



WILL SHE TAKE HER PLACE ALONGSIDE THE BRITISH DREADNOUGHTS?

The world's largest ship is the Japanese cruiser, "Kongo." Japan, an ally of Britain, will make common cause with her late enemy Russia, if necessary, against "the mad dog of Europe."

Navies of the Contending Powers

Strength and Distribution of the Widely Scattered Fleets of the Nations Involved

By JAMES JOHNSTON

PROPHECIES as to what will happen on the sea have been made freely during the recent troublous days. The general belief has crystallized into the expectation of two great naval battles, one in the North Sea, and one in the Adriatic. In the North Sea the British and German fleets will meet in the most stupendous and desperate naval battle in the world's history. In the Adriatic, the French fleet and the British Mediterranean fleet will meet the combined naval forces of Germany and Austria. It is not expected that the Italian fleet will be involved. The immediate object of the latter battle will be to close the Austrian ports of Trieste and Fiume.

The strength of the British fleet can only be approximately expressed in figures. According to the latest official figures, the actual present strength of the British Navy is 496 vessels of all classes. This is made up as follows:

Capital ships (Dreadnoughts and battleships) ..	69
Armoured Cruisers	34
Protected Cruisers	17
Light Cruisers	92
Destroyers (which includes all submarines)	232
Sea-going fleet auxiliaries	52

Total 496

Of this four hundred and ninety-six vessels, four hundred and sixty-three are in Home waters and were reviewed at Spithead just before the war broke out. In the lines as drawn up for the King to review there were 216 warships of various sorts. Moored a few miles up the Channel were the destroyer flotillas, and the submarines. So that no less than 463 vessels were mobilized on that occasion. Of these, 24 were Dreadnoughts, and 35 pre-Dreadnought battleships. Thus 59 of the total 69 capital ships ready for action were present at Spithead, and 18 out of the 34 armoured cruisers. Presumably, all these big vessels proceeded into the North Sea after the review, so as to be ready to meet the German fleet when war was declared.

The Dreadnought vessels are of the type of the "Iron Duke" and "Marlborough," frowning monsters

with huge guns of the latest type. Thirteen of them mount the new 13.5-inch gun. These are the premier battleships of that great fleet which covered forty miles of water outside Portsmouth Harbour.

The largest vessel present at Spithead was the "Queen Mary," a battle cruiser which is 660 feet long and displaces 27,000 tons. The "Lion" and "Princess Royal" are of the same length, but only displace 26,350 tons. The designed speed of these three vessels is 28 knots.

DETAILS OF HOME FLEET.

THE British Home Fleet is divided into three parts, First, Second and Third Fleet. The Third Fleet appeared at the review for the first time this year. These fleets are composed as follows: The First Home Fleet consists of four battle squadrons, comprising twenty-seven battleships, with mine sweeping gunboats, and flotillas of destroyers. Each battle squadron contains from five to eight battleships, about six cruisers, and several attached ships. The Second Home Fleet consists of two battle squadrons of fifteen battleships, eleven cruisers, and about seven mine layer gunboats. The Third Home Fleet is composed of two battle squadrons containing seventeen battleships, and about thirty cruisers.

Thus the Home Fleet contains at least fifty-nine of the sixty-nine big ships that Great Britain possesses. The other ten are probably in reserve. To these must be added the two ships bought last week from Turkey, one of which is ready for service.

GERMANY'S NORTH SEA FLEET.

AGAINST this huge "Home Fleet," Germany has a formidable array of ships known as "The High Sea Fleet," with bases at Wilhelmshaven and Kiel. There are twenty-nine battleships in it, as compared with Great Britain's sixty-nine. These were divided recently as follows:

Flagship—Friederich der Grosse.

First Squadron—Ostfriesland, Thuringen, Heligoland, Oldenburg, Nassau, Rheinland, Posen, and Westfalen.

Second Squadron—Preussen, Schleswig-Holstein, Pommeren, Hanover, Hessen, Schlesien, Lothring

and Deutschland.

Third Squadron—Kaiser, Kaiserin, Koenig Albert, and Prinz Regent Luipold. (These are four of the biggest and newest.)

Reserve Squadron—Wittelsbach, Braunschweig, El Sass, Zahringen. (These are small vessels of an old type.)

Battle Cruiser Squadron—Seydlitz, Goeben, Von der Tann, and Moltke.

Germany is credited with forty Dreadnoughts and battleships. Just where the other eleven are is not clear.

Of course there are the usual flotillas of light cruisers, destroyers, gunboats and submarines.

RUSSIAN BALTIC FLEET.

BRTAIN has set out to help the Russian fleet, which is probably little able to help itself. The Russians are not very proficient in naval matters. The Baltic Fleet consists of four battleships and five cruisers.

Battleships—Andrei Pervoz Vannyi, Imperator Pavel, Csarevitch, and Stavid.

Cruisers—Rurik, Gromoboi, Admiral Makaroff, Bayan, and Pallada.

Russia is credited with twelve battleships.

IN THE MEDITERRANEAN.

HERE Great Britain is leaving the struggle to France. Yet there are four British battle cruisers there, Inflexible, Indefatigable, Indomitable, and Invincible. There are also nine other cruisers, according to the latest information.

France has a formidable fleet there. Its First Squadron consists of eight battleships, its Second Squadron of five battleships, a Reserve Squadron of three battleships and at least six armoured cruisers. The combined French and British fleets thus total twenty battleships and fifteen cruisers. There are probably quite a number of smaller vessels.

To oppose these, Austria has a squadron of battleships and a number of smaller vessels. Some authorities give Austria two Dreadnoughts and fourteen battleships, sixteen in all, but the information as to their whereabouts is not available. Even if they are all in the Adriatic, the French and British combined fleet will probably make short work of the Austrian fleet, if they do not take refuge behind the forts of Trieste and Fiume.

FLEETS ELSEWHERE.

SOMEWHERE on this side of the Atlantic are five British cruisers, Berwick, Suffolk, Bristol, Essex and Lancaster. France has, or had two, Conde and Descartes. To oppose these seven, there are four German cruisers, Dresden, Karlsruhe, Strassburg and Leipsic.

Down around California are the British cruisers Algerine and Shearwater, and one German cruiser, the Nuremberg.

All the vessels are apt to appear in Canadian waters at any time.

Away off in the Pacific are British and German squadrons. Britain has three—the China Squadron of five cruisers, the Australian fleet of one battleship and three light cruisers, and the East Indies Squadron of one battleship and one cruiser. The latter squadron contains a number of destroyers, submarines and river gun boats.

Germany has only one armoured cruiser and three light cruisers in Chinese waters, while France has two medium-sized vessels. Presumably the German navy in Asiatic waters would be but a light lunch for the British and French vessels.

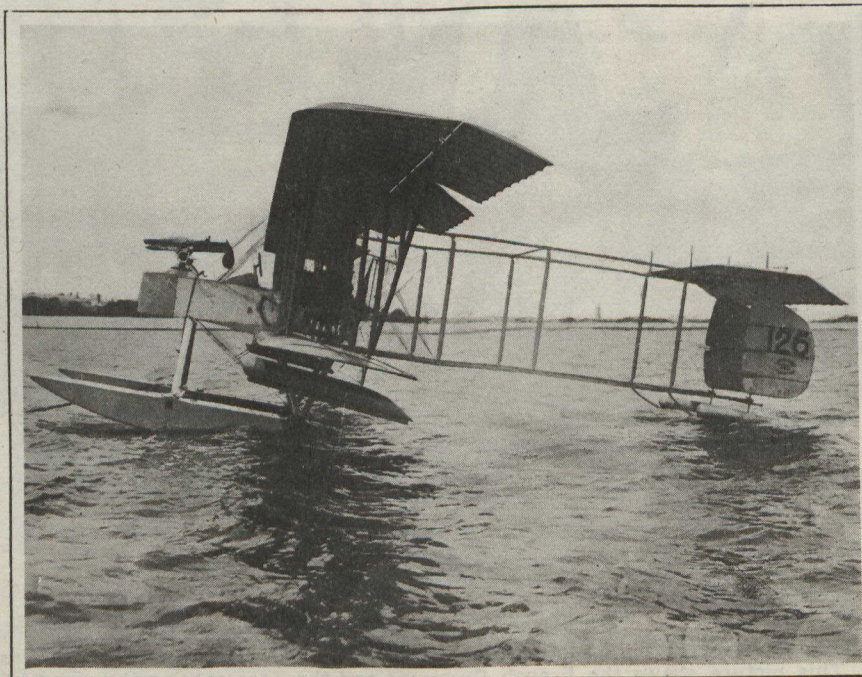
Great Britain's Fleet of Air Vessels

BEFORE many days the world will know the comparative value of Britain's fleet of air craft. At the recent mobilization of the fleet at Spithead, the air craft were given considerable prominence. These, with their attendant vessels, formed a distinct section of the naval assembly.

At Spithead, the seaplanes were divided into "flights" of four. "A" flight consisted of four Short machines, each with engines of one hundred horsepower. "B" flight was the same. "C" flight consisted of four H. Farman machines of 120 horsepower each. "D" flight contained four M. Farman machines of 100 horsepower. "E" flight was composed of three Sopwiths and one Short. There were also three other spare seaplanes.

All the seaplanes are two-seater bi-planes, with floats in the place where there were wheels on a land machine. Nearly all the Short machines have their propellers in the front. One "Sopwith" machine also has its propeller in front. Practically all the other seaplanes have their propellers in the rear, and most of them carry a 1½-pounder gun.

Next in order came the aeroplanes. There were ten of these, all under the command of naval officers. These



A British seaplane riding at anchor. Note the quick-firing gun in front.

were of various makes, and had engines of from fifty to eighty horsepower.

The third line consisted of four airships, the Astra-Torres, the Parsifal, the Gama and the Delta, each in charge of a captain and a second officer.

Some idea of the size of the airships may be gathered from the figures of the Astra-Torres. Its displacement is seven and a half tons; its engines generate 420 horsepower, and its speed is fifty-one miles per hour.

Naval aeroplanes made their first appearance at the King's inspection of the fleet in Weymouth Bay in 1912, when five of them were present in command of naval officers. On this occasion there were thirty-three seaplanes and aeroplanes and four airships. Of course, the seaplanes will be carried on board the naval vessels until such time as they are required for service. The aeroplanes must stay on land, but the seaplanes go with the fleet. In spite of the fact that the span of the top wings varies from fifty-six to fifty-eight feet, it is not difficult to transfer the machines from a vessel to the sea or from the sea to a vessel. The total weight when loaded is not over three thousand pounds.