

THE HOUSTON DAILY POST.

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HOUSTON, FRIDAY, MARCH 25, 1898.

TEN PAGES TODAY.

IN PEACE PREPARE FOR WAR.

Attention has been recently called again to an article, published in the National Geographic Magazine in June, 1896, discussing the strategic and commercial necessity of a railroad from the mainland of Florida to the island upon which the city of Key West is situated—a distance of 120 miles.

Between the mainland and Key West there are numerous little keys, as they are called, affording 100 miles of land, out of the 120, for the roadbed. Of the twenty remaining, the water is very shallow, so that bridging or trestle work would be comparatively easy.

Our safety is in our own hands. The Post has sounded the note of warning and will continue to do so. If disease shall come it will not be because the Post has not in ample time called for the proper preventive measures.

It begins to look as if the differences between Spain and the United States would result in our intervention in behalf of Cuba on the grounds of humanity, rather than as the sequence of a demand for reparation on account of the loss of the Maine.

We are called a practical, business-like people, but there are numerous reasons constantly coming to the surface to throw great suspicion on the proposition.

A movement has been growing in New York State to attempt to unload the State canals upon the general government. The use of the word "attempt" is deliberate, for it is not likely that the movement will ever amount to anything more than an attempt.

The time will come, and that in a few years, when a big ship canal between the lakes and the Atlantic will be a necessity and the government will probably cut it, but the first money for the Nation, as such, to spend now is that for the Nicaragua waterway.

We can not retain our standing as a

have to wait some years before it can shift its canal burden on to the shoulders of Uncle Sam. Indeed, even that State is more vitally interested in seeing the Gulf of Mexico and the Pacific ocean joined by a ship channel than in having the Erie canal owned and improved by the general government.

NOW IS THE TIME FOR ACTION.

The weather has been comparatively mild in this section during the past winter and yet there have been two or three killing frosts, and two or three extremely cold spells during which there were freezes. If there were dengue germs left over from last fall they have possibly been killed since the first of December last.

The health of the city of Houston during the winter has been exceptionally good, the death rate being unusually low. Any fear, therefore, for the coming heated term can hardly be based on the possibility of any outbreak of disease from local causes, or last year's fever germs, if only the proper precautions of a sanitary nature are taken early.

Our danger this season will be, as heretofore, the possibility of epidemic disease being allowed to slip in, and finding conditions here favorable to its propagation. If there should be a case of yellow fever imported, however, and the city be found thoroughly clean, there would be little probability of an epidemic. Where the sanitary conditions are such as they should be, it is practically impossible for a fifth-bred disease like yellow fever to spread to any extent, or develop a virulent form.

Undoubtedly the mild type of the fever that appeared in the South last year was largely due to the improved sanitation of the present over past years. All the cities have been building more sewers and paved streets and improving their drinking water and their facilities for removing garbage within the past fifteen or twenty years, and to this fact must be attributed the difference in the type of fever witnessed in 1897 from that which was so deadly in 1879 and 1880 in the Mississippi valley.

It is questionable if we shall ever again see such a death rate from this scourge as was usual twenty years ago in the South. But there is no reason why we should have the epidemic at all, so long as we know that cleanliness is its foe. Rigid quarantine on the coast and along our State lines and prompt and thorough work by the local health authorities will give us perfect immunity. It is, therefore, to the interest of every citizen of this community and of all Texas communities to see that their health officers do their duty in the premises. Public opinion must find constant and emphatic expression and the State will be safe.

Our safety is in our own hands. The Post has sounded the note of warning and will continue to do so. If disease shall come it will not be because the Post has not in ample time called for the proper preventive measures. We must not wait until we hear that there are suspicious cases in New Orleans, or Mobile, or Galveston, or anywhere else, but begin now to place ourselves in a position where we need fear no harm—in a condition where the spread of an epidemic disease would be impossible.

It begins to look as if the differences between Spain and the United States would result in our intervention in behalf of Cuba on the grounds of humanity, rather than as the sequence of a demand for reparation on account of the loss of the Maine. The Post has repeatedly favored this course and has predicted that there would be intervention, necessarily from the situation, whether the Maine was destroyed by foul play or by accident.

The development of the government's policy as it is now understood, indicates that the Post had correctly sized up the situation, as the expression goes. It is almost certain that this will be our only chance or excuse for getting even with the Spaniards, for a dastardly piece of work, the legal responsibility for which it will be difficult to establish. The American people have no doubt that the slaughter of 260 American sailors in the harbor of Havana was the result of treachery, but to fix Spanish complicity in the crime is another thing. A money consideration would be wholly inadequate under the circumstances to satisfy outraged National dignity and honor, even if we could get money. The only course left, therefore, is to virtually drop the Maine incident, unless Spaniards can be shown to have caused the explosion, and take the broad ground that the continued presence of Spanish authority in Cuba is a menace to the safety of our citizens visiting Havana, a stumbling block to civilization and is the fruitful cause of unparalleled suffering and crimes that call for intervention in the interests of humanity. In other words, the Maine's destruction must lead to the loss of Cuba to Spain—if not directly, then indirectly.

These appear to be the reasoning and the conclusions in official and congressional circles in Washington as summarized by the dispatches of the Associated Press reporters and special correspondents. Spain was told, also, will not submit to any intervention by the United States and will even regard as an insult any limitation on our part that she is responsible in law or morals for the destruction of the Maine! This being the case, war is almost a certainty and that within the next few days.

We can not retain our standing as a

Christian and humane, or spirited. Nation and longer suffer people to be deliberately starved to death by the hundreds of thousands at our very doors. The fiendish purpose of Spain has been to destroy the present Cuban population and then re-people the island with loyal Spaniards. The Turk, when he determined to blot out the Armenians, was actuated by religious fanaticism, but even then he was merciful enough not to condemn a half million women and children to slow torture and a lingering death. The Spaniard is only inspired by political and mercenary motives and yet his cruelty is more horrible than that of the Turk!

KENTUCKY IS LAUNCHED.

Big Battleship Named After the Bourbon State.

Was Christened with Pure Water.

Norfolk, Va., March 24.—The two battleships Kentucky and Kearsarge were launched from the yards of the Newport News Dry Dock and Ship Building company in the presence of an immense crowd. There was not a hitch in the program, and the cheers from the 30,000 throats greeted the latest additions to the United States navy as they slid from the ways, the prow of one sprinkled with foaming champagne, the other christened with pure water from the home of Abraham Lincoln.

The regular sounds of the hammer could be heard in all sections of the yard as the brawny workmen drove home the all-important wedges. In the meantime the guests of the Newport News Ship Building company had assembled on the large platform at the ship's prow. Among the distinguished persons who occupied positions on the platform were:

Governor W. O. Bradley of Kentucky and J. Page Lester and their respective staffs, General Miles, commander in chief of the United States army; Admiral Matthews, United States navy; Commodore McNair and Wallace, Senators Thomas N. Martin of Virginia and J. L. Strong of Utah; W. A. Jones and P. J. Oley of Pennsylvania; D. A. McCreary of Kentucky; Senator Black, Representatives W. D. Small and F. R. Hopkins of Kentucky; J. C. Orcutt and J. J. Woodward and wife, Mrs. General Pickett, Miss Belle Lowrey, Miss Mary Oreck and Mrs. Governor Bradley.

Suddenly the sounds of the hammers ceased and the immense crowd was hushed with the cessation of work as if by magic. The cracking of the huge timber directed to the prow of the Kearsarge, where Mrs. Winslow, wife of Lieutenant Commander Winslow, stood erect, with a bottle of wine in her upraised hand. Another instant and the cracking of the huge timber was heard as the saw completed its work of severing the last wedge. The towering frame hesitated a second, then moved with majestic slowness on its journey to the water. As it did so, Mrs. Winslow dashed the bottle after the receding bow and exclaimed: "I christen thee Kearsarge."

A mighty cheer went up from the vast throng of spectators as the vessel struck the water stern first and with a graceful drop, first at then forward, glided into the water. Another cheer arose when it was seen that the Kearsarge had been launched successfully and sat on even keel. The steam whistles in the shipyard and those on the large fleet of naval and pleasure craft in the river, whistled and their glad welcomes to the new ship. The Kearsarge glided into the channel and was picked up by the tug and proudly towed to one of the lower wharves.

Newport News, Va., March 24.—Kentuckians, proud of the new battleship bearing their State's name, were here today by the hundred. Governor Bradley was next to the central figure at the launching and the luncheon given to 500 by the ship's builders after the ceremonies. The central figure was his daughter and only child, Miss Christine Bradley, an 18-year-old girl, who came with her mother and friends from Washington, where she attends school, to christen the vessel. The christening, which many officials thought would be done with wine or Kentucky's famous product, was done with pure water, Miss Bradley declining to use anything else, and winning her fight for it after a private outburst of hard-fought battle with those who opposed her. Carrying out her sentiment in the matter, she had the water brought in a plain, wire-covered glass bottle from the city of Louisville, where she was born. The late war hero, General Sherman, was the maternal grandfather of the young girl. She herself is a striking blonde, and despite her youth has already attained unusual reputation in her native city as a beauty. Her father's native brilliancy of mind and other characteristics.

Kentuckians, proud of her, cheered her as she adopted resolutions commending her for her stand in behalf of pure water for the christening and a more deserved name for her State.

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At this point in the armament of the ship the American designers have embarked in a bold and enterprising experiment, the result of which will be awaited with interest by the whole maritime world. Instead of descending at once, move from the heavy primary battery to the smaller caliber rapid-fire guns, as is done in the case of cruisers, it has become the custom of naval architecture to interpose a battery of medium-caliber guns, six or eight in number, for instance, and these are placed in small independent turrets about the ship. It occurred to the American designers that if they could dispense with the weighty and space-consuming machinery attached to three turrets, such as the turning engines and machinery, judiciously placed in such a position as to make the like, much more engine power could be placed in the hull of the ship and much more armor could be carried. They solved the problem by rigidly attaching the smaller turrets, each containing two eight-inch rifles, to the top of the big thirteen-inch turret. The plan had another advantage, weight saving. Theoretically, it tended to a terrible concentration of the fire of the ship. Probably the craft does not float that would survive the awful im-

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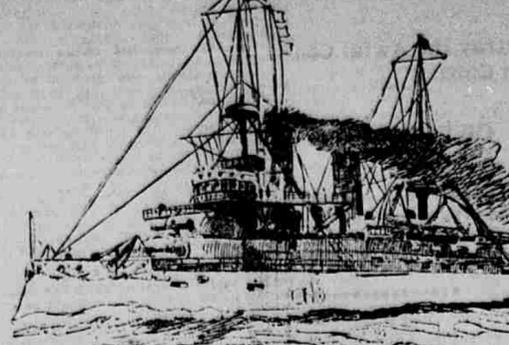
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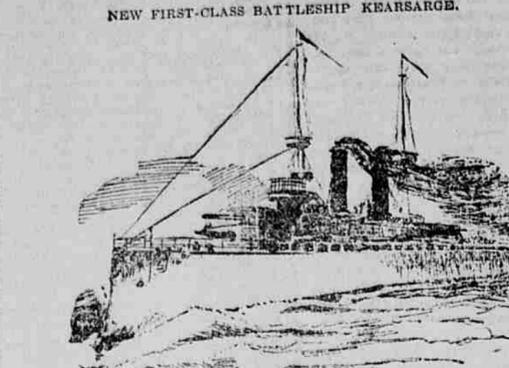
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NEW FIRST-CLASS BATTLESHIP KEARSARGE.



NEW FIRST-CLASS BATTLESHIP KENTUCKY.

There are larger battleships afloat on the ocean than the twin sisters Kearsarge and Kentucky; there are even larger armored cruisers in the British navy, such as the splendid cruisers Powerful and Terrible, yet it is doubtful whether any prudent naval commander, even leaving out of his calculations that great factor represented by the superb fighting qualities of the American sailor, would care to venture a hostile meeting with one of the steel hulls of the seas, for the new American battleships embody in their design and construction the highest development up to this date of offensive and defensive warfare as the great game of naval strife would be played on the coast line of the United States. Into their broad hulls are packed all of the engine power, the armor and the ordnance that the highest scientific ability is able to concentrate in a floating structure that is able to seek a base of operations, a supply of fuel and ammunition and an opportunity to heal wounds received in battle. Larger ships, those of deeper draft necessarily, may not enter or attack our ports at lightning range, and this consideration was always kept in mind by Chief Constructor Hishorn, whose plans for the Kearsarge and the Kentucky were planned. That is the explanation of the fact—a new one in naval design—that these ships with a displacement of 11,250 tons, draw only 25 feet 6 inches of water, less than the armored cruiser New York and Brooklyn, which would not combine the equal in combat to one of the battleships. Light draft on heavy displacement is only one of the many valuable qualities of the battleship. The Indiana class, they carry the heaviest batteries in accord with modern naval practice, and with primary batteries fully equal to that class they mount secondary batteries in such fashion as to make the combination almost unequalled in naval architecture. The big rifles, four in number, are mounted in two turrets, one sweeping the entire sea from directly ahead, fully half way astern, the other with equal range, placed so as to command the sea from either bow or astern. These are of thirteen-inch caliber, yet the British navy carries its guns to twenty inches in diameter. The difference seems small, yet the American gun has about 25 per cent more power.

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THE TEAM IS IN THE HANDS OF THE LEAGUE.

They Are Going to Play the Southern League a Few Games.

On account of the disastrous baseball game between the Colts and the Colts of the Southern League park yesterday afternoon, the team is in the hands of the league, and is expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts. The team is expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

Manager Ewing and Business Manager Croft both expressed themselves as being very much pleased with their trip to Texas, and their return to the team. The team is expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

The Cincinnati club left for New Orleans on Saturday, and is expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

Manager Ave Bass, of the Colts, has requested the following of his club to be at the Y. M. C. A. on Sunday afternoon at 3 o'clock. The Colts are expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

WANTS TO FIGHT DALL. "Kid" Lavigne, who was with the Colts, is expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

He May Again Control the League Team. Chicago, March 24.—Captain Washburn has an option on the Chicago baseball team, and is expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

New Orleans, March 24.—The weather was quite good and cloudy and the attendance was very high. The Colts are expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

Baseball Saturday. There is to be a match game on Saturday between the Colts and the Colts. The Colts are expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

Insulted Baseball. San Francisco, March 24.—The Colts are expected to play a few games against the Colts on Sunday, every game to be a two teams play against the Colts.

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