

The Building of The World's Navy.

Number and Tonnage of Warships Launched, 1892-1908.

Year.	British		Foreign.	
	No.	Tons	No.	Tons.
1892	30	151,157	53	157,744
1893	18	45,898	33	133,635
1894	30	32,966	27	87,050
1895	59	148,111	23	100,614
1896	55	163,958	37	167,233
1897	41	95,465	42	133,435
1898	35	191,555	50	175,318
1899	29	168,590	36	176,170
1900	41	68,364	70	192,300
1901	23	211,969	62	275,473
1902	41	94,140	73	183,566
1903	37	151,890	73	239,319
1904	28	137,175	90	307,511
1905	29	139,801	90	333,310
1906	29	109,450	119	354,522
1907	36	134,475	106	186,736
1908	36	74,186	91	295,503

Table showing the Number and Displacement of Warships of 100 tons and upwards launched for the various Navies during the Years 1892 to 1908.

Year.	British	American (United States)	French.	German.	Italian	Japanese.	Russian.	Other Flags.	Total.	
									No.	tons.
1892	137,271	31,103	25,465	34,400	8,320	1,158	27,364	40,221	83	308,901
1893	40,278	40,200	32,055	8,100	5,785	14,610	18,505	14,610	51	179,573
1894	32,098	12,034	23,690	5,070	3,290	868	34,890	15,150	57	120,006
1895	139,145	16,302	42,071	9,460	6,500	4,114	4,114	36,571	82	248,725
1896	117,445	3,000	37,110	11,214	6,500	24,780	30,281	68,573	92	331,791
1897	66,740	37,000	15,185	44,314	3,806	18,070	2,000	43,586	90	228,900
1898	140,120	6,400	25,668	10,648	2,836	28,650	28,650	36,348	91	366,873
1899	121,140	12,350	32,412	19,120	18,082	37,240	37,240	34,760	99	344,760
1900	35,050	12,350	40,780	45,950	1,890	26,210	61,840	37,684	99	260,464
1901	209,774	47,903	44,683	53,400	37,833	1,125	54,680	26,169	123	467,547
1902	92,840	20,449	40,780	32,324	8,724	8,950	48,485	27,795	102	276,106
1903	147,813	66,140	33,600	44,970	25,832	13,917	38,450	33,450	110	391,100
1904	126,375	179,185	43,600	60,590	93,2	608	1,750	21,566	103	475,006
1905	96,505	98,200	28,611	36,197	14,690	50,633	13,721	22,364	118	363,211
1906	85,700	45,443	15,185	62,678	3,099	41,277	32,204	27,145	148	392,972
1907	138,405	11,590	33,564	11,800	25,151	57,200	35,317	10,151	142	321,211
1908	49,360	52,850	21,660	57,460	25,400	2,245	8,800	47,574	127	309,669

fill certain organs of the press at the advance of the German Navy alternately impel one to laughter and make one grow hot with shame to think that outpourings so unworthy of a great and self-reliant nation should be read on the other side of the North Sea." He goes on to point out that "unless attacked by some unthinkable combination our position is unassailable." At the same time he has his eye on the future and he sees there abundant reason if not for actual disquiet at all events ample justification for an extended naval programme. He certainly realises the importance of the Dreadnought change.

"Now these two things are as certain as anything in the mutable sphere of human affairs can be:—(1) That Germany will have twenty-five Dreadnoughts and Indomitables at sea in the spring of 1915, and possibly if the new proposals of the German Navy League are adopted, another six Indomitables, making 31 in all. But let us keep on sure ground and say 25. (2) That Japan contemplates having before the end of 1913, a fleet of twenty modern first-class battle-ships of which, even if we make liberal concessions as to the efficiency of her existing fleet, ten will be Dreadnoughts and then must be added at least six Indomitables or their equivalents. There will also be somewhere, and heaven knows in whose hands, the *Minas Geraes* and her two sister ships. We have at the present time, building and projected, fourteen Dreadnoughts and Indomitables. If we maintain our professed rate of construction we shall have thirty-four Dreadnoughts and Indomitables at sea in the spring of 1915, including the *Lord Nelson* and *Agamemnon*, as against a minimum of thirty-five in the hands of the two Powers I have named."

This he pronounces not sufficient to rely on. "The prospect," he concludes, "is a serious one, but it is of no use to live in a fool's paradise. The nation must be made to look facts in the face, and one may perhaps hope that the greater the evidence it gives of an earnest and robust spirit, the less formidable will its task prove to be." His very last words published immediately after October last in the *Fleet Annual* for 1909, are prophetic. "Determination at home, moreover, to maintain the defence and uphold the rights of the sons of the Empire, will prove the surest way to secure the assistance of the said sons of the Empire in maintaining the peace of our peoples." If we doubt the prophetic character of this utterance we only have to ask Sir Joseph Ward about it, or any member of his Cabinet. Even Mr. T. E. Taylor, M.P., would be a safe authority on the point.

Indomitable order: and the total material of the fleet is fixed for the year 1920 as the date to be worked up to—by annual proportionate constructions, at 38 battle ships, fourteen large cruisers, thirty-eight small cruisers and a large number of torpedo craft. By the last Act also the life of the ships was decreased from twenty-five to twenty years. The meaning of this provision, as explained by Count Reventlow whose name has figured rather prominently of late in connection with these matters, and who moreover, is one of the chief organisers of the German fleet, is that whenever a ship reaches the age of twenty years a new one is immediately laid down to be built as soon as possible to replace it. The fleet then of Germany is limited by law to the above number and has to be kept up to it with modern ships until such time as the law may be changed. But in England those who are confronted with this explanation as to the limit point to the fact that this limitation is only one of three, and they declare that it is quite possible there may be a fourth Act, a fifth, and as many more Acts as may be required by an ambitious monarch backed by a fanatically nationalist people.

It is useless to point out that at present the standard of the British navy is more than two power, in spite of the lessened expenditure of late years as shown in the tables we publish above.

It is interesting to note also here the position exactly as it is with regard to the two strongest of the European navies, those of France and Germany. The figures are taken from one of Mr. Archibald Hurd's publications:—

Battleships.				
	Displacement.	Britain	France	Germany
Over 16,000 tons	11	0	0
14,000 " and over	...	30	6	0
13,000 "	0	0	5
12,000 "	7	2	5
11,000 "	4	8	5
10,000 "	7	5	5
Under 10,000 "	0	0	4
		59	21	24

Armoured Cruisers.				
	Displacement (Indomitable)	Britain	France	Germany
Over 16,000 tons	3	0	0
14,000 " and over	...	3	0	0
12,000 "	16	5	0
Under 12,000 "	16	15	8
		38	20	8

The standard is all that could be desired. But the present quality does not count, since the building of the Dreadnoughts, and that is the crux of the situation. The British view is that the Germans are "catching up" and intend to come more than level.

The National Building Capacity.

Under this head the British Foreign Secretary recently said very reassuring things in the House of Commons, to the effect that the Government had made enquiries and discovered that the capacity of the yards private and public was such as to be able easily to keep ahead of the rest of the world: quite equal at all events to the maintenance of any Two or Double One Standard of Power. The only uncertainty found, referred to the mountings of cannon, and steps had been taken to equalise matters in that direction. Since that statement was made the head of the firm of Sir William Armstrong & Co., has notified publicly that the firm is able

Comparative Figures in Naval Annual.

	G Britain	U S A	Germany	Tota
Ships of the line—				
Dreadnoughts	9	0	0	0
Other battleships	38	22	20	42
Armoured cruisers	9	4	1	5
	56	26	21	47
Armament—				
Guns 12-11 ...	236	88	40	128
" 10-9-2 ..	106	16	44	60
" 8-7 ...	74	216	0	216
" 6 ...	436	214	336	550

In these tables the Indomitables are included with the Dreadnought class.

The writer, Mr. Gerard Fiennes, has many more figures showing our present superiority in small craft, especially in submarines. He makes in connection therewith some strong remarks. Among the rest he says "The nervous twitterings which

Great Britain and Germany.

The Cause of British Alarm.

This is easily stated. In the ten years 1889-98 the German Government spent on the German fleet an aggregate of £45,803,666, an average annual expenditure of £4,580,366. In the next decade, 1899-1908, the expenditure aggregate reached £108,650,000, with an average expenditure of £10,865,000. Since the year 1900 three Naval Acts have been passed by the Reichsrath, and the last of them specifies that the battle ships of the programme must be of the Dreadnought or