

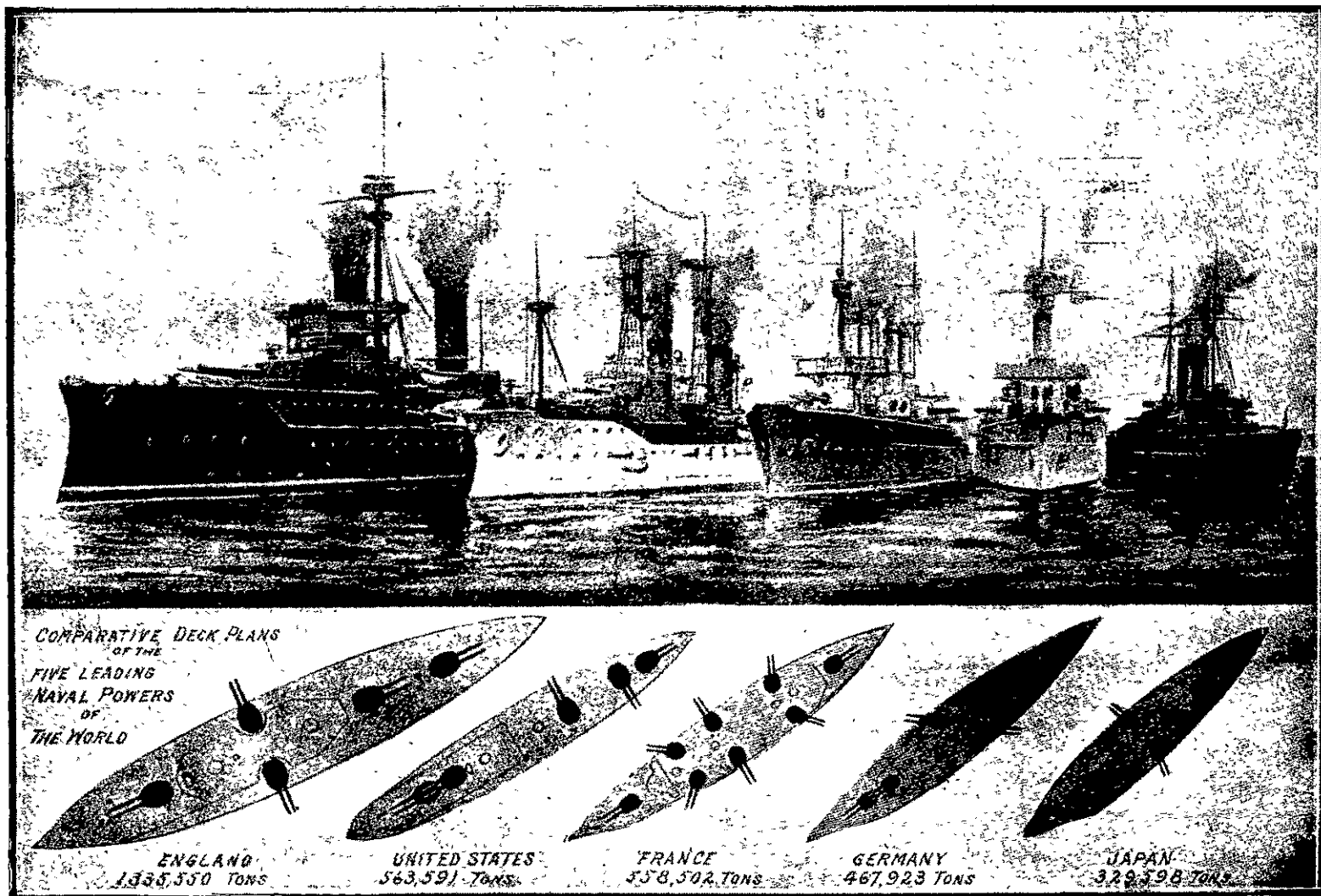
United States output is 36 per cent. less than in 1907, which was the year of maximum activity, but the total is only one-third that of the United Kingdom. Japan shows a decrease of 10 per cent., but here the total is under 60,000 tons, as compared with 929,000 tons of the United Kingdom. Norway which comes next in point of tonnage, has a total of little more than one-twentieth that of the United Kingdom, and the aggregate measurements of the ships 8½ per cent. less than in 1907. Generally, therefore, Britain still holds the predominant position, although the shipbuilders are experiencing keen competition, and only by the greatest vigilance in keeping down costs and increasing the efficiency of labour can they combat this competition.

There is another phrase of this question which is of considerable importance. In

cent. in 1904. The British Colonies, too have increased their quota. A further aspect is the effect of the new tonnage on the tonnage available for sea transport. Lloyd's Register points out that the net increase in the tonnage owned by the United Kingdom, taking cognisance of vessels lost, and of sales to and purchases from foreign fleets, is about 169,600 tons less than the lowest for very many years, the addition in the last five years ranging between 405,000 tons and 764,000 tons, the latter the largest on record. In 1907 the addition to the British fleet was 426,800 tons. It follows that the ratio of existing British tonnage to foreign-owned tonnage has suffered in the past year a very serious diminution. We leave the reader to conceive for himself the effect which this must have on the national wealth derived

Navy, their total being 97,660 tons, which is the largest on record, and compares with 14,800 tons in the previous year, and 62,678 tons in 1906. The United States, which come next on the list, have increased their total, as compared with the previous year, nearly five-fold, although it is less than in several preceding years—notably 1904, when the output was 170,000 tons. In 1908 there were launched for the United States Navy eight vessels, of 52,850 tons, which is nearly 3,000 tons in excess of the tonnage of British warships. The total number of warships launched in the world was 127, of 309,689 tons, of which Britain built for her own and other navies thirty-six vessels, of 74,186 tons.—*Engineering.*

We turn to the fighting side, and we publish the striking tables of the same authority which show in a very startling



THE LEADING NAVIES OF THE WORLD. Comparative strengths, deck plans, showing disposition of great guns (12 in) as in the Dreadnought type.—*Scientific American*

addition to the tonnage built in the respective foreign countries, there were constructed in Britain for abroad 374,674 tons, so that the total addition to new merchant tonnage added to foreign fleets becomes 1,278,000 tons, as compared with 555,000 tons built to fly the Union Jack. Thus, although the shipbuilders have this year had the satisfaction of sending a larger proportion of their output to foreign countries, shipowners are faced, as a consequence, with increased competition from foreign sources. We pointed out in our review that the foreign tonnage was greater than in any previous year. Taking only merchant craft the proportion of British-built tonnage for foreign fleets is given by Lloyd's as 40 per cent. which compares with 34 per cent. in 1907, 20 1-3 per cent. in 1906, 21½ per cent. in 1905, and 18 2-3 per

from the important work of transportation. Regarding the output of warships, Lloyd's figures clearly show that the British output has been decreasing, while foreign productions are more than maintained. Only in exceptional years has the total warship tonnage launched in Britain been less than half that of the collective output of all foreign countries, but for the past year it is less than one-third, notwithstanding the inclusion in the British total of a larger proportion than usual of foreign tonnage. The British total for the past year is only 49,560 tons—less than in any year since the beginning of the century and little more than one-third that of the previous year, and one-fourth of the year of maximum output. Germany, on the other hand, has built for her own navy 2 tons for every ton launched for the King's

manner the parallel courses of the building programmes of the world. We see how Britain in times of stress put forth all her building strength. In the years after the Jameson Raid, enlivened by the strange telegram of the Kaiser, that message his officers are now taking on the blame for having sent, there was a great dash of energy in the British yards. So there was during the worst days of the Boer War, those days in which the Kaiser lately claimed that he had saved the interests of Britain from the fangs of a united hostile Europe. But the closing years of the series are a revelation of change. It is not a matter of astonishment that the nation has been stirred by the revelation and by the things said and the things thought concerning the same in connection with the effect of the new Dreadnought programmes.