CRUISER LAUNCHED

THE PENNSYLVANIA TAKES TO THE WATER.

American Navy, Although She is signed for the huge ships of the Geor-Also One of the Largest-Is Reparded as the Acme of War-Naval Architecture.

Philadelphia, Pa. Aug. 22 — In the presence of one of the largest and most distinguished crowds that ever thronged Cramp's shipyard on a like a great number of 8 and 6-inch guns. most distinguished crowds that ever thronged Cramp's shipyard on a like occasion, the United States armored cruiser Pennsylvania was launched today. Miss Quay, daughter of Unit ed States Senator Quay, broke a bot-tle of American champagne on the cruiser's how, and said. "I christen the pennsylvania" three Pennsylvania."

On the christening stand was a distinguished party, the conspicuous fig-ures including Governor Pennypacker, Senator Quay and a number of other eminent representatives of the state from which the big cruiser takes its name. Secretary of the Navy Moody and a delegation of naval officers from Washington, and many other invited guests. It was a fete day at Kensington, as all such occasions are. Grouped about the wharves and dotting the Delaware for miles around were cruft of every descripfrom local excursion boats to foreign steamers

The launching was accomplished ithout a hitch. It was a half hour without a hitch past noon when the last shores were knocked from the ways and the colossal vessel began her brief journey preparatory to taking her maiden plunge into the deep. As the marine monster glided gracefully down the greased cradle, after the proverbial the of wine had crashed uphilter 1 huns. the entrusiasm cound crowds in the yard ronzed and ing stand waved hats and cheered, and the beats on the river added their whistles to the general din. At the conclusion of the coremnnia inneneous was served in the mold-left and a number of felicitous speeches were



made, among the speakers being Governor Moody Pennypacker and Secretary

First-Class Armored Cruiser, The Pennsylvania is regarded by naval experts as a marvel in the art of marine architecture. She is class-ed as a first-class armored cruiser. She has been likened to a battleship, pos-

Is One of the Faster Vessels in the little under the weight of that degia class, while she is superior to all battleships in point of speed. The Pennsylvania is to develop a speed of 22 knots, which is a fraction of a knot more than the best performance of

was designed with the idea of producing a ship of great equipped with a battery of a kind that did such execution at Manila and at Santiago, that is, of guns of medium

The Pennsylvania will prove one of the most comfortable ships of the navy for living purposes, the department's plans for her construction calling for a number of improvements regarding the ventilating, heating and cooling apparatus. Electricity has been installed as a motive power in place of steam in a number of the parts of the ship, especially in the skeeping quarters which will have the effect of making the vessel much cooler in the summer than are most warships:

The Ponnsylvania started career under the name of the Nebrasthe appellation Pennsylvania hav ing first been bestowed on a burtle ship now under construction, at Scat-tic, Wash. The department was persummer to swap the name of the two vessels, the Washington people dool ing the name of some Western state for the ship building at Seattle, while the Pennsylvanians wanted their own state honored by having the Crampe vessel christened the Penn-Vitaula

The Pennsylvania has a length in the load water that of 502 feet, and the man water this is sold need and her extreme breadth at bad water line is about 70 feet. Her mean draft is about 24 feet 6 inches, but when she is leaded to her fullest enjoyity he builders are filled with coal she draws 26 feet and 6 inches of wa ter. The total coal bunker capacity is 2,000 tons. The creed will be use pelled by twin screw, tour cylinder

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