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PRACTICAL WORK FOR THE WORLD'S FAIR.

The executive branch of the management of the world's fair to take place in Chicago in 1893 is now practically complete, the site has been actually settled upon, and the broad work of preliminary preparation has been vigorously begun. The main site will be Jackson Park, with the Midway Plaisance connecting that park with Washington Park, and the Lake Front Park, giving an almost unlimited amount of space, easily accessible from every point. The build-terrors of construction have rendered an important system of classification adopted, but engineers are now craft, as is demonstrated at each succeeding practice making careful surveys of the site as preliminary to maneuver, exhibiting large capacity for consuming the work of the architects. The committee on classifi- coals with small capacity for carrying them, cation has completed a theoretical arrangement of: The light ships, too, the unarmored or partly arexhibits, according to which nine buildings will be re- mored cruisers, have been shown to be of incorrect diquired, but the committee on grounds and buildings mensions, "too short and too broad for speed," we will decide as to the structures to be erected. It is ex-quote an English naval authority, "and lacking in coal pected that the national commission will be called to-capacity, too deeply immersed for safety and comfort gether in Chicago about the middle of November to of crews.' pass on such plans and specifications as may be presented by the Illinois corporation, and if the commission decides that the buildings proposed are adequate, it will make a report in accordance to the President.

The act of Congress under which the fair is to be held in Chicago is practically inoperative until the President "shall be notified by the commission that holm, Sweden; and, while one apologist may allege provision has been made for grounds and buildings for the uses provided for, and there has also been filed with him by the Chicago corporation satisfactory proof that a sum not less than \$10,000,000 to be used and expended for the purposes of the exposition has in fact her trial trip to indicate a capability to fulfill her been raised." The first provision, it is promised, will mission in time of war. be met by the time of the next meeting of the commisfinal plans of the buildings will be determined upon at have, with commendable zeal, pushed investigations leaving details to be filled in afterward. As to the finan-i been publicly demonstrated possesses all the elements raised five million dollars by popular subscription, pacity, invulnerability, steadiness. while the city of Chicago proposes to issue its bonds. We have their own word for this, with a deal of pracadopted, and an official invitation given to each countarmor, the same lack of a wise and definite policy is try to take part in the exposition and send representa-jevident. Our guns are admitted to be lacking in entives thereto.

ment and appearance of the expedition under Hernando Cortez, with representations of the city of Mexico and Mexican life under Montezuma; similar presentations as to life in Peru under its Incas, and exhibits showing what has been discovered as to the buried cities of Yucatan, in connection with the present state of the leading industries in all the countries south of us in the western hemisphere. Mr. Curtiss' plan calls for the employment of many agents to obtain the desired material, but it covers only a portion of the field from which it is understood the committee intend to seek interesting exhibits by means of the China, Egypt, Turkey, and other countries. Although greatness of the exhibition.

DEFECTIVE NAVAL DESIGNING AND MATERIAL.

would appear that British practice in war ship build. She will carry four steel masts and be schooner rigged. ing is more expeditious than certain, their compound | The vessel will be supplied with triple expansion surarmor plate having been fairly demolished by a gun face condensing engines, with high pressure cylinders play that the French nickel steel plate withstood, and 32 inches in diameter, intermediate 52 inches, and low even the Creusot steel plate did not altogether suc-: pressure 84 inches, with 54 inch stroke, with a working cumb to. This is the material with which the newest pressure of 160 pounds. She has three double ended and most powerful of Britain's ships are belted; still cylindrical steel boilers, each 13 feet 10 inches in more of it having been ordered for the eight costly diameter and 20 feet 6 inches long, each weighing 14,150 ton battle ships now building. Why was not its about 58 tons. The machinery will develop 3,500 horse insufficiency long since discovered? or, being so power, and the vessel is expected to attain a speed of discovered—for it is hard to believe that such 14½ knots an hour. skillful gun makers, such cunning metal workers as tion office—always formidable obstacles in the way of 'snow upon eyes unaccustomed to it.

reform—interposed; perhaps it was official negligence or something worse. In any case there is a lesson for us which should not go unheeded.

Armor plating is by no means the only department of British war ship building which has given proof of demoralization. Overweighted ships, unstable batteries, cumbersome and uncertain machinery, these, too, have resulted from much of the designing, and we do but quote the British critic in saying that such ing plans will be in a measure dependent upon the part of the British fleet fairly impotent, the larger

We had proof of this recently, in the case of our own Baltimore, for the designs of which a former Secretary of the Navy paid the British a large sum of money. The Baltimore recently averaged seven knots an hour, not much more than half the speed of a quick-heeled sailing craft with a fair wind, on a voyage to Stockthat she had orders to go "slow," and another that this snail-like pace was owing to foul bottom and lack of sheathing, it may be averred without the fear of contradiction that she has not done anything since

Evidence accumulates of the danger of following sion in November, although it is not expected that the British criteria too closely, for while British designers so early a date. The architects, however, will have in various directions and followed promising theories enough data to enable them to provide structures giv- to their conclusion, they would seem not yet to have ing sufficient space, and in about the shape needed, thit upon a design for a battle ship which so far as has cial situation, it is stated that the directory has necessary to effectiveness, to wit: buoyancy, coal ca-

for an equal amount, and when the national commistical demonstration to sustain the assertion. The latest sion thus reports, with a general outline of plans and British authority to speak on the subject, Admiral Sir specifications of the buildings, it is expected that the Thomas Symonds, has been incited by the recent tests President will issue a proclamation setting forth the of armor plates at Annapolis to send a circular letter time at which the exposition will open and close. This to the English press summing up the present condiwill be communicated to the representatives of foreign tion of British war ship designing and furnishing. He nations, together with such regulations as may be says: "Whether we regard our guns, our ships or our durance, our compound armor has been proved to be The Committee on Foreign Affairs for the World's incomparable with French nickel-steel, the bad system Fair has held several meetings in New York City to of our heavy guns and unsuitable mounting has imlook over the ground and arrange for the most com-mersed our battle ships so deeply as to necessitate their plete variety of exhibits that it will be possible to get central body-in which the large quick-firing guns are together from foreign countries. Mr. William E. placed-being left without armor, and consequently ex-Curtiss, of the State Department, with the indorsement posed with their crews to being swept away by shell fire. of Secretary Blaine, laid before the committee a plan This overweighting, besides endangering the ship, a for a collective exhibit from the Latin-American coun-ship originally designed with far too low a freeboard, retries, to include representations of life at the court of duces to an absurd extent her coal capacity." Sum-Ferdinand and Isabella at the time of Columbus, with ming up, the British complaint is that their heavy an exact reproduction of the caravel in which Colum-ships menace their own crews while not having suffibus sailed, to be placed on Lake Michigan; the equip-cient coal capacity to reach an enemy, their lighter ships having armor that won't protect, and speed that won't overtake.

> As to our own navy, we have, as yet, succeeded in building a fleet of "commerce destroyers" which are not fast enough to overhaul the commerce they would destroy. Will the big battle ships now projected be able to resist the elements as well as the enemy?

New Steamer for the Coast Trade.

There was launched on the 1st of October, from the shipyard of William Cramp & Sons, the largest vessel ever built in the United States, with one exception. work of its direct representatives, as appointments This vessel is named El Sol, and is owned by the with this view have already been made for Japan, Pacific Improvement Company and intended for service between New York and New Orleans. She is 400 the commencement of the work has been so long de- feet long, 48 feet beam, and 33% feet deep, and has a layed, there now seems to be apparent on every hand tonnage of 4,300. She will be run as a freight boat exa disposition to do everything possible to assure the clusively, no accommodations being provided for passengers.

She is fitted out with steam steering gear, steam windlass and capstan, and all the other modern im-From the recent tests of armor plate at Annapolis it provements incident to a first class freight steamer.

the English were not informed-why was not its BLACKENING the nose and cheeks under the eyes has use discontinued, and a search for something better been found an effectual preventive of snow blindness, instituted? Perhaps red tape and the circumlocu-or the injurious effect of the glare from illuminated