THE UNITED STATES MUST BUILD MORE MEN-OF-WAR.

Proposed Increase Through an Expenditure of $250,000,000 Is None Too Great to Maintain the Nation's Place Among the Powers.

FROM a statement based on the numerical strength of ships, the United States navy occupies fourth place among the navies of the world, and authorities agree that if this country is to maintain its standing as a world power its navy must be largely increased. In the recent debate on the naval appropriation bill, Congressman Loudenslager, of New Jersey, pointed out that never has there been so great competition among the nations for foreign commerce as now, and foreign commerce cannot be maintained to any considerable extent unless a nation is prepared to protect its interests against encroachment. In clinching his argument, Congressman Loudenslager submitted figures and tables, which are reproduced on this page.

On the topic "Our Fighters of the Sea," Sidney Graves Koon, in Leslies Weekly, demonstrates that the great fighting value of the American ships, due largely to the adoption of the new high-powered guns, is very evident. Not one of the foreign ships approaches the new Maine in this respect, and the New Jersey is still further removed from European standards. It may be of interest to note that the Oregon's fighting power, computed on her condition when she fought at Santiago, may be represented by 218,556 foot-tons per minute, which has been increased by the adoption of smokeless powder and the installation of six-inch rapid-fire guns in place or her six-inch slow-fire guns, to 319,296. This is far below the figure for any other ship mentioned by Mr. Koon, but it is only fair to remark that the bulk of the Oregon's battery consists of heavy, slow-firing guns, capable of great penetration and execution, but not showing up to great advantage when it comes to a comparison like the above. In all the ships the heaviest part of the energy may be traced to the six-inch rapid-fire guns, which give, in the aggregate, from three to five times as heavy a discharge per minute as do the monster pieces heading the lists.

Our new armored cruisers will prove to be the peers of any afloat, and could attack, with a high chance of success, any but the most powerful battleship. If, as is reported, the armor-belt is to be ten inches thick, it will at once be seen to offer a far more formidable resistance to inquisitive shells than the belts of the new English, Russian, Italian and Japanese battleships. The design not being complete, however, the particulars are not fully settled, and a thinner belt may finally be decided upon. The Ferrucio, under construction by Italy, is interesting as being a slightly enlarged and somewhat modified Cristobal Colon, of Santiago fame. Mr. Koon says:

In protected cruisers we do not fare so handsomely. While the other powers are building fine ships of 4,300 to 11,000 tons, our efforts have culminated in an antiquated design of 3,100 tons, slower by two knots than modern battleships. The new Russian cruiser Novik is introduced for comparison. The batteries are approximately equal, protection favors the Russian, in coal capacity we are ahead, but in speed—!

On March 3, 1899, congress authorized the construction of three more first-class battleships, to be called the Georgia, New Jersey and Pennsylvania; three large armored cruisers, California, West Virginia and Nebraska, already described, and six partially protected cruisers, likewise described previously. The battleships are to be of 13,500 tons displacement, with a speed of eighteen knots, and will much resemble the new Maine in appearance. Several designs have been evolved for the distribution of the battery and armor, the chief departures in this respect from the Maine being the substitution in the adopted design of four eight-inch guns for a similar number of six-inch guns, and a reduction in the thickness of the armor belt from eleven inches to nine inches. In any event, these ships will be most powerful specimens of their class. It is to be regretted that congress has delayed their construction by requiring that their armor shall be purchased at an absurdly low figure. Their construction has not been commenced; therefore they are not included in the list of navies, but are included, for comparison, in the lists of individual ships. The armored cruisers are under a like embargo, and it is to be deeply deplored that we are to wait for these fine vessels until congress sees fit to remove the obstruction.

The new programme, recommended by Secretary Long, and incorporated in President McKinley's message to congress, contains no battleships, but includes three armored cruisers, even larger than the California class, three protected cruisers slightly larger than the Columbia, and twelve small gunboats, recommended by Admiral Dewey for service in our new insular possessions. No action has yet been taken by congress in the matter. In this connection it is interesting to note what other nations are doing in this respect. Secretary Long's report for 1899 shows the new ships laid down during the year to be, in tons:

	Battleships.	Cruisers.	Torpedo-craft.	Total.
England	116,000	127,700	4,200	247,900
France	25,456	113,943	4,800	144,199
Russia	57,426	6,375	1,700	65,501
United States.	*49,910	.....	4,191	54,101
Italy	32,000	.....	1,800	33,800
Germany	44,321	2,800	4,200	51,324

*Including four monitors.

The total tonnage under construction during the year is stated by the secretary to be:

	Battleships.	Cruisers.	Torpedo-craft.	Total.
England	351,760	267,080	12,000	531,680
France	80,281	166,283	8,969	255,533
Russia	115,713	92,697	16,568	222,976
United States.	*107,655	4,935	10,646	123,236
Italy	78,454	38,901	3,185	120,540
Germany	99,729	41,851	6,655	148,235
Japan	59,700	63,280	7,133	130,113

*Including four monitors.

As all the vessels called for by Japan's building programme are either completed or under way, no new vessels were laid down during the year. Of the other powers, only Germany and Italy laid down less tonnage than we did (Germany by a very narrow margin), while Italy alone has less under construction.

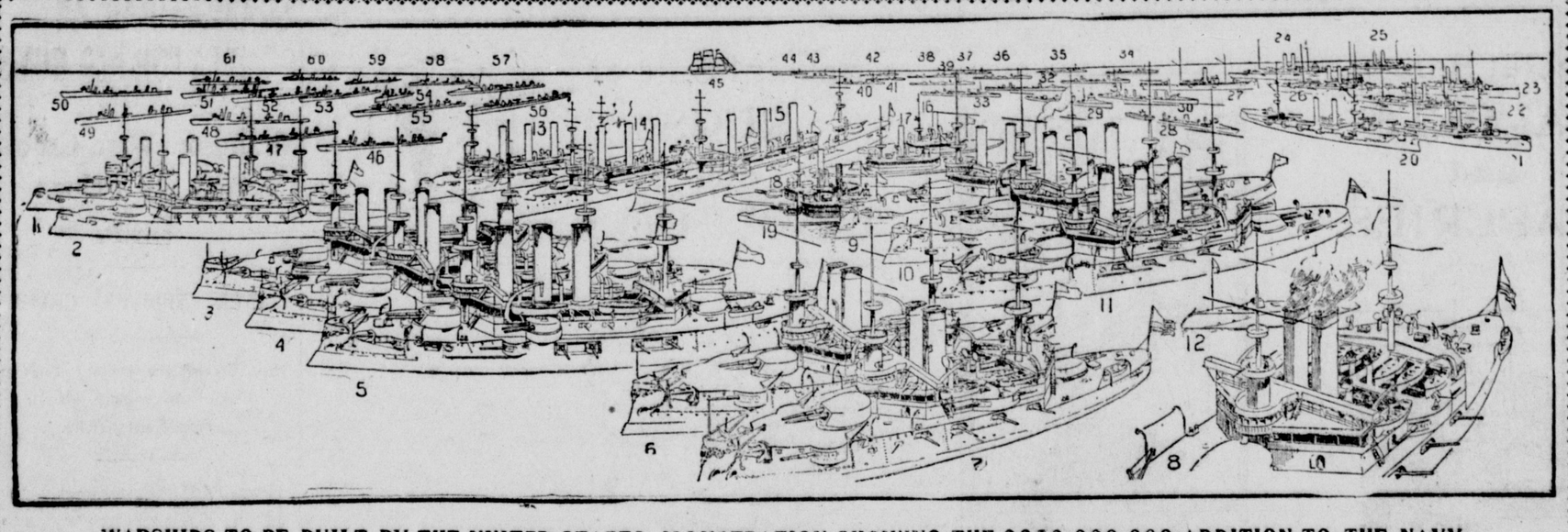
Most ominous is the attitude of Germany. Four battleships laid down in 1899 make a total of nine under construction, against which we have three and eight, respectively. But the new German programme, extending over eighteen years, contemplates such an addition to the armored fleet that it shall equal the present force of Great Britain. Four hundred million dollars are to be expended. The designed increase will include nineteen first-class battleships, eight first-class cruisers, some of which will be armored, and fifteen second-class cruisers. Our new navy, begun, say, in 1885, has cost us $98,500,000 for ships completed, with an estimated addition of $62,500,000 to cover ships now under construction, while the programme of March 3, 1899, calls for $30,000,000 more, a grand total of $191,000,000.

The ships just now under construction for the United States navy form an imposing force—nay, a powerful squadron, able to set at defiance the combined navies of the world outside our six greatest rivals; but we cannot stop here. Other nations are building heavily. Germany is close upon our heels at present, and unless we increase our efforts we will be distanced within a short time.

It may be noted in passing that England will have under construction during the calendar year 1900 seventeen first-class battleships, twenty first-class armored cruisers, four protected cruisers, five sloops and gunboats and twenty-one torpedo boat destroyers, besides smaller craft.

Japan, on the opposite side of the globe, has, as already mentioned, substantially completed her great building programme of 1894. But what with the unsettled and at times decidedly threatening state of affairs in the East, the boundless ambition of the vigorous islanders, and their undying hatred of the Russians and of Russian methods, we may expect another large programme to be announced at any moment. Japan has become a factor to be reckoned with, in the Pacific at least. Practically all her interests are concentrated in one quarter, and a given force of ships will therefore "go farther" with her than with a nation like the United States, with two immense sea coasts to protect, to say nothing of a prospective interoceanic canal distant some 1,300 miles from our nearest port.

Capt. Alfred T. Mahan, whose authority on naval strategy is unchallenged, maintained, in his recent interesting contribution to Leslie's Weekly, that unless our navy is to fall into the passive state of being one for defense only, we must keep upon the Pacific a force always superior to that of Japan, its Atlantic counterpart being of twice that strength. With this estimate to work on, it may be said that we need at once, in addition to all ships now building or authorized, three first-class battleships, ten armored cruisers and fifteen protected cruisers. This would bring our fighting fleet of forty-five vessels up to seventy-nine, or well ahead of Russia, and would place us upon a firmer footing than we have enjoyed since 1806.



WARSHIPS TO BE BUILT BY THE UNITED STATES, ILLUSTRATION SHOWING THE $250,000,000 ADDITION TO THE NAVY.

No.	Name and Type.	Speed in knots.
1	Kearsarge, battleship	17
2	Kentucky, battleship	17
3	Georgia, battleship	19
4	New Jersey, battleship	19
5	Pennsylvania, battleship	19
6	Illinois, battleship	17
7	Wisconsin, battleship	17
8	Alabama, battleship	17
9	Missouri, battleship	18
10	Ohio, battleship	18
11	Maine, battleship	18
12	Plunger, submarine torpedo boat	8
13	West Virginia, armored cruiser	22
14	Nebraska, armored cruiser	22
15	California, armored cruiser	22
16	Arkansas, monitor	12
17	Connecticut, monitor	12
18	Florida, monitor	12
19	Wyoming, monitor	12
20	Albany, sheathed protected cruiser	20
21	Denver, sheathed protected cruiser	17
22	Des Moines, sheathed protected cruiser	17
23	Chattanooga, sheathed protected cruiser	17
24	Galveston, sheathed protected cruiser	17
25	Tacoma, sheathed protected cruiser	17
26	Cleveland, sheathed protected cruiser	17
27	Unnamed gunboat for lake service	..
28	Stringham, torpedo boat	30
29	Goldsborough, torpedo boat	30
30	Bailey, torpedo boat	30
31	Bagley, torpedo boat	28
32	Barney, torpedo boat	28
33	Blakely, torpedo boat	26
34	De Long, torpedo boat	26
35	Nicholson, torpedo boat	26
36	Biddle, torpedo boat	28
37	O'Brien, torpedo boat	26
38	Shubrick, torpedo boat	26
39	Stockton, torpedo boat	26
40	Thornton, torpedo boat	26
41	Tingey, torpedo boat	26
42	Wilkes, torpedo boat	26.5
43	Dahlgren, torpedo boat	30
44	T. A. M. Craven, torpedo boat	30
45	Chesapeake, training vessel for naval academy	..
46	Bainbridge, torpedo boat destroyer	29
47	Barry, torpedo boat destroyer	29
48	Chauncey, torpedo boat destroyer	29
49	Dale, torpedo boat destroyer	28
50	Decatur, torpedo boat destroyer	28
51	Paul Jones, torpedo boat destroyer	29
52	Perry, torpedo boat destroyer	29
53	Preble, torpedo boat destroyer	29
54	Stewart, torpedo boat destroyer	29
55	Truxton, torpedo boat destroyer	30
56	Whipple, torpedo boat destroyer	30
57	Worden, torpedo boat destroyer	30
58	Hopkins, torpedo boat destroyer	29
59	Hull, torpedo boat destroyer	29
60	Lawrence, torpedo boat destroyer	30
61	Macdonough, torpedo boat destroyer	30

—From Leslie's Weekly.

NAVAL TONNAGE OF THE GREAT POWERS.

Built—	England.	France.	Russia.	United States.	Germany.	Italy.	Japan.
B. S.	584,855	295,834	117,240	48,519	112,239	148,588	31,970
Ar. Cr	131,650	44,080	64,216	17,47	24,713	17,333	21,050
Pr. Cr.	484,165	125,888	11,277	61,639	33,380	42,112	51,602
Unpr. Cr.	38,510	44,063	8,407	11,397	43,590	2,279	23,776
C. D	50,080	43,328	44,200	51,884	12,001	None.	10,280
Spec	15,660	5,994	5,160	929	4,026	11,542	4,120
Torp. Ves	27,790	8,808	14,391	None.	1,862	11,672	850
T. B. D.	23,375	590	240	273	300	None.	2,300
T. B.	7,650	15,222	11,456	1,891	12,993	8,218	2,109
Subs	None.	436	None.	None.	None.	None.	None.
Total	1,363,745	584,333	281,280	193,967	265,113	241,614	148,957
Building—							
B. S.	238,750	43,765	145,672	135,625	102,620	44,516	60,450
Ar. C.	167,600	111,207	19,964	36,000	19,342	21,882	38,534
Pr. C.	44,005	18,311	44,516	25,200	19,180	5,082	5,500
Unpr. Cr.	None.	None.	None.	None.	None.	None.	None.
C. D.	None.	None.	4,126	12,960	None.	None.	None.
Spec.	None.	None.	5,000	None.	None.	None.	6,740
Torp. Ves.	None.	None.	None.	None.	None.	None.	None.
T. B. D.	10,820	3,022	6,970	7,607	4,550	6,673	1,200
T. B.	None.	3,945	1,000	2,186	None.	1,360	3,054
Subs	None.	936	None.	None.	None.	None.	None.
Total	461,175	181,186	227,248	219,558	145,692	76,513	115,478
Grand total	1,824,920	765,519	508,528	413,525	410,805	318,127	264,435
Built since 1890—							
B. S.	532,350	173,083	205,822	184,144	177,169	71,223	85,200
Ar. Cr.	167,609	136,814	43,197	53,415	19,342	39,085	60,484
Pr. Cr.	429,750	97,196	48,344	80,794	61,449	19,285	49,408
Unpr. Cr.	None.	None.	None.	9,687	9,549	None.	1,800
C. D.	None.	3,534	18,346	19,179	None.	None.	None.
Spec.	None.	5,994	8,605	None.	2,322	None.	None.
Torp. Ves. of all classes	52,425	21,319	15,070	11,923	10,882	15,739	8,504
Total	1,182,125	437,940	339,384	338,143	280,713	145,332	196,396

B. S.—Battle ships, i. e., vessels usually of large tonnage (the present practice giving between 10,500 and 15,000 tons), with maximum offense and defense; protection to hull by vertical side armor; protective deck; coal bunkers and cellulose; guns protected by barbettes, turrets, casemates and shields.

Ar. Cr.—Armored cruisers, i. e., vessels of moderate to large tonnage, with protection to hull and battery similar to that of battle ships, except that the thickness of metal in all cases is much less, which with the weight saved by carrying lighter guns gives opportunity to make the speed and steaming radius of the armored cruiser much greater than the battle ship.

Pr. Cr.—Protected cruisers, i. e., vessels usually of small to moderate tonnage, with protection to hull by protective deck, coal bunkers and cellulose. No side armor. No turrets or barbettes or casemates; guns protected by gun shields.

Unpr. Cr.—Unprotected cruisers, i. e., vessels without any of the protection of the above classes. It will be noticed that no country has constructed a vessel of this class for many years.

C. D.—Coast defense, i. e., vessels with many of the characteristics of B. S., in having thick armor for hull and battery protection; large guns; small speed; limited coal supply, which means small steaming radius. Usually these vessels have low freeboard and are not good seagoing vessels.

Especial attention is invited to the fact that no country, except the United States and Russia, has constructed such a vessel for many years. This point is regarded as very important in estimating the naval strength of the several powers.

The expression "coast defense" as applied to ships is almost unknown abroad. It appears in the United States in the construction of the monitor class and in France in the furor with which the construction of submarine boats is undertaken.

A study of the policy of the real maritime nations—England and Germany—shows that the defense is always to be offense. Both these countries are building only seagoing battle ships, large cruisers, and all torpedo boat construction has been abandoned for the construction of torpedo boat destroyers.

Torp. Ves.—Torpedo vessels, a class 700 to 1,000 tons, which experience has shown to have neither the merit of gunboats nor of sufficient speed to catch torpedo boats; and therefore construction of this class has ceased.

T. B. D.—Torpedo-boat destroyers, vessels of 200 to 400 tons, strong construction, good seagoing qualities, very high speed, and large steaming radius.

T. B.—Torpedo boats, vessels from 30 to 200 tons, no longer being built in England or Germany, which, as above stated, are building only the destroyer.

Aggregate Present Strength of the United States Navy

TYPE.	Completed	Authorized and under construction	Authorized but not contracted for on account of existing law	Total
First-class battleships	4	8	3	12
Sheathed first-class battleships				3
Second-class battleship	1			1
Armored ram	1			1
Single-turreted monitors		4		4
Double-turret monitors	6			6
Armored cruisers	2			2
Sheathed armored cruisers			3	3
Protected cruisers	12			12
Sheathed protected cruisers	2	6		8
Unprotected cruisers	3			3
Steel gunboats	14		1	15
Composite gunboats	6			6
Composite training ship		1		1
Gunboats under 500 tons	22			22
Special class	2			2
Torpedo-boat destroyers		16		16
Torpedo boats	22	16		38
Iron cruisers	3			3
Wooden cruisers	7			7
Auxiliary cruisers	6			6
Yachts and pilot boats converted into gunboats	24			24
Total	136	51	7	194

Vessels Which Can Not Be Used in Battle Against Modern Ships.

TYPE.	Number.
Iron low-freeboard monitors	8
Unarmored cruisers	1
Auxiliary cruisers	3
Iron cruisers	11
Wooden cruisers	12
Wooden sailing vessels	42
Tugs	16
Colliers	11
Miscellaneous	106
Total number of vessels on navy list	330

BUTCHERY BY FILIPINOS

Revolting Crimes Committed By Rebels at Camansi—Fiendish Murder of Five American Prisoners.

ONE of the most devilish crimes of the Philippine campaign, so atrocious that it raised a cry of horror even among the most ardent sympathizers of the revolution in Manila, was committed by a regiment of rebels at Camansi January 6, almost in the presence of a battalion of United States troops. Five American soldiers, prisoners in the hands of Gen. Akino of Mount Arlat, were shot without mercy and butchered with bolos. To complete the catastrophe, the rebels escaped without an opportunity being afforded our men to avenge the butchery.

It was a sight that will live in the memories of all those who witnessed it while life lasts. There have been engagements on the island where the loss of life was been much greater, but no incident of the campaign more clearly emphasizes the savagery of the natives than the mutilation of five American prisoners. Four of them lay on the ground in different positions covered with blood. One was dead, another dying rapidly, while the agonizing condition of two more was such that death might be expected at any moment. The Americans who suffered so horribly at the hands of their captors were:

Charles Brown, private, Company B, Ninth Infantry. Home at Fort Scott, Kan. Shot through abdomen and in right temple. Bolo-wounds chest, legs, head, and arms. Brown was dead when the battalion reached him.

Charles A. Cook, Company B, Ninth infantry. Home at Haverhill, Mass. Shot through abdomen and chest. Also from right angle of lower jaw through head while he lay on the ground. Bolo-wounds in several parts of his body. Cook died in an hour.

Joseph P. Cook, private, Company B, Ninth infantry. Home at Homesburg, Pa. Two penetrating wounds in breast made by Remington bullets. Bolo-wounds on neck and legs. Died five days later.

Edward A. Norval, private, Company B, Twelfth infantry. Home at Gordon City, Mo. Shot through right groin, left thigh, right leg. Abrasion from bullet across stomach. Also suffered severe bolo-wounds on body and legs. There is a chance of Norval's complete recovery.

Christian Peterson, commissary sergeant, Twelfth infantry. Home in Denmark. Shot through right thigh. Has chance of recovery.

Joseph Cook, between gasps for breath, explained that at the first volley Peterson had fallen over an embankment, and would doubtless be found in a ravine fifty or fifty feet below. They found him, and it was a superhuman task to move the wounded man to the plateau upon which his dead and dying friends rested. The condition of the men was awful. They had been starved and ill-treated since their capture two months before. They had been denied water and food until they were so weak they could hardly stand when they were led out to be executed. It was a hard matter to question them, but after their wounds had been dressed, Joseph Cook, one of the most badly wounded, insisted upon relating the experiences of the day. The previous morning they had been taken, on Akino's orders, from the house in which they were imprisoned and been compelled to kneel before a firing party. After undergoing the most awful mental anguish for several minutes they were taken back to the jail, with the information that if the American troops attacked the barracks they would be shot. Cook told the story in these words:

I didn't care much whether they killed me or not. Akino had misused us so often and had starved us so much that I prayed for death. Why, we have only had a handful of rice a day for two weeks. I was big and strong, but this treatment soon reduced me to a state where I thought my mind was failing. We were not allowed to bathe. They kept us in a filthy hole, and sometimes we suffered for a drink of water. This was all on account of Akino's orders. Some of the natives tried to be kind to us, but Akino would punish them. It was awful, I tell you, and growing worse until this morning, when we heard firing and knew that we were doomed. At the first volley some one of our guards came to our house and dragged us into the open. I wanted to break and run for it, but was too weak. They were all yelling and excited-like. Before we knew what it was all about they told us to kneel down. We could not help it, and did as we were told. As I was going down on my knees and praying God to take my soul, I heard Peterson say: "I'll be d——d if I kneel down. If I've got to die I'm going to die standing up." Just then they began firing. I felt a great pain in my chest, and fell over. It seemed that somebody had struck me over the breast with a ball bat. Then I heard yelling and firing, and closed my eyes when I saw that Brown had been killed and mutilated. I woke up again to see the colored soldiers about us.

Cook sank back, while Lieut. John J. Gilhuley, acting assistant surgeon of the Twenty-fifth regiment, cared for him. It was a solemn crowd that looked upon Cook as his body was covered with a blanket.—Philippine correspondent of Leslie's Weekly.

Holland Torpedo Boat Purchased by the Government Can Remain Under the Water for Hours—Completely Invisible During Attack.

NOW that the Holland has been purchased by the government, and is a vessel of Uncle Sam's navy in good and regular standing, a fresh interest is taken in her history and characteristics.

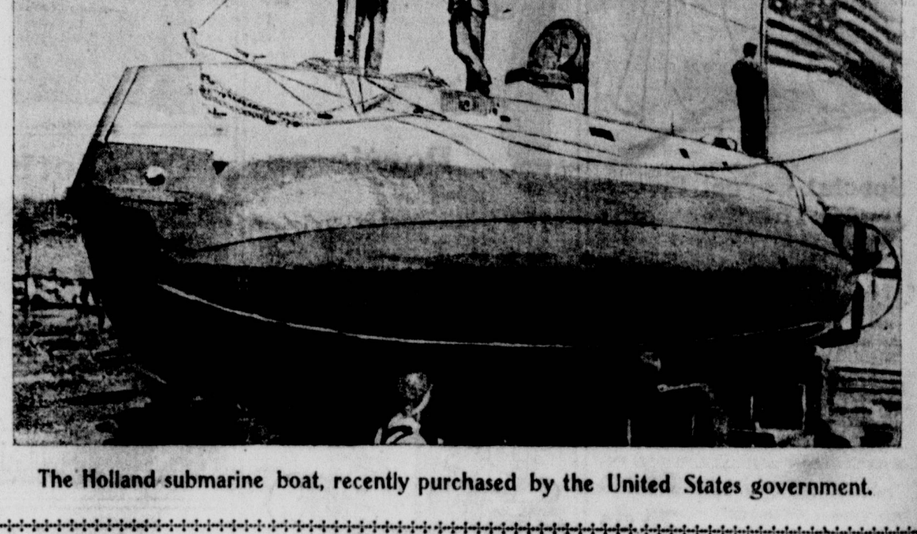
The Holland is shaped like a sweet potato, is 54 feet 4 inches long and 10 feet 3 inches in diameter at the broadest part. When cruising about one-eighth of her bulk would be above the surface, and she would draw about eight feet of water. She can be wholly submerged and yet operate in a depth of twelve feet.

Propulsion is effected by a screw that derives its power from a gasoline engine when the boat is running at the surface. When she is submerged the screw is driven by an electric motor and storage battery. This battery would be previously charged by the boat's own engines. One charge of the battery ought to enable her to run seventy-five miles under water. When submerged her speed would not exceed four or five knots. When cruising she can travel a little faster. She has made a speed of seven or eight knots on the surface.

As originally designed, the Holland had three weapons. One was an expulsion tube of the same type that the ordinary torpedo boat carries. This delivers the torpedo without any special violence. The Whitehead projectile is an automobile, or self-propelling affair. It carries a tiny screw and automatic steering apparatus, and takes care of itself when once launched. The Holland is planned to carry three Whiteheads 12 feet long and 18 inches in diameter. One would be placed in the expulsion tube ready for service, and the others would be arranged alongside the tube within the boat. The tube opens out in front.

Besides the ordinary rudder, a vertical plane to direct the boat's course to the right or left, the Holland has a second one, extending in a horizontal plane, and intended to alter the level.

The chief virtue of a submarine torpedo boat is that she can render herself more completely invisible than a vessel that always stays on the surface. She could certainly deliver an attack by night without detection, and it is even possible that she could do so by day. The latter is altogether out of the question with any other type of torpedo boat. Of course, such tiny craft cannot navigate in rough water. They are fitted to live and work only in or near harbors. They are meant for coast defense only. They require special skill and courage on the part of officers and crew. But they can do what no other torpedo boat can, and have a distinct field of usefulness before them.



The Holland submarine boat, recently purchased by the United States government.

Comparative Strength of the Principal Navies.

(Statement based on the numerical strength in ships.)

THE data which follow are taken from a British parliamentary paper entitled "Return 'showing the fleets of Great Britain, France, Russia, Germany, Italy, United States of America and Japan, distinguishing: Battleships, built and building; cruisers, built and building; coast defense vessels, built and building; torpedo vessels, torpedo boat destroyers and torpedo boats, built and building,'" which, as therein stated, is compiled from the official list of each navy, and have been supplemented by some fuller and later data on hand in the office of naval intelligence (United States). It is therefore correct.

It must be clearly borne in mind that there are in every navy certain classes of vessels which appear in the official navy list, but which cannot be considered as forming part of that navy's fighting force.

These are (a) obsolete ships; (b) receiving ships; (c) sailing and training ships, brigs, etc.; (d) tugs and miscellaneous.

All these classes are omitted from the tonnage given below.

Neither are there included in this data any auxiliary vessels, such as yachts or merchant vessels, for it would mean, practically, the addition of the merchant marine of the several countries, all of which is available.

NATION.	Battleships. No.	Battleships. Total Displacement.	Armored Cruisers. No.	Armored Cruisers. Total Displacement.	Protected Cruisers. No.	Protected Cruisers. Total Displacement.	Unprotected Cruisers. No.	Unprotected Cruisers. Total Displacement.	Coast Defense and Special Service. No.	Coast Defense and Special Service. Total Displacement.
		Tons.		Tons.		Tons.		Tons.		Tons.
England	70	823,605	31	299,260	116	328,170	15	38,519	16	65,740
France	36	339,590	20	158,287	40	114,199	14	44,065	15	57,226
Russia	24	262,912	12	88,180	11	56,403	3	8,409	23	58,498
United States	16	184,349	5	50,145	21	96,859	6	11,397	24	66,723
Germany	27	214,859	5	44,056	23	53,586	21	43,500	14	14,626
Italy	19	193,154	7	39,085	18	67,194	1	2,279	7	11,542
Japan	7	92,429	7	60,484	17	87,102	24	23,776	6	21,189

NATION.	Torpedo Vessels. No.	Torpedo Vessels. Total Displacement.	Torpedo-boat Destroyers. No.	Torpedo-boat Destroyers. Total Displacement.	Torpedo Boats. No.	Torpedo Boats. Total Displacement.	Submarines. No.	Submarines. Total Displacement.	Grand Total. No.	Grand Total. Total Displacement.
		Tons.		Tons.		Tons.		Tons.		Tons.
England	35	27,750	108	34,195	95	7,650	0	0	488	1,824,920
France	15	8,898	12	3,612	267	19,167	12	1,372	423	765,519
Russia	17	14,391	36	7,210	180	12,436	0	0	306	508,528
United States	0	0	39	7,880	30	3,977	0	0	222	413,525
Germany	2	1,862	15	4,850	112	12,995	0	0	220	410,805
Italy	15	15,345	11	3,673	154	9,278	0	0	227	318,127
Japan	1	850	12	3,500	58	5,163	0	0	133	264,435