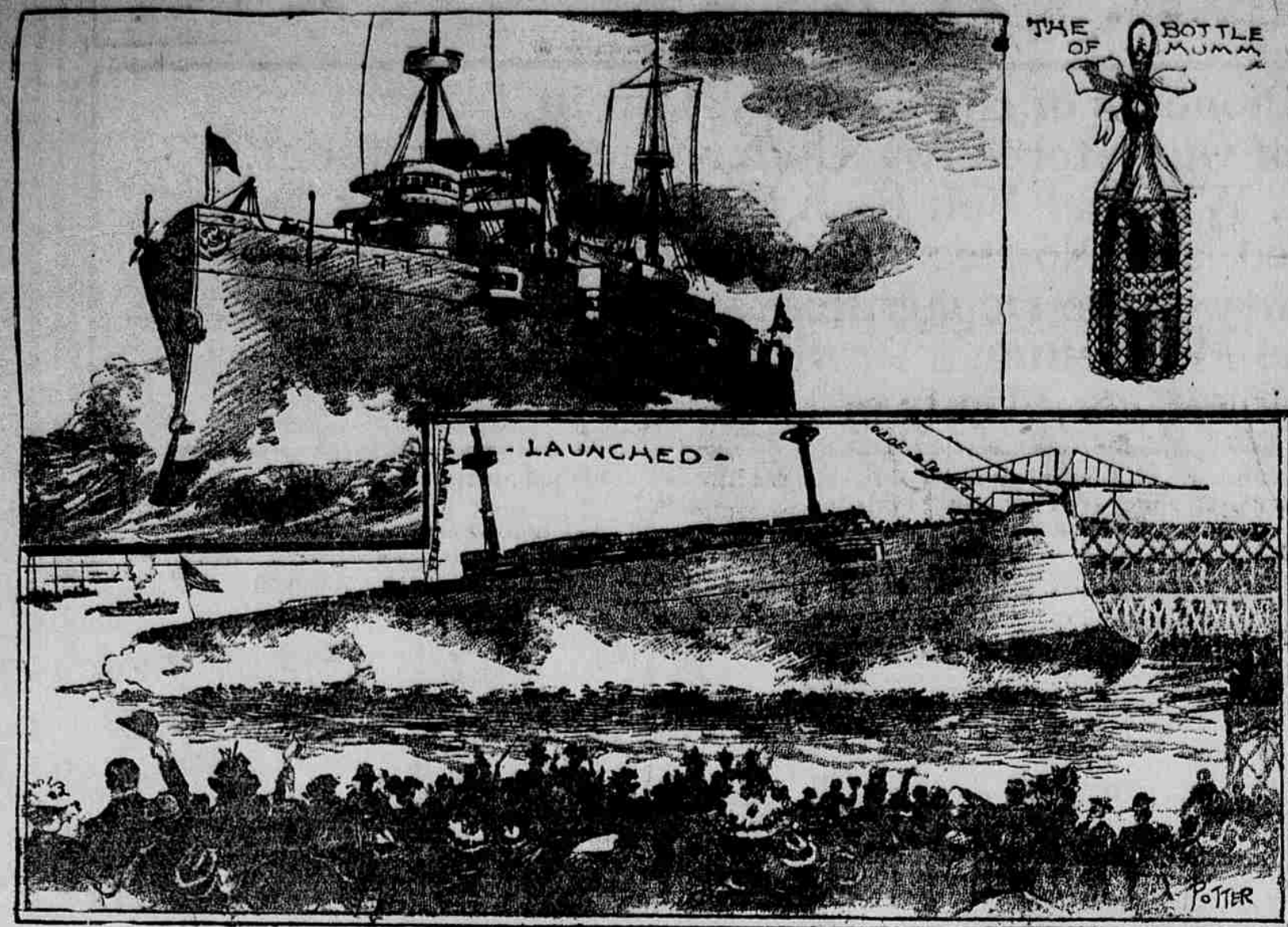


LAUNCHING OF THE BATTLESHIP WISCONSIN



THE BATTLESHIP WISCONSIN, WHICH WAS LAUNCHED AT THE SAN FRANCISCO NAVY YARD SATURDAY, NOVEMBER 26, BEFORE A LARGE AND ENTHUSIASTIC AUDIENCE.

The great battleship Wisconsin was christened at San Francisco Saturday, November 26.

Miss Stevenson, daughter of former Governor Stevenson of Wisconsin, was on hand with her sparkling bottle, and, at the signal, plumped the bottle against the side of the ship, and, in a clear tone, said: "Christen this Wisconsin!"

The christening of a battleship has become such a frequent occurrence that we are getting used to it. Only recently the battleship Illinois went down assisted by Miss Lester and quart of soft soap.

But the launching from the Mare Island navy yard makes a great event, for of late it has happened that the great ceremonies have all taken place from the navy yards of the East.

The Mare Island navy yard, or, as it is generally called, the San Francisco navy yard, is one of the eight navy yards belonging to the United States. There is the Brooklyn navy yard at Brooklyn, N. Y., the Charleston navy yard, dear to the heart of every Boston boy, located near Boston; the Gosport navy yard near Norfolk, or as it is generally called, the Newport News navy yard, and the League Island navy yard, four miles from the city hall, Philadelphia. There is also the Pensacola navy yard, situated at Pensacola, Fla., where some very fine work has been done, and the Washington navy yard at Washington, D. C.

The Mare Island navy yard is the only

one on the western coast of national importance and consequently it was yesterday the scene of a very large gathering. All the roads and steamers have been advertising special rates for this event for over a month.

The Wisconsin is now the queen of steel armored cruisers, replete with everything that constitutes perfection in modern engineering and vessel construction. But within a short time in dry dock at Mare Island and with a few hundred tons of coal in her capacious bunkers, a few blue jackets and a mustering capacity for her entire ship's crew, the Wisconsin will be ready to go anywhere on any mission.

No vessel of her class in all the vessels of the world is better fitted for display, peace, or for service in war. None save perhaps one or two in our own navy that have been built with special regard for speed, can show a cleaner pair of heels than the Wisconsin's twin screws or poke her nose further into trouble ahead than can she with her clean cut ram.

The Wisconsin's description has been so often given in naval terms, that you have an idea that she is of very fine type indeed. Imagine a cruiser 388 feet long, 20 feet lower than the Oregon, and fancy one 72 feet in breadth, which is also 3 feet bigger than the famous Oregon. Her draught is less than the Oregon, which is considered a very good thing for a cruiser that will go into bays and shallow spots. Her type of engine, as known nautically, is a twin-screw, vertical triple expansion, or, as you will see it in the naval books, T. S. V. T. E. Her normal coal supply

is 450 tons. At first she was scheduled for a great deal less, but the experience of the recent war taught our naval constructors how important it was to have plenty of coal aboard; and when it was known that the Wisconsin, like the Oregon, would sail foreign seas where coal stations are few, fifty tons were added to her supply possibilities. Her bunker capacity is 1200 and her torpedo tubes are four.

Her armor plates are coated nearly a foot and a half thick. She has seventeen armored decks, sixteen barbette and when she goes to sea she will carry a complement of fifty officers and 535 men. This will make her a very good ship indeed, and perhaps the Wisconsin will be the pride of our new navy.

The Mare Island navy yard is such a wonderful place that on entering it one passes in perfect bewilderment; workmen in seemingly countless numbers are moving and busy with all sorts of noisy and drumming occupations. Some are pounding away like mad, in quads, with small hammers, upon great plates of cold iron and steel; others are using powerful steam hammers upon comparatively small bits of white hot metal. Here and there, moving in different directions, are "teams" of six or eight men, carrying metal bars and sheets on iron trucks, and if the observer does not look sharp while watching this man-power transportation, he will find himself in the way of a locomotive crane, bustling noisily about on a winding track, picking up tons of metal in one part of the yards and depositing the load in some other location a few minutes later,

as easily as a boy might handle a stick of stovewood.

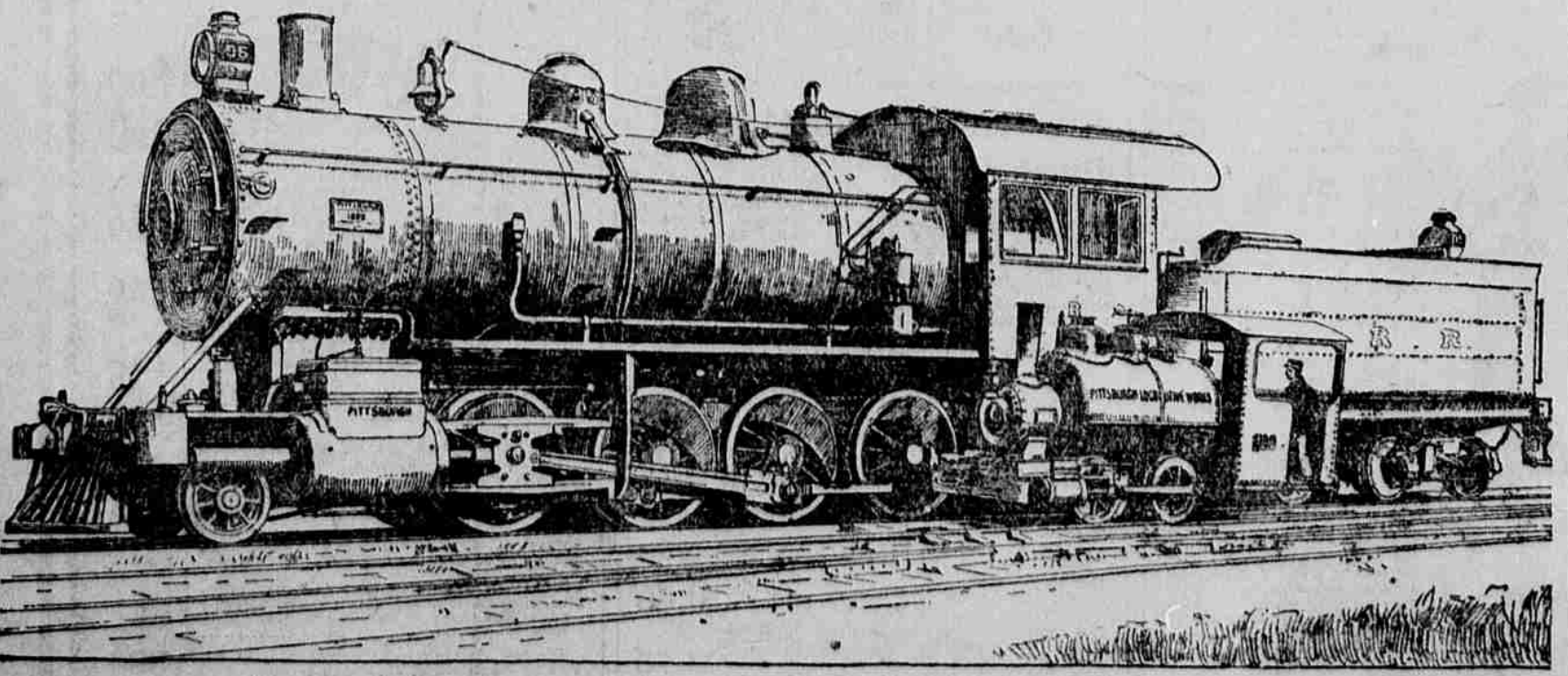
Looming high in the air are to be seen the massive hulls of numbers of vessels—battleships, merchantmen, pleasure yachts—as yet unattached and in various stages of construction, which fairly swarm inside, outside, above and below, with striving workmen. Stiving low in the water, between broad, long piers, are one or two fighting boats, which by and by will take their places in the list of American naval triumphs.

After awhile, details of the place begin to unfold themselves to the stranger. He sees that, despite the apparent chaos, there is really order everywhere. There is no aimless running to and fro, there is no confusion. Over where is the boiler shop; near it the blacksmith shop, the pattern shop, the machine shop, and so on.

It is in these shops that many of the yard's mechanical wonders are to be seen.

The officials of the Mare Island navy yard were asked a few days ago what would be the effect upon the navy yard of the Nicaragua canal. They replied that it would greatly increase the work of the yard; more ships would be built there, and the yard would be compelled to double its capacity almost immediately. This could be traced directly to the facility with which a cruiser could reach the home, or Washington, station. Instead of taking the present long trip around the Horn, it could go quickly through the Nicaragua canal and pay a visit inside of two weeks at the most—probably a great deal quicker.

THE BIGGEST LOCOMOTIVE IN THE WORLD JUST BUILT



THE LARGEST LOCOMOTIVE IN THE WORLD.

George Stephenson's Rocket, which first proved conclusively, in 1825, that the locomotive had come to stay, and is regarded as the founder of its race, weighed four and a half tons.

There has just been delivered to the Union Railroad company of Pittsburg the largest engine in the world, weighing 324,000 pounds, or 33 1-2 times as much as the famous Rocket. The line will have several of these giant locomotives which are designed to run over a road twelve miles long connecting several furnaces and steel works in the neighborhood of Pittsburg.

They will have to drag heavy loads over steep grades, and therefore are they built so heavy and powerful. For four miles of the road the grade is seventy feet to the mile, and 2000 yards of its has a grade of nearly 127 feet to the mile.

These engines are a striking example of the growth of the steam locomotive in recent years. In the cyclopaedia of the edition of 1883 it is stated that "The largest engine yet constructed in the United States is said to be one in use on the Philadelphia and Reading railroad, having a weight of about 100,000 pounds." It is not so many years since 1853, and here we have engines weighing over three times what the largest engine in the

United States weighed then. The length over all of this monster engine and tender is more than sixty-five feet, and the driving wheels are fifty-four inches in diameter. In its tank it carries 5000 gallons of water and ten tons of coal.

The American Manufacturer says of this engine: "The enormous business which this locomotive is designed to handle can be appreciated to the best advantage only by one who is familiar with the conditions at Pittsburg. The railway traffic last year was 36,673,415 tons, exclusive of freight in transit, and of this amount 22,648,340 tons were of iron, steel, ore and merchandise, 10,500,000 tons were of coal, and 3,525,075 tons were of coke." The total number of cars engaged in

this business was 1,547,167, the largest cars up to 1898 holding twenty-five tons. Now that the fifty-ton steel cars are to be used, it became necessary to have a very heavy and powerful locomotive, and the one illustrated is the largest, heaviest and most powerful ever constructed.

This incidentally gives one a startling realization of the immense traffic of Pittsburg. All the iron and steel of every description manufactured and manufactured, exported from the United Kingdom in 1896 was only 3,525,000 tons or about one-seventh as much as Pittsburg handled last year.

The coal handled in that city last year was about one-third as much as was exported from the British Isles in 1896.

ABOUT TICKET SCALPING.

Its Pernicious Effects and Plans to Abolish the Evil. Chicago Dry Goods Reporter.

The National Association of Merchants and Travelers has for more than a year taken a lively interest and a somewhat active part in the discussion of the railway ticket scalping evil, especially in its relation to the meetings of merchants' associations and of similar organizations of all kinds. The more this subject is examined the more convincing becomes the proof that the ticket scalper is the arch enemy of all

associations whose meetings depend to any extent on reduced fares. The time has come when every association in the land should consider this matter seriously and take a hand in the present widespread movement for abolishing the scalping evil forever from the United States by means of National legislation.

Among the many general agencies of modern times for the disseminating of special information of all kinds, perhaps none is proving more useful than the association plan. The association plan has permeated every walk of life. There are more than 2000 associations of various kinds in what is known as Central and West-north Passenger association territory, no local

in nature, which hold meetings for almost every conceivable purpose, and for the disbursement of nearly every type of private or public treasure. These meetings are highly desirable in every way. They are largely educational, doing much to keep the various sections of the country in touch with each other, and with the general progress of knowledge. To the Nation and to the individuals alike these associations bring increased knowledge and increased earning power. Anything that hampers the fullest success of the association plan is a public enemy.

The railway ticket scalper is the greatest enemy with which associations desiring to hold meetings have to contend. The necessary and rigid restrictions thrown

around the certificate receipt which each member is required to secure from his local ticket agent, and the necessity of having the railway receipt or return portion of the ticket examined and approved by joint agents, are the sources of great annoyance and frequently of serious delay to the members of all large associations. These things are also the cause of very considerable bills of expense to every organization whose members come together by the use of railways, for the joint agent's salary for the days he is employed must be paid by the association holding the meeting. These expensive and annoying processes could all be done away with if there were no ticket scalpers through which unprincipled persons could use the special-

There Must Be Something Distinctive...

in good clothes, something that will make them leaders—something that will enable the good judge of apparel to see quickly that they are above the ordinary. The Alfred Benjamin & Co.'s Clothes are that kind. Made by select tailor hands, of fabrics drawn from the best producers in this country. Fashioned after the swellest tailors' models they embody all that is good in the best merchant tailors' product and they avoid all that is bad. They fit better and are priced lower. These Suits and Overcoats are worthy the attention of gentlemen who desire to dress as gentlemen should. Every dollar represented in value. We guarantee every stitch, every inch of the cloth, the correctness of the style and perfection of the fit.

Alfred Benjamin & Co. MAKERS NEW YORK

MORRIS BROS., 307 MAIN STREET.

rate tickets to the injury of the roads issuing them.

It is to the interest of the traveling public, of all conventions of State and county fairs, of spectacular exhibitions like the Mardi Gras, Villed Promenade and Priest of Dallas, that the scalping evil should be put down. It is to the interest of all great organizations like the Christian Endeavor society, the Grand Army of the Republic, the Knights Templars, and all others for that matter, to co-operate for the securing of national legislation to abolish railway ticket scalping. Once get this unfair, unreasonable and unjust enemy of the railways, traveling public, and all associations out of the way, and ninety per cent of the vexatious and troublesome restrictions with which excursion tickets are now encumbered will immediately be abolished.

Railroads have every incentive to encourage travel and to induce large bodies of people to meet at common centers. The discouraging part of it is that whenever they grant an unusually low rate to any association they expose their regular one-way or local traffic to the mercy of ticket brokers. As long as this is so we never can expect to get the best possible rates, or to get special party rates without a lot of expensive and exasperating restrictions blighted to them. The scalper is the marplot that spoils all plans for untrammeled enjoyment of the advantages which are the right and due of every organized body of merchants.

It is to the interest of every member of the National Association of Merchants and Travelers to throw this influence in with the effort now being made on behalf of national legislative action to abolish this evil. If you agree with the Reporter on this question please write at least one letter to your congressman, simply asking him to look into the matter with an unbiased mind and to support the contention of those who are against the ticket scalper. If on investigation he finds—as he certainly will find—that the scalping practice is unfair, unjust, and harmful alike to railways and the traveling public.

MKT

SOLID TRAINS OF WAGNER BUFFET SLEEPERS AND FREE RECLINING Katy Chair Cars TO ST. LOUIS, CHICAGO, KANSAS CITY. CLOSE CONNECTIONS TO ALL POINTS East, North and West

FIRST CLASS MEALS AT OUR OWN Dining Stations 50 Cents.

New Route Kansas City H. & T. C. Texas Midland and Frisco Lines

Observation Sleeper to St. Louis via same route, makes this the most comfortable route to Kansas City and St. Louis.

Leave Houston... 10:45 P.M. Arrive Kansas City... 7:10 A.M. Arrive St. Louis... 7:30 A.M.

C. W. BEIN, M. L. ROBERTS Traffic Manager, Gen'l Pass. & Ticket Agent, 307 Main St. Houston, Tex.

Line-Up for 1900. Matagorda County Tribune (Bay City). Later election returns show that after March 4 the republicans will, besides the presidency, have a safe working majority in both houses of congress. This gives them untrammelled power and the full responsibility for all action or failure to act that accompanies such power.

Under these circumstances the best posted and most reliable of our citizens believe that the republicans which supplies the campaign funds

Good-Bye, Rheumatism.

The Right Remedy Will Banish it Forever.

If you would forever be rid of the aches and pains, and sometimes the tortures produced by Rheumatism, you must take the right remedy. Those who continue to suffer are relying upon remedies which do not reach their trouble. The doctor's treatment always consists of potash and mercury, which only intensify the disease, causing the joints to stiffen and the bones to ache, besides seriously impairing the digestive organs.

Rheumatism is a disordered state of the blood, and the only cure for it is a real blood remedy. Swift's Specific (S. S. S.) goes down to the very bottom of all diseases of the blood, and promptly cures cases that other remedies can not reach.

Mr. F. K. S. Clinkenbeard, a prominent attorney of Mt. Sterling, Ky., writes: "Two years ago I was a great sufferer from Rheumatism. I had tried every remedy I could hear of except S. S. S. I had been to Hot Springs, Ark., where I remained for twelve weeks under treatment, but I experienced no permanent relief, and returned home, believing that I would be a sufferer as long as I lived. At a time when my pains were almost unbearable, I

chanced to read your advertisement and was impressed with it so much that I decided to try S. S. S. I took eleven bottles and was entirely relieved of all pain and cured permanently. When I began to take S. S. S. I was unable to sit or stand with any ease, and could not sleep. Since taking the last dose I have had no return of the Rheumatism, and I take great pleasure in recommending S. S. S. to any one who has the misfortune to suffer with this disabling disease."

S. S. S. is the only cure for Rheumatism, which is the most stubborn of blood diseases. It is not intended to give relief only, but by completely neutralizing the acid condition of the blood it forces out every trace of the disease and cures the system of it forever. It is Purely Vegetable

and one thousand dollars reward is offered to any chemist who can prove that it contains a particle of mercury, potash, or any other mineral ingredient. S. S. S. is the only blood remedy guaranteed to be absolutely free from mineral mixtures.

Books sent free by Swift Specific Company, Atlanta, Ga.

\$1.00 To Colored and RETURN Via SANTA FE

Sunday, November 27

Leave Central Depot at 7:00 A.M. and 7:30 P.M. Leave Santa Fe Depot at 7:15 A.M. and 7:45 P.M. Returning leave Galveston at 1:00 P.M. and 7:30 P.M.

FREE CHAIR CARS ON ALL TRIPS

OPIUM HABIT. Only home cure. No work. No publicity. DR. PURDY, Blue Buildings HOUSTON