

### GOODBYE, OLD BALTIMORE

He Longer in the Game with the Modern Fighting Machines.

FAMOUS CRUISER'S FIGHTING DAYS OVER

Has Probably Been in More Tacklish Places Than Any Other American Warship—Was with Dewey.

NEW YORK, May 18.—The protected cruiser Baltimore, which was one of Uncle Sam's most formidable fighting machines when launched in 1888 and has probably seen more real service and been in more ticklish places than any other warship of the United States navy, has seen its last service as a man-of-war. For the third time it is going out of commission at the Brooklyn navy yard and is being rapidly dismantled of its armament.

Its batteries have already been removed and soon it will be stripped of its ensign. Then the last of its crew will turn his back upon it and for the time being nothing will remain of the Baltimore but an empty ship, a choice roasting place for birds.

While the Baltimore has a history which gives it a place in the American navy hall of fame, its deeds are of the past, when the modern battleship was not dreamed of. Beside the new Maine, the Kentucky and others of that class it is scarcely more than a plaything, and its future usefulness in Uncle Sam's navy must be found in some other role than as a man-of-war.

Whether it will be turned into a fleet repair ship or will end its days in laying submarine mines hasn't been determined. It is certain that its active career as a fighter is over.

**One of the First.**  
The Baltimore was one of the first ships of what was known as the "B" class of the navy. It was one of four authorized in 1886 after the ships of the Atlanta, Boston and Chicago type had been built.

Although it is built of steel throughout, it is unarmored and relies for protection on a heavy protective deck and the arrangement of its coal bunkers. Its general dimensions are: Length, 257 feet 6 inches; extreme breadth, 45 feet 7 inches; draught, 19 feet 6 inches; displacement, 4,113 tons; gross tonnage, 5,013, and net tonnage, 2,162 tons.

It carries two military masts and has twin screw horizontal engines of the triple expansion type. On its trial trip its engines developed 10,064 indicated horse power, driving the ship at an average speed of four hours trial over twenty knots. While its normal coal supply is only 400 tons, it has bunker capacity for 1,141 tons.

The cruiser was built at the Cramp ship yards, Philadelphia. It has a double bottom running the entire length of the machinery space. The inner and outer shells are spaced apart three feet and three inches by the longitudinal girders and transverse frames.

The girders and frames are riveted at their intersections and their flanges are riveted at the outer and inner shells, forming a series of watertight compartments which serve as a protection against collision or even the blow of a torpedo. The machinery, magazines, shell rooms, torpedo rooms and steering gear are all placed below an armored deck, which is four inches thick on its sloping sides and two and a half inches thick on the flat part amidships.

**Protection and Armament.**  
All openings in the deck to machinery (masts, magazines, shell rooms, etc.) are protected by overheads. Above the protected deck, coal is stored clear up to the berth deck, coal is stored clear up to the berth deck, coal is stored clear up to the berth deck. It forms a belt fifteen feet six inches wide above the machinery.

Below the protective deck a belt of coal nine feet thick also runs the length of the machinery. The protective deck is carried down to strengthen the ram- and strengthened, which is thoroughly armored and supported by bulkheads and breadboards, forming a protective armor. Longitudinal and athwartship bulkheads divide the hull into 150 watertight compartments.

The Baltimore has an open gun deck, with poop and forecastle decks. It has mounted in its main battery four 8-inch breech-loading rifles and six 6-inch breechloaders. In its secondary battery it carried four 6-pounder, two 3-pounder and two 1-pounder rapid fire guns, four 37-millimeter Hotchkiss rifles and two Colts. It also carried a field gun.

Two of the 8-inch rifles were mounted under the forecastle and two under the poop. The 6-inch rifles were mounted under the main bridges and on the broadsides. Four guns could concentrate within 400 feet of the bow or stern. Either broadside of six guns could concentrate within 100 feet of the ship's side. The ship carried six above water torpedo launching tubes, one in the bow and one in the stern, and two movable ones on each broadside. It is fitted with electric searchlights and apparatus for lighting the ship.

**In the Chilean Trouble.**  
The Baltimore had been in commission scarcely two years when it was very nearly the cause of war between the United States and Chile. The warship was anchored in the harbor of Valparaiso on October 16, 1891, during a revolution in Chile and two weeks after the city of Valparaiso had been surrendered to the congressionalists leaders.

Other foreign crews in the harbor had had leave, so the same privileges was extended the sailors from the Baltimore. Four hours after a party of the seamen went ashore one of the Baltimore's sailors knocked down a Chilean who had spat in his face. An angry crowd then set upon the sailor and his companion and they took refuge in a passing street car. They were dragged from the car by the

crowd and one of the men, Charles Higgins, a petty officer, was stabbed and left to die in the street. A companion, an apprentice, escaped, but was afterward captured and was struck again and again by the poison while they were taking him to prison with cut-throat knives on his wrists.

Another petty officer, Johnson, came up, and seeing Higgins lying helpless in the street, started to carry him to a drug store. Just then a squad of Chilean police, with fixed bayonets, hurried up the street and when at close quarters they fired at Johnson. One shot entered Higgins' head and shoulder and inflicted a death wound. Another shot passed through Johnson's clothes.

This was only one of many simultaneous attacks made upon the Baltimore's men, in widely separated parts of the city. The attacks lasted for an hour and in many cases the sailors were attacked when they were in hotels and restaurants getting supper.

Thirty-six of the Baltimore's men were arrested and subjected to brutal treatment. All were handcuffed with cut-throat knives and one of the men was lacerated. One petty officer was dragged to prison dangerously wounded and unconscious. A coal heaver named Turnbul received eighteen stab wounds in the back, from which he died, making the second fatality from the attacks of the Chileans.

The judicial investigation into the affair showed that not one of the sailors was drunk or disorderly and that the whole incident was due to the bitter feeling of the Chileans toward the United States uniform, because the natives of Valparaiso had a mistaken notion that the Baltimore was in the harbor ready to take part in the revolution.

When the Chilean authorities reported in answer to the United States government's request for an official investigation it announced that the affair was nothing but a drunken brawl between sailors of both nations. President Harrison finally sent a note to the Chilean government making it plain that unless some satisfactory settlement was made this country would go to war. Chile finally paid this government \$15,000 in gold to be distributed among the heirs of the two sailors killed and among those wounded in the riot.

**Trapped Off Port Arthur.**  
Three years later the Baltimore, then flagship of the Asiatic squadron, happened to be in the Japanese station at the time of the Chinese-Japanese war, and dropped anchor in front of Port Arthur just after the battle of Yalu. At about this time the Japanese were planning to capture Port Arthur and had most of their navy in the neighborhood.

One night at dusk two torpedo boats were discovered hugging the coast not far distant and when they were finally joined by two more they approached the Baltimore and finally surrounded it, all flying Japanese flags. The Baltimore was then directly under the guns of all the Chinese forts.

Suddenly one of the torpedo boats darted up to within fifty feet of the Baltimore. Just then the moon broke from a cloud and the torpedo boat crew seemed to see a light, for they hailed the Baltimore.

When they finally heard the name of the American warship the entire crew of the Japanese torpedo boat burst out laughing. Just after the Japanese torpedo boats had started to sail away the moon showed itself again and disclosed the torpedo boats to the Chinese forts. Instantly the Chinese forts opened fire with their heavy batteries. One shell struck the water and exploded not twenty feet from the Baltimore.

The commander of the Baltimore saw that the flagship was in a trap and gave orders to get up the anchor and move out of the harbor quickly. One of the torpedo boats then drew away from the Baltimore and moved across a patch of moonlit water, displaying red signals.

This drew a volley from the Baltimore, and the Baltimore was soon in the midst of a shower of exploding shells. The other torpedo boats hid themselves from view in the dense smoke of the Baltimore's smokestacks.

The Chinese forts continued firing, one shell striking close to the Baltimore's stern, another striking between the two smokestacks and a third passing very low over the starboard bow. In describing the perilous position in which the Baltimore lay during the shelling of the torpedo boats one of the Baltimore's crew who was at the life buoy when a shell passed over the ship declared that the shell was "as big as the State of Texas."

**Out of Commission.**  
Following his experience at Port Arthur, the Baltimore was sent home and out of commission. It underwent extensive repairs, and in October, 1897, again went into commission. It was sent at once to relieve the cruiser Philadelphia as flagship of the Pacific squadron.

In March, 1898, when it was apparent that war with Spain was inevitable, the Baltimore, then at Honolulu, was ordered to join the cruiser Olympia, flagship of the Asiatic squadron. This assignment was important, because while all the warships had ammunition sufficient for a battle, additional supplies were needed.

The warden cutter Mohican was loaded with powder and projectiles and hurried to the Baltimore instead of a merchant vessel for the transportation of munitions there was much less chance that they would fall into the hands of the enemy, still there was said to have been a great feeling of relief at the navy department when the safe arrival of the Baltimore at Hong Kong was reported.

It got there on April 22, and took so much ammunition that not a third of it was expended at the battle of Manila Bay. Two days later it was cleaned and coated and painted the fighting color—drab. The same day Great Britain issued its neutrality proclamation, giving the United States warships twenty-four hours in which to leave the port.

**With Dewey at Manila.**  
When the time was up the Baltimore started away with the Olympia and the Raleigh and on April 27 set out for the Philippines to carry out the instructions of Secretary Long to capture or destroy the Spanish fleet.

The fleet got to the Island of Luzon on April 30, and at 5 a. m. on May 1 reached Manila, ready to engage the Spanish fleet. Admiral Dewey's signal, "Prepare for action," was really communicated to the fleet by the Baltimore, which was closely following the flagship Olympia, because on account of the poor light the signal could not be seen from the Olympia.

Captain Dyer, commander of the ship, who was promoted for his bravery in the battle, and retired in 1903 as a rear admiral, reported that the firing devices gave trouble, and that the extractors and firing pins bent and broke, and the wedge blocks became jammed. The electric firing attachments were also troublesome, because the dirt and grease incident to firing insulated the connections. They had to be finally abandoned.

At the conference with the captains of the fleet, Admiral Dewey called on the flag-ship after the first round of battle. Captain Dyer reported of the Baltimore: "The men are tired and the ship is a little scratched."

**Let the Second Round.**  
Captain Dyer then prevailed on Admiral Dewey to allow the Baltimore to lead the fleet on the second round of the battle. As a starter Captain Dyer was sent out to intercept a steamer that was coming up close to the fleet. He found that it was a merchantman flying British colors, and so signalled the Olympia. This job had taken the Baltimore two miles nearer Cavite, so she rushed over to take the head of the fleet.

Within 2,800 yards of Port Sangley the Baltimore opened fire with her starboard batteries, gradually reducing her speed and stopping her engines. She poured a rapid fire into the shore batteries and a small gunboat nearby, at the same time heading for the warships Reina Cristina and Don Juan de Austria.

The Baltimore then received the concentrated fire of all the remaining guns in the fort, the enemy seeming to fire with greater deliberation. One of their shells exploded on its deck, slightly wounding five men with splinters. The impatient Baltimore was had difficulty restraining themselves as the missiles of the Spaniards splashed around them.

Finally the Baltimore swung around and poured a broadside into the Cristina with terrific effect. Admiral Montojo's old flag-ship was torn to pieces and the captain and most of his men were killed. After the destruction of the Reina Cristina the Baltimore turned its guns on the Austria. Finally it sent a shot into the warship's magazine, which ended that ship.

The Baltimore, Boston and Concord then attacked the stone fort at Cavite and soon demolished it. Two of the enemy's shots struck the Baltimore and wounded six men and two officers. Six of the men were hurt by their own ammunition, as the first Spanish shell exploded in a box of three-pound ammunition. Not one of the injured men would go into the sick bay, however.

**Most Effective Spanish Shot.**  
During this engagement five small projectiles struck the Baltimore and with one exception exploded or broke up. The most serious blow was from a 47 steel shot, which entered the side forward of the starboard gangway, a foot above the line of the main deck.

It passed through the hammock netting, down through the deck plates and steel deck, bending and cracking the deck beam in the wardrobe of stateroom 5. It then glanced up through the engine room, hanging against a six-inch gun on the port side, putting it out of action. Then it was deflected to starboard, striking a ladder and dropping on deck. In its passage it struck the box of ammunition, which caused the injuries of the six men.

A second shell entered a foot above the berth deck, forward of the blowers, passed through the athwartship gangway, and hit the exhaust pipe of the starboard power, causing a slight leak which struck a ladder two feet above the water line on the port side and passed into the coal bunker, where it exploded.

The fourth entered six feet above the berth deck and exploded in a locker. The fifth struck and slightly bent the starboard forward ventilator.

The Baltimore was almost as badly injured by the shock of its own guns as by those of the enemy. Its upper cabin skylight, the after-range finder and two whaleboats at the davits were destroyed by the concussion of its eight-inch guns.

No matter what its calling in the future, the Baltimore is never likely to lose its reputation as a staunch vessel that always fulfilled expectations. Captain Schley, who had the Baltimore during the last two years after it went into commission, reported that its speed as well as its stability as a gun platform at sea was unequalled. He questioned whether in its class it had a superior in the navy of the world.

The Baltimore's behavior on its last three years' cruise on the Asiatic station, from which it returned to go out of commission a month ago, has been no less commendable. Although its engines were out of shape and its boilers all needed repairing, it made the long run from Manila to the Brooklyn navy yard on schedule time to an hour.

**KING EDWARD GOD'S AGENT**  
Latter Day Prophets Declare He is Assisting in Fulfillment of Scripture.

LONDON, May 18.—(Special.)—The latter day prophets who had conferences in Exeter hall have just issued a remarkable prediction in which it is stated that "King Edward is God's providence helping to fulfill Daniel 7:7 and Revelations 13:1, by allying together the Mediterranean powers pre-figured by a ten-horned monster. These countries formerly comprised Caesar's Roman empire, to which no amount of supremacy over the whole earth is predestined."

The Rev. Mr. Baxter, who founded the society thirty-five years ago and then predicted the speedy end of the world, has arranged the meeting. He takes a very gloomy view of the future still.

The Prophetic society's members believe "that a momentous crisis in the political, social and religious condition of the world is prophetically indicated to take place soon, and that it will consist of unparalleled revolutions, wars, famines, plagues and persecutions." That is their cheerful program.

Mr. Baxter outlines the future as it appears to him in a current issue of the "Prophetic News."

"Extraordinary European revolutions and wars will occur at intervals between twelve and twenty-five years before the end of this age," writes Mr. Baxter.



## BUYING A PIANO

THE purchase of a piano is something that ought to have serious consideration. To most people the price of a piano seems large. A piano costs more than any other single piece of furniture that goes into an ordinary house. Therefore, the utmost care should be given to its selection. Those who want a thoroughly good, sweet-toned piano, in a beautiful, artistic case, at the right price, will do well to consider our method of selling pianos. It is the honest way.

The Hayden Way: Perfect Satisfaction, or All Your Money Back. We let you arrange your own terms.

Knabe, Chickering Bros., Wegman, Sohmer, Schaeffer, Price & Teeple, Fischer, Estey, Bailey.

## HAYDEN BROS.

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### SLAVERY OF SWEAT SHOPS

Living Pictures of Conditions in Philadelphia, Boston and Chicago.

IMPRESSIVE CONTRASTS IN REAL LIFE

How Clothes Are Made in Tenements—Evils of Child Labor in Mines—Effective Expositions of Labor Methods.

Three cities in America have followed the example of Berlin and London in arousing their citizens to bad industrial conditions and the need of reform. They are Philadelphia, Chicago and Boston, where during the past few months there have been held expositions of actual conditions, holding the mirror up to industry, so to speak, and letting her see herself as others see her.

The Philadelphia exhibit showed a sweat shop arranged by the Central Labor union most effectively. Here were men and women working for dear life, with their rickety old machines, their rusty stove and heavy irons. So close they sat in the dirty room that there seemed hardly space to draw the needle the thread's length. They paid no heed to the throngs crowding past them, for this was a real sweat shop and the clothing must be finished. In an adjoining room were the finishers, two women and a toddling baby. Here, too, was the essence of realism, even with the bread knife lying on the bed within reach of the baby.

**Impressive Lessons.**

Two booths taught a reasonable lesson, showing the night before Christmas in the home, babies tucked cozily in bed, stockings expectantly hung by the fire. The contrasting picture was the street, where belated shoppers, messengers, newsboys and cash girls were coming out of still brightly lighted stores, at 10:45 p. m.

A night scene from a glass factory in Pennsylvania showed a group of little boys employed the whole night because "material in process of manufacture is more valuable than boys in process of growth."

Then followed scenes from the soft coal mines, where 11-year-old boys work for the miners three miles from daylight and haggard groups of Pennsylvania's future citizens bend over the chutes in the hard coal breakers. A 13-year-old girl was shown strutting tobacco for a manufacturer of stogies in a damp tenement cellar, copied exactly from one in Pittsburg.

**In the New Shows.**

An Italian woman who strips carpet rugs at the rate of 2 cents for 50 yards of rug, earning therefrom from 5 to 15 cents a day, was established with her little 6-year-old boy, in a room 6 1/2 feet. When brought there to continue her work, she exclaimed: "How nice a room!" It was "nice" in that it was as nearly a copy of her own as could be broken furniture, rag, dirt and all. At some of the other booths the workers had been allowed to array themselves in their best apparel, and were dressed with care and pride, but here all the usual conditions had been faithfully retained, even to the little boy's dirty face. While his mother striped and sewed the filthy accumulations from old rag shons (later to be retailed in carpet at 25 cents a yard), the heavy-eyed child solemnly rocked the cradle, which lay a scute-faced baby.

The crowd could not divert him from his task, nor smiles lighten the burden of his responsibility. There was almost too much tenderness in this scene; one shrank back with a sense of intrusion, and resented its publicity.

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### What the Governor of North Carolina Really said was:

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