

WILL NOT BE AT WORK TO-MORROW

Union Machinists Will Take, at Least, a Day Off TO HOLD A MEETING.

Richmond Lodge Will Assemble To-Morrow Night to Hear Reports.

AGREEMENT IS NOT SIGNED.

All Employers Have, Up to This Time, Refused to Agree to the Demands of the Unionists—A Committee Waited Upon the Heads of the Establishments Yesterday—Make Statement to Public.

Whether or not the machinists belonging to the union will go on a strike to-morrow is a question that is at yet undecided.

It has been determined to strike those "on the inside" decline to say so further than to refer to the action of the National Association, which has been ratified by the local union.

A gentleman in a position to know said last night the position of the union men is this: "The agreement for a nine-hour day and certain wages has been presented to all employers of union machinists in the city, but none have signed it. There will not be another meeting of the union men until Monday night, when reports from the committee that have visited the employers will be made. Then, and not until then, will it be known whether or not there will be a strike."

TAKE A DAY OFF. It is pretty well understood, though it cannot be stated authoritatively, that the union men will not be at work to-morrow, but will take a day off.

The heads of the various establishments that employ union men were waited upon yesterday by gentlemen representing the employers, but the employers declined to sign the agreement.

Labor men who were seen last night were very reticent. They said their plans and purposes would be officially stated to-morrow by a committee authorized to speak through the press.

The employers seen said they had not been informed that their union men would quit work.

There are in Richmond about 4,000 machinists. They are employed in the following establishments: The Triggs ship-yards, Chamblin & Scott's, the Southern and Chesapeake and Ohio shops and the Tredegar Works.

ORIGIN OF MOVEMENT. The movement in favor of a nine-hour day was started several months ago, and employers of union machinists were given notice several months ago. They were asked to sign an agreement. In many instances outside of Richmond, the union men have signed the agreement, but this has not been done by any large concern here, it is said.

The situation might be summed up as follows: The union machinists will not be at work to-morrow. There will be a meeting to-morrow night of the union, at which reports will be made, and it will then be finally determined whether or not there shall be a strike formally declared.

President John Skelton Williams, of the Seaboard Air Line, said last night he is not anticipating any trouble in the shops of his company. There has been no strike, and he has no reason to believe there will be any trouble.

SITUATION 'N PETERSBURG.

Employers There Declined to Yield to the Demands of the Union Men.

(Special Dispatch to the Times.) PETERSBURG, VA., May 18.—The machine shops in Petersburg did not yield to the request of the committee from the Associated Machinists for a nine-hour day, and the Petersburg Iron Works practically closed down. Approximate foundry may make terms by Monday morning and begin work, and the Titus foundry will be governed by the action of the Approximate works.

CONTRACTOR BOLSOM MISSING.

Miss Taylor Escapes Assault by the Speed of Her Horse.

(Special Dispatch to the Times.) NORFOLK, VA., May 18.—The converted yacht Mayflower, with Governor of Porto Rico, passed out Cape Henry at 11:30 o'clock this morning, bound for San Juan, Porto Rico.

The Portsmouth postoffice will, by special permission of the Department, be closed on Confederate Memorial Day, May 22.

Diligent search for Contractor A. J. Bolsom, missing from his home yesterday morning, is so far unrewarded, and the conviction that he has destroyed himself grows stronger. A big search for work next Monday, and the river is being dragged.

Miss Taylor, a school teacher of Norfolk, riding in Princess Anne county recently from the school-house, where she teaches, was stopped by an unknown negro, who she believes attempted to grab and assault her. She escaped by a burst of speed. Searchers failed to find the negro afterward.

THIN CHILD

If a child is thin, let him take a little of Scott's emulsion of cod-liver oil.

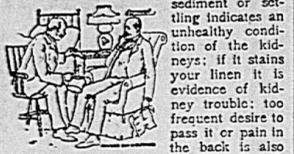
Some children like it too well; begin with a little. A half or quarter-teaspoonful is enough at first, if the stomach is weak; but increase, as you find the stomach will bear.

The effect is: the little one takes on strength; gets hungry; eats and is happy; gets fat—he ought to be fat—and gets healthy.

We'll send you a little to try if you like. SCOTT & BOWNE, 409 Pearl Street, New York.

Thousands Have Kidney Trouble and Don't Know It.

How To Find Out. Fill a bottle or common glass with your water and let it stand twenty-four hours; a sediment or settling indicates an unhealthy condition of the kidneys.



There is comfort in the knowledge so often expressed by Dr. Kilmer's Swamp-Root, the great kidney remedy, fulfills every wish in curing rheumatism, pain in the back, kidneys, liver, bladder and every part of the urinary passage.

It corrects inability to hold water and scalding pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to go often during the day, and to get up many times during the night.

The mild and the extraordinary efficacy of this medicine is soon realized. It stands the highest for its wonderful cures of the most distressing cases. If you need a medicine you should have the best. Sold by druggists in 50c. and \$1. sizes.

You may have a sample bottle of this wonderful discovery and a book that tells more about it, both sent absolutely free by mail.

Address Dr. Kilmer & Co., Binghamton, N. Y. When writing mention reading this generous offer in this paper.

seaman aboard the Government collier Caesar, hanged himself aboard ship last night.

OBITUARY. Mrs. Flora M. Fisher.

Mrs. Flora M. Fisher, wife of John A. Fisher, died at 9:10 o'clock yesterday morning at her residence, No. 916 North Second Street, after a long and lingering illness.

Mrs. Nellie C. Anderson. Mrs. Nellie Cartmill Anderson, widow of Mr. W. W. Anderson, died at 1 o'clock Friday afternoon at the Retreat for the Sick. She is survived by one son, Mr. W. C. Anderson, of this city, and several brothers and sisters.

Mrs. McFadden Dead. A telegram received here announces the death of Lubeck, Maine, on Thursday last of Mrs. McFadden, mother of Mrs. Harry Minnick.

Mr. Wray Thomas. Mr. Wray Thomas, of this city, died suddenly at Price's Hotel, on New River, near Wytheville, Va., Friday morning.

(Special Dispatch to the Times.) WARRENTON, VA., May 18.—A dispatch received here this morning announces the death in Philadelphia, last night of Mrs. John A. Howell, wife of Rear-Admiral Howell, U. S. N.

Mrs. Mary E. Wood. (Special Dispatch to the Times.) PETERSBURG, VA., May 18.—Mrs. Mary E. Wood, a widow, died suddenly of paralysis this afternoon at her home on Third Street, in Petersburg.

NAVAL PAGEANT ON PACIFIC COAST (Continued from First Page.)

ing the Spanish war. When the President spoke of the contentment of the working classes there was one discordant note. A big, strapping fellow, with his mind full of the threatened strike, shouted: "How about next week?"

A hundred of his companions looked up and motioned him to cease.

THE PRESIDENT'S SPEECH. The President said, in part: "What we want is to build more ships. We ought to have a good commercial line from here to the Philippines, made in the Union Iron Works, built by American workmen and crewed by American sailors and carrying the American flag."

There is nothing in this world that brings people so close together as commerce. There is nothing in this world that so much unites men and fosters brotherhood of man as commerce, and we will encourage commerce. The nations are close together now. The Powers of the earth are tied together. We have overcome distance. We not only want a commercial line, but we want a cable line from here to the Philippines. We want it to be an American cable and that cannot be cut by any other Power of the world.

"They say trade follows the flag. The telegraph must follow trade."

FLAG OF FREEDOM. "My fellow citizens: We have got problems before us. We never had more important ones. We have expanded. Do you want to contract (cries of No.) It is not a question of whether we will go to the Philippines or Porto Rico or Guam or Wake Island or Hawaii or Tutuila. We have acquired them; they are ours. The question is shall we give them up? (cries of No.) and from one end of this country to the other comes the answer. They are ours, not to subjugate, but to emancipate; not to rule in the power of might, but to take to those distant people the principles of liberty, of freedom, of confidence and of other privileges enjoyed by the United States. Our flag never goes

anywhere except it carries blessings. Our flag never oppressed anybody, but it has given freedom to every person over whom it has floated."

IN THE OREGON'S SLIP. A platform had been built around the prow of the big iron monitor, which lay last week blocks until the great steel Oregon was built, and from which President Harrison launched the monitor ten years ago.

Gathered on the platform were the President and members of the Cabinet, Gen. Omar Nash, of Ohio; Miss Deshier, his niece, who was to christen the ship; Miss Barber, who was to act for Mrs. McKinley, and many uniformed officers of the army and navy.

Below workmen were knocking away the last steel blocks until the great steel hull rested upon her cradle and only a single beam, set like a trigger, and ready to fall aside at a blow, held her in place.

THE CHRISTENING. Miss Barber and the President stood here, the electric appliances which controlled this last beam. At 12:22 1/2, two and a half minutes before the tide was at its highest, the time set for the launching, there was suddenly shot into the face of the indicator the word "Ready."

Miss Barber pressed the button. The last block fell away. Miss Deshier, a young lady of seventeen, in a light gown, with her dark hair braided down her back, let go the bottle of champagne suspended from the ceiling.

The heavy hull, of 10,000 tons of steel, slid at first, then faster and faster, slid to the water, and it was a majestic and piling up the water in great waves before her. The band crashed, whistles blew and the multitude shouted.

No ship ever given to the American navy so fine a christening as this. It was a more favorable auspices, or in the presence of a more distinguished company.

TRIP BACK. The trip back to the city was almost a repetition of the journey to the yard. There was the same wild demonstration from sea and shore.

But on the way back the Slocum passed in formal review before the warships. The President, with Secretary Long at his side, stood at the wheel-house during this parade.

As each warship passed the jacks made a blue haze about the ship as they stood at the rail's shoulder to shoulder.

The marine guard presented arms, and the President got the four trumpet flourishes and drum ruffles to which he is entitled as commander-in-chief of the navy.

As the Slocum sailed by the Wisconsin, which was flying the two-starred blue pennant of a rear-admiral at the peak, Admiral Casey and his staff, like rigid statues, stood on the bridge with their hands touching the caps at salute.

It was a glorious spectacle, and it was a poor marine whose pulse did not beat higher at the sight of it.

When the Slocum came alongside her wharf the President did not wait for the gangway to be run out. He stepped over the rail to the pier, and he was in the carriage which was waiting for him.

THE POEM. Read by Mrs. Ida Eckert-Lawrence at Launching of the Ohio.

The following poem was read by Mrs. Ida Eckert-Lawrence at the launching of the Ohio:

Oh! Star of empire, thou that went before The pilgrim, in the misty days of yore, When gladd the Son of Progress led the throng,

To o'er the Hesperian shores alone, We owe to thee, with every passing hour, A new-world life and liberty and power, With bosom bare, and limbs of sturdy brown,

The manly youth ran forth the early dawn, His buskined feet touched light the troubled deep, His quest, to wake a dreaming world from sleep,

By sandy shores, o'er Alleghany's crest, He paused to hear the valley's purring rest, Far to the West the flood-tide's ceaseless measure

Broke o'er his soul in waves of living pleasure. II. Through the wild primeval forest, Crept the youth with wondrous meaning,

Bleating trees for future heroes, Waving wand with wizard warning, From the wigwag came the cabin;

Birds soon flew the rifle's crack; And the flying locomotive Proved the saddened red man back,

Round the camp fire he marvelled That the nature-dream was o'er; Followed the deer and bison, Toward a friendly sun-down shore,

From the ashes of the cabin, Missions of farms and cities grand— Lowly kine, and high-bred people, Sprang to bless this happy land,

Spirit of Ohio—goddess— Ruled this land of inspiration; Led the youth of progress here— Lo! their children led the nation,

Proud the sire—but discontented; Undismayed—quailed not the wrack— With his offspring, bold as Hector, Drove the frontier border back,

Afar, where the famed Golden Gate Swings low at the close of the day, Bronzed Progress sits moulding a queen; Wires arbuter—fresh for the fray,

With furnace and blast and fire, With tackle and block and blow, In steel, men clothe this bold desire, In a fleece of flame below,

And a patient, steady read, The rays of men in and out, To gather their harvest of bread, With hammer and force and flame, With rivet and bolt and blade,

They bind her ribs to her monster frame; 'Tis a giant that man hath made, Dark face emboss with the glow Of sunlight, o'er labors well done— Men's arms gather strength with each blow,

And the men and the ship are as one, They know that the forge's red glare, Touch off where the higher sparks lay— With cheers on the lips of the men, They'll sigh when the ship leaves away, Erect in her great wooden stall,

She veams for her kingdom on the sea; The spirit—Ohio—shall sever her chains, And bid the fair captive go free, To cut the brocade of the deep, To walk by the feel of the land,

And the condor's wings, and the Faith puts her soul on her hand, Punge out in thy baptismal pond, Oh! ship of the magical name; Ride firm o'er the wave in thy pioneer way,

As the highway of fame— Our men in the highway of fame, If like a proud sea-gull, thy fate, To ride on the billows away, Over fathomless depths where the sea's mysteries are hid,

And fight o'er the fottans of pray— From lost vessels, the fottans of pray— The gurdion that hangs round thy name And the sons of our beautiful soil, Small smile thy proud turrets with rattle and boom,

If thou dost o'er shame her with spoil—Dost shame her with ill-gotten spoil, Sail out on the high seas of State, If foul blows the South wind or fair, With homes to protect and the nation defend,

Our sons and our ship will be there— Brave as Perry our ship will be there, May the lust of the nation be lost In life's tide, where the deep soundings Ride firm o'er the wave in thy pioneer way,

Then Captain fear not, with our ensign on high; To follow the pale of His star— With cannon to follow, and star in the sky, While tubercles o'er the deck, And Love from the bridge draw the sword;

They firmly thou'll scourge, with thy thunderous might, The foe who would the Lord— Will win with the help of the Lord.

A Traveller's Line.

of Children's Normandy Bonnets in embroidered mill; with large lace fronts, trimmed in blue, actually worth 75c., for 38c.

Baby's French Flat Caps, finely ribbed, with shield of inserting and silk ribbon, and Valenciennes lace, in three styles..... 48c

Child's Shirred Mull Bonnet, crown and front trimmed with wide Swiss embroidery and wide ties..... 98c

Poke Bonnets, Mull Hats, and Mull Straw Hats, 48c. to \$3.75

OUR Suit sale must move along. We have too many garments on hand at this time of the year, therefore this sale is put forward with the object of reduction of stock.

Every garment is of fine quality and style, and though the sizes may be somewhat broken, there is ample assortment for every one who requires a first-class garment to be fitted from our numerous stock.

If, therefore, we can fit you, and likewise please you, we will give you a Discount of 33 1/3 Per Cent. on Any Suit in the House.

Walking Suit of Oxford Gray Homespun; jacket single-breasted, with Velvet collar; five-gored skirt, with founce finished in eight rows of stitching, a \$12.88 garment, but with one-third off, it will cost you but..... \$8.65

Suit of Fine English Homespun, in good colors, made in the best fashion, and handsomely tailored and trimmed, a \$20 suit, but with one-third off, it will cost you but..... \$13.33

Suit flounced and corded around hips, a \$25 garment, but with one-third off it will cost you but..... \$16.67

Suits in several styles—Double-Breasted, Eton, Blouse or Bolero effects, in the most fashionable cloths and best colors, beautifully colored and trimmed in cords, stitched bands or fancy ornamentations. These are \$30 suits, but with one-third off, they will cost you but..... \$20

SILK ETON JACKETS of nice quality Black Taffeta Silk, handsomely tucked throughout, and finished with bands of stitched silk, entirely silk-lined, a \$7.50 garment, but with one-third off it will cost you but..... \$5

Washable Skirts and Suits. We have a very large line of washable Shirt-Waist Suits for Ladies, Misses and Children, in Pink, Blue and Tan, and the best materials, such as Duck, Linen, Crash, Denim, and Piques, both plain white, fancy colors or polka dots.

Some are trimmed in embroidery; others with bands, while for the children they are made in sailor fashion and trimmed in braid.

LADIES' WASHABLE SUITS \$2.50 to \$7.50. MISSES' AND CHILDREN'S WASHABLE SUITS, to fit ages from 4 to 14 years, 98c. to \$4.50.

Silk Waists. Waists of extra quality Black Jap Silk, back and front formed of clusters of tucks, \$3.50

Petticoats. Our regular 75c. Mercerized Petticoats. Black and White-Striped Petticoats. Underskirts we will sell at 48c. They are made with deep corded founce, and trimmed with ruffles at foot, in black and colors..... 48c

Black and White-Striped Petticoats. Silk-Finished Mercerized Underskirts, in three styles, made full and wide, with graduated founce, and trimmed in black quilling, our regular \$1.38 grade, for..... 98c

Children's Sailors. Blue, Red and Brown, flat brim, Child's Sailor, with bands and streamers..... 19c. Child's Mixed Straw Sailors, colored and white crown, with mixed brim in several colorings..... 25c.

Our Child's 38c. Sailor is a specialty. It is a large-brimmed hat of clear straw combination, Red and White, Blue and white, and Brown and White, worth 62c., for..... 38c.

Others in higher grades at 48, 62, 75 and 98c. Child's Union Milan Sailors in White, Blue and Red, with Sarah banding..... \$1.38

Fine Milan Sailor, in white, only, \$1.75 and \$1.08.

Chatellaine Bags, Purses, Jewelry. A full line of Pocket-books, Coin Purses, and Gents' Wallets, in seal, walrus, alligator, both plain and silver-trimmed.

Pearl Brooch Pins, wreaths, hearts, and several other different shapes, 25c. Better qualities at 50c., 75c., 88c., \$1.62. Solid gold at \$2.50, \$2.98.

The latest fad: Sterling Silver and Gold Lockets, at \$1.25 and \$1.50. Silver Chains at 25c. and 48c. Sterling Chains, \$1.25. Gold Chains, \$2.50, \$2.75, \$2.98.

Hatpins, quite a variety, in Turquoise, silver, and jeweled heads, 25c., 48c., 98c. and \$1.38. Pearl-headed Dress Pins, in destructible boxes, 10c. doz. Silver Dumb Bells, 25c. Silver Stick Pins from 6c. to those in solid gold, at \$2.38. Choice selection in Belt Buckles, enamel, mourning, jet, steel, oxidized and silver, 25c. to \$1.50. Baby Pins, sterling and gold, 25c. to \$1.50.

DESCRIPTION OF THE OHIO.

She is a Valuable Addition to the American Navy. The "Ohio" is a sister ship of the Maine, now building at the works of the William Cramp & Sons Ship and Engine-Building Company, and of the Missouri, building at the yards of the Newport News Ship-Building and Dry-Dock Company.

The hull, which is divided like those of the most recent battleships, is built of steel and is unheated. It is 388 feet long on the load water-line; 72 feet 2 1/2 inches extreme breadth, and, at a mean draft of 22 feet 6 inches, displaces 12,230 tons.

The hull is protected abreast of the boilers and engines by a side armor belt extending 3 feet 6 inches above the load water-line, and 4 feet below it, having a thickness of 11 inches for a depth of 4 feet 6 inches, tapering to 7 1/2 inches at the bottom of the belt; and by the casemate armor 6 inches thick which extends from the side belt to the upper deck, and is worked from the centre of the forward to the centre of the after barbette. At the ends of this casemate armor, diagonal armor 6 inches thick extends from the sides of the vessels to the barbette armor.

In the casemate thus formed are placed ten of the 6-inch guns. Above this, on the upper deck, four of the 6-inch guns are placed in the vicinity of which 5-inch armor is worked far enough forward and aft to afford protection to the crews of these guns.

HER PROTECTION. Protection is afforded the vitals of the ship below the water-line by a protective deck worked flat within the casemate, and above this, in the casemate, the protective deck from the diagonal armor obscures to the bow and stern in the vicinity of the water-line, and on the berth deck for nearly the length of the vessel.

There are four dynamo-rooms, one on each side of the vessel, just forward of the boiler space, two generating sets being placed in each dynamo-room. Four powerful search-lights, two of which are placed on the mainmast above the upper bridge, will give warning of the approach of hostile vessels, and for night signalling

Kaufmann & Co. A Remarkable Sale WHERE Cheapness is But Subservient to QUALITY and STYLE.

OUR Suit sale must move along. We have too many garments on hand at this time of the year, therefore this sale is put forward with the object of reduction of stock. Every garment is of fine quality and style, and though the sizes may be somewhat broken, there is ample assortment for every one who requires a first-class garment to be fitted from our numerous stock.

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