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SATURDAY - DECEMBER 3, 1898

BRIGHT FUTURE FOR OUR NAVY

The report of the secretary of the navy, for the first time in our history, is bound to attract more attention than that of any other cabinet officer. Every nation that has a navy of any importance is eager to learn what the United States intends to do in the way of naval construction, and the American people themselves are thinking far more about the navy than any other department of the government.

The people will be interested in the authoritative and official story of the great naval engagements of the war and in the administrative reforms recommended by Secretary Long; but in Europe the main interest will be in the recommendations to increase the navy. Recognizing as inevitable the expansion of our sovereign rights over Porto Rico, Cuba and the Philippines, Secretary Long recommends the construction of three first-class, heavily armored, sea-going battleships, three armored cruisers of the largest class, three others of the class of the Olympia, (Admiral Dewey's flagship), and six of lighter draft than the Raleigh and the Boston. Each of the battleships are to be sheathed and coppered, to have a trial displacement of 12,500 tons, to be fully armored and to carry the most powerful ordnance. The estimated cost, not including armor and armament, is \$3,600,000 each. Our largest battleship in commission, the Iowa, has a displacement of 11,340 tons. England's largest battleships, of the Majestic type, have a displacement of 14,900 tons each. The largest battleships of France have a displacement of 12,205 tons each; Germany, 11,130 tons each; of Russia, 12,540 tons each. The new battleships recommended by the secretary of the navy will be larger than any others afloat, except the largest battleship of England.

The three large cruisers will have a trial displacement of 12,000 tons each and will be expected to develop the highest practical speed and the greatest radius of action. The estimated cost, exclusive of armor and armament, is \$4,000,000 each. The Brooklyn, the largest of our armored cruisers in commission, has a displacement of 9,215 tons; the New York a displacement of 8,200 tons. The three large cruisers recommended by the secretary of the navy will be larger than the new cruisers ordered by Great Britain. The largest armored cruiser of Spain, the Dupuy de Lome, has a displacement of 6,300 tons. Russia's largest armored cruiser has a displacement of 7,782 tons.

The three sheathed and coppered protected cruisers are to have a trial displacement of 6,000 tons each. The estimated cost exclusive of armor and armament, is \$2,150,000 each. The six sheathed and coppered protected cruisers of lighter draught are to have a trial displacement of 2,500 tons, with an estimated cost exclusive of armor and armament, of \$1,141,000 each. The fifteen vessels recommended by the secretary call for an expenditure of \$36,100,000.

These fifteen vessels are in addition to the three battleships, Maine, Missouri, and Ohio, the four monitors, and the twenty torpedo-boat destroyers ordered by the last congress. We have in course of construction the battleships Kearsarge, Kentucky, Illinois, Alabama and Wisconsin. All of these are heavier than the Iowa, each having a displacement of 12,525 tons. The Maine, the Missouri and the Ohio are to have a displacement of 13,500 tons each.

If the recommendations of the secretary of the navy are adopted, as every consideration demands that it should be, we shall have in the near

future fifteen first-class battleships, one second-class battleship, and twenty-six armored and protected cruisers. We have now in commission four battleships of the first class, one of the second class, two armored cruisers, twelve protected cruisers and three unprotected cruisers. The program outlined by Secretary Long will give us a navy well up toward the standard of France, and, adequately supplemented in subsequent years, will put us third in the list of the naval powers of the world.

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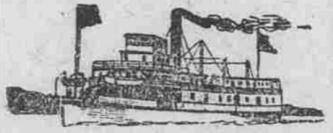
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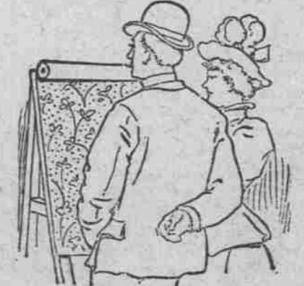
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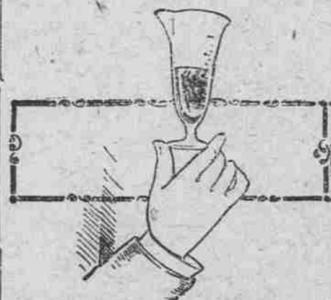
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