of the first class and nine of the second class; of armored cruisers, seven, of protected and partially protected cruisers thirteen, of unprotected cruisers, six, of torpedo boats and torpedo boat destroyers 182. Italy, who is known to be friendly to England, and would probably side with the Anglo-American alliance in the event of a general war, has a fine navy of ten battleships, eight armored cruisers, twenty-three protected and partially protected cruisers, and 219 torpedo boats and torpedo boat destroyers of all kinds.

Of the smaller nations, most of them have very little fight in them, according to a naval man's point of view. Denmark has no battleships, no armored cruisers, five protected cruisers, and about twenty-five torpedo boats, none of them formidable. She will be no very valuable ally to the European powers. Holland has about the same kind of a navy as Denmark, and can be counted of little help to the larger nations in a naval war, although she once took a good deal of beating from England. Turkey has a rickety old navy, consisting of nine battleships, of which only one is first class, no armored cruisers, six protected cruisers, two unprotected cruisers, about fifty gunboats and torpedo boats. Turkey as a naval power is not calculated to scare an opponent. Portugal boasts of one battleship, four protected cruisers, and about forty little vessels of the gunboat and torpedo boat variety. Sweden and Norway possess between them, outside of a little mosquito fleet of coast defense boats, two protected cruisers, four unprotected cruisers and about fifty torpedo and gunboats.

It is hardly necessary to take into calculation some of the small navies whose figures are given here, for the reason that although they comprise quite a number of small vessels the vessels are for the large part only of the class that could be fitted out in almost unlimited numbers by America and England by drawing on the reserves of the merchant marine or yachting fleets of the two countries. In real fighting ships it will be seen that outside of France, Germany, Italy and Russia, there are no navies in Europe that an Anglo-American alliance need take much cognizance of.

To oppose the fleets enumerated above the United States would have the unsurpassable navy that did such wonders in the late war, and brought glory that will never grow dim to the flag of freedom. When the last official returns were made, America possessed nine first-class battleships, of second class battleships two, of armored cruisers two, of protected and partially protected cruisers sixteen, of unprotected cruisers five, of gunboats of the first class eighteen, of torpedo boats twenty-one. These figures do not include the splendid subsidized cruisers that did such good service in the war with Spain. Nor do they include the magnificent fleet of superb battleships now being got ready in various parts of the country. These battleships include the Alabama, Wisconsin, Illinois, Kearsarge, Kentucky, Colorado and Pennsylvania. These vessels do not include the splendid subsidized cruisers that did such good service in the war with Spain. Nor do they include the magnificent fleet of superb battleships now being got ready in various parts of the country.

With all our new battleships in commission the United States and Great Britain would have a more effective force of heavy-weight ships than any possible combination of nations could oppose to them, while in the lighter vessels the combined fleets of the two English-speaking nations, as has been shown by the above figures, would be more than able to hold its own, and with the reserves of the United States and Great Britain called from the merchant marine the vessels of the Anglo-American alliance would swarm everywhere and sweep the seas.

### AN UNNAMED PLANET

#### ITS DISCOVERY STARTLES SCIENTIFIC STUDENTS

#### PROF. RAVENE'S RESEARCHES

#### A Statement From One Who Has Investigated Deeply the Theory of the New Planet

WORCESTER, Mass., Nov. 21.—(Special Correspondence to The Herald.)—The discovery of a new planet, which moves in a totally different orbit from that of other planets and which may throw out of gear the whole theory of celestial mechanism, has both startled and puzzled the astronomical scholars. The planet, which is still without a name, its degradation being D Q 1898 in the astronomical catalogue, lies between the orbits of Mars and the earth, its own orbit being of such a nature that it can approach within 18,000,000 miles of the earth. With the exception of the moon, there is therefore no nearer neighbor to the earth than this newly discovered planet.

Gustave Ravene of Clark university has made the new planet the subject of deep study. Researches have shown that the perihelion motion of Mars is not entirely that given by the law of gravitation, unless an empirical correction of about six seconds in a century be applied to it. Prof. Newcomb even went so far as to hint that only a change in the accepted formula of Newton's law would account for this and other planetary anomalies. Mr. Ravene tries to account for this anomaly by the action of the small planets and also by assuming the existence of other disturbing bodies near Mars. His results were among others that the orbit of the hypothetical bodies must be very eccentric (assuming 0.15 as the probable value of the eccentricity), and that the longitude of perihelion must be between the limits of 30 degrees and 130 degrees, very probably nearer to the latter.

The orbit of the newly discovered planet has an eccentricity of 0.22, and its perihelion longitude is 120 degrees, which, considering the slender data at disposal, show a very good agreement with the purely mathematical theory. On the basis of the elements calculated Mr. Ravene has deduced, approximately, the disturbances of the earth which this body may produce, and vice versa. He has assumed its mass to be one-hundredth of that of the earth, and finds that this small mass would derange

the secular variation of the earth's orbital eccentricity by about 1.30 of the total amount of perturbation.

The perturbation of the eccentricity of the earth's orbit, due to the action of the new planet, would produce an additional term in the secular acceleration of the moon's mean motion of, approximately, 0.33 seconds; a very important amount in the lunar theory, as it increases with the square of the time and would amount to about six minutes in 3000 years, and likely to contribute towards explaining the existing anomalies in the motion of our satellite. The action of the earth upon our new planet is considerable in absolute amount, so much, indeed, that Mr. Ravene has abandoned the approximate method of calculation and has recourse to a different treatment of the problem.

Prof. Ravene has favored your correspondent with the following written statement giving additional particulars of the new planet: "Three years ago I investigated the attraction of bodies near Mars, and my researches led me to conclude that there were such bodies and that they must move in orbits of a determinate position in space. The newly discovered planet is moving under almost exactly these predicted conditions. The work was published in the memoirs of the Royal academy of sciences of Turin, Italy, and in several other scientific papers. Being written in Italian it was not generally accessible to the general scientific public, and the only part of my investigations which attracted attention was the deduction of the most probable value of the total mass of the minor planets. You will find this cited in several text books on astronomy (Clerke, Gore, 'Astronomy' Concise Knowledge Series).

"While my researches have not the advantage of being easily accessible to the public nor present the almost dramatic interest of a discovery by an observing astronomer, they have the more lasting and, in the eye of scientific men, much more precious, value of being a correct interpretation of nature's law, showing that it is possible to discover unknown celestial bodies without any meritorical being ever having beheld them, and to investigate completely their motions and effect upon other planets—unaided by instruments—but only by the exercise of logical mathematical reasoning. Work like this has been done before in astronomy, but in this particular case I was the first—perhaps so far the only one—to discover the importance, and to treat the action of this new planet. GUSTAVE RAVENE."

**Spain's Invaluable Art Collection**  
Spain has not been stripped of all her wealth. She is in possession of riches that a rapacious conqueror like the great Napoleon would have taken without any ceremony. She has treasures in books, manuscripts and paintings which would em-

mentally grace the libraries and galleries of the United States. For example, in the Royal picture gallery in Madrid there are 2000 canvases, among which are some of the most beautiful pictures in the world. There are ten paintings by Raphael, forty-six by Murillo, sixty-four by Velasquez, twenty-two by Van Dyck, sixty-two by Rubens, forty-three by Titian, twenty-five by Paul Veronese and ten by

Claude Lorraine. No one could hope to get together today such a collection in which there is scarcely a picture that is not a work of the first class; and the writer who estimated that the 2000 paintings are easily worth \$200,000,000 spoke wisely and well within reason. The Duke of Veragua, who came over here in 1893 at the country's expense, who was entertained in a royal manner and left with anything but friendly

feeling for the United States because a popular subscription to pay his debts was not raised, is the owner of books and manuscripts relating to his great ancestor, Columbus, which are almost priceless. Among them are books that were owned by Columbus himself.—Philadelphia Inquirer.

**Finale of a Matrimonial Entanglement**  
Clarence M. Atherton, hero of a matri-

monial entanglement which has had few parallels in variety of incident and rush of action, clasped in his arms Friday night the girl wife he had not seen since she left his side a year ago last August on what he and she believed would be a trip to end the story of an elopement with a parental blessing. The bait of forgiveness is declared by the young man and his wife to have been used to lure the 15-year-old bride into the care of her parents, Captain and Mrs. A. T. Andrews. The young wife went from Chicago to Toronto to effect the reconciliation, and from that time, the middle of August, 1897, the husband and wife have been kept apart. No correspondence was permitted, and the parents of the girl, it is said, flitted from one city to another to elude pursuit.

The reunion was effected through the girl's chance discovery of a letter her father received from her husband. From it she learned the young man's address and the fact that he had been told that it was his wish that he was being kept away. She wrote to her youthful husband—himself only 23 years old—at Madison, Wis., where he was attending the law school of the University of Wisconsin, telling him that she was true to him, and would come if she could send the money for her road fare. The letter reached him November 10, and the next day \$25 was on its way to her. She left immediately for Chicago.—Chicago Tribune.

#### DON'T ENFORCE THE PENALTY

##### Why a Violator of a Baltimore Ordinance Went Unpunished

The recent publication of an error in the wording of an ordinance for preventing the delay of city cars has reminded Levi S. White of an incident which occurred in this city over fifty years ago.

"At that time," Mr. White said, "we had numerous wooden bridges over the falls, one being the Belvidere bridge, on North street. Mr. Oliver then lived at his country seat, now Greenmount cemetery. One day Mr. Oliver became seriously ill and his servant was hurriedly dispatched on a horse after a physician. The mayor and city council had passed an ordinance forbidding any one 'from riding or driving over any bridge faster than a walk.' The intended penalty was a fine of \$10 (one-half to go to the informer), if the violator should be a white man, or a free man of color, but if a slave thirty lashes on the bare back.

"Mr. Oliver's servant, in his anxiety for his master's health, forgot all about the ordinance and trotted very fast over Belvidere bridge. He was seen to do this by two millers, then employed at the flour mill near there, who informed upon him and he was arrested and held for trial. Mr. Oliver sent for his attorney and directed him to defend his servant and to prevent the punishment if possible. The attorney examined

the ordinance and appeared at the trial. The two millers (who, by the way, had a grudge against Mr. Oliver) were also present and gave evidence fully sustaining the charge. Counsel said they had no answer to make to the charge, except the anxiety of the accused for his master. The offense had been proved and it was for the magistrate to strictly enforce the penalty of the violated ordinance, but he suggested that the magistrate should carefully read what had been prescribed by the mayor and city council for such violations. That was done and it was found that the ordinance read as follows:

"If a white man, or a free man of color, the bare back—one-half for the informer, the other half for the mayor and city council."

"Now," said the attorney, "give the informer fifteen lashes on the bare back and send for the mayor and city council to get the other fifteen."

"The two millers suddenly disappeared from the court, and the case was dismissed. It was said that Mr. Oliver presented the astute counsel with a check for \$100.—Baltimore Sun.

#### Hetty Green's Husband Is Ill

New York.—A stroke of paralysis, which prostrated Edward A. Green and sent him, a reclus from his usual life, to a secluded apartment, has succeeded in bringing to his bedside his wife, Hetty Green, the richest woman in America. A separation of years that, according to public report, has been marked by some bitterness between the eccentric woman magnate and her aged husband, and which has extended to other members of the family, is apparently at an end. Hetty Green, after a diligent search since she learned of her husband's serious illness, located him Friday for the first time. In ten years she has seen him but two or three times, and then only upon important business matters, where his signature as her husband was required. At the sick man's apartment in the Cumberland Hotel Hetty Green found her daughter, the child of the man who was rumored to be dying within. On October 15 Edward A. Green, who was then living at the Union club, suddenly disappeared. Few of his friends knew that he had been prostrated by a stroke resembling paralysis, and those few were requested by Mr. Green not to reveal the fact.

Edward A. Green is heir to one-third of the millions possessed by Hetty Green, who, thus provided for him in her will when, ten years ago, she separated from him because of his reckless expenditure of money. At that time Edward A. Green was known as "Spendthrift" Green. Their son, Edward Green, Jr., lives in Texas, where he attends to his mother's railroad interests.—Chicago Tribune.

Space has a temperature of 200 degrees below zero.



*was made over the Dreyfus Case. Not burning newspapers which sympathize with Dreyfus revision.*