

LAUNCHING OF THE "OHIO"

SAN FRANCISCO, CALIFORNIA.

Large Number of Ohioans Present to See the Battleship Sent to the Water—President Was There—Was Given a Present.

San Francisco, May 20.—Fortunately Mrs. McKinley's condition permitted the president to attend the launching of the battleship Ohio from the yards of the Union Iron works. To witness the launching of this ship, named in honor of his native state, was the real object of the president's trip across the continent, and the event which has attracted to the Pacific coast the governors of three states, the Ohio congressional delegation, several United States senators and many other notable and distinguished people.

Dramatic and picturesque as was the sight of 14,000 tons of steel sliding into the full created tide of San Francisco bay, it was not as splendid and magnificent as the great naval pageant which accompanied it, nor as profoundly impressive as the greeting extended to the president by the 4500 employes of the shipyards. With the threat of a great strike impending the president's words to the workmen have added significance, and his reference to expansion and other national questions makes his speech, probably the last he will deliver on his present tour, in every respect a notable one. When the president left the sick room of his wife every arrangement had been made to notify him on the instant of any change for the worse in her condition. The physicians assured him there was no indication of a set back, but at his request telegraphic connections were made at the wharf and at the ship yard, and save for the time he was on the water, he was not for a minute away from direct communication with the White House.

He was driven to the wharf in a closed carriage escorted by a squad of mounted police. The cabinet and other distinguished guests were already aboard the transport tug Slocum, which was to convey the party to the Union Iron works two miles up the bay, when he arrived. The president's flag, an eagle and shield on a blue field, was flying from the main and the union jack at the bow as he stepped smiling up the gangway to the accompaniment of cheers of thousands who blackened the neighboring pier heads. Then began the sail over the shining waters of the bay. It proved to be a triumphal journey, the like of which has not been witnessed in this country since Admiral Dewey upon his return from the Philippines sailed up the Hudson on the Olympia. Every craft in the harbor was decked in gayest attire and the city in the background was a perfect mound of waving flags. Every wharf on the sea-front swarmed with people. Up near the shipyards the grim warships of the Pacific squadron were swinging at anchor, with streams of signal flags fore and aft over the peaks from prow to tail.

Off near Goat Island lay the transport Sheridan, travel stained from her long journey across the Pacific. She had just arrived from the Philippines and still had aboard the Forty-second and Forty-sixth United States Volunteer Infantry which she had brought home. The president saw her at once and requested that the course of the Slocum should be changed to allow him to pass near her. As the Slocum approached the big transport there was a scene of almost frenzied enthusiasm aboard. The soldiers, all in their service uniforms, rushed to the side and rent the air with cheer on cheer at the sight of the president of the United States come to welcome them home. The band on the after deck struck up "The Star Spangled Banner." The soldiers climbed the rails and rattles and almost drowned the music with their shouts. They swung their hats and acted like mad men. Several of them got out their regimental flags and waved them frantically to and fro from the bridge. The ensign at the stern was dipped again and again. The salute was answered by the Slocum. The president was plainly moved by the remarkable demonstration. He stood on the lower deck, uncovered, bowing and smiling and waving his handkerchief until the sound of shouting died away in the distance.

This welcome from the soldiers was only the beginning. As the Slocum drew near the line of steel clad thunderers of the deep, with jacks lining the rails, the marine guards drawn up aft and officers in full uniform on the bridges, a puff of smoke burst like a white balloon from the port quarter of the battleship Wisconsin. Admiral Casey's flagship. Boom! came the report. It was the first gun from the ships—the first of 21. Each of the warships, the big "savage" battleship Iowa, the long lean cruisers Philadelphia and Adams, the little torpedo boat Faragut and the revenue cutter McCullough, which was with Dewey at Manila, turned loose their secondary batteries as the Slocum steamed slowly by. Opposite the McCullough the president witnessed a small exhibition of a jack tar's skill.

Beyond the warships the little tug threaded her way through the holiday fleet of steamers, yachts, tugs, barges, and every variety of water craft jammed about the front of the shipyard. Each was black with cheering people, and there was hardly one of them which did not have a saluting gun of some sort to add its voice to the roar of welcome that greeted the president from the dense crowd of workmen gathered upon the pier.

Ashore, to the right, was a stand covered with a crowd of people and beyond that a hill alive with them. Up the pier a board aisle of white muslin ran through the workmen packed on either side. Up this path, arched over with flags and banners, one of them bearing the inscription: "The Oregon has made her record; watch the Ohio," the president and his party moved to a stand, where the representative of the 4500 employes of the Union Iron works, in a neat speech, in which he asked a heartfelt blessing upon the head of the president and expressed tender sympathy for his suffering wife, presented the president as a token of the esteem of the workmen with a gold plate engraved with a suitable inscription.

The president's response aroused much enthusiasm. He told his audience of his friendship for the workmen during his entire public career and touched the hearts of the surging crowd before him as he spoke eloquently of the patriotic response which California had made during the Spanish war. Many eyes were wet, and more than one of the workmen made a suspicious movement with his coat sleeve, as if to brush away an unbidden tear. When the president spoke of the contentment of the working classes, there was one discordant note. A big, strapping fellow, perched upon an adjacent scaffolding, with his mind full of the threatened strike, shouted: "How about next week?" A hundred of his companions looked up and motioned to him to cease.

Then came the launching. A platform had been built around the prow of the big monster, which lay in the very slip in which the Oregon was built and from which President Harrison launched the monitor Monterey 10 years ago. Gathered on the platform were the president and members of the cabinet, Governor Nash of Ohio; Miss Deshler, his niece, was chosen to christen the ship; Miss Barber, who was to act for Mrs. McKinley, and many uniformed officers of the army and navy. Immediately at the left was a red coated band. Below workmen were knocking away the last keel 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. Miss Barber and the president stood before the electric appliance which controlled the guillotine that was to sever the rope which would loose the weight that was to knock out this last beam. Miss Barber, with her finger on the button, was looking intently at the indicator.

At 12:22 1-2, two and a half minutes before the tide was at its highest, the time set for the launching, there suddenly shot into the face of the indicator the word "Ready." Miss Barber pressed the button. The last block fell away. At the same time Miss Deshler, a young lady of 17, in a light gown, with her dark hair braided down her back in schoolgirl fashion, let go of the bottle of champagne suspended at the side of the bow by a red, white and blue ribbon, and as it crashed against the side she uttered the words: "I christen thee 'Ohio'." Released from its bonds, the heavy hull of 14,000 tons of steel went plunging through the thick grease of its cradle. Slowly at first, then faster and faster, she slid down the ways, taking the flood majestically 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 has taken her initial plunge into the sea under more favorable auspices or in the presence of a more distinguished company.

The trip back to the city was almost a repetition of the journey to the yard. Description of Ohio. 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 Shipbuilding and Drydock company.

The hull, which is divided like those of the most recent battleships, is built of steel and is unsheathed. It is 389 feet long on the load water line, 72 feet 2 1-2 inches extreme breadth and at a mean draft of 23 feet 6 inches displaces 12,230 tons.

The hull is protected abreast of the boilers and engines by a side armor belt extending three feet six inches above the load water line and four feet below it, having a thickness of 11 inches for a depth of four feet six inches, tapering to seven and one half inches at the bottom of the belt, and

by the casement armor of six inches thick, which extends from the side belt to the upper deck, and is worked from the center of the forward to the center of the after barbettes.

The main battery of the ship consists of four 12 inch breech loading rifles, placed in two balanced turrets, and 16 six inch rapid firing guns. The turrets are turned by electricity. The armor of both turrets and barbettes is 12 inches thick.

The secondary battery consists of six three inch rapid firing guns, eight six pounder rapid firing guns, six one pounder rapid fire guns, two Coits and two three inch rapid firing field guns.

The Ohio carries 14 boats, of which one is a 40 foot steam cutter and another a 36 foot steam cutter of the usual navy type. Over each end of the boat deck two small upper bridges are located, on which is placed a portion of the secondary battery. The boats are handled by four cranes, all operated by steam, the engines for this purpose being located on the working platforms of the cranes. Each crane can lift the heaviest boat that it has to handle at the rate of 40 feet per minute, and can also be revolved by its hoisting engine at the rate of a revolution in one minute.

Hydraulic gear is used in steering the vessel, and can put the rudder from hard aport to hard starboard in 20 seconds when the vessel is moving at full speed. The valves of the gear are connected by an electric telemotor with the conning tower besides the mechanical connection with the pilot house.

The electricity, both for lighting the vessel and operating the turrets and hoists and minor purposes, is furnished by eight 32 kilowatt generating sets, all having a pressure of 30 volts at the terminals.

The normal coal supply is 1000 tons and the capacity of the bunkers is 2000 tons. As in other ships of this type, the arrangement of the bunkers is such as to afford considerable protection to the machinery.

The two propelling engines are rights and lefts in separate water tight compartments, and are of the vertical inverted cylinder, direct acting, triple expansion type, having four cylinders.

The construction of the Ohio and her class was authorized by congress on May 4, 1898, when the Spanish war demonstrated the wisdom of a much greater increase of the navy. The keel was laid on April 22, 1899, and the contract price of hull and machinery is \$2,899,000. Her complement is 35 officers and 511 men.

TRADE REPORT. New York.—Bradstreet's Report for last week is as follows:

There is a quite perceptible increase of the spirit of unrest in labor circles there are few new changes to record in the general trade or industrial situation. Business at present the country over is of a seasonal reoccurring character with wholesalers in dry goods, clothing and similar lines, but the volume of business is fair for the season and collections are rapid likewise. The basic facts underlying the situation continue largely of a favorable character. Notable in this respect is the crop situation, particularly for the cereals, which is in a high degree promising. The backward spring and lack of rains in some sections has militated against the growth of cotton, but improvement is noted even in this respect. The industries are active. Iron and steel are strong but quiet as regards new demand for the new cruiser forms, but the finished products have been heavily ordered and the mills have sufficient business to keep them busy from one to three months, while a large additional business is reported in sight.

Foreign trade continues largely to favor this country and the demand for wheat to replace possible smaller yields in European countries has swelled the volume of export trade, which might otherwise have fallen off from April a year ago because of smaller shipments of cotton and of manufactured goods.

Despite the talk of rate cutting and of expectations of a smaller movement of goods as the spring advances, railway earnings continue exceptionally favorable, some great systems reporting maximum weekly earnings. Probably the best reports as to the new demand come from the leather and allied trades, while the poorest as heretofore are received from the textile industries.

Wheat. Portland.—Wheat, Walla Walla, 59c; bluestem, 61c@62c. Tacoma.—Wheat, quiet and steady; bluestem, 61c; club, 59c.

Spokane Man Honored.

San Francisco, May 20.—After a long session the Supreme Grand Aerie of the Order of Eagles elected the following officers: Grand president, Del Cary Smith, Spokane; grand vice president, Dr. Schwatka, Baltimore; grand chaplain, Morris Eisenberg of Butte, Mont.; grand judge, George Fowler of Salt Lake; grand inside guard, S. Lawrence; grand outside guard, T. White, Texas.

The work of boring for coal oil on the ranch of Joseph Ward, three miles from Grand Forks, will be commenced within two weeks.

MINES AND MINING NEWS

OUR NORTHWESTERN MINES.

Items Gleaned From Late Reports—All Districts Are Being Developed—A Prosperous Year Is Predicted—Mining Notes and Personal.

The Butte copper mines in Montana are known wherever the red metal is used. The production of these mines is so enormous that their output comprises 61 per cent of the entire copper production of the United States and nearly one-third of the copper output of the world. The value of the production of the Butte mines amounts to over \$50,000,000 annually. Copper is perhaps the most widely diffused metal found in Montana.

Professor Samuel Aughey, the mineral expert, will visit the Hawkays soon to make a thorough investigation of the property.

Work has been suspended on the Quip, as Manager Tate says that more than the 400 tons called for in the contract has been delivered at the mill, or is broken in the mine.

Preparations are actively in progress for sluicing the new placer fields. A company is getting in a set of sluices about two miles above the discovery, but no sluicing will be done before the first of next week.

Returns have been received from the shipment of El Caliph ore sent to Grand Forks. The total shipment was 11 tons. Seven and one-half tons of first class ore averaged \$150.95. Three and one-half tons of second class ore averaged \$97.70 per ton.

J. D. Houston, who has been working the property of the Aeneas Valley Mining Company, about 10 miles southwest of Republic, has brought to town about 50 pounds of fine ore, carrying pyrites and copper glance. The 22 foot shaft shows a five foot ledge, of which about half is solid ore.

BRITISH COLUMBIA.

It is authoritatively stated that construction work on the Grand Forks & Republic railway will be commenced within five days.

W. M. Desmond of Cleveland, Ohio, has secured a controlling interest in the Rambler in Pass Creek camp, north of Eholt. The Rambler has a fine surface showing.

At Sardon the Rambler-Cariboo never looked better than it does at the present time. The No. 2 tunnel, which is being driven ahead, has been pushed for a distance of 1000 feet.

Ore is being quarried on the surface of the Crown Silver and Sunset, Deadwood camp. The contract for sinking the main double compartment shaft on the Sunset to the 400 foot level has been completed.

Mines of Rosland camp last week established a banner record, beating all previous shipments by sending to the smelters 12,043 tons. The mines that made up this total were Le Roi, 624 tons; Centre Star, 1990 tons; War Eagle, 870 tons; Le Roi No. 2, 2125 tons; Rosland Great Western, 810 tons; Iron Mask, 20 tons. The total shipments for the year aggregate 162,800 tons.

The directors of the Britannia Copper syndicate have decided not to accept the modified offer of \$900,000 in cash and stock which was made for their property, consisting of seven claims, on Howe sound, about 23 miles from Vancouver, by Bewick & Moring of London.

The official estimate of the last run of the mill at the Ymir mine is given in the following cable sent to the head office in London: "During last month 80 stamps ran 29 days 18 hours. The estimated profit on operating is \$27,500. Everything continues satisfactory." Work has been resumed on the Commodore group, which lies near the Ymir mine on Wild Horse creek.

Men are at work unwatering the Maple Leaf, one of a group of claims in Summit camp. The property is equipped with a compressor, hoist, etc. Development on an extensive scale is to be prosecuted vigorously. The crosscut on the second level of the R. Bell in the same camp is in over 100 feet from the shaft, and Manager Jack Hanly believes that the ore body will be struck within the next 50 feet.

At the Winnipeg mine, near Greenwood, the principal work is being carried on at a depth of 400 feet on the second north vein. This vein was followed down from the 300 foot level by a winze, which was in ore for 73 feet. Now a drift from the bottom of the winze has been run east 30 odd feet, all in ore. A trial shipment of two carloads of ore taken from these workings was sent out to the Granby smelter factory. It is quite probable that the mine will continue sending out ore from time to time.

The dominion government has decided to give a bonus of \$5 per ton on lead refined in Canada from Canadian lead ore. There is a proviso that the bonus shall not amount to more than \$100,000 per year. It will be available in the same manner as the bounties on iron ore. The measure, being support-

ed by the ministry, is certain to be passed by parliament. The action of the government is in response to the urgent representations recently made by a delegation of miners and business men from the Slocan silver-lead country in British Columbia.

MINING NOTES.

Never was the world more conscious of the great truth that the mining industry is in its infancy.

A strike of free milling quartz has been made in the range of low mountains three miles east of Latah, Wash., near the Idaho line.

The American Refining & Smelting Company has filed a certificate with the secretary of state of Colorado, increasing its capital stock from \$65,000,000 to \$100,000,000. The fee for filing the papers was \$10,000.

Vice Chancellor Pitney, in court in Jersey City, has announced that he will dissolve the temporary injunction against the carrying out of the purchase of the Boston & Montana and other companies by the Amalgamated Copper Company.

Word from Grangeville is to the effect that Finch & Campbell have reduced the force on the Blue Jacket mine on Salmon river because of unsatisfactory results that have followed explorations below the second level. A small force of men is still working under the superintendency of F. E. Johnson.

There is \$3,000,000 worth of ore above the 100 foot level in the Kendall group, and in three months the mine should begin paying dividends at the rate of \$35,000 a month. Such is the announcement made by H. T. Kendall, of Lewistown, Mont., who has just sold the group of four claims to Finch & Campbell of Spokane.

During a period of 19 years, or from 1882 to 1900, the mines of the Butte camp have produced in gold, silver and copper a total of \$544,102,164. This enormous value has practically originated in Butte, the greater portion of the production having been restricted to a small area, not exceeding two square miles in extent.

Arrangements for building the proposed smelter at Weiser, Idaho, by Lewis Hall, president of the Pacific & Idaho Northern railway, have been completed. The site chosen is at the mouth of the Weiser canyon about eight miles from town. The plant will handle ores from the Seven Devils and will draw supplies from Baker City, Sumpter, Mineral and other points.

There is much excitement at Silver City, Idaho, over a discovery of rich gold ore in what is called the Billion claim, only half a mile from the post-office. Rich float has been found on the hill for years, and much prospecting has been done for the ledge. This now seems to have been found. It shows a stream of ore eight inches thick, that is fabulously rich.

There is a common remark among certain class of mine owners that they are perfectly indifferent to eastern capital. This seems too idiotic for comment. The more capital and men we get interested in our mines the better it is for the west. The only trouble is that eastern investors are not buying mining interests with as much enthusiasm as we would like them.

Today Cripple Creek, Colo., stands foremost among the gold-producing districts of the world. It is but six miles square, but in that limited area are to be found the deep shafts and the richest mines of gold. In 1891, following its discovery, the camp produced but \$300,000. The output this year will exceed \$25,000,000. The total output for the decade in round numbers is \$110,000,000.

The Montana Mining & Development company, which has just been formed with a capital of \$10,000,000, has filed articles of incorporation at Spokane. The officers for the next six months will be: President, A. M. Holter of Helena, Mont.; vice president, Fred H. Mason of Spokane; second vice president, W. G. Conrad of Montana; secretary, Piny Daggett of Spokane and treasurer, M. M. Cowley of Spokane.

Princeton Team Won.

New York, May 20.—The athletes of Princeton and Columbia universities met at the annual dual track and field games on Columbia oval, and the Tigers won, scoring 64 1-2 points against 39 1-2 for Columbia. In the hammer throw Dewitt of Princeton sent the missile a distance of 156 feet 6 inches. This beats the intercollegiate record of 154 feet 4 1-2 inches, held by Plaw of California, but does not come near the collegiate record of 165 feet 1-2 inch, which is also held by Plaw of California.

Edward Otto Killed.

Grangeville, Idaho, May 20.—Edward Otto, a well known cattleman, was shot and killed by William Dunkard, a saloon-keeper of Pollock, Idaho county. It is stated that the trouble developed over attentions paid Otto's wife by Dunkard and that the latter fired in self defense while resisting an assault by Otto.

Did Queen Draga Take Poison?

Vienna, May 20.—A story is current here that Queen Draga of Serbia took poison when the king discovered the situation caused by the conflicting statements regarding her health and that she is dangerously ill from the effect of the poison.

LABOR STRIKES EVERYWHERE

MACHINISTS ACT IN UNISON.

If Union Persists in San Francisco Proprietors Say Works Will Close—Several Places Have Given the Raise Asked.

San Francisco, May 20.—It is reported here on good authority that if the machinists persist in their demand for a nine hour day the Union and Risdon iron works of this city will close down for an indefinite period in anticipation of a strike.

At Butte.

Butte, May 20.—The general order for a strike of machinists all over the country is not likely to affect any of the machinists in Montana but those employed in the railroad shops. The machinists working in the foundries at Anaconda are receiving 45 cents an hour, which is up to if not above the scale asked. The machinists in the smelters there are getting \$4 a day for eight hours work. They were on strike recently and only went back to work on those terms a few days ago.

In Butte the foundry machinists got a raise of 50 cents a day for 10 hours work a few months ago without having to strike for it. The smelter machinists here all get an eight hour day for the same pay as they used to get for 10 hours, except in the Colorado and Butte & Boston smelters, where the entire force is out pending an agreement as to allowing outside labor the eight hour day provided for miners and smelters. The machinists in these two works are said to be willing to take a nine hour day.

At Syracuse.

Syracuse, N. Y., May 20.—Of the 900 machinists in this city only 260 are members of the union. Employers do not anticipate any great interruption of business here on Monday.

A Seneca Falls dispatch says that the machinists are thoroughly organized there and it is expected that the large manufacturing companies there will not concede the demands of the union, which numbers 500 members.

In New York City.

New York, May 20.—It is stated at the machinists' headquarters that out of the 12,000 machinists in the shops of Greater New York and vicinity fully 8000 will go to work under the new scale. It is admitted that at least 4000 men employed in shops which have refused to accede to the demands of the union will be thrown out of work until the question between the employers and employes is settled.

Dayton, Ohio, May 20.—Not one concern in Dayton has acceded to the machinists' demands. Several plants have closed. Thirty-five hundred men are out of work. The carpenters' strike is practically complete.

In Connecticut.

New Haven, Conn., May 20.—Strikes of machinists in large shops throughout Connecticut are expected as a result of the refusal of the manufacturers to accede to the demands of the International Association of Machinists for a nine hour day. In Bridgeport the 800 members of the union voted to come out.

The White Lock Machine company and the Driggs-Seabury Gun & Ammunition company will close their plants for an indefinite period and the men look upon the situation there as practically a lockout.

In Norwalk, Waterbury and New Britain preparations are being made apparently for a prolonged strike by both the labor leaders and the manufacturers.

Later.

Washington, May 21.—The general strike of the employes in the machinery and allied metal trades throughout the country to enforce a nine hour day with an increase of wages to meet the reduction in the hours of labor took effect today. Reports were received by President O'Connell of the National Association of Machinists and other officials who are in this city early in the forenoon indicating that a large number of establishments heretofore holding out against the demands of the men were making the necessary concessions.

Duchess of Cleveland Dead.

London, May 20.—Lady Catherine Lucy Wilhelmina, duchess of Cleveland, mother of Lord Rosebery, is dead in Germany, where she had gone for her health. She was born in 1819. She was first married in 1843 to Lord Delmeux, who was the oldest son of the fourth Earl of Rosebery, who died in 1861. In 1866 she married the fifth duke of Cleveland.

Transport Scandia at Seattle.

Seattle, May 18.—The government transport, formerly the Scandia, now the Warren, has arrived in this port from San Francisco. She will take commissary supplies for the troops at Fort Flagler, St. Michael and Nome, with possibly a few soldiers. She will commence taking on stores on Monday.

High water doesn't necessarily raise the price of milk.