

ROYAL GIFT TO THE WAVES

The Launching of the Noble Battleship Illinois.

BRAVE SIGHT IN THE JAMES

Forty Thousand Persons Cheered Ecstasically, Many Whistles Blew Nobly, and Myriad Flares Waved Triumphantly at the Words of Miss Letter Christening the Proud Craft, and Giving Her to Freedom and the Sea—Many Distinguished Persons Present—At the Banquet, Later in the Afternoon, the Sponsor Was Presented With a Beautiful Miniature of the Ship Done in Beaten Gold and White Enamel.

Newport News, Va., Oct. 4.—Forty thousand persons witnessed the launching of the battleship Illinois at the plant of the Newport News Shipbuilding and Dry Dock Company here this afternoon. The time set for the event was 11 o'clock, one hour before high tide, but it was an hour and a half after that time when the great throng of people whose patience was about exhausted, was carried away in ecstasy.

At 12:30 o'clock this afternoon the last plank which held the big hull in its position on the ways, was sawed in two and as the cradle began to move toward the water with its heavy mass of iron and steel, Miss Letter, of Chicago, christened the new fighting monster in the time-honored manner by breaking a bottle of champagne over the bow. As she threw the handsomely decorated bottle against the prow of the vessel, she exclaimed, in a clear and ringing voice, audible for some distance:

"I christen thee Illinois!"

Cheers for the Noble Craft. The new addition to the Navy's navy was given a hearty welcome by the great crowd, as well as by every whistle in the stream, and as she drifted out into the channel many tugs, all fully decorated, gathered around her, each one anxious to have a share in towing her to the place nearby.

This was one of the prettiest launchings ever witnessed here—that of the Kentucky and Kearsarge—got away majestically from the first, and had she been as far from the water as were the other vessels, thus giving her a longer run, the event would have been even more interesting.

The waters of the James River were never prettier, and as the waves lapped against the hulls of the vessels, the workmen hurried the vessel of getting out the props.

A Clear Sky and Light Breezes. The day was all that could be asked for. Early in the morning there were several showers, and the prospect for a good day were rather gloomy, but by 10:30 o'clock the sky began to clear up, only enough water having fallen to lay the dust, which had begun to fly around to such an extent, that the Newport News shipyard was completely obscured, but later light breezes came gently from across the hills.

Never before has any section of the country been represented in an Eastern city by as large and as representative a body as was the Illinois and its surroundings here today. The party on the christening stand at the bow of the vessel was the center of attraction. Here, in the midst of a crowd of admiring friends, was Miss Letter, the sponsor. Not far away were John R. Tanner, governor of Illinois; J. Hugh Tyler, governor of Virginia; Commodore Nicholson, naval constructor; Joseph L. Taylor, secretary of the navy; and many other distinguished persons.

Many Public Men Present. In addition to those already mentioned, there were present at the launching Assistant Secretary of the Navy Allen, who arrived this morning from the Portsmouth navy yard, on the President's dispatch boat Dolphin; Assistant Secretary of War McKinley; and many others.

The most conspicuous departure in the construction of the Illinois from the Kearsarge and Kentucky, and ships of the Oregon class, is a decided change in the character and arrangement of the main battery. The Illinois carries six 12-inch guns, while the Kearsarge and Kentucky carried four 10-inch guns. The Illinois also carries two 6-inch guns, while the Kearsarge and Kentucky carried two 8-inch guns.

At the banquet Gov. Tanner presented Miss Letter with a miniature of the ship, done in beaten gold and white enamel. The souvenir is made in the form of a badge. The ship is represented lying broadside on. The model is three inches in length and carries all the guns, life boats, the flag, jack, and banner of the original reduced to scale.

Below the ship, suspended by two gold chains, swings the great seal of the State of Illinois, also of beaten gold. On the back of this is inscribed:

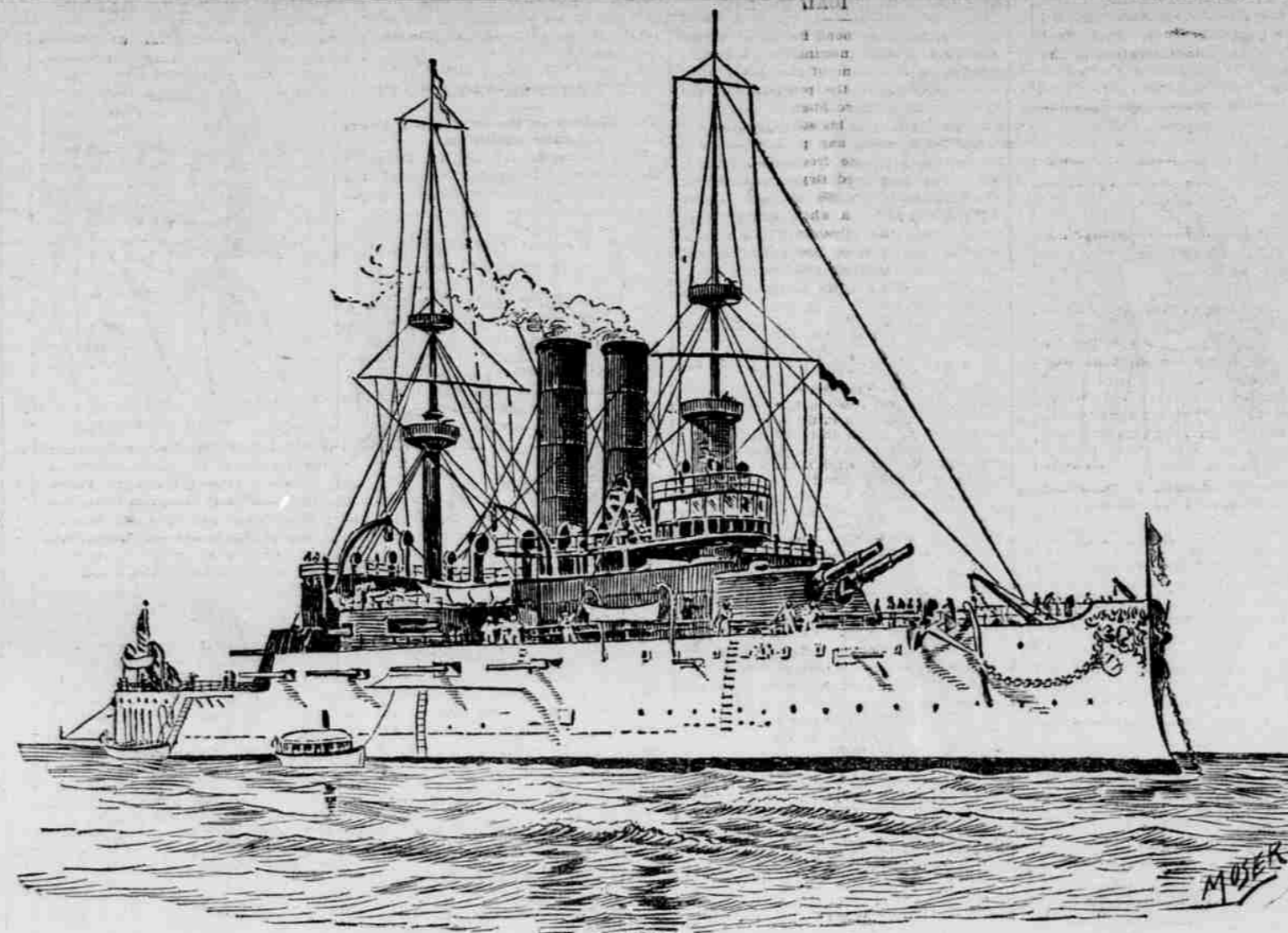
October 4, 1894. Miss Nancy Letter from John R. Tanner, Governor of the State of Illinois.

The souvenir is a work of art, every detail of the ship being worked out to a nicety. The costume Miss Letter wore on today's occasion was of pearl and white, with trimmings of the same color. It was made especially for the occasion. She wore no jewelry whatever.

DIFFERS FROM HER SISTERS. The newly-launched Illinois is an improvement on them.

The Illinois is a sister ship to the Alabama, which was launched in May last from the Cramp's yard at Philadelphia, as well as the Wisconsin, which is building at the Union Iron Works, in San Francisco, and will probably be launched some time early next month.

Since September, when it was finally decided to launch the Illinois today, the work on her has been pushed with the utmost rapidity consistent with the turning out of work of a character which would be approved by the officers representing the



THE BATTLESHIP ILLINOIS.

EVERY BONE BROKEN.

He Terrible Endless of a Lad's Sky-larking Among Machinery. Paterson, N. J., Oct. 4.—Charles Glattli, fifteen years of age, employed as bench boy in the Rotary Sifter Company's works, foot of Broadway, this city, while skylarking in the shop during the absence of the foreman, this morning, was killed by a belt of light armor iron.

RIVER PIRATES FOILED.

Capt. Bowen Shoots One of Them and Fires on His Partner. Philadelphia, Oct. 4.—Capt. R. W. Bowen, master of the schooner Theresa Wolf, which is lying at Kalgish's Point, came to Philadelphia this morning and told the chief of detectives the story of an attempt at robbery on his schooner.

CONFESSES HIS GUILT.

Brown Says He and His Pal Killed Mrs. Leonard and Her Husband. Philadelphia, Oct. 4.—There is no further doubt as to who killed aged Mrs. Peter Leonard, of Chester, and murdered her husband.

FELL THROUGH AN OPEN HATCH.

Chief Engineer Rook, of the Mohawk, Killed Monday Night. Bath, Me., Oct. 4.—Chief Engineer George Rook, of the United States transport Mohawk, fell into the hold of the vessel through an open hatch last night and was killed. His home was in North Bath.

WAR BRITANNIES.

First Lieut. James M. Kennedy and Guy C. M. Godfrey, assistant surgeons, have been ordered to appear before the examining board next Monday, in the army medical museum, this city, to be examined for promotion.

KILLED BY HIS OWN FOLLY.

Private Cover, Tenth Ohio, Loses His Life in a Peculiar Manner. Camp Meade, Oct. 4.—Private Joseph Cover, Company A, Tenth Ohio, lost his life yesterday afternoon by his own folly.

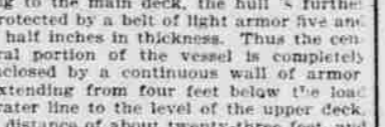
A PRETTY GIRL'S SUICIDE.

Takes Carbolic Acid When She Could Not Get to the Theater. New York, Oct. 4.—Anne Fryer, a pretty girl of sixteen, committed suicide by taking carbolic acid this morning. It is said that she was quarreling with her mother, who refused to allow her to go to the theater last night.

SUFFOCATED BY GAS.

Two Men Meet Death in a Stack at McKeesport, Pa. McKeesport, Pa., Oct. 4.—John Heilman and Ira E. Heffner met death from suffocation by gas last night. They were employed by the National Tube Works and were attempting to remove a platform inside a stack above the roof of the building, which had to be torn down before the fires were started.

MISS LETTER.



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How to Prevent Croup.

We have two children who are subject to attacks of croup. Whenever an attack is coming on my wife gives them Chamberlain's Cough Remedy, and it always prevents the attack. It is a household necessity in this county and no matter what else we run out of, it would not do to be without Chamberlain's Cough Remedy. More of it is sold here than of all other cough medicines combined—J. M. Nickle, of Nickle Bros., merchants, Jacksonville, Fla. For sale by Henry Evans, wholesale and retail druggist, 528 F Street northwest, and Connecticut Avenue and S Street northwest, and 1428 Maryland Avenue northeast.

THE ALGER RELIEF COMMISSION'S FIRST WITNESS.

While the Testimony is Not Severe on the War Administration, One Can Read Between the Lines—The Railroad Facilities at Montauk Point Were Very Inadequate—Who Made the Contract the General Did Not Know—Praise for Shafter, But Not Eloquent Eulogies—The Santiago Campaign Discussed at Considerable Length—Poor Abundance and High Quality of Food No Army on Earth Was Ever Supplied as That at Camp Wikoff.

Maj. Gen. Joseph Wheeler was the first witness to appear before the Alger Relief Commission and submit to the pumping process. The examination began at 10 p. yesterday and continued, except from 12:30 to 2 o'clock, when the commission was engaged in fortifying itself with lunch, throughout the day.

Gen. Wheeler's examination was not especially severe or searching, and the witness did not appear to be anxious to volunteer any information not directly called for by the commission.

Upon the whole Gen. Wheeler's testimony was not unfavorable to the accused—Alger; but one could read between the lines of his evidence a thin veil of sarcasm. The things which Gen. Wheeler did not tell and which might have been drawn out from him by a sharp and vigorous cross-examination would have made much more interesting reading than the testimony he did give. However, a commission that is seeking relief and not facts is, of course, handicapped in its movements.

Gen. Wheeler had a good word for Gen. Shafter, but he was not impressively eloquent upon that subject. He criticized the action of the captains of the transports in refusing to go in near shore, a fact which caused much delay, and, inferentially, the sacrifice of many lives. He did not dwell upon the fact that the transport captains were under Gen. Shafter's orders and were for the time being in the service of the United States and as such were subject to military discipline, which means that they could have been court-martialed and shot for refusing to obey the orders of the general commanding. Probably the reason why Gen. Wheeler did not say anything upon this head was because the commission forgot to question him about it.

Gen. Wheeler said that in looking over the field from this point of view he would recommend in a future campaign that it would be well to keep the men off the ground, in other words, to provide them with proper tenting and equipment. The tents, he said, were left on board the transport at Santiago in order to save time. It was considered all important to make a short and sharp campaign.

Gen. Wheeler defended the conditions of the camp at Camp Wikoff, Montauk Point, where he was in command for a time. He will take the stand again today.

Gen. Wheeler's Testimony. In response to questions, Gen. Wheeler stated that he had been appointed a major general of volunteers on May 4 and commissioned on May 6. A month later, on June 7, he went aboard transports at Tampa with his cavalry division, remaining nine days before they sailed for Santiago.

"Before you called were you informed of the details of the campaign at Santiago?" Gen. Wheeler—I was not.

Continuing, the general said the command sailed in about forty transports. Effecting a landing, Gen. Wheeler said, he reported at once to Gen. Shafter and made a personal reconnaissance the next day. Gen. Wheeler went into the details of the landing operations, the marching movements of the troops leading up to the first engagement, and paid an enthusiastic compliment to the valor and courage of the American troops.

"Nothing could be finer," he said, "and I never saw men conduct themselves better in battle."

On the reconnaissance spoken of, Gen. Wheeler saw Gen. Castillo, the Cuban leader, who promised to be with them the next day with 200 men, but they did not appear. Gen. Wheeler said that he and his men were surprised to find that the Spaniards before the engagement were boasting and saying that they would drive the Yankees into the sea.

"We lost, as I remember, sixteen men," said Gen. Wheeler.

"What was the enemy's loss?" was asked.

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