

chapter with some very judicious observations, not a word of which is to be changed, even to-day.

“Upon considering this subject under all its relations. I remain persuaded that it would be impossible for any enemy whatever to enter a port in which torpedoes are used without exposing himself to a danger that all the courage possible could neither avoid nor surmount. Prudence and reason would make him abandon such an undertaking. It is even probable that, knowing us to be thus prepared, he would never attempt it, or that, if he did, the catastrophe of one vessel would suffice to guarantee us in the future against new hostilities.”

In the following chapter Fulton describes a system of harpoon thrown by means of a small cannon or a blunderbuss, to which the torpedo is attached by a rope of variable length (Fig. 2).

It is unnecessary to say that this system is not utilizable to-day with our vessels all armored with iron; so we shall not dwell upon it. We cannot terminate this short retrospective review without citing the proposition that Fulton made to the government of his country and which figures in his book. We give it in order

to show that this ingenious inventor was also a patriot and a man of noble heart:

“Moreover, in proposing this new plan of attack and defense, I do not pretend to abandon to others the care of executing it. If it is adopted in all its extent, with the proper number of men skilled in this maneuver, and if it is judged proper to put these men under my orders, and an enemy then enters our ports, I will satisfy my fellow citizens with the courage necessary to assure the success of the operation.

“But in proposing this, I wish to be well understood, in order that I may not be accused of aiming at a situation or command in a public station.

“My views are constantly directed toward an independence too dear to my feelings to allow me to desire to sacrifice them to ideas of any ambition whatever.

“I see here only a useful and, at the same time, hon-

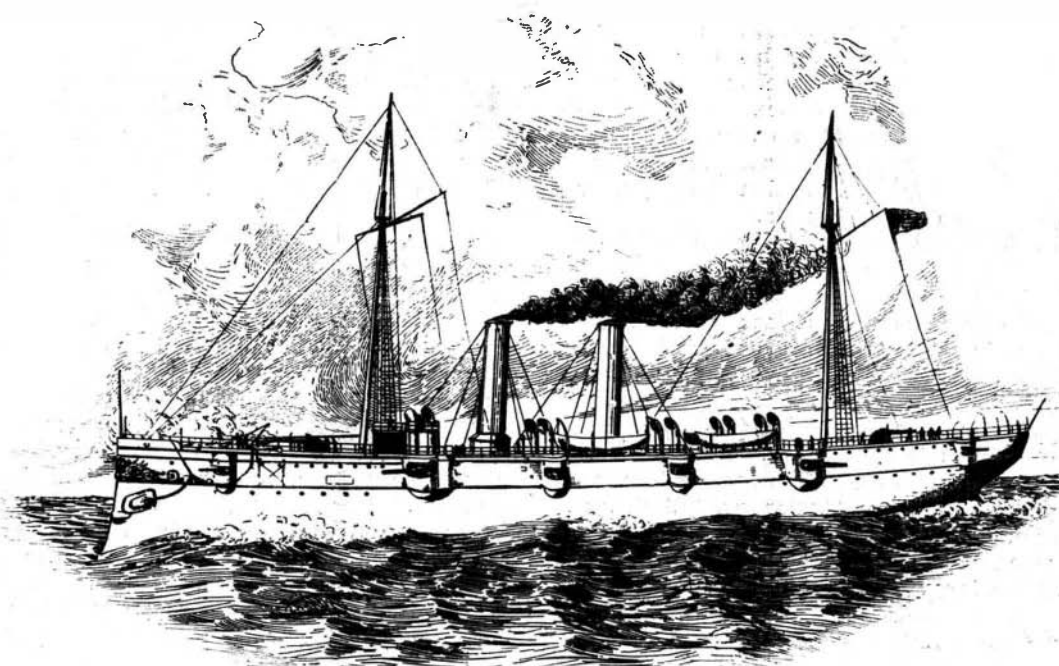
orable occupation, and it is to me a happiness to think that I can serve my country without any other motive than that of discharging the debt of a good citizen.”

At our epoch, when torpedoes are adopted by all navies, it has appeared to us of interest to recall the labors of Fulton.—*La Nature*.

THE NEW UNITED STATES CRUISER MONTGOMERY.

The Montgomery, a sister ship of the Detroit,

vertical, three cylinder, triple expansion engines drive the two four-bladed propellers. The indicated horse power is 5,400. A protective deck varying from 0'43 to 0'3 inch thick is provided. The battery is composed of eight 5-inch guns and two 6-inch rapid-fire guns. There are also three torpedo-launching outfits and a secondary battery composed of six 6 pounders, two 1-pounders and two machine guns. For our illustration of the Montgomery we are indebted to *Marine and Railway*.



THE NEW UNITED STATES CRUISER MONTGOMERY.

which we illustrated in our issue of September 2, 1893, succeeded in making 18.85 knots per hour over the entire course, thus demonstrating that she was the finest cruiser of her class. The Montgomery is known as a partially protected cruiser, a class of vessels which are now considered as very important adjuncts to the armored cruisers. After the tidal correction was made the speed was found to be 19 knots, so that the contractors (the Columbian Iron Works) will receive \$200,000 in addition to the contract price, which was \$612,500. The test was conducted with a steam pressure of 166 pounds, and the average number of revolutions was 180. The engines worked without any mishap, but the steering device was injured, or the speed would have been even greater.

The Montgomery is 257 feet long; 37 feet wide; draught, 14½ feet; displacement, 2,000 tons. Two

what was known in colonial times as “The Commons.” The building occupies the block bounded by Center, Elm, White and Franklin Streets, and is connected with the city prison, usually called the “Tombs,” by a bridge, which will probably be known as a “Bridge of Sighs.” This bridge, which crosses Franklin Street, will enable accused persons to pass directly from the prison to the courts without being exposed to the gaze of the curious. The new building is 115 feet in height, and measures 188 by 190 feet, and in its plan allowance has been made for the widening of Elm Street.

The style adopted by the architects, Messrs. Thorn, Wilson & Schaarschmidt, is a modernized Renaissance, and the effect of the exterior is imposing. The edifice is constructed of light red pressed brick with trimmings of terra cotta and Belleville stone, and the

THE CRIMINAL COURT BUILDING OF NEW YORK.

For many years the criminal courts of New York and the Grand Jury have been housed in a miserable fire trap which should have been condemned long ago as unsanitary. In this rickety old building, ill-lighted, worse ventilated and reeking with sewer gas, other city offices were quartered, so that the space devoted to the criminal courts was totally inadequate, while the District Attorney has been obliged to occupy rented offices. At length the city fathers awoke from their lethargy, and on October 25, 1890, the corner stone was laid of a large and imposing edifice. The site is an historic one, being part of



THE NEW CRIMINAL COURT BUILDING, NEW YORK.