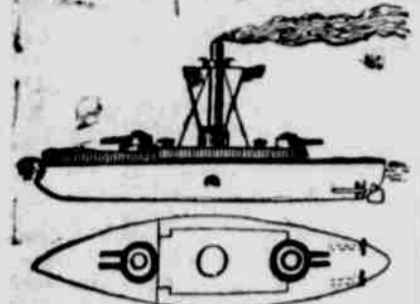


DESIGNED TO FIGHT.

WHAT A REAL BATTLESHIP IS LIKE.

An Officer of a Monitor Is Responsible for a New Design That May Be of Great Value to the Navy—Not a Thing of Beauty.

The accompanying sketch was made by a naval officer who has had some experience on the larger monitors. It represents in a general way his conception of the ideal battleship. All ships are compromises, and this design departs materially from the well-known and approved monitor type in having a superstructure forward. This feature enables the ship to maintain



DESIGNED TO FIGHT.

her speed in a head sea, which is wholly impracticable with the ordinary monitor, although a sea abeam has but little effect on the speed of this peculiar craft. For about two-thirds of its length the design presents a freeboard of only thirty inches, which may be considered the monitor standard. The freeboard at the bow is ten feet. The twelve-inch guns are well located for sea work, being eighteen feet above the water line. The turrets are housed in barbettes. The height of each barrette above the deck is twelve and one-

half feet. A missing feature is the conning tower, which is a tower in fact as well as in name. It has a height of twenty-seven and one-half feet above the water line, is twenty-five feet in diameter, and twenty inches thick. There is nothing equal to it now afloat.

manding officers say they would rather take their chances on an open bridge than to occupy one of the alleged "conning towers." The smoke pipe passes up through the center of the tower and receives protection from it. The smoke pipe is utilized as a mast, and carries the usual fighting top and signal yard. The top of the smoke pipe is 100 feet above the water line, and as the fighting top is fifteen feet below the smoke outlet, the men at the top guns ought not to suffer any discomfort from smoke. The barbettes and conning tower rest on the main deck, which is two inches thick. The side armor is continuous and has a mean thickness of twenty inches, twenty-four inches amidships, tapering to sixteen inches at the ends. The depth of side armor is six and one-half feet. The thickness of armor on turrets, barbettes, and conning tower is twenty inches.

The length of the vessel on water line is 300 feet; beam, seventy feet; draught forward and aft, twenty and one-half feet; displacement, about 8,600 tons; twin screw; indicated horse power, 5,000; speed, about thirteen and one-half knots per hour; coal capacity, 500 tons; main battery, four twelve-inch and six four-inch guns; secondary battery, six six-pounder rapid-firing guns and two thirty-seven mm. Hotchkiss revolving cannon.

The sketch represents the ship cleared for action, the boats at other times being stored on the superstructure. The presence of a superstructure amidships adds much to the comfort of a monitor's crew and does not increase her size as a target, as bridges and other gear would incur the space between the turrets and give the enemy as good a mark as does a superstructure. This point is illustrated by a comparison of the Minantonomah and the Amphitrite, the former having no superstructure. The model of this design is necessarily

line, the St. Louis, the St. Paul, the New York and the Paris, are the largest ships of the number, and besides these there are the steamships of the New York and Cuba Steamship company, and the Mallory, Morgan, Red D and Panama lines. All of these vessels could be fitted out and prepared for duty in a very short time. They would be supplied with guns of the Driggs-Schroeder and Hotchkiss pattern, which are designed to throw a large number of small projectiles with great rapidity. Naval officers do not believe that all the available merchant steamships would be called upon to do duty as commerce destroyers. They believe that half a dozen of the fastest



JUDGE ADVOCATE MARIX.
(He Carried the Report of the Maine Inquiry to Washington.)

ones would be more than enough to wipe Spain's small commerce from the seas in a comparatively short time. The navy yard at Brooklyn could accommodate ten large steamships at one time if it were necessary to fit them out at short notice.

Horrors of War.
"War," said the old colonel, as he stirred his toddy, "is too terrible to contemplate. It should not be lightly

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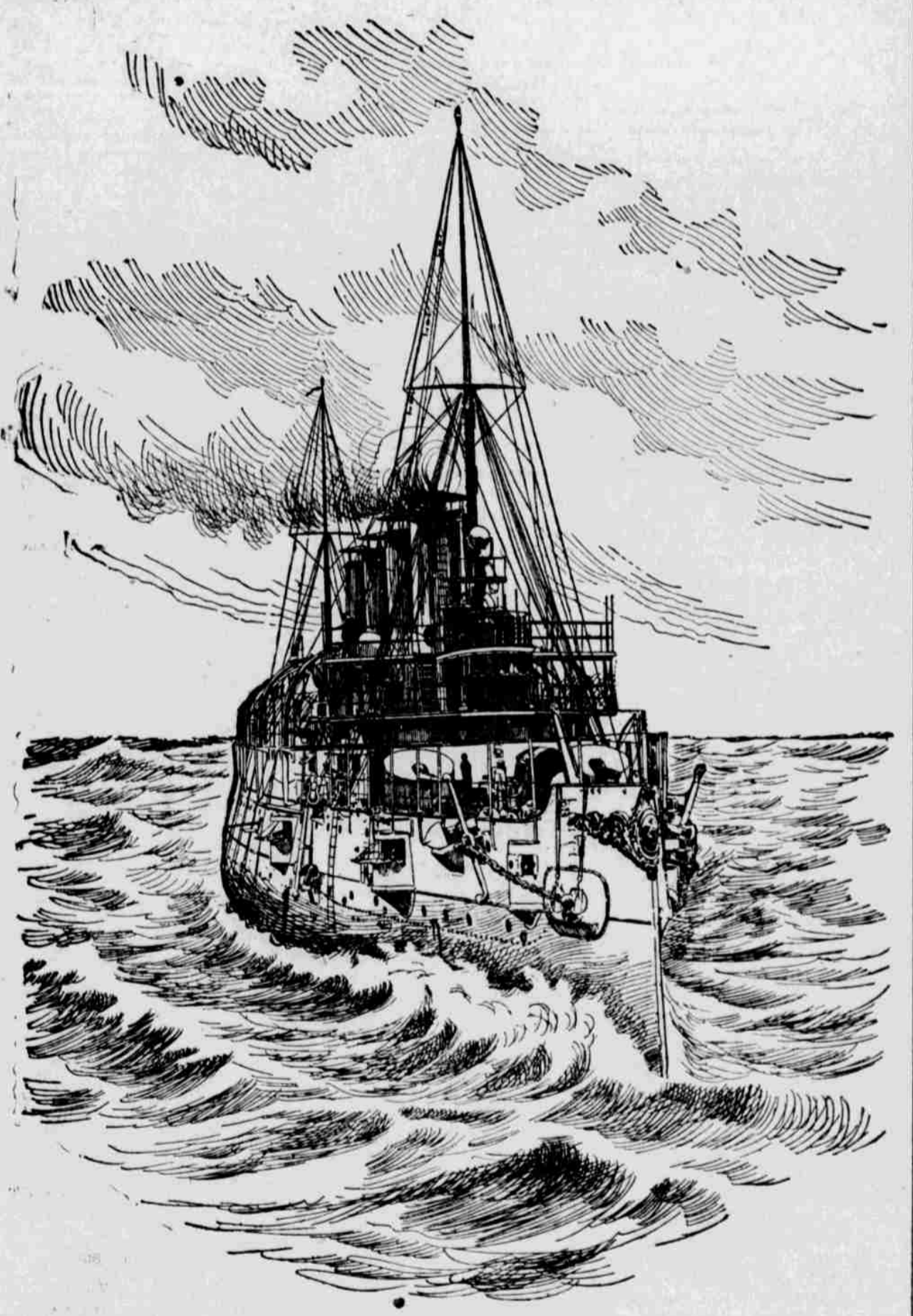
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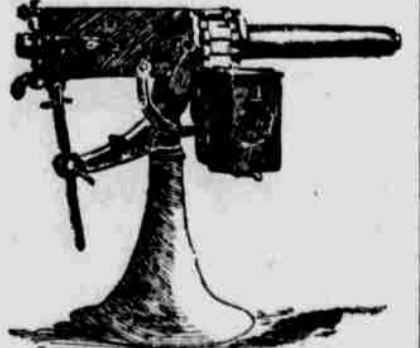
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THE COLUMBIA, THE FASTEST VESSEL IN THE UNITED STATES NAVY.

very full, otherwise the enormous armor weights could not be borne. The absence of eight-inch guns means a sacrifice of offensive power, but there is a corresponding gain in armor protection and in general simplicity. The ship can be commanded by one man and handled by a small crew. The designer believes that this ship, although costing not over two-thirds as much as the Indiana and being much cheaper to maintain, would be more than a match for the pride of the Hoosier state.



MAXIM'S NAVAL GUN.
(It Works Automatically and is Generally Kept in a Warship's Conning Tower.)
The conning towers on most ships are mere death traps, and many com-

Could Be Fitted for Action. Attention has been attracted to the merchant steamships that are classed as auxiliary cruisers to the navy, and which could be fitted out in a short time so as to serve most effectively as commerce destroyers or as speedy transports for the handling of troops. The available steamships that could be utilized by the government would constitute a big fleet, and experts believe that it would prove of great service in the event of war with any country. The four big steamers of the American

spoken of, sir; it is a serious, sad affair. I have two graves in Virginia, one in Tennessee and three in Kentucky, and but for war the men who fill them would be living yet!" "Your sons, colonel?" asked the listener, in an awed voice. The colonel tossed off his toddy neat, and stroking his gray beard said: "No, sir; my substitutes; the brave men who fought, bled and



THE O'HIGGINS.
(Now Belongs to Chile, But May Be Purchased by Uncle Sam.)
died for me!" Then the listener coughed and observed that whisky was not as good now as it was before the war.

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