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IMPROVEMENT OF THE ENTRANCE TO NEW YORK HARBOR.

There is a growing conviction among those who are interested in the welfare of the Port of New York that it is imperative that something be done to improve the entrances to the harbor.

This sharp turn is a source of anxiety and danger to shipping, especially in foggy weather; moreover, the dredged channel is subject to continual silting up by the matter which is washed into it from Raritan Bay.

The latest plan of the many which have been proposed for the improvement of the harbor entrances proposes to abandon the present main channel and dredge out two separate and shorter channels to the eastward.

The advantages of having two separate channels for outgoing and incoming ships are many and obvious, and chief among them would be the lessened risk of collision.

Now that the question of improvement is being actively agitated, it would be well to consider the advisability of adopting a greater depth than thirty feet as the minimum that shall be maintained from the docks to the sea.

The big freighter Pennsylvania is reported to have left for Europe on a recent trip drawing over thirty-one feet of water, and it is morally certain that the large profits which will be realized from this class of vessel will lead to their being built in increasing numbers and probably of increasing size.

THE THIRD RAIL SYSTEM IN ENGLAND.

The latest addition to the system of underground railways in London will probably rank as the most important of all these lines before it has been very long in operation.

The new undertaking will have special interest for this country, from the fact that the electrical equipment of the road itself and of the extensive system of elevators by which it will be served will be furnished by American firms.

The third rail equipment will be put in by the representatives in England of the General Electric Company—the British Thomson-Houston Company.

The conductor will consist of an insulated third rail, placed on the ties between the main rails. The ser-

vice will differ from that on the New Haven line, however, in that the trains will be hauled by separate electric locomotives, whose general appearance will conform to the well known heavy locomotives which are being used in the Belt line tunnel, at Baltimore.

It is very gratifying to note that the whole of the electrical equipment of such an important work in the capital city of the world has been secured by two American firms, and the fact is a direct tribute to the high character of electrical work in this country.

THE MOORE SYSTEM OF VACUUM TUBE LIGHTING.

The Moore system of electric lighting by means of vacuum tubes has received very material benefit from the inventor's latest improvement, which consists in the use of a rotary current interrupter in place of the vibrating current interrupter which he formerly used.

THE ARMOR PLATE COMPROMISE.

It must be confessed that the so-called armor plate compromise seems to give the manufacturers pretty much everything they have asked. At any rate, it has shown the absurdity of the attempt to limit the rate which should be paid for armor to \$300 per ton of 2,240 pounds.

It looks like a distinct concession to the manufacturers that the turrets have been changed from the elliptical to the cylindrical type. We presume this was done because of the greater ease and cheapness of manufacturing the plates for a cylindrical turret.

THE INACCURACY OF ARTILLERY FIRE.

If we turn from the official lists of the guns carried by the navies of the world and look at the records of gun practice in these very navies and with these same guns, the effect is almost comical and certainly very surprising—so greatly are these terrific engines of war robbed of their power by the hands of unskillful gunners.

Of what value, however, are these monsters if they cannot be made to shoot straight? The Benbow, which also carries two of these guns, fired six shots, all of which missed the target. The next size of guns, 67 tons, made better practice, scoring six times out of thirty-one shots; though this, in all conscience, was a pitiful exhibition.