

WAR SHIPS ON THE GREAT LAKES.

Congressman Burton, of Cleveland, is to take a hand in the effort to overcome the treaty memorandum with Great Britain, which prevents the building of vessels of war on the lakes. He has gone a step further than any of the other representatives who have taken an interest in this subject, as he has introduced a joint resolution requesting the President and Secretary of State "to enter into negotiations with the Government of Great Britain to secure, if possible, the abrogation of so much of the treaty of 1817, as forbids the building of warships at ship yards located upon the great lakes." By reason of an experience of several terms in Congress, and in view also of his full knowledge of all matter pertaining to the lakes, Mr. Burton can exert considerable influence in directing the attention of Congress and the executive to the importance of this question, and it is to be hoped that all other representatives from lake states will join him in trying to bring about some action at the present session.—Cleveland, O., *Marine Review*.

No doubt it would be of advantage to American lake cities to have national navy yards, dry docks, arsenals, and building sheds, and to have war vessels built there, but would it be desirable? Suppose that Great Britain should accede to the abrogation of that clause of the treaty of 1817 which forbids the having or maintaining of war vessels on the great lakes, and there was no treaty restriction upon the United States doing as Congressman Burton desires, our neighbors ought to know that the policy of Great Britain would be to always answer the call of a rival and for every keel laid, or gun boat or war ship launched on the American side, and place an equally effective vessel afloat on the adjacent water. Why not let well enough alone? From a British standpoint perhaps it would be well to use the lakes as reservoirs in which to store and keep a liberal portion of the vast number of war vessels that are in commission in the British navy. It might serve to suppress some of the bumpiness of our neighbors who incline to imagine that all the continent is theirs and the fullness thereof. It might be interesting to them to understand that should they slop over at any time and embroil themselves in a quarrel with Canada or any other British possession, their immense fleets of lake freight carriers and passenger steamers, of which they feel so justly proud, would resemble rats in a trap, to be sent like McGinty to the bottom of the sea, while every American lake city would be forced to pay heavy ransom to be allowed to exist, or else be battered into ruins by British cannon. Congressman Burton and his unwise friends had better proceed slowly in their endeavor to abrogate the treaty.

It is an open question whether the United States has not already abrogated the treaty of 1817, or has fully determined to do so in the construction at Cleveland, of the revenue cutter *Gresham*, and the proposal to construct two other such vessels at Cleveland or some other lake port. In a trial trip a few days ago the *Gresham* attained for a short run a maximum speed of 18.25 knots, equal to 21.01 statute miles per hour. Regarding these American war vessels in the great lakes the *Marine Review* says:

It is plain now that when these vessels are completed the revenue cutter service will have on the lakes three steamers that will be susceptible of quick and easy conversion into effective fighting ships. It is certainly fitting that the work of improving this service should begin on the lakes, where there is about 6,000 miles of coast line—nearly equal to the whole length of the Atlantic seaboard. The regular armament in

the new vessels, as in *Gresham*, will consist of one six pound, rapid-fire gun mounted on the fore-castle deck; but in case of naval co-operation they are so designed and constructed that each may carry a main battery of six four inch rapid-fire guns and an auxiliary force of eight or ten six-pounder guns. So armed, they would prove valuable dispatch boats, blockaders or effective commerce destroyers; and in these steamers there is to be also, as in the *Gresham*, a bow torpedo tube, which can readily be fitted with the mechanism for handling and launching torpedoes.

Principal dimensions of the two new cutters are: Length over all, 205 feet 6 inches; length between perpendiculars, 188 feet; breadth of beam, extreme, molded, 32 feet; mean draft, 10 feet 9 inches; normal displacement, tons, 927; maximum indicated horse power, 2,000; speed in knots per hour, 16. The boats will be built of steel throughout, will be rigged as fore-and-aft schooners and will carry a spread of steady sail only.

Each vessel will have a single screw of manganese bronze, 10 feet in diameter, which will be driven by a vertical direct-acting triple-expansion engine, having high, intermediate and low-pressure cylinders, respectively of 25, 37½ and 56½ inches diameter, with a uniform stroke of 30 inches, and a turning speed of 160 revolutions a minute when developing the required indicated horse power of 2,000 and inducing the contract speed of 16 knots. Steam at a working pressure of 160 pounds to the square inch will be supplied in each boat by four Scotch boilers of the return fire-tube type, in diameter 11½ feet by 10 feet long. Each boiler will have two 3½ foot Fox corrugated furnaces, and a structural peculiarity of the boilers will be in the use of but two steel plates in their longitudinal construction, by which added strength with a limited number of seams is secured. The boilers will be worked from a common fire room and two large blowers, exhausting directly into the ash pits, will induce forced draught. By this means the pressure under each boiler will be under independent control, admitting of economical service when running at cruising speed.

The normal coal supply will be about 225 tons, promising a radius of action of 2,000 miles at a cruising speed of 10 knots an hour. Steam steering gear, steam windlass and capstan, an electric lightning plant and hydro-pneumatic ejector for ashes are other modern features to be provided in these vessels. There is, of course, ample room in which to provide quarters for a complement of about sixty persons aboard each of the vessels.

DON'T MONKEY WITH THE BUZZ SAW.

Few of the tariff witnesses desire protection. But most of them demand the simplification of the existing measure. The late Administration framed a tariff which not even the friends of that Administration can defend in detail. It is easy to believe that a measure which is so far out of gear in detail may be radically wrong in principle. After the present Government has straightened out the details it may not find it so hard to convince people of the error in principle.—*Montreal Herald*.

It is quite remarkable that the editor of *The Herald* does not read the news columns of his own paper, for if he did he would not have said that but few tariff witnesses desired protection. He had better investigate, and if he does he will discover that at least nine out of every ten persons who have testified before the Tariff Commission requested that there be no change in the policy of the Government regarding protection. Pray begin, dear *Herald*, at the opening testimony before the Commission at Toronto, follow it closely at Hamilton, Brantford, London, Petrolia, Woodstock, St. Catharines and elsewhere on to the temporary adjournment at Montreal, and you will discover that Canada is not either ready or will-