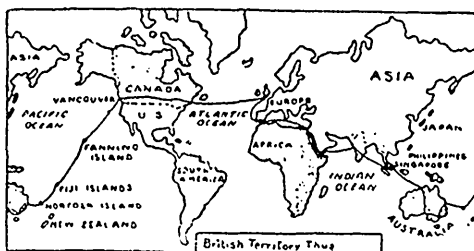


1904, thus taking three times as long to construct a very much smaller dam than the British took for the tremendous Asuan works.

Great Britain is determined to still lead the world in naval construction. Her new naval programme provides for 18,000-ton ships, which will cost \$7,000,000 each to build and equip. A British shipyard has just launched, in less than ten months from beginning the construction, the most powerful fighting ship for her size afloat. An American shipyard has been over four years on a ship of similar character, which is not yet completed. The British built ship will deliver in one minute $13\frac{1}{2}$ tons of metal whose combined energies will amount to 1,700,000 foot tons. Britain's navy is for defence, not defiance. It is the insurance she pays on the safety of her national commerce and national life.

H. M. Gleason, naval constructor U.S.N., in *The Scientific American*, sets forth the striking advantage of the steam turbine employed in the British torpedo destroyers, over the reciprocating engine. Its weight per horsepower developed is only 21.3 pounds, against 150 pounds of the ordinary steam engine. Its consumption of



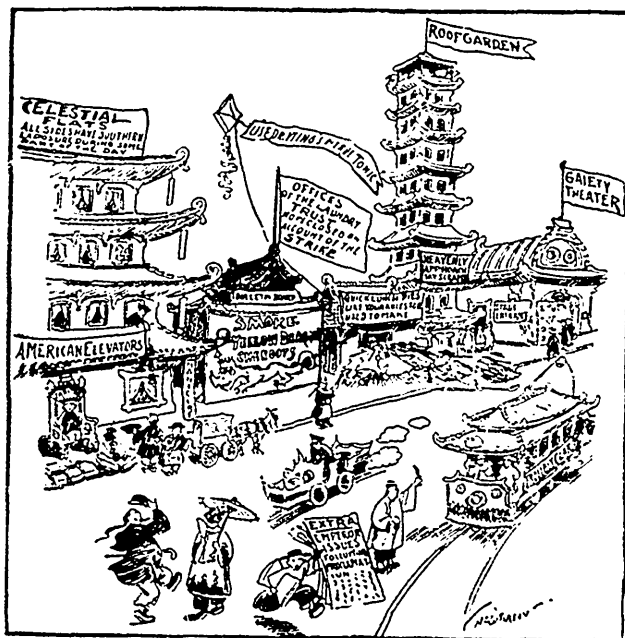
MAP SHOWING THE ALL-BRITISH CABLE.

coal is very much less. It occupies much less space and develops much higher speed.

THE ALL-BRITISH CABLE.

At last, says *The Literary Digest*, Puck's boast that he would "put a girdle around the earth," which has been often applied to telegraphy, is fulfilled. The Pacific is spanned by a cable. That the English enterprise is completed sooner than our own is doubtless the reason why we have heard so little about it from our own press. *The Scientific American* remarks:

"This new cable brings the Australasian colonies ten thousand miles nearer to Canada than they were before, and at the same time opens up



THE AMERICANIZATION OF CHINA.