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A. H. MITCHELL,
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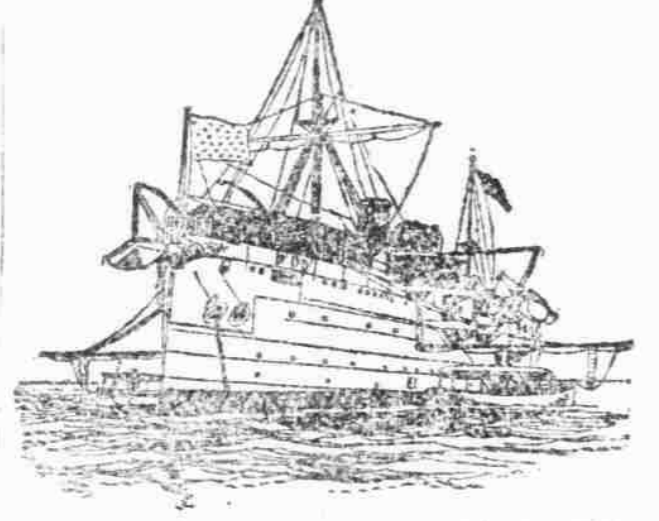
NAVIES OF THE WORLD.

The Squadrons of Many Nations on Parade.

REVIEW IN NEW YORK HARBOR.

Description of the Principal Vessels of the United States, Great Britain, Spain, France, Germany, Italy, Russia and Brazil—President Cleveland to Pass Them in Review—A Festival of Peace.

Unless all signs fail and all naval authorities are at fault, New York city is soon to witness the most unique naval display noted in history. Not in size nor in magnificence will it be unique. The Spanish Armada was very much larger. Ordinary naval reviews of European fleets are more impressive in the number and armament of the vessels. Yet it will be unique and interesting be-



UNITED STATES FLAGSHIP PHILADELPHIA. Cause the picked vessels of many nations will join in commemoration of the quadracentennial of Columbus, and the president of the great republic will pass in review the warships of the world.

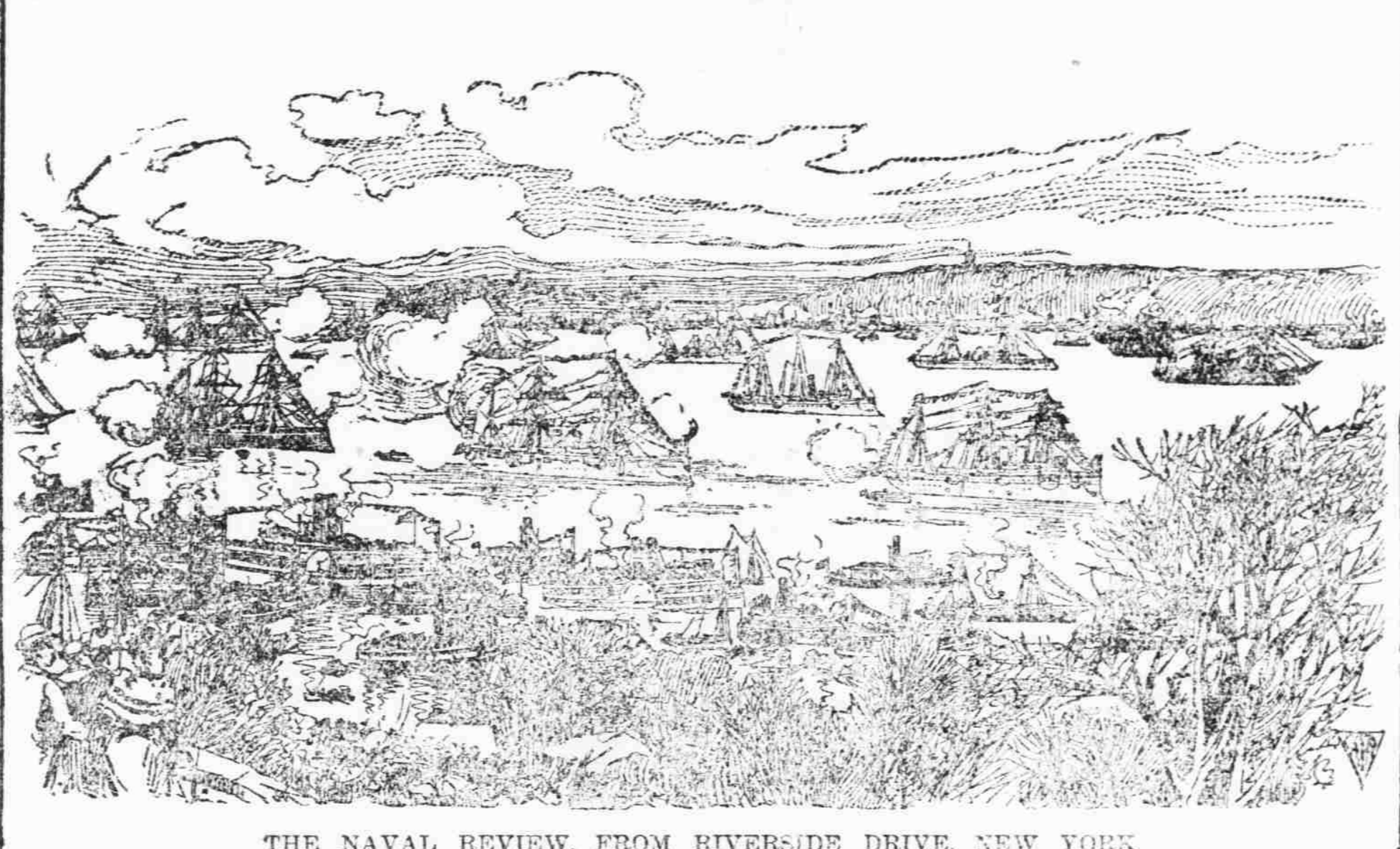
In a sense it will be a peace congress of the world's navies. No such assemblage has hitherto been, and it is much to be feared that no such array of naval armaments in friendly rivalry will soon be seen again. The United States, Great Britain, possibly Russia, and Spain, Italy, Brazil, Germany and France will be represented in the order named, so far as warships go, while the United Netherlands, Argentine Republic, Portugal, Denmark and others will be represented by one, two or three ships each. Taking it all in all, at least 60 of the grandest warships in the world will arrive and anchor in the lower bay on April 25, move up and anchor in the Hudson on the 26th, and on the 27th the great review will take place.

Of course the United States will lead in place as well as in number of vessels, and briefly told here is the list, together with the cost of each vessel that will participate:

	Tonnage.	Total cost.
Baltimore, cruiser	4,900	\$1,880,688.56
Chicago, cruiser	4,500	1,587,823.42
Philadelphia, cruiser	4,324	1,810,020.53
Newark, cruiser	4,983	1,859,851.73
San Francisco, cruiser	4,683	2,011,348.08
Charleston, cruiser	4,044	1,467,958.70
Boston, cruiser	3,189	960,529.84
Atlanta, cruiser	3,189	973,363.74
Bennington, cruiser	1,700	673,323.91
Concord, cruiser	1,700	704,648.30
Yorktown, cruiser	1,700	694,416.79
Dolphin, dispatch boat	1,000	668,432.10
Miantonomoh, monitor	3,800	1,678,973.21
Vesuvius, dynamite cruiser	1,700	493,300.00
Cushing, torpedo boat	750	385,000.00
Stiletto, torpedo boat	500	388,412.27
Bancroft, practice cruiser	2,750	1,801,541.67
Kearsarge, corvette of old navy
Portsmouth, training ship old navy
Monongahela, training ship old navy



BRITISH FLAGSHIP BLAKE. In addition to these it is probable that the new cruiser, the New York, which has proved herself to be the fastest cruiser in the world at her trial trip off Delaware



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breakwater, will be ordered to join the American forces.

And still this cold array of names and figures gives but a faint idea of the solid magnificence of the new American navy. The reader who has not kept himself informed of our progress for the last 10 years can have no idea of the rapidly with which our reproach among nations has been taken away, and how near we are to our old pre-eminence in the times when Denatur thundered against Algiers, and Hull, Lawrence, Porter and others boldly challenged the mistress of the seas. But a few figures on this point will be given later.

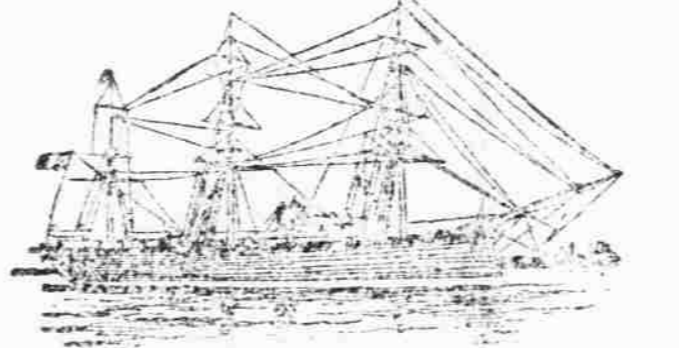
Next in display to the United States will come Great Britain, of course. She has in these seas eight great warships, but only five are certain to be in this review. Of these the greatest—and, as some English authorities have maintained, the best in the world, all things considered—is the famous Blake. In tonnage she outranks all United States ships. She is a protected cruiser and is of 9,000 tons displacement. She is 375 feet in length, with a beam of 65 feet. She floats in 36 feet of water and has 14,450-horsepower engines, capable of sending her along at a speed of 19.5 knots an hour.

Her armament consists of two 9.2-inch 22-ton and ten 6-inch 5-ton breechloading rifles, which overshadows any of the arms carried by the United States cruisers. She carries a crew of 574 men, and the arrangement of her engines is claimed to be scientifically perfect. She is propelled by twin screws, driven by four distinct sets of triple expansion, inverted cylinder engines, placed in four separate compartments, two sets being coupled together on the port and starboard sides respectively for driving each screw. No damage to one set in action can interfere with the other, and similarly each gun has its own independent supply, so that the explosion of one can have no effect on another. Imagine, if you can, this vast floating fortress of the sea vomiting over 600 pounds of solid metal from each side at every shot and nearly as much more from bow and stern.

After the Blake the other British ships seem small indeed. But among them is the armored cruiser Australia of 5,000 tons, a handy and fast vessel, fitted with 14,450-horsepower engines and a battery of two 9-inch 22-ton breechloading rifles. She has a belt armor of 16 inches in thickness and a side armor of 10 inches; also the Magicienne, which has 2,950 tons displacement, a length of 265 feet and a beam of 42 feet. She has 9,000 horsepower and a speed of about 18 knots. Her main battery consists of six 6-inch breechloading rifles. The Tartar has a displacement of 1,770 tons. She is 225 feet long and has a beam of 42 feet. With 9,000 horsepower she steams about 17 knots an hour. Her main battery consists of six 6-inch breechloading rifles. With these come some smaller vessels.

It will surprise most Americans to learn that Spain claims naval pre-eminence in these waters next to Great Britain, and that our old ally, France, has paid very little attention to this affair. Nevertheless France has sent the Arethuse, Hussard and Jean Bart. The Arethuse is a wooden ship of the old style, with a projecting mainmast. She is 177 feet long, with 41 feet beam and 12 feet draft. She can steam under favorable circumstances about 13 knots an hour. She is a handsome looking vessel, but so far as fighting is concerned is just as obsolete as a flintlock rifle. The Hussard is another old fashioned craft, but the Jean Bart is comparatively modern and efficient.

This is as it should be, for she is named for the greatest naval genius France ever produced, a genius who, by his way up to the rank of an admiral, and of whom scores of amusing anecdotes are still told by French sailors. One of these anecdotes: He had the Prince de Conti as passenger and host off an English attack so that the prince congratulated him on their escape from capture, whereupon he replied that there had been no danger at all of that fate, as he had taken the precaution to send his son to the powder magazine with a match, ready to blow up the ship as soon as he gave him the order.



FRENCH FLAGSHIP ARETHUSE.

Spain sends the Reina Regente (Queen Regent), which was, or was thought to be, the fastest efficient cruiser afloat, but that honor is now claimed for the latest United States cruiser New York. The Duke of Veragua, sprung from a branch of the royal house of Spain, will command the Spanish fleet, and the Reina Regente is his flagship. She is of 5,000 tons displacement and is 316 feet in length. She draws 20 feet of water, and with her 11,000-horsepower engines can steam 20.7 knots an hour. She carries six 16-centimeter and as many 12-centimeter breechloading rifles.

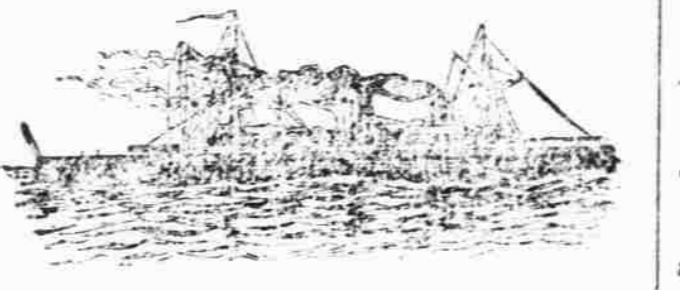
Next in size in the Spanish contingent comes the Infanta Ysabel, a sloop gunboat of 1,130 tons. She is 210 feet long and has a beam of 32 feet. She can do her 14 knots an hour and carries four 12-centimeter and two 7-centimeter rifles. The Infanta Ysabel took part in the October Columbus celebration in New York harbor under the auspices of the municipal government. Last in point of size of the Spanish vessels comes the gunboat Nueva Espana. Italy sends three protected cruisers, the Giovanni Bausan being the flagship. She

is 375 feet 7 inches in length and is of 2,928 tons displacement. She can whirl along at 17 knots with her 6,000-horsepower engines. She carries two 10-centimeter and six 15-centimeter breechloading Armstrong rifles. Her companions are the Italia, 252 feet long and 4,750 tons displacement, and the Doge, which is of 2,929 tons, 1,400 feet long and can do 19.03 knots an hour with her 1,960-horsepower engines. She has a main battery of six 8-inch breechloading Armstrong rifles.



GERMAN IRONCLAD KAISERIN AUGUSTA.

So much for the great naval powers, or at any rate those best represented in this display. But several others will be fairly well represented. Germany will send a protected cruiser and a composite gunboat. The cruiser is the Kaiserin Augusta, which is of 9,033 tons displacement. She is 333 feet long and can steam 20 knots an hour with her 12,000-horsepower engines. She has a main battery of twelve 15-centimeter and eight 8.7-centimeter rifles. The Schwalbe is a little composite gunboat of 1,370 tons and is 223 feet in length.



ITALIAN CRUISER GIOVANNI BAUSAN.

Brazil sends two vessels. Her flagship is the turret battleship Aquidauan, a vessel which formed one of the Brazilian squadron which came to America two years ago, after the fall of the Emperor Dom Pedro, to announce the new republic. Brazil's other vessel is the Jamanderi, a 270-foot-long protected cruiser. The United Netherlands send one vessel, the ironclad Van Speyk. The Argentine Republic also sends one, the Nueva de Julio. Portugal, Denmark, China and Japan have also notified our government that they will be represented, but have not signified the name and style of their vessels. Altogether not less than 60 of the greatest warships in the world will be present.

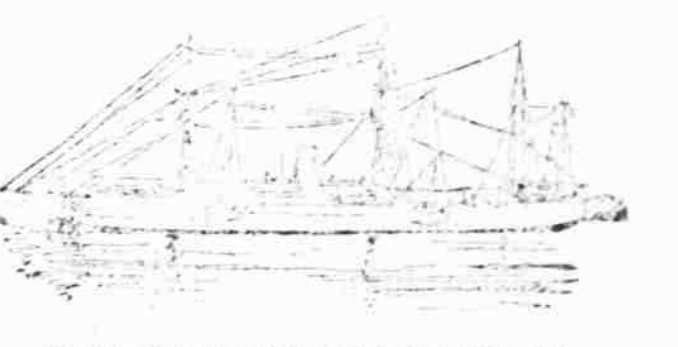
At the head of the line, as the fleet sweeps up New York bay, will be the cruiser Philadelphia, flagship of Admiral Bancroft Gherardi, who will be director general of the review. On the 20th the fleet will move up to the review anchorage on the Hudson

river, where small buoys, numbered, will mark the anchorage of each ship. The anchorage will extend from Thirty-fourth street to Eighty-ninth street. During the afternoon of the 20th all final arrangements will be completed and the last orders issued. At 8 a. m. of the 27th all the vessels will hoist colors and "dress ship" in unison. At 10:30 a. m. President Cleveland will go aboard the Dolphin at the Twenty-fourth street landing, and the review will begin.

As the Dolphin moves off she will fire her signal gun, and the Miantonomoh will respond with one of her 10-inch guns. All the yards will be manned on all the vessels, and the Dolphin will move up through the fleet. As she comes even with each ship in turn the order will be given, arms, salute, four flourishes, officers and crew salute, and the band plays the national air. At the last flourish a beam of 24 guns will be fired. After the Dolphin has passed up flag and commanding officers will leave their ships to pay their respects to the president on the Dolphin, which will anchor in the harbor. The review will be a grand and unique event, and the president will be present from the ship and he will wave the flag every vessel in the fleet will fire a salute of 21 guns. The review will be a grand and unique event, and the president will be present from the ship and he will wave the flag every vessel in the fleet will fire a salute of 21 guns.

Of course the chief attraction of the review will be the president, who will be present from the ship and he will wave the flag every vessel in the fleet will fire a salute of 21 guns. The review will be a grand and unique event, and the president will be present from the ship and he will wave the flag every vessel in the fleet will fire a salute of 21 guns.

The Dolphin, on which the president will be present, will be a grand and unique event, and the president will be present from the ship and he will wave the flag every vessel in the fleet will fire a salute of 21 guns.



SPANISH WARSHIP INFANTA YSABEL.

The Russian vessels designated for this parade are the General Admiral, of 4,600 tons and 257 feet long; the Dmitri Donskoi, of 3,233 tons and 190 feet long; and the Rynda, a small protected cruiser. All these and perhaps others are to be commanded by Vice Admiral Nemanoff, and on his flagship will be the Grand Duke Alexis, whose former visit to the United States was the event of the time.

On Denmark's flagship will be Prince Waldemar, son of the king of Denmark and brother of the Princess of Wales and carina of Russia. He will be one of the most prominent of the many distinguished men coming to honor the memory of Columbus and show their good will to the great republic. And at this point one is tempted to indulge in rhapsody as the American heart swells with pride at the nation's position. But as words are wanting to do justice to the subject, it remains but to wish the happiest results from the great Festival of Peace.

WILLIAM S. WINTPAK.

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