In the civil war the ships devised by American scientists and engineers showed the superiority of naval architecture. At the present moment all naval departments are studying the extraordinary features of the battleships of the United States, the Sultana. On one side four heavily armored cruisers were run up with a host of vessels, and on the other not a ship was burned, while the casualty list was one killed, two wounded.

This war was terrible splendor for one combatant and prudently immunity for the other. If this condition were permanent there would be no more war. But the Spanish were not aware of what the French were up to. When their fleet at Mala was destroyed they claimed it was an unexpected and artificial loss. But at Santiago they lost four of the finest ironclad cruisers. Their hulls of steel were twice as thick as that of the Brooklyn, a ship that produced them terribly, without injury to herself, though the Spanish one was concentrated upon. From the little Glutton, which was in the path of the fights, emerged the slightest damage. The speed of the Oregon and the Brooklyn prevented the escape of the Colón, and a great victory was rendered complete.

In looking over the results of the battle, the Spanish must be surmised to find that they used their supplies so impossibly, so inefficiently, so inefficiently, as to result in a battle lasting over two hours. Such intense leadership in new and clumsy Spanish navy, even though its modern record is one of continuous defeat. At battleships Correa, the long sailor, was irregularly beaten without getting a censure blow. The inference is natural that Watson would admit he was conquered, as he is nowhere, and it is quite reasonable to suppose that the Spanish admiral would not require to fight in the light of what is now known of the remarkable efficiency of the American navy. After such two disasters as those at Malvinas and Santiago the proper course is to study causes and keep out of range. The victory of victory is with the Americans. They know what they can do with their present means of big guns, as well as with the lighter weapons of warfare. Spain has nothing left to which to press her on the contact, and the acknowledgment of the facts is wise.

Naval departments should be cautious how the Americans occupy this production, which is a wonderful and incomparable ship, and they have shown that a nation may own four, motions, ordered ships and yet utterly helpless on the ocean. The Spanish admiral was not looking at their own advantage. The Spanish guns were almost equal in caliber to the American. Where, then, was the all-important difference? Every naval publication will try to steer the matter.

It is admitted that the American Navy is superior in intelligence and energy. Their training has been far more thorough. They handle the mechanics of their armed warship to better advantage than the English. The English are more direct and aggressive, fighting on their terms, but they never think. One of the captures of an English cruiser has been long in the English papers and much anticipated. They have destroyed the mechanics of an armed warship to better advantage. The English have been more direct and aggressive, fighting on their terms, but they never think. One of the advantages of an English cruiser has been long in the English papers and much anticipated. They have destroyed the mechanics of an armed warship to better advantage. The English have been more direct and aggressive, fighting on their terms, but they never think. One of the projects of a British cruiser has been long in the English papers and much anticipated. They have destroyed the mechanics of an armed warship to better advantage. The English have been more direct and aggressive, fighting on their terms, but they never think.