## OLYMPIA OUTCLASSED

Dewey's Flagship Hereafter to Be a Naval Schoolship.

FOLLOWS THE BALTIMORE'S LEAD

Manila Bay a Plaything in Comparison with the New Battleships.

The Olympia, which led in the first round of the fighting in Manila bay on May 1, 1808, follows the Baltimore, which led the second round, into retirement as a fighting ship. Hereafter Admiral Dewey's flagship is to be a cruising ship for the Annapolis middles. The retirement of the two vessels is an illustration of the rapid advance made in the last fifteen years in warship con-

During the administration of President Harrison, Secretary of the Navy Tracy in-sisted that this government should have warships the equal of any in the world. He wanted not only size, but also speed. It is a curious fact that the navy which then boasted a vessel of the type demanded by Secretary Tracy was the one which was to be practically demolished a few years later by the help of the vessel copied

The Reina Regente of the Spanish navy, which was built at Clydebank, Scotland, in 1886, was the vessel that suited Secretary Tracy best. It was \$20 feet long and could more than twenty knots under forced draught. When congress authorized the construction of the Olympia, Cincinnati and Raleigh in 1888 the model chosen for the Olympia was the Reina Regents. Model of Its Time.

ODE OF FURNITURE.

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The plans were elightly changed to allow for improvements in warship construction during the four years that elapsed between the completion of the Reina Regente and the beginning of work upon the Olympia. and for carrying out the Navy department plan to build a vessel that should resemble the fleet Spanlard, but yet excel it. The similar appearance of the two was shown during the Columbian naval review in New York harbor in 1890, when the Reina Re-gents came to this country towing the copy of the caraval Santa Maria, the flagship of Christopher Columbus. The Spanish navy has a different Reina Regents. now, however, for the Olympia's model foundered in a storm off Gibraltar in 1896 with its entire crew of 420 men on board.

The original design of the Olympia gave it a length of 330 feet and a displacement of 5,300 tons, but on account of Secretary Tracy's preference for large vessels he authorized an increase in its displacement of several hundred tons. After the contract was made the president of the Union Iron Works of San Francisco volunteered to make the vessel ten feet longer to give extra fire rooms, without additional cost. The offer was accepted, with the result that the general dimensions of the Olympia are; Length on the load water line, 340 feet; extrome breadth, 53 feet; mean draught, 21' feet 6 inches; displacement, 5,870 tons; gross tonnage, 4,011, and net tonnage, 1,797. The Olympia was thus 1,400 tons larger than the

Speed Was Remarkable. The most noticeable feature of the Olym-

pla has been its speed. Perhaps the fact that the government was to enact a penalty from the builders if the Olympia didn't have the required speed had something to do with the fact that the engines vastly exceeded their requirements at its trials. Although its contracted speed was only twenty knots, at its first official trial it attained a maximum speed of 22.15 knots. It has shown a sustained sen speed of almost twenty knots, which was more than two knots in advance of its class when it first went into commission.

The Olympia is unarmored, but is built proughout. It has three com plete decks, one of which is virtually a substitute for side armor. The protective deck joins the hull about four feet below the water line at an angle of 30 dogrees. It is 4% tuches thick on the slopes amidship. On the slope forward and aft it is a inches thick. It rises in the center of the ship to a little above the water line and is 2 inches thick on the

Above the protective deck a helt of celluloss 2 feet 9 inches thick is worked completely around the ship. It extends four feet above the waterline. The space above the protective deck is subdivided and much of it is covered with coal, forming an additional safeguard against the effects of damage near the waterline.

The purpose of the heavy protective dack is not so much to serve as armor and deflect the shot of an enemy as it is to permit the penetration of the sides of the ship without the danger of flooding the machinery spaces or magazines.

The Olympia was launched on November 5, 1892, and its first commission was dated February 5, 1895. Most of its service has been on the Asiatic station, where it has

served as the flagship. Glory Won at Manila.

The Olympia's career, aside from the events of the battle of Manila has been without incident, but it got glory enough then to keep its name immortal. It had been the flagship of the Aslatic squadron for several years prior to 1898 and was under orders to return home for repairs early in that year, when Secretary Long. gealiging that war with Spain was possible, cabled Commodore George Dewey at Yoko-

Rotain until further orders the crews of the squadron whose terms of enlistments have expired.

Without further instructions Dowey proceeded to Hong Kong and there formed his base of operations against the Philippines. On April 26 the little revenue cutter Hugh McCulloch brought to Dewey this dispatch from Secretary Long:

War has commenced between the United States and Spain. Proceed at once to the Philippine Islands. Commence operations at once, particularly against the Spanish fleet. Tou must capture vessels or destroy them. Use utmost endoavors.

When this message was read on the Olympia Commodore Dewey said, "Thank the Lord! At last I've got the chance, and I'll wipe them off the Pacific ocean,"

Every one knows what happened thereafter. The damage to the Olympia in the battle of Manila bay were one plate, just forward of the second 5-inch sponson, in-

dented one and a half inches; three planks n the wake of the forward turret on the starboard side of the forecastle slightly torn up, the port after shrouds in the fore and aft rigging cut through, the strong back of the gig's davits hit and slightly hole made by a sixpound shot in the frame of the ship beween frames sixty-five and sixty-six on he starboard side below the main deck rail, lashings of the port whaleboat daylt carried away, one of the rail ctanchions carried away outside of the port gangway, carried away, one of the rail stanchions first-class battleships have been built, or 17,650 tons, its speed of over eighteen knots. side one foot below the main deck rail. Last Active Service.

The Olympia's last part in active warfare took place when the shore batteries at Manila were attacked on August 7 in onjunction with the land attack under Major General Merritt, which lasted from the morning until & o'clock at night, when Manila surrendered and Flug Lieutenent Brumby of the Olympia holsted the Massachusetts and Oregon were author-Stars and Stripes. The Olympia remained ised two years after the Olympia, or in 1890. brought Dewey home via the Suez canal Kearsarge and Kentucky were authorized and participated in the demonstrations in 1825. They carry 550 men to the Olympia's showered upon the hero of Manila at 486.

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Table

Illustration

Hartman's Wilton Velvet Rugs. size 9x6 feet 16.75

This Wilton Vel vet rug is made by one of the best rug weavers in the world. The pattern is new. It is of most dependable quality, has an extra high pila-soft and luxurious. The patterns are magnificent, the colorings are most beautiful and most



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ability and most eco-

nomical. It is lined

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Kitchen Table

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Table

vet Rugs.

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This Wilton vel-

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Above illustration is an accurate picture of the cabinet. It is of superior construction, made of white maple, large inclosed apartment, double door, 2 bins, 2 drawers and molding board, roomy drawers in top.

Special



schoolship for midshipmen when only 15 Kansas, Minnesota and Vermont in 1902.

Complete with ruffled parasol as shown above; has the new 1807 sleeper adjustment and large, wheels, fitted with cushion tires, chamel green and patent foot brakes, folds with one action foot rest and all; a very light, but strong, dependable cart.

tected cruisers, forty-six gunboats and deck. fifty-nine torpedo boats. Giants of the Modern Navy. The gradual growth of the first-class battleships after the time of the cruiser Olympia is easily shown. The Indiana, at Manila until May 30, 1886, when it The lows was authorized in 1892. The

band how a warship so splendidly con- ized, were: Illinois, Wisconsin and Alabams eight-inch forty-five calibre guns in four This correspondent tells how he had just Sunday evening. While he was having Ohio who was fond of enjoining upon untion.—Philadelphia Ledger.

the Olympia, having a speed that has 1896. New Jersey. Nebrasks and Georgia scarcely been excelled by any vessel in 1898; Virginia and Rhode Island in 1990; into a combination pleasure vessel and the Idaho, Mississippi, New Hampshire, the Olympia as a modern fighting machine the Vermont and the reason of its retirelies in this one fact: Before it was built ment is apparent. The Vermont is 456 feet there was only one battlexhip, the Taxas, 4 inches in length over all, with a beam which was one of the second class. Since of 76 feet \$ inches and a gross draught its construction was authorized twenty-six of 26 feet 9 inches. Its displacement is are building. in addition there are ten It has three funnels fore and aft, two millarmored cruisers, one armored ram, ten tary masts, two main and four secondary monitors, twenty-six protected and unpro- turrets and a central battery on the main

A battleship of the Vermont class has a complete belt of armor nine feet three inches wide and eleven to nine inches thick scarcely look for humor in church services, for 380 feet amidships, but tapering to four ludierous incidents arise now and again inches at the ends. Its lower casemate is which make it an extremely difficult matter seven inches, with six-inch bulkhead. The for the officiating clergymen to preserve total weight of the armor is about 4,000 the solemnity of the occasion and main-

years old. The secret of the outclassing of Compare the once peerless Olympia with two .30 machine guns and six .30 automatic

MIRTHFUL SCENES IN CHURCH Various Amusing Experiences Which Ruffle the Dignity of Churchmen.

tain a dignified countenance. How many These battleships have the following men, for instance, could have successfully when it walked out with the people." armament: Four twelve-inch forty call- resisted the impulse to laugh outright if

turkey was behaving itself most devoutly, height. except that when the congregation stood by protruding its feathers and stretching told of a small village church. The father Although the average person would upward its neck to the furthest limit. of the bride, a simple villager, came to give Imagine the difficulty of preaching before her away, dressed in long black frock coat that bird and maintaining one's equilibrium, and with a tall hat. When the clergyman especially when we sang 'Happy Birds that put the question, "Who giveth this woman Sing and Fty.' Portunately, the turkey to be married to this man?" the poor father did not take the hint, but remained quietly was lost for the moment, but, recovering seated on the floor to the end of the service, himself, he touched his forelock and said, According to the same paper, Rev. W. bre brechloading guns in two elliptical tur- placed in the circumstances related by a Carrington, formerly vicar of Christ church, The other giant men-of-war, according rets fore and aft, as compared with the clerical correspondent of the Church Fam- West Bromwich, and now in New Zealand,

structed and admirably equipped as in 1896; new Maine, Missouri and Ohio in elliptical turrets, one at each corner of the commenced taking service one Sunday in supper at the vicarage afterward a ring every one in court the necessity of brevity superstructure; twelve seven-inch breech- a village in southern Manitobs, when on came at the bell. The maid entered and constructed since, should be turned Connecticut and Louisiana in 1902, and teen-pound quickfirers; twelve threeinto a combination pleasure vessel and the Idaho, Mariantoni New Hernation, that a turkey had strayed into pounder, semi-sutomatic; six one-pounder, the church. "The novelty of the situation preacher." The clergyman, thinking he semi-automatic; two three-inch field guns; filled me with an almost uncontrollable de- was going to interview someone who had two 30 machine guns and six 30 automatic sire to laugh," the minister continues, "so been touched by something he had said in tice in his many words.

Baskle there is a complement of \$64 men. partly on this account I resolved to ask his sermon, got up with alacrity and went many words. Boside these hattloships the Olympia the church warden to eject the intruder. Into the hall. He saw a tall, powerful and your honor."

Teally doesn't seem much more than a plaything.

But before I could do so a dog appeared looking man. "Well, my man, what can I looking man. "Well, my man, what can I will you are capable, answer the plain and seated himself just inside the door. Wisions of a turkey-dog squabble forced while I was listening to yer preaching as were crossing the street with the ability of the street with the street with the ability of the street with the street wi me to abandon ideas of offensive operations. how you might have a pair of trousers as Meanwhile, it must be admitted, the would fit me." Both were over six feet in

Wedding ceremonies are often attended by amusing incidents. The following is to pass the carringe, you saw the paintiff between the truck and the express wagon, or whether and when you saw him at all, and whether or not near the carringe, or either, or any two, and which of them respectively, or how it was." up it exhibited symptoms of perturbation by amusing incidents. The following is "I do, mate."

A member of the Cleveland bar tells in

in offering testimony in ordinary suits.

"You must not, sir," observed the justice in his most solemn manner, many words. Do you understand?" "I do, your henor."

down on the right side and the truck on the left, and the express wagon was try-

Some Posers.

tone.
"Sha'l the memory of the man run over by an automobile suffer obloquy?" asked another.