

## ECUADOR BUYS A CRUISER

The Esmeralda's Sale by Chile Negotiated by Flint & Co.

HER GUNS MAY BE TURNED ON PERU

Ready for Sea and Under Command of Captain Garim—An Exemplification of the Heavy Guns and Small, Swift Ships Idea.

VALPARAISO, Chile, Dec. 1.—The firm of Flint & Co., the leading American house in Chile, has just negotiated the sale of the fast Chilean cruiser Esmeralda to the Government of Ecuador for over \$1,000,000. The cruiser is ready for sea, and is under the command of Capt. Garim, the heroic officer

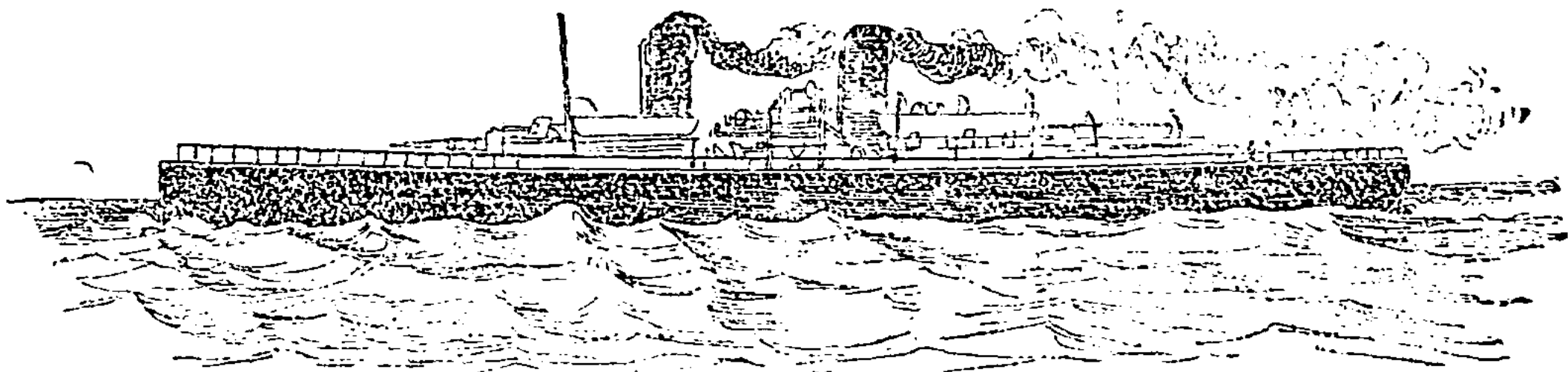
ers, which are situated above the steel deck, add considerable protection to the ship when these compartments are filled with coal. There are cork-filled cellular compartments extending nearly the entire length of the ship. These are calculated to add to the buoyancy and stability of the ship, should the vessel be perforated near the water line.

The main deck, on which the officers and crew live, is about six feet above the protective deck. The upper, or gun, deck, is eleven feet above water, and the axes of the heavy guns are fifteen feet above the water line.

About sixty feet from the bow a twenty-five-ton ten-inch gun is mounted on a central pivot carriage. The piece is provided with hydraulic mechanism. A steel screen, which is carried on the gun slide, revolves with the gun. From the floor of the protected loading station steel tubes run to the magazine and shell room.

Situated about sixty feet from the stern is another twenty-five-ton gun. In addition, there are three six-inch four-ton guns in each broadside, mounted on central pivot carriages and protected by steel shields. These guns are mounted on projecting sponsons and have 130 degrees arc of train.

The vessel also carries two six-pounder quick-firing guns and a number of Hotchkiss' and Gatling guns. The ship is fitted with two masts, each with a light square rig and a military top. The machinery consists of two sets of horizontal compound engines, driving twin screws. Forced draught can be used. The highest speed attained by the vessel was on her official run,



The Cruiser Esmeralda.

Bought from Chile by Ecuador Through Flint & Co.

who commanded the Almirante Conuel, which sunk the iron-clad Blanco Encalada with an automobile torpedo. The Esmeralda was inspected by Lloyds' agent, and made a speed of eighteen knots on her trial trip. She is a modern cruiser, and was the fastest ship in the Chilean Navy. It has been reported here that vessels have been purchased for China and Japan, and a bill was introduced in the Senate providing for the sale of vessels to China, but was defeated. The sale of the Esmeralda, however, has been ratified by Congress.

Charles R. Flint, senior member of the firm of Flint & Co., was seen on board the Congressional Limited, bound for Washington, where he was to attend the musicale at the Brazilian Legation last evening. He said that the business had been transacted by the firm of Flint & Co. at Valparaiso, and suggested that if further particulars were desired, they could best be obtained from Chile, where the transaction took place.

It was elicited from persons familiar with South American affairs that Ecuador had been in the market for some time for a man of war, owing to the hostile attitude of Peru and the possibility of war with that country. It is known that Ecuador sent an agent to the United States with letters from the Minister of the Navy to prominent people here, with the idea of purchasing a war vessel, torpedoes, and munitions of war for Ecuador's forts. But about that time it was understood that all difficulties had been amicably adjusted. The present purchase of the Esmeralda, however, may portend the renewal of hostilities between those two countries.

The Esmeralda is a vessel that came into considerable prominence a short time ago. When relations between this country and Chile became strained during the Harrison Administration, and the United States cruiser Charleston was sent in chase of the fugitive merchantman Itata, which was known to have been laden with munitions of war for Chilean forces, the Esmeralda, which was then the most formidable vessel of the Chilean Navy, demanded a large share of attention. There were many speculations as to what would be the result in case the Charleston and Esmeralda should meet in combat, and their respective capabilities were recounted at length. The matter was not decided, as the two ships never met as foes.

The Esmeralda, according to an eminent naval authority, can be regarded as the natural development of the idea, first introduced by George Rendel, of mounting heavy guns on comparatively small but swift vessels. The Esmeralda, which was constructed under designs prepared by Mr. Rendel, is said to have a complete protection of her vital parts, as well as adequate shelter from the fire of machine guns in the loading stations and conning towers.

A thick, arched protective deck runs from end to end, the shield projecting a little below the water line. Beneath this protective deck are the engines, boilers, steam pipes, magazines, and shell rooms. The coal bunk-

when she made 18.28 knots an hour. At full speed her normal coal supply of 600 tons would enable her to steam about 900 miles. The vessel has proved herself to be a good sea boat.