THE RICHMOND DISPATCH-FRIDAY, MARCH 25. 1898.

TWO SHIPS LAUNCHED

CONTINUED FROM FIRST PAGE.)

and firm where others fall has given and firm where others fall has given ridespread fame. We must then ac-ledge, and with all due respect, to g received throughout the ancient nonwealth to-day a slight scintillia consulton at Kentucky's turning her on an ancient and honorable cus-in the chief fenture of these cere-s. Let us believe that this is an tion to prove the rule of good cus-for I must admit that the limpid with which she christened our noble ship is a liquid presentiment of haracter of the young and beauti-aughter of Kentucky's Executive. The belief that this may be a cus-honored in the breach and not in beervance.' let me, with the poet, our heroine: heroine:

may drink to your sweethearts in

ne, oright, golden gobiets of wine; his little granddaughter of mine not profane her name in wine. o where the garden so still is,

I il drink from the bowls of the Her name in dew."

SPEECH OF GOVERNOR BRADLEY.

overnor Bradley, of Kentucky, re-nding to a toast to his State, showed if to be an excellent stump speaker, t the outset, resented the allusions Governor of Virginia, and "play-remarked that the latter had faces," at their breaking of an stom. The Governor of Kentucky well, and has oratorical ability, while he is bombastic, he certainly ed with effect to the allusions by the Governor of Virginia to the r State. After this introduction, entucky Executive said:

ich Kentucky? Is it the Kentucky people, with one acclaim, return to the distinguished Secretary of Navy for the splendid compliment them to-day, and to the builders as ship for their kind and generous

and hospitality? the Kentucky whose name indelibly upon every chapter of ation's history, since her admission the sisterhood of States?

It the Kentucky whose brave, bold rs rescued a wilderness from the e and made it blossom as the rose? t the Kentucky, the eloquence of Clay, Crittenden, Marshall, and nridge shook the halls of Congr stirred the hearts of the people on the

it the Kentucky of waving blues, of crystal stream, blended moun-top and sky, of chivalrous men and

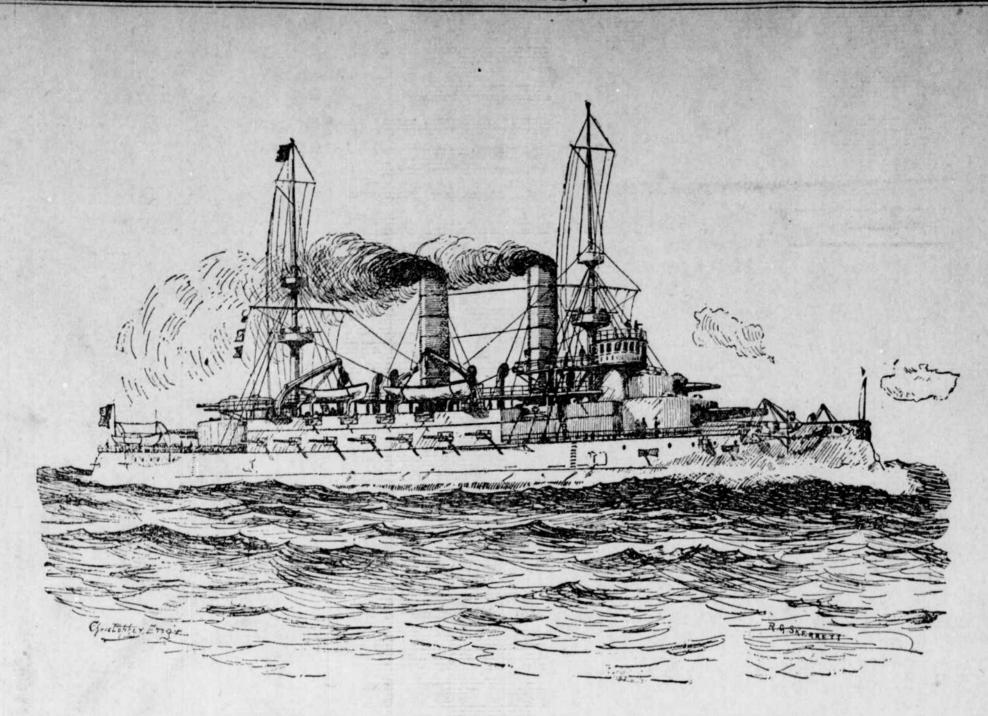
it the Kentucky whose gallant solhave ever been found in the fore-of battle, whose scamen have won upon the ocean, and christened in lands with their precious blood? it the Kentucky whose generous le sympathize with the oppressed and ntrodden of every land, and who stly desire that the nation shall earnestly desire that the nation shan intervente to prevent further atrocities upon the suffering people of Cuba; and if the investigation should justify, to avenge the death of our sailors, not by demanding lemnity in money, but an indemnity In Blood?

THE GOOD SHIP WELL NAMED. "Of this Kentucky I cannot fittingly peak in the short time allotted. But it the other Kentucky that calls for peech and poetry and song, that ucky which to-day gave its first kiss to

There is no better ship; there could be no better name.

When fully manned and equipped she starts on her mission, we will all ex-





HOW THE KEARSARGE AND KENTUCKY WILL APPEAR WHEN READY FOR SERVICE.

was about the station, clamoring at the] Trains of a similar number of coaches, all crowded to their utmost capacity, were taken out at intervals of 15 or 29 minutes, until nine had been started. The railway officials estimated that coach contained on an average 100 people, so that the ninety carried 9,000

The officials realized at 7 o'clock that it would be impossible to carry the great crowds which wanted to go, that it was ordered that no more tickets be sold. When the last train pulled out at \$ o'clock

over 1,000 people were at the station clamoring for tickets, and admission to the cars. THE AWFUL CRUSH.

The crush in the cars was fearful. Standing was almost preferable to sitting

work.

PARTIES THAT WENT. A number of ladies and gentlemen went down in special partiles. Among these were Messrs. John S. Lancaster, E. Ran-dolph Williams, Mr. and Mrs. E. C. Mas-sie, Miss Harris, Miss Cocke, Mr. Bar-clay; Mr. Fell, of Philadelphia; Mr. Mac-kall, of Savannah; Miss Williams and Mr. William C. Noland. Mrs. Fitzhugh Lee went down as the guest of the Young Men's Business As-sociation, which travelled in a special car. for those who stood found too convenient support upon the shoulders, and some-imes the heads, of those in the seats. Ladies' bonnets, when the trip ended, looked like a cyclone had gotten in its

PARTIES THAT WENT.

de-camp, Norfolk; George S. Shackelford, alde-de-camp, Orange; W. O. Moore, alde-de-camp, Wytheville; E. Dorsey Cole, alde-de-camp, Fredericksburg; S. S. Thomas, alde-de-camp, Berryville; George E. Pickett, alde-de-camp, Wash-ington, D. C.; Lieutenant R. C. Croxton, United States army. Brigadier-General A. L. Phillips ac-companied the staff. The was expected that Governor Tyler would meet his staff at Williamsburg, but it joined him al Newport News. Mrs. Tyler was not on the stand, being quite unwell aboard the Chesapeake, which was anchored off the city. General-Manager Stevens and Division-Fassenger-Agent Potts, of the Chesapeake and Ohio, were at Newport News the greater part of the day, superintending the movement of trains. PARTIES THAT WENT. de-camp, Norfolk; George S. Shackelford make the combination almost unequalled (earthwork. n 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 straight astern. These are of 13-inch calibre, yet the British navy now confines its guns to 12-inch. In inches the difference seems small, yet the Amer-ican gun has about 25 per cent. more power.

AN EXPERIMENT YET. At this point in the armament of the ships the American designers have em-barked in a bold and enterprising experi-

ment, the result of which will be awaited with interest by the whole maritime world, instead of descending at one move from the heavy primary battery to the small-callbre, rapid-fire guns, as is done in the case of cruisers, it has become the custom of naval architects to interpose a battery of medium-calibre guns - or 8-inch guns for instance, and these

are placed in smaller independent turrets about the snip. It occurred to the Ameri-can designers that if they could dispense with the weighty and space-consuming machinery attached to these turrets, such as the turning engines and machinery, independent ammunition noist shields, and the like, that much more engine-power could be placed in the hull of the ship, and that much more armor could be carried. They solved the problem by rigidly at-taching the smaller tuurets, each containing two 8-inch rifles, to the top of the

big 13-inch turrets, The plan had another advantage that

the machine-guns are placed high in the military tops, where they can rain bul-lets down below. To protect the hull, which carries all of this offensive power, 15 1-2 inches of armor is placed along the sides, dipping 4 feet below the water line, and numerous heavy bulkneads are disposed to prevent any shot that may enter from traversing. The engines, the vitals of the ship, are cov-ered by an arched steel deck, 2 3-4 inches thick, placed on, an angle calculated to deflect and throw upward any projectile.

of boilers, engines, and other machinery capable of pushing the vast hull through the water at the rate of, at least, 16 knots, a good speed for a freight-train on land, and besides there are no less on land, and besides there are no less than eighty smaller engines to holst anchors, pull up boats, drive dynamoes, and otherwise help the crew. The big turrets swing noiselessly and quickly by electricity, the largest application yet made of electricity power in this way, and everywhere in the ship, from winches and ventilators to lighting and tele-phony, the electric fluid plays a useful phony, the electric fluid plays a useful part

The Kearsarge and the Kentucky are The Kearsarge and the Kentucky are 368 feet in length, 72 feef 5 inches beam, and 23 feet 6 inches draft. They carry normally 410 tons of coal, but may take aboard 1,210 tons, and 511 officers, sallors, and marines are required to navigate each of them. The Kearsarge was named in honor of

the old sloop-of-war of the same name, which became famous in history during the late war on account of the weight-saving. Theoretically, it tended to a terrible concentration of the fire of the victory over the Confederate ship Alabama, just off the harbor of Cherbourg, when she sank her on the 19th of June, ship. Probably the craft does not float that would survive the awful impact from the four guns of one of these combined turrets upon one small section of its hull, 1864. In accordance with an act of Congress approved in February, 1861, the Kear-sarge was constructed after the model of the Mohican-the plans of which were and because they are trained in unison their projectiles must strike close to-In the possession of the Navy Depart-ment. Her dimensions are as follows: Length over all, 214 feet 3 inches; length INCREASED ARMOR PROTECTION. INCREASED ARMOR PROTECTION. With this saving in weight the de-signers were able to give splendid armor protection to the ships. All of this ar-mor is of Harveyized nickel-steel, of American invention, and the best in the world up to this date, as is shown by the many European efforts to equal it by other processes of manufacture. on water line, 198 feet 6 inches; beam, 33 feet 10 inches; depth of hold, 16 feet; tonnage, 1.031. A GLANCE INTO HISTORY. Sunday morning, June 12, 1864, Captain John A. Winslow in command of the Kear-sarge, which lay off Flushing, Holland, by other processes of manufacture. Moreover, it is skilfully disposed, so as received information that the Confede to make every ounce of steel count for the protection of the crew. The big turrets are 17 inches thick in rate ship Alabama, Admiral Raphi Semmes in command, had arrived Cherbourg. He immediately weighed front, diminishing in thickness to 15 inches in the rear, where they are less anchor and made for that point, arriving at which he could see the flag liable to be struck, because in action the of the Confederacy flying from the mast-head of the Alabama, as she lay inside table to be struck, because in action the guns are supposed always to be turned towards the enemy. The smaller turrets above, for a like reason, vary in thick-ness from 11 to 9 inches. To make sure the breakwater. Until the following Sunday Captain Winslow patiently waited for the Alano stray shot strikes the ammunition bama to come out, and on that day about 10 o'clock in the morning it was suddenly hoists leading from the magazines to the turrets, the former are enclosed in tubes of hardened steel 15 inches in thickreported that the Confederate vessel was making towards the Kearsarge. Imme-diately ordering the deck cleared for acness. Mounted in this fashion, the guns are almost invulnerable from the 8-inch tion. Captain Winslow turned his vessel rifles mounted high in air, with good range, and capable of piercing the walls to sea, and ran out about seven miles, order that no question might arise as to of most armored ships at fighting quar-ters, to the big 13-inch guns that can neutral waters THE FAMOUS BATTLE. project their armor-piercing shot a dozen miles across the sea. When the ships were about 800 yards apart the Alabama opened the engage-ment with a broadside, which did no AUXILIARY BATTERY. material damage, merely cutting away little rigging. The second and third broa The combination battery is supple-mented by a numerous auxiliary battery sides did no more damage that the first, of smaller guns perched on every conve-nient point of the superstructure. Al but Captain Winslow, fearing a taking fire sheered around and delivered a broad-All are rapid-fire or machine guns, for the side at about 900 yards. Early in the action the carrying away of the Ala-bama's ensign raised a shout of joy from the national crew of the Kearsarge, but the Confederates soon hoisted another at their mizzen At noon the Alabama ceased firing and At noon the Alabama ceased nring and tried to run ashore. Winslow, however, quickly steered so as to cross her bow, and was about to pour in a raking fire, when the flag of the Confederate was lowered, and almost immediately there appeared in its place a white flag. The national commander, convinced that the Alabama intended to surrender, began his preparations for rendering her assistance. At this moment, however, the Alabama renewed her firing, whereupon the Kearsarge discharged three of her The course of a famous cruiser been run. The Alabama was setguns. had been run. The Alabama was set-tling. Two boats were sent from the Kearthird. sarge to save the drowning men, and a few minutes later the unfortunate Confederate settled by the stern, and lifting her bow high out of the water, plunged to the depths of the brine. AFTER THE WAR ENDED. After the war the Kearsarge went into Sixth race-seven furlongs-Elsie Barnes (5 to 1) won, Nover (6 to 1 and 2 to 1) second, Imp. Percy (7 to 1) third. Time, commission, but was out of service a number of times. One of her com-manders since that time was Captain Sigsbee, the commander of the III-starred CHIEF-CONSTRUCTOR PHILIP HICH-1:29. Navy Department has profited by the lessons taught in the Chino-Japanese war of the terrible power of guns of this Maine, sy recently sunk in the harbor of Habana war of the terrible power of guns of this type. About four motions suffices to load, discharge, and reload one of these guns, and in rapidity of fire they are equal to three of the ordinary navy breech-loading guns. The largest are 5-inch calibre, fourteen in all, sheltered behind 6-inch steel walls, and separated While on her way from Port au Prince, NEW YORK, March 24 .- (Special.)-J. Haiti, to Bluefields, Nicaraugua, under the command of Commander Oscar P. B. Moore, Fifth-Avenue; C. H. Sims, Continental; E. Millhiser and wife, Hol-Heyerman, the Kearsarge was wrecked, land; E. B. Sydner, Marlborough; M. C. February 2, 1884, on Rancador Reef, at which time she was the flagship of Acting-Rear-Admiral C. F. Staunton. It was in honor of this yessel that the new-born ship was named the Kear-MacDonald, Netherland; Dr. J. Michaux, Union-Square; I. Cohen, S. Cohen, C. B. Neal, E. E. Hooker, Imperial. one from another by 2-inch steel walls to minimize the effects of an exploding shell Disagreeable sensations resulting from

To facilitate this some of | petition was drawn and about 300 signatures secured. In 1892 the paper was com-pleted, and the Captain went in person to Washington, where he presented the doc ument to Secretary Herbert, who re marked upon reading it, "This is the first petition that has ever been handed me from any section of the country, but I am sorry to inform you that Congress has recently concluded not to build any more cruisers than those already named for twelve years; but if your people will make this request one for a battleship to

be called Kentucky, I will make that the name of No. 16." Not being in a position at that time to accept the offer, Captain Hall returned to Louisville, where, upon consultation with others interested in the scheme, it was decided, to use the Captain's own language, that the bird in the hand was worth far more than two in a thorn-tree, so the proposition was accepted. When the Kentucky's keel was laid Captain Hall was the only Kentuckian present. And thus the Kentucky got her name.

The Sponsors.

Mrs. Herbert Winslow, who christened the battleship, is the wife of Lieutenant-Commander Winslow, United States navy, the only surviving son of Admiral Wins-low, the commander of the old Kearsarge. Washington, the daughter of Lafayette Maynard, and was married in San Fran-cisco, her father's then home. Her father, who was a native of Richmond, engaged in the navy at an early age, but resigned a few years afterwards to accept a com-mand in the Mexican war. In the famous week of the Atlantic he conducted him-

THE REPORT ARRIVES GREAT CROWD WAITING AT THE WASHINGTON DEPOT. IT IS A BULKY DOCUMENT. It Must Weigh Ten to Twenty Pounds-It Will Be Delivered to Secretary Long This Morning-Whole Party Guarding It Armed

WASHINGTON, March 24.-The report of the Naval Board of Inquiry into the Maine disaster was received in Washington at 9:35 to-night. The four naval officers who have guarded it since its departure from Key West were hustled at once into a carriage by an attache of the Navy Department and driven to the Ebbitt House.

The party consisted of Lieutenant-Commander Marix, Lleutenant John Hood, Lieutenant Carl Jungen, Passed-Assistant-Engineer Bowers, A. T. Marix, & nephew of the Judge-Advocate's, and Ship-Carpenter Helms, of the Maine's illfated crew.

There was an immense crowd waiting at the depot when the train pulled in. The naval contingent avoided the crush of citizens by alighting at the upper end of the platform and going out across the tracks.

The party was met by Lieutenant Ward, of the Navy Department, who was the sole representative of Secretary Long. He informed Lieutenant Marix that the Secretary would not receive the report to-night.

Lieutenant Hood carried the bulky document in a white canvas bag, slungunder his arm. It must have weighed ten or twenty pounds, without its carry. ing case.

That the whole party carrying the report was armed was demonstrated in a rather theatrical way just as they were about to get into the carriage. Some one ran against the end of the mysterious canvas bag in which the report was concealed. Quick as a flash Lieutenant Hood's hand went back to his hip and Lieutenant Jungen laid his hand on the butt of a revolver that was sticking from his side pocket. The movements were sufficient to prevent further jostling.

The report, in due process of law, ought first to be delivered to the Secretary of Navy, and this, according to all precedent, will be done at the Navy Department. The document will then be submitted to President McKinley, on whose decisior its future migrations will depend.

BLUFFING A HORSE.

Bar-Harbor Cure Works Like Charm.

(Lewiston Journal.)

"Speaking about balky horses and the best way to cure them," said George Sperry, "I can tell you of a trick that Stephen Leland played one time, and If worked like a charm-you feilers all know Steve, 'course you do-he lives down to Bar Harbor. Well, lo's see, it down to Bar Harbor, weil, is such as was twelve years ago this winter, the 20th day of January. You remember the heavy sleet-storm-same night Linniks was married-when all the trees looked was matrice when an one we way and the source of the sourc ever rein drew over. The nigh one was, all right in every particular, but the off

THE GREAT BOILERS. Under that deck lies 10,000 horse-powet

COLLIS P. HUNTINGTON, (The Founder of Newport News.)

claim: "God bless Kentucky on the land! Godspeed and protect Kentucky on the

No ship has ever been christened as it has been. Not according to the custom of pirate Vikings clad with skins of wild beasts, but with sparkling water from the spring which quenched the infant thirst of him who gave freedom to a race and our country from destruction.

And when the great ship majestically moves to the glorious destiny which is in store for it, it will be sanctified by the prayers of more Christian women than others that have ever moved on the face of the waters. "Whether under calm and cloudless

skies, or struggling with tempest and whether in peace or war, there shall hover over it, not the spirit of al-echol, which has destroyed so many lives, plated so many homes, and caused the shedding of so much blood and so many lears; but the spirit of Kentucky's noblest the grandest man in all the tide of time, symbolized by God's gift to man, that which causes the earth to yield its fruits and harvest, which cleanses and purifies, which quenches the thirst of the living, and relieves the parched lips of

mded and dying "Purity and patriotism have to-day been blended in the christening of the ship, which I predict will win more fame. more laurels, and accomplish rather more good than any that has ever swept

And in parting with the majestic ves **I. Kentuckians with one voice exclaim: "In spite of rock and tempest's roar,

In spite of false lights on the shore, Sail on, nor fear to breast the sea; Our hearts, our hopes are all with thee Our hearts, our hopes, our prayers, our

tears, Our faith triumphant o'er our fears, Are all with thee; are all with thee."

MR. INGALLS ON SHIP-BUILDING

The last toast was responded to by Mr. M. E. Ingalis, president of the Chesspeake and Ohio railway. It was a most straightforward and effective utterance, such as Mr. Ingalls always makes. He was practical and business-like in his dealig with his subject of ship-building in wort News. The two thoughts which, he said, had come to him in seeing the twin battleships launched, were strongly pictured. They were, that these battle-ships would be "white-winged messengers of peace" in the present emergency, and that when the war-clouds had rolled by this ship-yard had all that nature could endow to make it the great ship-building send forth the messengers of peace in commerce.

leoked like a cyclone had gotten in its work. There were crowds at every station, but the trains swept by, for they were already crowded almost beyond endu-rance. At stations where stops for wa-ter had to be made, desperate and Some-times successful efforts were made to get aboard, much to the disgust of those already on, for their comfort was very seriously affected. At Williamsburg 500 people met the train which left Richmond at 7:15, having aboard the Governor's staff, the Young Men's Business Association, members and members-elect of the Richmond City Council, and city officials. The most de-termined efforts were made to get aboard and the wild acramble of men and women was actually dangerous to life and limb. Several ludicrous incidents occurred, no-tably one in which a tall daughter was successful in getting into a chair car, while her short and stout mother was left behind. Wild beckonings of the daughter from the window, accompanied left behind. Wild beckonings of the daughter from the window, accompanied by assurances that there was plenty of room, and the supplications of the mo-ther to be helped aboard, finally induced a brakeman to hoist the elder lady to the step and worce her through the crowd on the platform, from which she entered the car, to make the trip on a step-ladder and the overcoat of a gen-tleman who had not the courage to tell her she was ruining the only garment of the kind he possessed.

the kind he possessed. he streets of Newport News

The streets of Newport News wer crowded like those of a metropolis on gala day. Those who went to the cit yesterday could not get a seat at hotel table for love or money. Restuz-rants soon became so full doors had t be locked to prevent more coming in and those who did not have lunches ha to go hungry. Many went to Old Poin with the expectation of dining there, bu conditions were no better than in New port News, for besides the hotels bein crowded with those who arrived Wednee port News, for besides the hole's bein crowded with those who arrived Wednes day, many Norfolk people came ther and could get no further, owing to th inability of the electric cars and th Chesapeake and Ohio railway, the latte running trains at short intervals, t carry them.

FIGHT FOR PLACES.

FIGHT FOR PLACES. The scenes about the Chesapeake and Ohio station in the afternoon were with-out precedent. The Richmond people be-gan to gather by 1 o'clock, and at 3:30, when the first return train of ten coaches came in, it was filled while it was still within several hundred yards of the station. The waiting-rooms, the wharves at the terminus, the platforms, the railroad cut for probably 250 yards up the track, were packed and jammed the track, were packed and jamm with people, fighting for places on the train. Each train that pulled in was forced to stop further and further from

HON. THEODORE ROOSEVELT,

(Assistant Secretary of the Navy.)

THE GOVERNOR'S STAFF.

States.

Into their broad hulls are packed all 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 ammu-nition, and an opportunity to heal wounde nition, and an opportunity to heal wounds received in battle.

(Assistant Secretary of the Navy.) the station, for as the prospects of get-ting back to Richmond grew less, those, who were left kept going further up the track in order to make sure of seats, and to move the trains further toward the station would have been to imminently imperit human life. It was 8:35 o'clock when the last train pulled out, about as much crowded as the first. It reached Richmond at II:35. THE GOVERNOR'S STAFF. Larger ships, those of deeper draft necersarily, may not enter nor attack our ports at fighting range, and this consideports at fighting range, and this conside-ration was always kept in mind by Chief-Constructor Hichborn when the Kearsarge and Kentucky were planned. That is the explanation of the fact-a new one in naval design-that thesa ships, with a displacement of 11.525 tons, draw only 23 feet 6 inches of water-less the commend evulgers New York and THE GOVERNOR'S STAFF. The train bearing the Governor's staff treached this city at 10 o'clock last night tre



NAVAL-CONSTRUCTOR J. J. WOOD-WARD.

The following ladles composed a party who went down as the guests of Mrs. George W. Stevens: Mrs. Charles Bolling, Mrs. Thomas Bolling, Mrs. Holliday, Mrs. William L. Royall, Mrs. Charles Lathrop, Mrs. Barton Grundy, Mrs. Joseph A. White, Miss Annie Rose Walker, Mrs. Whitmell S. Forbes, and Miss Helen Ste-vens

Mr. H. Theodore Ellyson took down his ighter, Miss Bessie, and her guest, s Emma Bowe, and his son, Mr. iglas Ellyson. ome others who went were Mr. and Miss

Douglas Ellyson. Some others who went were Mr. and Mrs. Scott Parrish, Mr. and Mrs. Kirk Parrish, Miss Fannie Lewis, Miss Lula O'Connor, Miss Bessle Pace, Mrs. L. Z. Morris, Mrs. Charles Bolton, Miss Mary Waddell, Miss Ione Crutchfield, Misses Sadie and Waller Jeffries, Miss Lily Sterns, Misses Mayo, Mr. and Mrs. E. A. Saunders, Mrs. Nailman A. Parker, Mr. Frank W. Christian and his son Jack, Justice John Crutchfield, Mr. William S. Seddon, Dr. C. W. P. Brock, Mr. Thomas Christian, Mr. Julius Straus, Mr. Robert E. McComber and son, Mr. Robert L. Winston, and Mr. H. C. Boudar.

THE GREAT FIGHTERS' POWERS. Some are Larger, But None are More

Dangerous. There are larger battleships afloat on the ocean than the twin-sisters, Kear-

sarge 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 these steel buildogs of the sea; for the new American battleships embody in their design and construction the highest development up to this date in offensive and defensive warfare as the great game of naval strife would be played on the coast-line of the United

THE EXPLANATION.

in any compartment.

History of the Vessels.

sarge.

The Kentucky's Name.

The Kentucky was named as a result Then there are 6-pounders, 1-pounders, and Gatlings, mainly for the warm re-ception of hostile torpedo-boats, or to clear a deck, or an open porthole, or of a petition drawn up by Captain Thomas O. Hall, of Louisville. His original idea was to petition Congress to name a gun-boat after his city, and to this end his

self with bravery and saved many lives, for which act of gallantry the citizens of Richmond presented him with a

Lieutenant Maynard married the beautiful Miss Mary Ellen Green, the daugh-ter of General Duff Green. For some time Lleutenant and Mrs. Maynard resided in Washington, but subsequently they moved to San Francisco, and it was in the western metropolis that their beau-tiful and accomplished daughter, Eliza-beth, became the wife of Lieutenant-Commander Herbert Winslow. Lieutenant and Mrs. Winslow later

went to China, where the former was attached to the United States steamship Yorktown, on the Aslatic station. They have but recently returned from New Orleans, and now reside in Boston. Mrs. Winslow, by refusing to christen

the battleship with water, won for her a place in the hearts of American seamen. for to add to the bad omen of having the vessel christened by a married woman, the "hoodoo" of using water in the ceremony would have been a coinci dence beyond the bearing of the average Jack-tar.

MISS BRADLEY.

Miss Christine Bradley, the daughter of William O. Bradley, Governor of Ken-tucky, is yet a school-girl, scarcely 18, and attending Washington College, in Eck-ington, a suburb of Washington. In figure Miss Bradley is petite, with a bright, sunny face, brown hair tinged with and in her unaffected and frank gold, and in her unaffected and frank manner seemed to feel little of them importance and distinction of the role she assumed.

Five young ladies assisted her as maids of honor-Miss Alice Castleman, of Louisville; Miss Sallie Bronston, of Lexing-ton, Ky.; Miss Lillian Stege, of Louis-ville; Miss Abble Falard, of Louisville, and Miss Mary F. Gatewood, of Mount Sterling

NEW LOUISIANA JOCKEY-CLUB.

Its First Meeting-Attendance,Fair-

Betting Good. NEW ORLEANS. March 24 .- The new

Louisiana Jockey Club met to-day. Weather cloudy; track fast. The attendance was very fair and the betting good. First race-six furlongs-Adowa (6 to i) won, Minnie Weldon (15 to 1 and 3 to 1) second, Uncas (4 to 1) third. Time, 1:15.

Second race-for 2-year-olds, five furlongs-Freehand (11 to 10) won, Sulphurie (5 to 2 and 3 to 5) second, Mouzeltoff (19 to 1) third. Time, 1:011-2. o 1) third. Time, 1:011-2. Third race-mile and a sixteenth-Pete

ground. All in all, it was the toughest sight he ever witnessed. My. Leland at first supposed the animal was dead, but after awhile he took an age and broke Kitchen (5 to 1) won, Royal Choice (7 to 1 and 5 to 2) second, Headlight (11 to 5) the ice and let the poor critter out. It was like a chicken coming out of an egg. The coat came off in large flakes. When Time, 1:48. Fourth race-mile and twenty yards-Blacking Brush (5 to 1) won, His Brother

he hitched the nigh one on he only (8 to 1 and 3 to 1) second, Serf (3 to 1) to speak once, and he made lively time over the ky road that morning. He kept Time, 1:44. third. Fifth race-mile and twenty yards-C. that pair till last year when they both

C. Rummell (30 to 1) won, Ellsmere (even and 1 to 2) second, Tago (5 to 1) third. died. Time, 1:45.

Richmonders in New York.

cough vanish before Dr. Bull's Cough

Steamer No. 7 responded to a still-alarm to No. 7 Horse alloy last night at 7 o'clock, but no blaze was discovered.

Syrup.

"They never balked again." THE LARCENY OF A RING.

Gertie Robinson Arrested Here Last Night on that Charge.

Night on that Charge.

Top a letter received yesterday from four forming the period of the start of the starto

old me how she worked, and I told him then and there that if it was my horse

I'd just on-hitch the nigh one and leave her hitched onto the load in the woods. They went into the Harbor with the first load all right, but when the second load was piled on and under way things were different. At a certain place in the road, up goes that horse's head again. It was in just the same place where she before. Steve was mad as a hatter. He took off his coat and hat. He swore till the trees around him trembled. Next he took a sapling birch and whipped and pounded till he was all tired out. Then he sat down and rested. Then he thought he'd coax the critter, so he got a drink of water from a spring. She drank it, Then he asked her to go, but not a mus-cle would she move. Stephen fussed till

he became exhausted.

"Then, as he told me afterwards, he took Sperry's advice-on-hitched the nigh one, straddled her back, and made for home, leaving the ugly, contr'y thing alone in the woods, hitched to sled with alone in the woods, hitched to sled with a cord and a half of green wood to an-chor it. Ha never so much as looked 'round nor said I, yes ,or no, but made direct for home, putting up his horse and eating his supper. He had become so disgusted that he nearly dismissed the thing from his mind. That night began with a little fine rain. It was like a cold mist and wherever it struck it froze. Then it snowed and blowed for awhile, then again it turned to rain-the queerest storm ever known on Mount Desert Island. There was not a minute after 7 o'clock that evening till daylight after 7 o'clock that evening till daylight next morning but it snowed or rained, and the wind was like a double-edged razor 'long toward morning. Every tree was three times its proper size, and the ones left standing looked like the most beautiful plumes ever you see in your life. Lots of trees were broken to the ground. The telegraph wires were nearly an inch and a half in diameter, covered with solid ice. Little limbs of birth and maples were like branches of coral. "In the morning Steve took out the old horse and started back for the woods. When he got near the place where he left

When he got near the place where he left the horse and load he was astonished.

The old mag was there, just where it stood all night. Not the sign of a track

did it make. Its legs were the size of flour barrels, its body surely three times its

proper size. Its eyes and ears were hid-den from view by the snow that had

drifted upon it; the steam from its nos-trils formed icicles that reached the

three times its