FOR COAST DEFENSE

The Great Ship Indiana in the Naval Review.

THE SHIP'S POWERFUL ARMAMENT

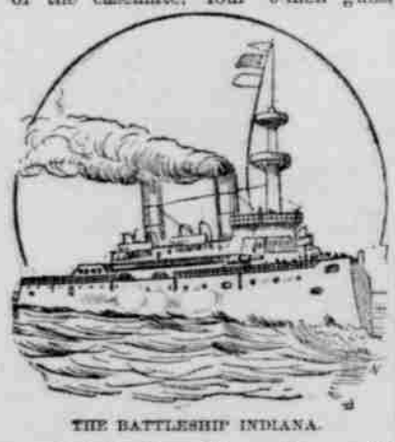
She Is the Strongest War Vessel Ever Constructed by the American Government.

WASHINGTON, April 9.—The Indiana will participate with a host of others, new and old, in the naval review in New York harbor on the 27th inst.

The Indiana is the eighth warship that the Cramps have launched and is the largest ever sent from their ways. Up to this time the New York, with a tonnage of 8,009, was the largest. The Indiana is the first of the first-class battleships to be launched, and her sister ship, the Massachusetts, which is from six weeks to two months behind the Indiana in construction, will be the next. The Indiana is 348 feet long on the water line and is 59 feet 3 inches beam. Her displacement is 10,400 tons, but with a full supply of coal and stores on board she will draw 24 feet and displace 11,600 tons of water. She will be propelled by twin screws and her engines will be three in number, having 10,000-horse power. They will be of the triple-expansion type and will be built abreast in water-tight compartments, and will give a speed of from 15½ to 16 knots, the guaranteed speed being 15 knots. The armor will be as nearly impervious to shot as it can be made. The water-line armor belt will be of 18-inch nickel steel and will extend 196 feet along each side amidships. At the ends of the armor belt is an armored bulkhead athwartships which is to be 14 inches thick, and above that and the water line is to be a casemate belt 5 inches thick.

Above the athwartships belt will be two redoubts, one at each end, forming the basis of the revolving turrets. These redoubts will be 34 feet and 6 inches outside diameter and 12 feet high. Over the armor belt and over the bow and stern will be a flat protected deck plated with 2-inch steel. At each of the four corners of the 5-inch casemates rises up a redoubt 8 feet high and plated with 8-inch steel. These redoubts will be surmounted by turrets, each 8 inches thick, and besides the armored turrets there is to be an armored pilot house or conning tower. The total weight of the armor is to be 2,685 tons.

The armament of the Indiana will be as follows: Four 13-inch guns 40 feet long, mounted in pairs in the two main turrets; eight 8-inch guns, mounted in pairs in the four turrets at the corners of the casemate; four 6-inch guns,



THE BATTLESHIP INDIANA.

mounted in broadsides with special inter bulkheads back of them; twenty 6-pounders and rapid-firing guns; eight 1-pounders and Gatling guns and 6 torpedo tubes. The armament has some strong points possessed by none of the battleships or cruisers now afloat. One is the height of the guns from the water line, which will enable them to successfully attack the unarmored ends of foreign warships. The 13-inch guns are 18 feet above water line and the 8-inch guns are 28 feet above the water line. Another feature is that the armament of either the Indiana or Massachusetts will throw a greater weight of metal than any vessel afloat. Either will be able to throw 6,400 pounds at one discharge of her main battery alone, which is 1,000 pounds more than any other warship, foreign or native, is capable of discharging. There will be a single military mast, with two fighting tops and a lookout, and means will be provided for going up inside the mast.

The Indiana is one of three sister ships, including the Massachusetts and the Oregon, authorized by act of congress of June 30, 1890. The general designs for the three steel ships were ready on the day the act authorizing them was approved. Three months later the bids for constructing them were opened. The Union iron works of San Francisco offered to build one for $6,240,000, or two for $5,400,000; the Risdon iron and locomotive works, also of San Francisco, one for $3,275,000; the Bath iron works, one for $3,149,000; the Cramp & Sons company, of Philadelphia, one for $2,990,000, and the other two for $5,780,000. The latter company also bid $3,120,000 for a ship twelve feet longer than in the department's plans, which were followed exactly by all the preceding bids, and $6,040,000 for the other two. This last bid being lower than that of any other, was accepted for the Indiana and Massachusetts. The law required that one of the vessels should be built on or near the Pacific coast, if it could be done at a fair cost. The Union iron works, in view of the bid of the Cramps, agreed to build the Oregon, also adding twelve feet, for $3,180,000, and this was accepted as reasonable on calculating the cost of carrying to San Francisco material only obtainable in the east. The Indiana's keel was laid in 1891.

Subscribe for THE DAILY CHRONICLE.

The Latest News From Turkey.

Hon. D. B. Thompson, minister to Turkey, met with quite a painful accident on March 14. He slipped on a marble staircase and fell, spraining his elbow, knocking out three teeth and cutting his lips and tongue. When he wrote, he had a sore elbow and mouth, but expected to be all right in a few days. Some of Mr. Thompson's friends are wondering what kind of a stick of timber they put in the lemonades in Turkey, but this probably has nothing to do with the case. Walking on Persian carpets and Daghistan rugs has made his shoes unusually slick, and this caused the accident. Colonel Robert Miller, who has not dwelt in marble halls or trotted up and down marble staircases much, will do well to take a few weeks' practice before leaving for Turkey by taking a room in the ninth story of the OREGONIAN building and eschewing the use of the elevator. If this is not convenient, hobnails in his shoes may save his life.

A Decision Favoring the Engineers.

MACON, Ga., April 8.—Judge Emery Speer today rendered a decision in the United States circuit court here upon the petition brought by members of the Brotherhood of Locomotive Engineers, praying the court to direct the receiver of the Georgia Central railroad to carry out the contract with the Brotherhood which was in force when the receiver was appointed. The petition was granted.

Armour for the Oregon.

BETHLEHEM, Pa., March 19.—The shipment of eight tons of armor, forming the diagonal plates of the battle-ship Oregon, left the Bethlehem iron works yesterday for the Union iron works, of San Francisco, where the Oregon is now building.

ELECTRIC FLASHES.

The U. S. senate will adjourn Tuesday.

Eleven hundred machinists, boilermakers, blacksmiths and helpers in the shops of the Santa Fe road struck this afternoon for an advance in wages and other demands with the fellow-workmen in the same lines along the entire system.

From Boston comes a dispatch to the Evening Post stating that William Lloyd Garrison and other leading independents there are thoroughly disgusted with Fourth Assistant Postmaster-General Maxwell's rapid removal of republican postmasters, and that there is earnest talk of a public protest soon unless the policy of the administration is changed.

Secretary Hoke Smith has rendered a decision on the question of revoking the permits recently granted to the Big Blackfoot Milling company and the Bitter Root Development company to cut 50 per cent. of the timber from government land in Montana. The permit is modified so as to restrict the cutting to four sections, and the time to January 1st, 1894.

In the matter of the late Choctaw war Agent Bennett said the Choctaw government will never bring their would-be murderers to a trial, but will uphold them in their unlawful acts, and that it will be assisting in a so-called judicial murder to permit the militia to make arrests in the Choctaw nation. In view of these facts he strongly urges that the nation be placed under martial law.

The president notified the senate of his desire to raise the rank of James B. Eustis, lately confirmed minister to France, to that of ambassador.

Unusual interest is being taken in the coming session of the trans-Mississippi congress, to meet at Ogden the 24th inst. Letters and telegrams from prominent men from all parts of the West indicate there will be a large attendance.

VETERANS PASSING AWAY.

In Forty Years There Will Be Few Survivors of the Civil War.

Interesting in connection with the department encampment is the report of the medical director, Dr. J. R. Hayes, in part as follows, says the Washington Post:

"Our annual death rate equals 2.75 per cent. of the whole number in the Grand Army Republic in this department. This is equivalent to death rate of twenty-seven in a thousand, a larger death rate than usually pertains to any given number of people. Our band of nearly 4,000 is being rapidly mustered out, and if we apply the simple rules of arithmetic, and provided that we recruit no more, in the year 1930 not one of our 4,000 would be alive to tell the story of the past.

"We are dying faster than any other class of our population, because out of the 4,000 in our organization more than one-half are daily suffering from loss of limbs, from wounds, injuries and disabilities contracted during the war. Results of prison-life and the exposure and deprivation incident thereto now cause more suffering than the bullet. Loss of a limb shortens the life, but the rheumatism and scurvy contracted in prison also yearly call for their premature victims. Premature aging of all the organs, diminished vital resistance to all disturbing causes, and more especially diseases of the heart, now so alarmingly present with many surviving comrades, are mainly due to the rheumatism and scurvy of prison life.

"I have never seen a survivor from the prison at Andersonville, Ga., that did not have disease of heart in some form or other. So, taking our little band of 4,000 to-day, in about forty years all who have lost limbs or been seriously wounded or suffered the hardships and horrors of prison life will have passed away."

DID YOU KNOW IT?

WOOD pavements cause opthalmia.

CANADA boasts a 22,000-pound cheese.

GERMANY leads in spectacle wearers.

WATCHES are placed in door handles.

AUSTRALIAN aborigines eat butterflies.

PENNSYLVANIA leads in cigar production.

ARC lights illuminate Vienna's cathedral.

IN Europe 70,000,000 wear wooden shoes.

PARIS has 2,000 daily and weekly papers.

BAHAMA islanders use American fertilizers.

RUBIES are more valuable than diamonds.

It is suggested that at each place in the country where Arbor Day will be celebrated this year that a tree be planted in honor of the new secretary of agriculture.

GROCERIES and other household supplies should be at once put away in their proper receptacle and not left standing about in paper bags.