

SENT OFF BY EUSTIS.

The Minneapolis Sent Down the Ways by William.

THE PRETTY MISS WASHBURN

Breaks the Champagne Bottle in a Thousand Pieces.

THE MINNESOTANS PRESENT.

Hon. Michael Doran Makes a Successful Wager.

STORY OF THE DESTROYER.

Special to the Globe. WASHINGTON, Aug. 12.—The launching of the good ship Minneapolis was regarded as a state event by loyal Minnesotans at the national capital, and there were many of them on hand at Cramps' this afternoon to watch Mayor William Henry Eustis strike the blow that started the vessel down the ways.

chusetts, Indiana and other vessels of the battleship class are the bulldozers of the navy, massive steel monsters which can withstand the shock of battle and protect the coast line in case of war. The lighter ships of the cruiser class also have their mission, and are fast and efficient war machines. But neither the battleships nor the existing types of cruisers exactly fill the want which naval authorities say would be keenly felt in time of hostilities, and that is the destruction of the commerce of the enemy. And this is the purpose for which the Minneapolis and the Columbia were built. They are slender and graceful, and resemble more the fast trans-Atlantic liners than the generally accepted idea of a modern vessel of war, and with guns withdrawn from the ports it would be easy to mistake them for merchant vessels.

The dimensions of the Minneapolis will best indicate this feature. She is 412 feet long and 58 feet beam, so it will be seen that she is very narrow, and built for the great speed of twenty-one knots, which she is required by the contract to attain. It is generally believed, however, that she will largely exceed this. To attain this speed 21,000 horse-power will need to be developed. Her displacement is 3,350 tons. One of the main and distinctive points about the new cruiser is her great coal endurance, a feature in which most ships of the navy are weak. As her mission is the destruction of an enemy's commerce, she will be required to operate far from home, and go on

for displacement, 7,475 tons. The Minneapolis will carry a battery of one eight-inch breech-loading rifle as a bow-chaser; two six-inch breech-loading rifles; twelve four-inch rapid-fire guns; eight one-pounder Hotchkiss rapid-fire guns and four Gatlings; four six-pounders. In addition there are five torpedo discharge tubes. The Minneapolis must show on trial a maximum speed of twenty-two knots an hour. She must also demonstrate her ability to maintain a continuous steaming speed of twenty-one knots an hour.

The Minneapolis represents the most advanced type of the modern commerce destroyer. At the same time, she will carry a battery sufficiently powerful to make her a dangerous adversary in the event of being forced into action by any of the unprotected cruisers of an enemy.

The contract for the construction of the Minneapolis was awarded to the Cramps Aug. 21, 1891. The contract called for the completion of the vessel in two years. The Cramps will be over time in their contract, since the fact of the vessel being ready for launching is by no means indicative that her construction work is completed.

SHOT IN THE FOREHEAD

A MONTANAN SHOTS DEAD A NORTH D KOTAN.

THE LATTER HIS FRIEND.

Who Was Attempting to Prevent a Tragedy—After the Killing the Murderer Takes to His Heels, but Is Pursued and Takes His Own Life Rather Than Be Captured.

Special to the Globe. CANDO, N. D., Aug. 12.—At noon today Robert Marron, better known as "Squaw Bob," was mortally wounded by a cowboy named Roe, who soon after shot himself through the brain, dying in a few minutes. The two were tending on the outskirts of the town. Roe was in town, sitting in the shade of a building, and Marron was persuading him to go to dinner when the young man named Mike Kane passed by, exclaiming, "There goes the fellow that drew a gun on me yesterday, and I'll fix him now." Roe rose to his feet and drew his gun. Marron grasped the barrel of the weapon and endeavored to persuade Roe not to shoot. "Let go, Bob, or I'll snoot you!" exclaimed Roe, turning the weapon on Marron, shot him in the center of his chest. A number of men who witnessed the tragedy gave the alarm and started in pursuit. Finding himself soon surrounded and captured, Roe shot himself in the right temple and died in a few minutes. Marron was removed to a warehouse and lingered for an hour before he died, being unconscious all the time. The coroner held an inquest over the bodies, and the jury rendered a verdict in accordance with the above facts. Marron was an old resident of this section, and well known. His wife was a half-breed daughter of one of the Browns on the Sisseton reservation. Roe is from Montana and is said to be a popular character, but he had a short temper, and but little is known of him. Both men were transients here. There is but little excitement over the tragedy.

DEVoured BY SHARKS

HORRIBLE DEATH OF NEARLY TWO HUNDRED CHINESE.

BURNING OF THE SAN JUAN.

Hundreds of Sharks Leap Into the Air to Snatch Their Prey Around the Blazing Steamer—Majority of All on Board Burred to Death or Devoured.

SAN FRANCISCO, Aug. 12.—Further particulars of the burning of the steamer San Juan off the Chinese coast were received here today. The Spanish steamer San Juan left Hong Kong for Manila with a crew and all the Chinese that could be stowed away. Thirty miles off Davaos point fire was discovered between decks. It soon spread to 1,000 cases of petroleum, and from all hope of saving the ship was abandoned. Two men were seen around the burning and others were captured by the Chinese. Sharks made short work of these, and in this manner the second engineer, quartermaster, steward and second officer lost their lives. On the fire being discovered, almost all the Chinese ran up the rigging and other high places. As the fire increased in intensity the poor wretches dropped on the deck and into the fire. Others jumped overboard and were devoured by sharks. Those who reached one of the boats filled it to excess, and the sharks leaped into the air to snatch their prey. The panic was fearful. The Chinese huddled together and filled the air with their moans. The fore and after parts of the burning vessel were full of people imploring assistance, and the central portion of the vessel was like the crater of a volcano. The sharks came in droves, and hundreds of them could be seen around the blazing steamer. Firemen succeeded in reaching one of the overturned boats and righting her. They then went to the others and managed to get two more of them on an aboat keel. They were all kept at a distance, and everybody who wanted to get into them had to run the gauntlet of sharks. In this way ninety-eight persons escaped and reached shore after sixteen hours of hard rowing. The only telegraphed for assistance, and the steamer San Antonio was sent out. When she reached the derelict three Chinese, more dead than alive, were found in the rigging. The masts were steel. This made the total saved 101, including officers and crew there were 283 people on board, so the sharks and flames must have devoured 182.

The San Juan was towed into Manila still on fire.

TRAIN WRECKED.

Seventeen Killed and Forty Injured.

LONDON, Aug. 12.—A train on the Taif Vale railway, running to Cardiff from Pont y Pridi ran off the track this evening while going rapidly round a curve, and rolled over the steep embankment. Seventeen persons were killed and forty were injured. Several carriages were badly mashed. The engineer of the wrecked train while it was rounding the curve in noticed that the carriages were running off the rails and he applied the brakes immediately, but it was too late. Some of the passengers saved their lives by jumping immediately after the derailment. The progress of the injured continued at intervals long after the accident.

EARTHQUAKE SHOCK.

Half of the Town of Mattinata Destroyed.

ROME, Aug. 12.—Repeated shocks of earthquake have destroyed one-half of the town of Mattinata, on the Adriatic coast. Several persons were killed, and a number injured. The Stromboli volcano is in violent eruption.

Man-of-War Destroyed.

SAN FRANCISCO, Aug. 12.—Capt. Zarino, of the Russian man-of-war Vitias, which was wrecked off the Korean coast May 10, arrived here on the steamer City of New York today. He was accompanied by Capt. Tessen and Lieut. Derpiner, also of the Russian navy. Capt. Zarino says the Vitias ran onto a rock which was not down on the chart. She was totally destroyed.

Large Plant Closed Down.

MILWAUKEE, Wis., Aug. 12.—The Menasha, Wis., Woodwards company, one of the largest plants in the Northwest, closed down for an indefinite period tonight, throwing 900 men out of employment. The Sheboygan Chair company closed down today. Four hundred operatives are out of work.

SAILS SOUTH.

United States Cruiser Charleston Starts on a Long Cruise.

WASHINGTON, Aug. 12.—The United States cruiser Charleston started on a long cruise today. She sailed from Hampton Roads at 5 o'clock this morning, with Valparaiso, Chili, as her objective point. It is almost definitely settled that the Charleston will relieve the Philadelphia at Callao and the Alliance in Nicaragua waters, the Philadelphia going to Honolulu, relieving the Boston, and the Alliance sailing for Samoa.

Surgeon General Wyman Is Informed.

It is expected that the Cherokee outfit will be engaged between the 11th and 14th of September.

Steamship Arrivals.

NEW YORK—Arrived: Maasdam, Rotterdam. SIGHTED: La Bourgozne, New York. ROTTERDAM—Arrived: Didam, New York. LIVERPOOL—Arrived: Anglioman, Liverpool. NASSAU, Boston.

A Small Blaze.

TIFFIN, O., Aug. 12.—Glick & Hatch's engine and wagon woodwork factory burned this morning, loss \$45,000; insurance, \$34,000. The factory will not be rebuilt.

Jail Delivery Prevented.

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Sensible Depositors.

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WON AND LOST.



1—Hello! That's a nice goose. Ten cents a chance. I'll go in and try my luck.



2—The first thing I ever won. Won't Sarah be tickled when she sees it?



3—Thunder! What's the matter with it?



4—Murder! Murder! Help! Help!



5—Grand finale.

HOUSE WAS EMPTY.

Distinguished Members Talk to Vacant Benches.

ONLY FIFTY MEMBERS PRESENT.

"For God's Sake, Repeal the Sherman Law."

CRIES OUT ONE WATERMAN.

Berths in Heaven Compared to a Cot in Purgatory.

SOME VERY WARM SPEECHES.

WASHINGTON, Aug. 12.—The silver debate in the house today did not attract much public interest. The knowledge that no vote can possibly be reached under the system of procedure until Aug. 28 causes members to take little interest in the proceedings, and it is doubtful whether there was a quorum present in the house at any time today. Many members left for the seaside last night, but returned to remain until it should be time for them to deliver the speech which nearly every man is preparing for the financial situation. It seems likely that the daily spectacle in the house for the next two weeks will be that of an impassioned individual delivering fiery speech to a score or two of his personal friends and an array of two or three hundred empty benches. When the house adjourned today there were not more than fifty representatives in the hall.

The first speaker in the house today was Mr. Wheeler (Dem. Ala.), who continued his speech of yesterday against repeal. The moment the Sherman act was repealed, he said, that moment there would not be a line or a word in the laws of our country recognizing the ownership of silver, and there never would be during our lives or the lives of our children.

Mr. Wheeler was followed by Mr. Morse (Rep., Mass.).

Mr. Morse said that the country had come to two roads. Sound finance beckoned it unto national integrity and honor; free silver beckoned it on to financial ruin and distress. He was heartily in favor of repealing the purchasing clause of the Sherman act, but the remainder of that act, declaring a parity between the two metals, was fine statesmanship and should stand. So much of the president's message as related to the currency met with his most unqualified approval. So much of the message was good Republican doctrine. But while he agreed with the president on this proposition, he could not believe with the chief magistrate that the present business situation was due entirely to the purchasing clause of the silver bill. It was more largely and principally due to the threatened tariff legislation, which had paralyzed the country and paralyzed business, and the country would not get relief until the Democratic policy in regard to the tariff was defined.

Mr. Harter (Dem., Ohio), who was one of the leading anti-silver men in the Fifty-second congress, took the floor in advocacy of the Wilson bill. He disclaimed any idea of partisanship on this question. It was a patriotic question. If party gain was to accrue by saving the country from its present situation, he was willing that the Republican party might have it. He desired only to lift the country.

Out of the Pit

into which it had fallen. He was able to say who was responsible for the present situation, but he did not think that in a time like this it was the part of a patriot to call up such a question. Let congress give the country an honest currency and he (Harter) was willing to shake the dust of Washington from his feet and never enter the house of representatives again. [Applause.]

Mr. Boatner (Dem., La.) inquired whether the gentleman knew anything about the silver question that he did not know ten months ago. [Laughter.]

Mr. Harter replied that he was that kind of a man, who knew a little more about the silver question than he did ten months ago, than he knew ten weeks ago, and he expected to know a little more on every question the longer he lived.

Continuing, and in reply to a question, Mr. Harter said that the condition of the workmen in England was as much superior to a workman in Ohio (principally on account of the silver legislation) as a berth in heaven was superior to a cot in purgatory.

In response to a question by Mr. Henderson (Rep., Ill.) Mr. Harter said that the Sherman act had been passed by a Republican house and a Republican senate, and it was approved by a Republican president. [Democratic applause.]

Mr. Henderson asked the gentleman to state to the house the attitude of the Democratic party at the time of the passage of the silver law. Mr. Harter said that he trusted to the house.

Good Temper

of the house to keep this question out of politics.

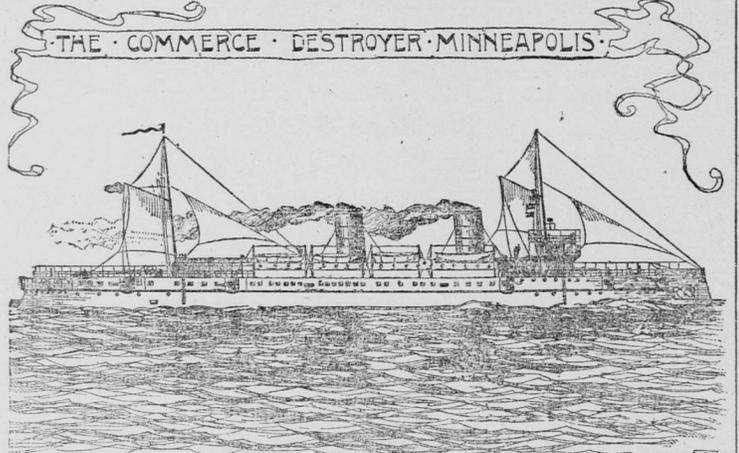
Reviewing the History of the Sherman Law.

Mr. Harter said that the law was not a good law, under the circumstances, Senator Sherman, instead of being abused, ought to have the grateful thanks of the whole people, because he got the best there was to be obtained for the country out of a bad situation, which had been brought on by the Republican platform and the election of a Republican president. With Mr. Cleveland in the presidential chair, a free coinage of silver measure could have more control his signature than could the death warrant of the speaker of the house. Mr. Henderson persisted in his question as to the attitude of the Democratic party at the time of the passage of the Sherman law.

"Free coinage" shouted several members on the Democratic side.

Mr. Henderson—There is an honest

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HOUSE-TOPS WERE ENOUGH TO FURNISH INSPIRATION TO A LESS ENTHUSIASTIC MAN THAN THE MILL CITY MAYOR.

and there was a feeling of regret that a speech by Mr. Eustis was not a part of the programme. With Mayor Eustis came Mr. and Mrs. Washburn and Mr. Morrison, of Minneapolis. Senator Washburn, after inviting all the Minnesotans who could leave Washington today to make the trip on the special train, came over yesterday to meet his wife and daughter. The special train left Washington at 10 o'clock, and, in addition to the secretary of the navy, the vice president, Secretary Morton and many other distinguished men from the East and South, carried a large number of Minnesotans. Judge Lochren and four members of the lower house, Messrs. Hall, Towney, McCleary and Fletcher, were on hand. Neither Senator Davis nor Col. Kiefer could get away, but the honor of St. Paul was upheld by National Committeeman Doran and Hon. Dan W. Lawler, who were the special guests of Senator Washburn. From Shakopee were Capt. C. A. Stevens and William Hinds; S. C. Morse represented Slayton; George F. Potter, La Crescent; Col. Charles W. Johnson, Mr. and Miss Dollenmayer and Charles Donnelly, Judge Loomis, the board secretary, Minneapolis. The yards were reached but a short time before everything was in readiness, and this was used to good advantage by the Minnesota colony. Just before the last blow had been struck, while Miss Washburn was rather nervously toying with the bottle of champagne, some one near Mr. Doran stated that she wouldn't break the bottle at the last blow. "I'll wager the cigars for the crowd she'll," said Mr. Doran. A moment later the vessel started, and a great shout went up, above which was the clear voice of Mr. Doran crying, "HIT IT!" With this encouragement, Miss Washburn struck the bottle with such great force against the armor that it was crushed into a thousand pieces. "There, Dan," said Mr. Doran, "what did I tell you?" and, regardless of Mr. Lawler's protestations that he never made any bet, always knew the bottle would be broken, etc., he was forced to pay the wager. The special train left soon afterward, and lauded the entire party in Washington early this evening.

THE COMMERCE DESTROYER.

Why the Cruiser Minneapolis Is So Named.

Special to the Globe. PHILADELPHIA, Aug. 12.—Today another formidable war ship left the ways at Cramps' and took her maiden plunge in the element for which she was created. The name of this magnificent vessel is Minneapolis, and all Minnesotans, whether from the Mill City, St. Paul, Duluth, or the country at large, felt a thrill of pardonable pride as they gazed upon her. The Minneapolis is the sister ship of the Columbia, known among navy people as the "Pirate," and about these two vessels centers an interest which none of the other new vessels of the navy possess. While the past decade has wrought many changes, really wonderful, in shipbuilding, not since the day when the Monitor, destined to revolutionize naval warfare, was launched, has a more successful departure from existing methods been made than that presented by these two ships. They are, in the first place, the only vessels of their kind, and when the designs were first made public they created a stir in shipbuilding circles all over the world. They are intended for a peculiar and special mission. The Maine, Texas, Oregon, Massa-

long cruises without being compelled to put into port for coal.

To this end she will carry a vast quantity of fuel, and will thus be enabled to keep at sea for a great length of time.

A steel deck protects the vitals of the ship and shields the gun stations from the fire of machine guns. A double bottom and outer skin with a considerable space between. This is divided into a number of watertight compartments, so that injury to the outer skin may not necessarily affect the safety of the vessel. As in all other modern vessels, the Minneapolis is separated into compartments, each controlled by a system of pumps. These are independent of each other. The motive power is arranged similar to that of the Columbia and is transmitted through three screws. The after screw is placed as in ordinary single screw ships, while the other two screws are placed further forward, one on each side, resembling in this respect twin-screw vessels. This arrangement it is expected will combine greater speed with safety and economy.

No heavy armor will weigh down the new ocean greyhound, because she is not intended for that class of work. In fact, the Minneapolis will be lightly protected. There is a protective deck, four inches thick on the slopes and two and a half inches elsewhere. There is additional protection, however, to the vitals by a wall of patent fuel five feet thick. Her armor, too, is comparatively light. It consists of one eight-inch, two six-inch and eight four-inch rifles. In the secondary battery will be twelve six-pounders, four one-pounders and four Gatling guns. Five torpedo tubes complete the armament.

SATOLLI INDORS-ED.

Prominent Catholics in Colorado Express Their Loyalty.

DENVER, Col., Aug. 12.—In addition to the address which has been forwarded to Mr. Satolli signed by fifteen of the most prominent Catholics of the state, and expressing the loyalty of its citizens to him, and their belief in the wisdom of the course of the Colorado Catholic, an address affirming their loyalty to the apostolic delegate and their adherence to the Colorado Catholic's teachings on the school question, is being today signed by Catholics of all classes. Some of the Catholics who oppose most strongly the political views of the paper are most active in circulating the address, and are determined to show the apostolic delegate that Western Catholics approve his course.

exclusive of armament, will be \$2,693,000.

HONOLULU.

Latest Advice From the Sugar Islands.

SAN FRANCISCO, Aug. 12.—Steamship City of New York, which arrived today, brings Honolulu advices down to Aug. 5, on which date everything remained quiet, though there had been a few absurd rumors of royalist plots, to which the government paid no attention. The report of the minister of finance shows the expenditures of the provisional government for six months, ending July 17, to have been \$780,000, and these expenses included a number of bills committed under the monarchy. Contrary to a rumor that the people would refuse to pay taxes, they are coming in freely. Spreckels & Co. have paid all their personal taxes and have already returned certificates on real property. Americans here are much pleased at the change in Minister Blount, who, since sending his report forward, has dropped his exclusive habits and mingled and talks freely with Americans. The impression now is that he is favorable personally to annexation, but that he has expressed no opinion in his report.

The Steele County Crop.

Special to the Globe.

OWATONNA, Minn., Aug. 12.—Harvest is nearly over, and farmers have commenced threshing their grain. There was one piece of winter wheat south of town about three miles that went ten to eleven bushels to the acre, a small yield, but a good, sound berry, spring wheat in the north of the county going about twenty bushels to the acre. No. 1 Oats went about fifty bushels to the acre, but are very light weight, weighing only twenty-five pounds to the bushel. Corn is forward, and will be a good yield. The rain of a day or two ago has helped out potatoes, but the yield will be light.

Died From Hydrophobia.

SALT LAKE, Aug. 12.—A case of hydrophobia is reported in Saak Rapids. The victim is little James Patten, aged seven, who died this morning. About three months ago the boy was playing in the street with James Nabhan, a friend, they having with them a little dog, property of the latter boy. Suddenly the dog sprang on Patten, and bit him several times about the leg, and before it could be put to death, also bit young Nabhan.

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LETTER TO POPE LEO.

A Copy of President Cleveland's Congratulations to His Holiness. ROME, Aug. 12.—The pope has received the following letter from Cardinal Gibbons: Executive Mansion, Washington, June 9, 1893.—To His Eminence, Cardinal Gibbons—Your Eminence: Please permit me to transmit through you to his holiness Leo XIII. my sincere congratulations on the occasion of the golden jubilee of his episcopate. The pleasure attending this expression of my felicitations is much enhanced by the remembrance that his holiness has always manifested a lively interest in the prosperity of the United States and great admiration for our political institutions. I am glad to believe that these sentiments are the natural outgrowth of the holy father's solicitude for the welfare and happiness of the masses of humanity, and his especial sympathy for every effort made to dignify simple manhood and to promote the moral and social elevation of those who toil. The kindness with which his holiness lately accepted a copy of the constitution of the United

END OF OLD HUNCH.

Once Worth Eight Millions, He Now Has Nine Hundred. CHICAGO, Aug. 12.—The once famous wheat speculator, B. P. Hutchinson ("Old Hutch"), has sold his membership in the Chicago board of trade. The certificate, which was issued to the old gentleman twenty-six years ago, went at a very low price. It is understood that the old man realized but a little less than \$900 net by the sale. The membership went into Armour & Co.'s office, the hard-headed senior of that firm buying it for an employee. Hutchinson was exceedingly well known, and accumulated in speculation chiefly. The sale of his membership is taken as marking the formal close of his business career.