

SLIDES SAFELY INTO THE RIVER.

Successful Launching of
the Big Battle-Ship
Iowa.

CHRISTENED WITH WINE

Governor Drake's Daughter
Breaks the Bottle and Names
the Sea Monster.

MIGHTY DIN ON THE DELAWARE

Distinguished Persons Join the
Screeching of Whistles With a
Chorus of Cheers.

PHILADELPHIA, Pa., March 28.—The big battle-ship Iowa slipped from her cradle into the waters of the Delaware shortly after 1 o'clock this afternoon, to the accompaniment of cheers from thousands of throats and the indescribable din of hundreds of whistles. The launching was a success in every respect, and Miss Mary Lord Drake, the daughter of Iowa's Governor, christened the new monster "Iowa."

The launching was witnessed by a distinguished representation from the Hawkeye State, headed by Governor Drake and Secretary Herbert of the navy, Iowa's Congressional delegation, the members of the House of Representatives Naval Committee, several members of the Senate Naval Committee and the principal heads of the different navy bureaus.

Besides the party gathered upon the christening stand the yard was opened to the public, and thousands of people witnessed the event from various points of vantage. The weather was delightfully warm and bright.

The Iowa representatives arrived here yesterday afternoon. The party consisted of Governor F. M. Drake, Secretary of State W. M. McFarland, State Auditor C. G. McCarthy, State Treasurer John Herriott, Colonel Joseph McGarragh, Colonel B. C. Glassey, Colonel J. R. Nunn, Colonel F. C. Letts, Colonel George Bogart, Colonel C. F. McCarty, Colonel L. M. Martin, Colonel C. G. Saunders, Colonel H. O. Weaver, Colonel W. A. McArthur, Colonel F. E. Drake, son of the Governor, and Colonel W. H. Huttig, composing the Governor's staff.

With the party were the following ladies: Miss Drake, Mrs. M. D. Shouts, Mrs. E. D. Grace, Mrs. J. R. Nunn, Miss Mary Carpenter, Mrs. McFarland, Mrs. Robert Rae, Mrs. John A. Drake, Mrs. F. E. Drake, Miss Clarisse McCarthy. Besides the foregoing, the party was completed by the following invited guests: Hon. L. A. Ellis, Hon. E. G. Fenrose, Cyrus Cole, Hon. W. E. Boyer, Colonel Robert Rae, Captain J. F. Merry, Captain John F. Drake, Colonel T. B. Shouts, J. A. Mills and L. Shearman.

The Iowans were driven from their hotel to the shipyard and were early on hand. There they were met by Messrs. Charles H. Cramp and Henry W. Cramp, respectively president and treasurer of the company. The Governor and Miss Drake and Miss Carpenter were escorted to a small inclosed space directly beneath the bows of the ship. The towering sides of the red and white painted hull rose many feet in the air above their heads and the mass of dead weight of iron and steel would become in time a floating fortress bearing upon its decks the heaviest of guns and thousands of tons of armor and machinery.

After escorting the Iowans to the platform Charles Cramp returned to the railroad siding running along the yard and in a few moments a special train having on board the party from Washington steamed up. In all about 300 people came from the capital to the launch. After Secretary Herbert and the party had disembarked they were taken to the christening platform and the Secretary and members of the two naval Congressional committees were given good positions close to Miss Drake.

When Miss Drake had arrived at the yards Henry Cramp had presented her with a bunch of beautiful roses, but up to this time he had borne beneath his arm a pasteboard box. To all the old launchers present the pasteboard box was an evidence that something more sparkling than Iowa water would baptize the vessel. Presently Mr. Cramp opened the box and brought forth a pint bottle of champagne and presented it to Miss Drake. The bottle was encased in a gold netting and from the neck depended a long streamer of ribbon, on which was painted in gold "Cramps' Shipyard, March 28, 1896." On the other side of the ribbon, in similar letters, was painted "Launch of United States Battle-ship Iowa." On the side of the bottle was a silk label, on which was a beautifully painted picture of the Iowa as she will appear when completed. It was with this bottle of champagne that Miss Drake christened the vessel, and she subsequently bore away its shattered fragments as a souvenir.

A few minutes before 1 o'clock the confusion of sounds that had been arising from beneath the keel of the vessel ceased. Then a period of comparative silence and anticipation ensued. Henry Cramp, as he has done on many other similar occasions, recited his last admonitions to Miss Drake as to the best means of shattering the bottle upon the ship. Then the peculiar hissing sound made by a saw cutting through wood came up from near the ground, and in a brief space the shoe-piece was cut through and the big hull started down toward the river. As it began to move at 1:14 o'clock Miss Drake swung the bottle by the streamers, and as the glass crashed against the keel and the champagne splattered the side she exclaimed: "I christen thee Iowa!"

The hull slipped smoothly and gently into the river, and as it floated out with an even keel the big siren whistle of the Massachusetts was turned loose and made a scene that was exceedingly effective.



READY FOR THE FESTIVALS.

But still more trying on the eardrums of every one in the vicinity, tugs screeched and whistled and people cheered, and those on the christening stand congratulated each other on the success of the launch.

The men aboard the Iowa let go two bow anchors when the momentum she had received in the passage down the ways died away and brought her up head down the stream.

After the launch a luncheon was served in the mold-loft. There was no speck-making, as the crowd in the room where the lunch was served was so great that the formalities had to be abandoned. After the luncheon the Washington party returned to the capital in their special train.

GREATEST IN THE NAVY.

The Fourth Battleship to Be Owned by the United States.

The Iowa, the keel of which was laid two and a half years ago, is the fourth battleship to be owned by the United States.

She has been constructed for sea purposes, the first three built—the Indiana, Massachusetts and Oregon—being coast battleships. The Iowa is of 1000 tons greater displacement than her sister ships, and several feet longer and broader. The hull is of steel, with a double bottom and close water-tight subdivision to ten feet above the water line. Her battery is to consist of four 12-inch, eight 8-inch and six 4-inch breech-loading rifles, 26 pounders, four 1 pounders, four Gatlings and one field gun.

Compared with the Indiana the Iowa has greater length, greater breadth, increased length of outer line belt and greater coal endurance and speed, together with the ability to work the forward twelve-inch guns in almost any condition of sea. The magnificent electric lighting plant, weighing forty-five tons, will afford means to discover the enemy or guard against the attack of torpedo-boats. She will require a complement of nearly 500 men, or greater than that of any preceding warship of the new navy.

The Iowa is constructed under the act of July 19, 1892, which made provision for one seagoing battle-ship of about 9000 tons displacement, to cost, exclusive of armament and speed premium, not more than \$4,000,000. The details of the construction have been in the hands of Chief Constructor Wilson and Engineering Chief Melville, the famous Arctic explorer.

Excepting her armor, the Iowa is a cunning structural evolution of steel plates and angles, in all the delusive lightness of white paint. She is 360 feet long and 72 feet wide, drawing 24 feet of water. Her

weight is 11,410 tons, 3110 of which is wisely distributed in the shape of armor protection, varying in thickness from 14 inches along the water line and sides, 8½ and 15 around the guns, 23½ and 3 over the vitals—as the engines, boilers and magazines are called—to 10 about the fighting position or conning tower, just above and abaft the forward large turret.

The Iowa carries but eighteen guns; but such guns! Four of them, in the two large turrets, peering out through 15-inch walls of hardened steel, proof against the sharp-shooting drills, are 12-inch breech-loading rifles, firing a combined mass of 3400 pounds of tempered steel. From the four smaller turrets, each of which houses two 8-inch

rifles, can be discharged shells of 250 pounds each, capable of penetrating eight inches of steel two miles away, with a possible range of one mile for every inch of caliber. From any one of the Iowa's five tubes a torpedo can be discharged bearing 120 pounds of gun cotton and speeding on its errand of demolition at the rate of thirty miles an hour. No ship, past or present, could withstand that blow if fairly struck.

Away beneath the water, the protective deck of steel and many feet of coal, thirty-two roaring furnaces will develop in those five ponderous boilers a constant pressure of 160 pounds to the square inch. Two separate triple-expansion engines, one on

each shaft, will constitute the motive mechanisms of the ship, while auxiliary engines for a hundred purposes will reduce the tax upon the crew and add to the efficiency of the craft by lifting and lowering the hoists and the stores, raising the anchors, loading the coal, discharging the ashes, pumping and draining the various compartments, bringing the shot, shell and powder from the storerooms and magazines to the gun stations and turning the turrets; and, but for the guiding hand, manual labor is practically needless.

The captain no longer stands the inspiring center of his officers and an animating example for his crew, but is housed within the shelter of his conning tower of ten-

inch steel. Step within this citadel and there upon its curved walls are speaking tubes, mechanical telegraphs, electric buttons and a steering gear, all leading below through an armored tube on their several missions of communication and control. A pressure on one of these tiny buttons will start a mass of steel and powder from those mighty guns, or, perhaps, let loose a destructive torpedo on a silent errand of death; or, again, at a signal, the massive machinery will begin to turn and presently, when the great engines have reached a maximum of 112 revolutions a minute and churn, with the two sixteen-foot screws, the water aft with an energy of 11,000-horsepower the great ship, a mass of 11,410 tons, will force herself and an equal bulk of water at the rate of sixteen knots an hour. To stand in her way and stop her then means to take a blow of 130,000 foot tons from her murderous ram, before which the toughest armor must bend like meadow grass in a summer storm.

With her bunkers filled with 1800 tons of coal she could steam at a ten-knot rate for thirty-one days and cover a distance of 7000 miles, and at full speed would have a radius of action of 3000 knots in six days' time.

UNCLE SAM'S TREASURE MOVED.

Men With Guns Guard the Money During the Transfer of Sixteen Million Dollars.

CHICAGO, ILL., March 28.—This was the most important of the moving days for Uncle Sam at the crumbling pile known as the Government building, \$15,500,000 in gold, silver and copper being safely transferred from the old sub-treasury vaults by an express company to the second floor of the Rand-McNally building, where the sub-treasury will be located until the \$4,000,000 Federal building is completed. The treasure weighed over 111 tons. Officials of the treasury counted and placed the coin in sacks and packages, which were passed along a line of men guarded with guns to the iron safes of the express company in the wagons at the street door. Four wagons were kept going back and forth all day.

In Greater New York.

NEW YORK, N. Y., March 28.—Dr. Roger S. Tracy, Registrar of Vital Statistics, has made the following estimate of the population of Greater New York: Total population, 3,195,059; population of New York, 1,916,695; Brooklyn and Kings County, 1,105,000; Long Island City, 42,578; Newtown, 24,557; Flushing, 22,496; Jamaica, 17,765; Richmond County, 57,968; part of Hempstead, 8000.

NATIVE POLICE

JOIN THE REVOLT.

Many Murders of Whites
of the Most Fiendish
Character.

MATABELES ALSO SLAIN.

Encounter With British Troops
in Which the Blacks
Are Routed.

LOBENGULA'S SON A LEADER.

Meanwhile the Boer Government Is
Secretly Preparing to Re-
sist England.

CAPE TOWN, SOUTH AFRICA, March 28.—A dispatch from Bulawayo under yesterday's date presents the situation as being of the gravest character.

A thousand women and children burned a store forty miles out from Bulawayo on Thursday and performed a dance around the flames.

Many murders of whites of the most fiendish character are reported. It is learned that the native police induced the Matabeles to revolt and joined them with 700 rifles and a large quantity of ammunition.

A force of British troops under command of Captain Spreckels defeated a large body of Matabeles on Thursday, killing a large number of them. The British force lost no men.

LONDON, Eng., March 28.—Sir Hercules Robinson, Governor of the Cape Colony, has telegraphed to the Colonial Office that the reports of the murder of the police inspector, Jackson, and the desertion of the native police to the Matabeles is confirmed. The native police took their Martini rifles with them. The dispatch states that Mabel, son of the late Matabele King, Lobengula, who was banished in 1895, has returned to Matabeleland, and that he incited the uprising.

KRUGER FORMS ALLIANCES.

The English Will Not Conquer the Transvaal With Ease.

LONDON, Eng., March 28.—The situation in South Africa is decidedly serious, though the Government has not yet abandoned hope of an amicable adjustment. President Kruger has notified Chamberlain that he cannot visit London until the Volksraad meets in April, and then only if England will consent to recognize the independence of the Transvaal.

In the meantime Kruger has formed alliances in South Africa, so that if war comes it will be war with England on one side and all the Dutch population on the other—a war that will need for its suppression more than the 20,000 that England is reported to be ready to send there.

It is not known accurately at the War Office what the strength of the Boer forces alone is that is now ready to take the field. The representative of The United Press learns from an official source that within three months 2500 Germans are estimated to have entered the Transvaal as immigrants, and these are known to be obtaining Transvaal money. The force of Zulus, trained and commanded by Boer and German officers, is estimated to number 60,000. Though their tribal fidelity to the Boers is doubtful, they can be trusted to fight against the British.

Viewing the whole situation, including

NEW TO-DAY.

DISFIGURING HUMOURS

Presented by
Cuticura
SOAP
when all
Else
Fails

CUTICURA SOAP purifies the skin, scalp, and hair by restoring to healthy activity the CLOGGED, INFLAMED, IRRITATED, SLUGGISH, or OVERWORKED PORES.

Sold throughout the world. British depot: F. N. B. & SONS, 1, King Edward-st., London. POTTS, DRUG & CHEM. CO., Sole Agents, Boston, U. S. A.

LEVI STRAUSS & CO'S

COPPER RIVETED
OVERALLS

AND
SPRING BOTTOM

PANTS.

EVERY PAIR GUARANTEED.
FOR SALE EVERYWHERE.

The Iowa, Greatest of America's Battle-Ships, Successfully Launched at the Cramps' Shipyards at Philadelphia.

