### TRADITIONS AMERICA

As They Are Viewed by Bishop Coxe of Western New York.

SOURCES OF LAW AND GOVERNMENT

American Ideas of Both Traced to Their Origin-Danger of Constitution Tinkering-Mistakes of History-Maxims

of Washington. words.

(Copyrighted by the Irving Syndicates) The daughters of Pelias made mince meat of their father and put him into a kettle in order to boil the old man to a felly and so bring him out again in the freshness of youth, tender as a baby and good as new. The fable, like many a myth of the Greeks, has a moral in it for nations that wax old. Let them beware of the kettle of rash experiment and reflect that there is "death in the pot" of factious revolution. Recent events forewarn us that even a youthful nation may be subjected, by fanatics and theorists to schemes of amelioration quite as fanciful as those which Med a taught these ladies of Pelias' family. Is it possible that with the example of France before us our young republic can be persuaded to subject its constitution to radical changes, in the name of improvements, with the certainty that to abandon the terra firms of institutions that have made us great and strong for the quicksands and quagmires of theoretical progress is to invoke the Dantons and the Marats of discord and social dissolution? Recen events make this inquiry-or rather, this interjection-not wholly irrelevant. Nobody can deny that the France

Louis XVI. demanded reforms the most fundamental; and the surmise is not unworthy of credit that had Mirabeau lived long enough to that had Mirabeau lived long enough to perfect the schemes he appears to have conceived for educating the people to sober views of what they needed and guiding them to wise measures of improvement the noblest successes might have been achieved. Still, we must reflect that while Montesquela had provided them with a text book of political science, which Mirabeau might have made their catechism, they had become too wise in their own conceits to take lessons in any school of philosophy teaching by example.

It was too late. The Huguenots, the
Jansenists and the grand civilians who had
maintained the traditions of St. Louis had
been eliminated. Rousseau and Voltaire had succeeded to a mastery over the popular mind, which greater and better men had been unable to attain, because a suicidal despotism had persecuted them to death, and by this method had ensured its own retributive destruction. Enough, the ax had been driven to the root of the national life by these professed 'philosophers.' The pople had lost all inherited ideas, and, in a word, had become prodigal sons, grasping at Imaginary claims in the patrimonial estate, and were ready for all riotous living, under the inspiration of their new creed, "Let us eat and drink, for tomorrow we die."

A TERRIBLE MISTAKE. They had learned to envy the freedom of England, but had not profited by any indictrination as to the sources of its existence or the processes by which it had been wrought out. That it was a secular growth and not the product of any one age or crisis they had no conception. One terrible seene in English history had impressed itself upon the dramatic temperament of the French upon the dramatic temperament of the French populace; they knew that England had brought its king to the block, and everything tended to magnify this event in their imaginations till imitation of the tragedy seemed the one grand step toward the attainment of what they passionately desired. Chaos came in consequence. A century has worn away since then and nothing satisfactory to France has been achieved. The republic of Thiers and Gambetta is not yet a foundation, though enough has been attained to inspire our hopes. But Pelias is not alive again. The France that now exists has forfeited identity with the France of Charlemagne. She is the stripling of a new race, and, as such, "has no past behind her back."

WE ARE THE PRODUCT OF TRADITIONS. It was one of Emerson's sounding platitudes, not one of his oracles, if, as is re-ported, he said the same of our republic A moment's reflection, to say nothing of pro-found study, suggests that we are the product of traditions that go back to the revolu-tion of 1688; back to the commonwealth; back to the reformation; further back to the parliaments of the greater Plantagenets; may, further, to the epoch of Magna Charta; may, beyond that, to the institutions of Alfred the Great; and beyond all that to the conversion of the Saxons of Kent, and the earliest plan tations of Christianity in the mother isle To the traditions of these several epochs we trace the maxims of political science tha have made us a great people CAUSE OF THE AMERICAN REVOLUTION

The American revolution was the logical consequence of the convention that introduced William and Mary to the throne of Eng land, and that was further instrumental i German prince. Washington was an English whig to begin with, and the principles of 1688 were profoundly embedded in the character and conduct of those who were united under so great a leader in the establishmen of American independence and draughting our constitution. That Hollanders and Huguenots bore an active part in this grand work is memorably true; but William III. was a Hollander and the Huguenots were the allies of the prince of Orange, in spirit i not in fact. The whole movement was ho mogeneous, and was based upon the principle that if we could not enjoy the hereditary rights of English freemen under George III. we were entitled to enjoy them without him under a government of the people's choice. This our forefathers regarded as the theory of the British monarchy, as established by the settlement of the crown upon the stadt holder and afterwards upon the Brunswick. These princes reigned by a com-pact with their subjects, which the colonies regarded as broken by a ministry which imd taxation upon freemen without their

WE ARE A CHRISTIAN PEOPLE.

The traditions which are thus our inheritance, and not less our creators, are em-bedded in the common law, in the legislation of the colonies, in the decisions of our supreme courts and in the laws and constitutions alike of the republic and of the several states. And thus, it is apparent that the judgment of the supreme court in February, 1892, was the simple assertion of the undeniable fact that we are a Christian By this it is not implied that dogmatic Christianity is part of the common law, but only that Christian civilization is the base of all our institutions; fundamen tally so with respect to the family; the moral spect due to the bible and the first day of the We take it, the Christian day of rest is not honored by our laws as a re ligious, but only as a civil ordinance, useful to religion and morality, and on this ground y to be enforced upon those who violate peace, by profaning its civil sanctity and the rights of the people at large to enjoy it, in different ways, as a day for the cessation of labor and of the distracting duties of It is noteworthy that even in France this idea is taking root, and ordi-Sundays have received the votes of professignal atheists and other infidels. They have eloquently supported the bills upon two grounds, viz., (1) that such observances have promoted the welfare of peoples that have maintained them, and (2) that as one day must be selected, common sense would dictate the preservation of the day which is dentified with our civilization and for different reasons accepted by the population in

THE REJECTION OF MEDIAEVALISM. Not dogmatically, again, the traditions of our civilization are those of Protestant nations. Nobody would more earnestly re-sist than I do the idea that religious Protestantism has any part or lot in our American system. Our institutions, however, are such as are nowhere maintained or liberally save among peoples who widely different grounds have rejected

mediaevalism in practically developing a modern civilization for modern society. Again, in our own country, we adopt, by common consent, the English language at the base of social utterance and of popular education, and the fact that this is assumed by our constitution strengthens the argument for a like assumption of Christian civilization. It was not necessary to legislate sunshine or air, earth and water into recognition by organic laws and an instrument dated "in the year of our Lord" and written in the English tongue is more forcible by what it takes for granted and makes "self-evident" than it would be if words were wasted upon what nobody can successfully refute or withstand.

THE MAXIMS OF WASHINGTON. It may be truly said that "the maxims of Washington" are a text book of our tradi-tions, such as might well be collected, and made a school study of political ethics for the American people. And we observe with pleasure that such a compilation has re-

cently appeared and is commended as the re-publication of an old manual, all the better for having first appeared long before the civil war, and hence as free from any admixture partisan issues peculiar to our own times
A. CLEVELAND COXE.

PRATTLE OF THE TOUNGSTERS.

Children's motives should always be under-

children's motives should always be under-stood, says Harper's Bizar.
"Will," said Will's grandfather, sternly, "did you pull up one of my little pear trees by the roots?"

"Yea, sir," said the boy, with anything but a culprit's face.
"Well, what did you do it for?" pursued the grandfather.
"Well, grandpa, do you want the cow to eat green apples off your trees and get sick and poison the milk?"
"No, certainly not,"
"Well, I pulled up the pear tree because it

was just the right size for a cow whip, and drove off your cows from your apple trees with it," said Will, with offended dignity.

"Johnny," said the lad's father, "where have you been? Your head's wet."
"Is it?" exclaimed the boy, his cheerful expression vanishing.
"It certainly is. And your hands and face are cleaner than they have been for a week."
"Well, I jes' washed 'em."
"And that iso't your shirt you are week."

"And that isn't your shirt you are wear "Father,' said the boy, "the beautiful story of George Washington which you and mother have so oft related to me sank deep in my heart. I have heeded the lesson. Father,

I cannot tell a lie, I have been in swim-ming."

Mamma-What are you trying to draw. Little Ethel-A elephant. "Rather a difficult subject."

'I'd rather draw elephants than anything else, because my friends can always tell what it is. They knows a elephant is the only animal wif two tails.

Jimmy-What is this moral courage that the Sunday school teacher was telling us about?
Tonmy-As near as I kin guess it, it's the kind of courage that kids has that's afraid

Little Dot—Some folks don't know so much as they think they do, do they? Uncle George—Why se? Little Dot—Prof. Linguist, who speaks sixteen languages, was here last evening and he had to get me to tell him what the baby

"Have you any ides," asked the teacher, "what it is to 'square the circle?"
"I reckon payin' for your wheel comes mighty near to it," said Tommy Tucker, after some moments of severe thought.

His Father-Temmy, how do you like our new toy horse? It's the best I could Tommy (surveying it critically)-It's awful ice. But I'd like to know how it's going be broke—strong thing like that.

DAYS GONE BY.

James Whitcomb Riley.

O, the days gone by! O, the days gone by! The apple in the orchard, and the pathway through the rye;
The chirrup of the robin and the whistle of the quait,
As he piped across the meadows sweet as any nightingale;
When the bloom was on the clover, and the blue was in the sky.
And my happy heart brimmed over, in the days gone by.

In the days gone by, when my naked feet were tripped

By the honeysuckle's tangles, where the
water lillies dipped,
And the ripple of the river lipped the moss

And the ripple of the river lipped the moss along the brink,
Where the placid-eyed and lazy-footed cattle came to drink,
And the tilting snipe stood fearless of the truam's wayward cry.
And the spiashing of the swimmer, in the days gone by.

O, the days gone by! O, the days gone by! The music of the laughing lip, the luster The music of the laughing lip, the luster of the eye;
The childish faith in fairies, and Aladdin's magic ring, The simple, soul-reposing, glad belief in When life was like a story, holding neither sob nor sigh.

In the olden, golden glory of the days gone by.

### CONNUBLALITIES.

Divorce notices are now published like births and deaths in New York papers. He-Why do you think they are married the-I heard her ask him for a kiss last night.

Senator Gorman's two daughters are en gaged to marry two department officials Vashington.

Mrs. Cumso—So they married in haste did they? Mrs. Cawker—Yes; and now they are repenting in Sioux Falls. After auctioning off his wife for \$100 in cash and a likely colt Mr. Cardwell of Oklahoma is certainly entitled to take rank

among the leading financiers of the country. "Is it true that Banker Gotcash has bough im a typewriter?" it as harshly as that. Everybody that she married him for his

cided that county clerks in that state have no right to issue marriage licenses and then withhold them from the public in any manner whatever.

Joe Jefferson's niece. Miss Josephine Jefferson, has recently become engaged to Mr. C. J. Rolfe, son of Dr. W. J. Rolfe, the Shakesptarean editor of Cambridge, Mr. at present a guest of the Jeffersons at Buzzard's Bay.

Ten thousand dollars for a wife! That is the price paid by Louis Potter, a banker of Bowling Green, Ky. Mr. Potter paid the \$10,000 to the friend who arranged the match and the wedding took place at o'clock last Monday afternoon. Mr. Pott is \$4 year of age and is a great-grandfather. Count Pullman's daughter, Florence, is ngaged to be married to rince of Isenburg Birstein, ousin of Franz Josef of Austria, perator. The count thus allies his family with the blue-blooded Hapsburgs and may find Chicago too small a town to hold his accumulating dignities.

Twenty years ago a Pennsylvania young man was filted by a girl to whom he was engaged to be married. He met her again the other day. She was a widow again, but anxious to keep her former contract. The wedding day was fixed once more and this time the man failed to appear. I am not prepared to say that this was a manly reverge, but, certainly, the man would have been foolish to have married the woman in the circumstances. A woman who knew she had been waited for twenty years would have been so puffed up with vanity that there would have been no living with her. A romantic widding occurred at a resorter's

cuttage near Detroit last week. Miss Clara Doeltz of Louisville has been staying with some friends at their summer cottage. Sun-day evening Harry Bingham, from the same city, was rowed from the stramer landing and, value in hand visited Miss Doeltz. He showed no signs of departure in the evening, and the hostess in jest informed Miss Doeltz that all the beds were occupied and that Bingham must find quarters elsewhere or the two must be married at once. When the young woman informed her friend of the situation he immediately proposed marriage. He was accepted, and an hour later, a preacher having been secured from the village, the two were made one. They had been intimate friends in Louisville.

TOMORROW ~ Held by the Douglas County Agricultural Society and Nebraska Trotting Horse Breeders' Association.

# FIVE GREAT DAYS --- SEPTEMBER 3,

SPEED CLASS OPEN TO THE

# THE FASTEST HORSES WILL BE THERE.

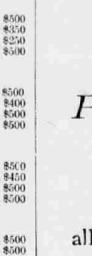
The Handsomest Girl Baby will be there on Tuesday. First prize, \$12.50; second, \$7.50; third, \$5.00.

Wednesday, Handsomest Boy Baby; same prizes.

Thursday, Handcomest Twins, \$7.50.

Friday, Handsomest Triplets, \$10.00; Handsomest Colored Baby, \$7.50; Handsomest Colored Twins, \$10.00.

	TUESDAY, SEPTEMBER 4th.
1. 2. 3. 4,	2:50 Class, Trotting       Purse, \$500         Foals 1893, Trotting       Stake, \$350         Foals 1893, Pacing       Stake, \$250         2:22 Class, Pacing       Purse, \$500
	WEDNESDAY, SEPTEMBER 5th.
5. 6. 7. 8.	Free-for-all Trotting.         Purse, \$500           Feals, 1892, Pacing, 3:00 Clase         Stake, \$400           2:50 Class, Pacing.         Purse, \$500           2:24 Class, Trotting.         Purse, \$500
	THURSDAY, SEPTEMBER 6th.
9. 10. 11. 12.	Feals, 1891, Trotting, 2:50 Class.       Stake, \$500         Feals, 1892, Trotting, 3:00 Class.       Stake, \$450         Free-for-all, Pacing.       Purse, \$500         2:40 Class, Trotting.       Purse, \$500
l,	FRIDAY, SEPTEMBER 7th.
13. 14. 15. 16.	3:00 Class, Trotting       Purse, \$500         3:00 Class, Pacing       Purse, \$500         2:29 Class, Trotting       Purse, \$500         2:31 Class, Trotting       Purse, \$500
	4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15,



For the Races.

The Premium List embraces all the production of Douglas County, including Stock and Manufactures.

The best showing Douglas County has made in years.

## A FLOATING VOLCANO

Outside and Inside of the Nearly Completed Battle Ship, Oregon.

Splendid Specimen of Uncle Sam's New structive Battery-How she Will Be Armored-A Fast Traveler.

SAN FRANCISCO, Aug. 28 .- (Special Corespendence of The Bee.)-There is something intensely interesting in the sight of one of Uncle Sam's tremendous battle ships resting in her dry dock, particularly to a resident of an interior state like Nebraska.

I was one of a party the other day to visit the Oregon, the newest of the great battle ships built at the Union Iron works, President Henry Scott of the company having invited a few friends to accompany him on his tug, the Rockaway, to Hunter's Point, where the Oregon was resting, receiving its quantum of new paint and getting into shape for the trial of its engines. In addition to Mr. Scott, who has the distinct honor of being president of the finest ship yards in the United States, there were in the party Mr. Prescott, one of the directors of the company, two lieutenants of the navy having charge of the construction and inspection of the Oregon, and Mr. Ernest Riall, formerly an Omaha man, now engaged in putting in smoke consumers in many of the leadin establishments of San Francisco. The party was thoroughly congenial, and the ride the bay took on the appearance of a holiday outing rather than an official tour of inspection on the part of the naval officers, who were compelled to pass upon the engines and boilers of the Oregon prior to her official trial trip. The day was really ideal, for an August day in this latitude is far from being pleasant or agreeable. There was little or no fog. The sun shone delightfully, and the sea breeze was just cool enough to make light overcoat bearable.

To the Man from Nebraska the ride was an ever recurring series of surprises, the shipping in the bay was most as varied as the nati nation alities one meets with on the streets of San Francisco. Never, se Mr. Scott said, had the harbor been so full of vessels, nor had he ever seen before so many ships unemployed, for no matter in what direction you might chance to look brigs, brigantines, ships, three and four-"masters," with iron and wooden hulls, schooners, barks, barken tines, some flying the English jack, others the tri-color of France, or the yellow ensign of China, with a fierce dragon looking at a small red sun, with here and there an American jack to add its blue field and stars to the picturesque effect, met your gaze on every side. PARADISE FOR SHIPS.

From the time of its discovery down to the present the bay of San Francisco has been celebrated as one of the finest bodies of water in the world, and, viewed from any standpoint, it is fully entitled to that description, even under the seaman's view of a mere harbor. But when you see the accessory advantages which belong to it-fertile and picturesque tributary country; mildness and salubrity of climate; connection with the great interior valley of the Sacramento and Son Joaquin; its vast resources for ship, timber grain and cattle—when these advantages are taken into the account with its geographical position on a line with Asia, it rises into an importance far above that of a mere harbor and deserves particular notice in the history of maritime places of the

Even the staid, solid men of business, Mr Scott and Mr. Prescott, could not help but cemark the picture presented to the little party aboard the tug, for the white sails of the vessels, some flapping idly in the wind, others drawn tightly into the yards arms, with the dark colors of the hulls and the deep blue of the water, made a never to be forgotten marine study. "Nearly ten years ago," said a member of

the company, 'I drew into the bay of Naples with a romantic notion of its beauty, which the travelers of twenty centuries had heightened beyond measure. But," and his eye turned seaward, "there is no comparison between the bay of Naples and this bay. You have Vesuvius at Naples, but there is no other sign of life in the whole surroundings. I missed the colors and clouds of San

Francisco bay entirely. Instead, I was satisfied with the blue of the bay, the blue of the sky of Naples, the blue of all things about, myself included. Vesuvius was a constant comfort to lift my face toward, and see its perpetual banner of smoke flutter and fly away; but Vesuvius is small, a strangely small affair to have such a name, especially to a man on terms of Intimacy with the peaks of snow on the Pacific."

The Oregon was a formidable object to

look at, as it rested upon its blocks in the tected by a casemate armor 5 inches thick dry dock. It was awe-inspiring to look upon this engine of death, and contemplate armor and also connecting the 13-inch barits future, whether for war or peace, to think of its destructive power, and how it would stand when armored and complete in ship among the navies of the world.

WHAT IT IS SUCCESSOR TO. I believe that it was after 1880 that well known American, upon rising to respond to the toast: "Our Navy," prefaced his speech by saying: "If the length of my reply is to be governed by the size of our navy, I have already said too much." But many things have happened since then and the country which brought consternation to our British cousins in 1812, upon the high seas, after England had unmercifully trounced Franciand Germany, and later allowed its navy t become the wreck of its former proportions has, in fourteen years, erected a navy which though small in numbers, is upon the whol remarkably powerful, and, thanks be to wise secretaries of the navy, is rapidly

In marked contrast with the fifty-eight battleships, coast defense ironclads, ar mored cruisers, armored rams, protected cruisers, other cruisers and gunboats an orpedo boats, which compose the navy of nage of 183,051, carrying 1,034 guns and 17 torpedo tubes, or ejectors, was our navy at the outbreak of the civil war. Then we had one ship of the line six screw frigates, four teen screw sloops, thirteen paddle steamers seven sailing frigates, twenty sailing sloop three brigs, three sailing store ships and two steam tenders, or sixty-nine war ships in all besides useless vessels of various classes During the war there were constructed of ordered sixty-four fron clads of differen ypes and 147 unarmored vessels, ranging iownwards from sloops of the largest to small tugs. While a considerable navy a navy suitable for only home service and much of it having been hastily built of im-provised materials, was not durable. Up to 1880 nothing was done to improve the char-acter of our coast defenses and our navy continued to be the laughing stock of the world. But an awakening came in that year and it has been constantly growing ever since. The interior resources of the country were not then equal to the entire construc-tion and fitting of large men-of-war, but pending the establishment in the United States of rolling mills and gun factories and the organization of well formed dry docks designs and materials, so far as these could not be obtained at home, were imported from Europe and the building of a new navy was Today there is no branch of begun. Today there is no trained at sub-building that cannot, in every one of its processes, be carried out in the United States with American material and by means of American brains and hands. In less than fifteen years the country has achieved a new independence through its equipment of a navy that today is the pride of the world. But it is not so much of the navy that I wish to speak as of the Oregon, which in all its parts is the best representative of the

battleship designed by any government for its protection upon the seas.

As the Oregon lay in the dry dock at Hunter's Point and I walked under the hull I was struck with its fine lines, a compromise between the French and English hulls of battleships. It is 348 fost in length, with an extreme breadth of 69.4 feet and a draft of 24 feet, displacements 10,200 tons. Designed for a maximum speed of 16.2 knots, in the trial trip of her engines the other day she easily sustained a speed of 17 knots, although she is only required to sustain i sea speed of 15 knots. IN THE BOILER ROOMS.

The engines are twin screws, vertical and expansion of the direct acting and inverted cylinder type, placed in water compartments, separated by bulk heads. The diameter of the cylinders at high pressure is 3414 inches, intermediate pressure, inches, low pressure, 75 inches, with a 42-

and much more, there are four double-ended main boilers, two single auxiliary bollers, all of the Scotch type, and as fo the number of engines used, not only in driving but performing the different functions of making ice, raising ashes, there are twenty-four steam engines, exclusive pumps and hydraulic drivers. The water line belt amidships of this

inch stroke In this chambered Nautilus, for it is that

ieviathan measures 7½ feet, 3 feet being above water and 4½ feet below, covered by an 18-inch steel Harveyized armor. This is connected across the ship at the ends of the belt by 14-inch diagonal armor of the same character as the armor enclosing the water line belt. Then comes the barbette armor for the 13-inch guns, and is 17 inches thick, while the turret armor carry-ing the guns is 15 inches thick. The side of the ship above the belt is pro-

bette armor amidships. The 6-inch guns are mounted in armored sponsons 5 inches thick, while the 6-pounder guns on the main deck, 2 in the sponsons, and the 1-pounders on the berth deck fore and aft are protected by 2 inches of steel. The other rapid firing guns are surrounded by shields restin en the carriages. The coming shield is 10 inches in thickness, with a 7-inch tube leading below and protectnections. The citadei, formed by the belt and diagonal armor, is protected on top by a two and three-quarter inch deck, the un armored ends beyond the citadel shielded by a protective deck three thick, starting from the botom of the diag-onal armor and running down into the bow and stern, thus forming the ram of the box The dock above the armored ends is closely subdivided and coffer dams are run along the sides of the ship above the pro tective deck, which are filled with cellulos a material made from the fibre of the co ccanut, which swells very rapidly on bein wet by the water. This cellulose is a ver-new discovery, its function being to clos up any shot hole which may occur in the wake or the coffer dams. It is put into these chambered apartments between th the ship and the armor by draulic bressure, , and then is securel bolted down, so that should an enemy suc cted in putting a shot into the side, the ce lulose swelling would effectually stop up th hole made until repairs could be effected Then again the minute subdivisions of th Oregon is a further protection to the in-terior against injury, and localizes the dam-

But while the ship is an object of interes to thousands who have seen her since her launching, October 26, 1893, when she gets her armament she will be additionally in teresting. When equipped the Oregon will carry four fifteen-inch breach loading mounted in the turrets, eight eight rifles, mounted also in the turrets, six-inch breech loading rifles mounted the armored sponsons, twenty six-pounded rapid fire guns, two mounted in the armored sponsons and eighteen mounted on the upper works, protected by shields; six one-pounder rapid fire guns, four mounted with armor protection, two in the military tops and two gatlings in the same position torpedo tubes, two fixed fore and aft with four broadside training tubes.
All the guns for this destroyer of con

merce, if made necessary by the exigencies of war, are made in the Washington navy yard gun factory, and some of them are already at Santa Cruz being tested. COMPARED WITH FOREIGN SHIPS.

Taking the best types of foreign battle ships as a comparison, the arrangements of the battery on the Oregon will be found superior to any battle ship affoat. By this arrangement an exceedingly severe bow and stern fire may be obtained, as well as a broadside fire, the guns being so placed that they will not interfere with one another'

Special attention has also been paid to the amarunition supply, a new idea being put in effect which is considered far in advance of the systems now in vogue. In addition to these manifold advantages

the ship is fitted with a complete electric plant of the most modern style. It has four search lights and a complete system of ven-tilation, with a perfect refrigerator service so that Jack may have his ice water at sea, his commodore an old-fashioned cocktail, and a powerful arrangement of wrecking She will carry 415 tons of ammunition

her battery, with mounts and equipments weighing 602 tons.

I asked a lieutenant of the line the relative weights of powder charges for the different guns and he told me that the charge

for the 13-inch guns was 690 pounds, the shell weighs 1,150 pounds and if the gun is prop-erly elevated has a range of fifteen miles. For the 8-inch guns, 163 pounds of powder will be used, the shell weighing 250 pounds, with a gun range of ten miles. For the "thunderers," sixty-seven pounds of powder will be consumed to throw a shell weighing 100 pounds six miles.

The Oregon is provided with a double botom throughout the major portion of its length as a protection against damage from torpedo tubes. The whole portion of the ves-sel under the water is minutely divided by

water-tight bulkheads, connection being had through water tight doors which can be opened or shut from the upper decks in case any one compartment is opened to the sea and the injury done the ship can be con-fined to this one compartment simply by clos-

ing the water tight doors from above.

The general plan of the Oregon is according to the modern idea of concentrating the armorweights into the central portion of the ship, thus fixing a thick armor over the engines, boilers, magazines and principal guns, at the same time protecting the ends under water with protective decks and cofferdams. This style of battleship has supplanted the old style where the armor was spread from stem to stern.

At the trial of the engines the other day she developed a speed of seventeen knots, which, though unofficial, shows the speed capacity of this modern marine terror. For every quarter of a knot over fifteen knots the builders will get \$25,000, and from these trials it is safe to assume the Union Iron works will receive at least \$150,000 extra for the fleetness developed. PREPARED FOR ANY WATERS.

Viewed in any light the Oregon promises to be superior, offensive and defensive, to any battleship in the world, her draft being suitable to work in a shallow harbor and able

o take sea in all weather. Luncheon followed the inspection of the Oregon at the Union Iron works, Petrero, at which the secretary of the company, James O'Brien Gunn, did the honors, and afterward trip through the ship yards and work was

While only 900 men were at work in th different departments, Mr. Gunn stated that his full complement was 2,000 employes with an average pay roll of \$65,000 pe month. Every portion of the ship is madhere with the exception of the armor and guns. Every chain is moulded, every iron and steel fitting, every piece of wood and brass entering into the construction of the vessel are made in these works and to see immense hydraulic cranes at work in the machine shops, lifting fifty tons as easily as Sandow lifts a twenty-pound weight, one realizes what it means to reduce the manial labor of lifting heavy objects to the Finishing the works, which were quite as

interesting as the Oregon, Mr. Gunn gave me my first glimpse of an armored cruiser in the Olympia lying at the Potrero wharves awaiting its turret armor and guns which were they completed, could be put on in protracted cruise in two weeks more.

With the exception of the Columbia and Minnesota the Olympia is the largest of the cruisers and has been designed for great speed and handiness. She made in her trial trip of four hours a sustained speed of 21.69 knots, her highest speed attained with the sea in her favor being 22.15 knots, the fast-est time made by any of Uncle Sam's battleships, and a credit to an "infant industry" which has in fifteen years placed itself abreast the greatest ship building works of

The Roman Catholics in England are to have a cathedral at Westminster. Cardinal Vaughn has arranged with an architect for which it is said is to be not Gothic, but Roman.

The oldest prelate in the Church of Eng land is the bishop of Chichester, who is 91.
According to the latest statistics of the Free Church of Scotland there is a membership of 344,082—an increase of 6,884 for two years. In the Sunday schools there are 222,644 young people and 18,938 teachers. There are 259 theological students, of whom thirty-two have volunteered for foreign

The subsidence of earth at Eisleben, birthplace of Martin Luther, and the con sequent drying up of a huge salt pond in the neighborhood, which commenced many months ago, still continues. The district is about 1,000 feet in diameter, including Zeisingstrasse, which has now almost entirely sunk out of view. Up to recently Zejsingstrasse has been the only part greatly affected, but within the last few days there has been a further subsidence noticeable i district, a little distance away from the locality mentioned, and the towns folk are in the greatest alarm, fearing that the entire town will disappear. Numbers of Numbers of the richer inhabitants are leaving the

The erection of the magnificent canopy over the high altar of Our Lady in the shrine of Guadalupe, in Mexico City, has been completed. The pillars to support it been completed. The pillars to support it are each of a solid block of polished Scotch granite weighing seven tons. The diameter of each pillar is three feet and the height The altar will be ready twenty feet. dedication on December 12 (Guadalupe day), and will be the most elaborate and costly one in America. The additions to the other ways church edifics will not be completed for of worship,



# LA FRECKLA

The Three-Day Freckle Cure.

ATTENTION, PHYSICIANNS and CHEMISTS. Ladies and Gentlemen: Mme. M. Yale, that most wonderful woman chemist, has discovered a medicine that will remove Freckles from any face in three days. Hark ye, doubting Thomases, every bottle is guaranteed and money will promptly refunded in case of failure. It removes Tan and Sunburn in one application. It matters not if the Freckles have been from childhood to old age La Freckla will clear them

Manufactured by MME. M. YALE, Beauty and Complexion Specialist, 146 State St., Chicago,

in every case. Price \$1.00. Sent to any part of

FOR SALE BY ALL FIRST CLASS DRUGGISTS.

SEARLES& SEARLES 30 SPECIALISTS. Chronic WE rivate

TREATMENT BY MAIL. CONSULTATION FREE Catarrh, all Diseases of the Nose. Throat, Chest, Stomach, Liver, Blood -Skin and K dney Diseases, Los Wanhood and ALL PRIVATE DI3-

CURE

Special

Dr. Searles & Searles, 1416 FARNAM ST

Arnold's Bromo-Celerg. Spleadid curative agent for Nervous or Sick Heatische, Brain Enhaustion, Sleepleames a special or general Neurolgia, also for Rheu-matism, Gout Kidney Disorders, Acid Dra-papsia, Anamia. Antidote for Alcoholo-and other excesses. Price, B, 2 and 50 conts. Effervacoust. THE ARNOLD CHEMICAL CO. 151 S. Western Avenue.

Lady of Guadalupe will be one of the notable Catholic church edifices of the world. The solid silver altar railing weighs twenty-siz tons and many millions of dollars are in other ways represented in the palatial place

For sale by all drugggists, Omaha.