

ABOUT OUR NAVY.

Stronger Than That of Spain and Much Better Equipped.

The United States and Spain are not unevenly matched in respect of a navy—on paper. An examination of the details, however, shows that in naval matters as in all else Spain indulges in dreams and delusions.

Let us discard all "projected" warships, all made-over iron and wood vessels, and compare the two navies as they would meet each other. The steel vessels of modern type are alone worth considering, because other vessels can be easily obtained on short notice, and it is therefore a matter of minor importance which nation has the more of them at the present moment.

Of battle-ships Spain has only one. The Pelnyo, of 9,900 tons, is an excellent war vessel so far as protection is concerned, but its armament is not especially formidable as battle-ships go. It has two 12.5-inch guns, two 11-inch, one 6.2-inch and twelve 4.7-inch as a heavy battery. The laws of our navy has a much more effective battery in its four 12-inch guns, eight 8-inch and six 4-inch. We have altogether seven battle-ships, each carrying tremendous batteries of the most approved and supposedly of the most dangerous modern types.

Spain has no sea-going coast-defense ships, while we have six, carrying thirty heavy guns and fifty-two guns in secondary batteries. And these ships are to all intents and purposes battle-ships. Many naval experts regard them as far more dangerous than the so-called battle-ships.

In the class of non-sea-going coast-defenders Spain has two vessels only, and they carry but nine large guns. We have fourteen of these floating but non-sea-going forts, and they carry thirty large guns.

Spain has seven armored cruisers, carrying 208 large guns. But they are not so new or so well equipped or so dangerous as they seem to be when one reads about them. We have only two ships—New York and Brooklyn—that fall in this class, and they carry seventy-four large guns. But not only are these more formidable than any of Spain's armored cruisers, but also some of our protected cruisers are more worthy of this class than several of Spain's that are put in it.

Of protected and partially protected cruisers—the most attractive and sensible kind of modern war vessels—we have sixteen, all made of steel, all in good condition, all equipped with the best possible armament, and all entitled to the name of ocean greyhounds. Spain has only five steel vessels of this class and ten iron vessels.

We are therefore stronger and Spain is weaker at the two most important points—heavy warships for bombardments and harbor defense, and swift, well-armed, easily managed cruisers.

How much have we spent for these battle-ships against such grave charges of unwieldiness, unseaworthiness and uselessness as brought?

The first cost of our six sea-going battle-ships was as follows:

Table listing costs for various ships: Indiana (\$3,020,000), Iowa (\$3,010,000), Maine (\$2,500,000), Massachusetts (\$3,020,000), Oregon (\$2,180,000), Texas (\$2,500,000), Total (\$17,230,000).

Total.....\$17,230,000 Then we are now building five battle-ships which will cost at least the following: Kearsage.....\$3,150,000 Kentucky.....3,150,000 Alabama.....3,750,000 Illinois.....3,750,000 Wisconsin.....3,750,000

Total.....\$17,550,000 Thus there has been expended or is in process of expenditure \$34,780,000 for ships of a type that is, to say the least of it, under great suspicion, and that is not so valuable for our purposes as coast defenders or fast flying cruisers like the beautiful and formidable Columbia.

Reckoning the average wages of an American at \$400 a year, this vast sum represents the total work and earning of no less than 86,950 men for a whole year. And the cost of the Maine alone—\$3,000,000 if we include alterations necessary to fit her for sea—represented the work of 7,500 men for a year.

KEEPING IT DARK.

The Policy of the Administration is to Cover Up Everything Concerning Cuba.

The policy of the administration in regard to Cuban matters has been and is to keep secret everything concerning the late disaster to the battleship Maine. Even senators and representatives outside the "charmed circle" are not permitted to know the real facts. So far has the matter gone that Senator Allen has introduced a resolution directing a senate committee to investigate the causes of the disaster. His resolution is as follows:

Resolved, That the committee on naval affairs be, and they are hereby, directed to make immediate and thorough inquiry into the cause of the destruction of the battleship Maine in Havana Harbor on the 15th instant, and to report the result of the same to the senate.

It provoked a very heated discussion in which several senators participated. In closing the debate Senator Allen said: I regret very much the exhibition of temper on the other side of the chamber this morning. I regret exceedingly that any resolution that I should introduce would lead to interpartisan discussion among my republican colleagues and associates.

I did not introduce the resolution for the purpose of creating any schism in the ranks of the opposition nor to reflect upon any department of the government. I introduced it because I believed and do believe now that it is the duty of the senate to investigate this whole affair. I believe that it is the duty of the committee on naval affairs either to send a subcommittee to Havana and make an investigation or summon witnesses from there and take their testimony without delay and lay the result before the senate. Whether they will do that or not I do not know.

I share in the suspicion, or some of the suspicion of the senator from Illinois (Mr. Mason), I share in the suspicion that there is a purpose somewhere—I am not prepared to say where—to secret

the real truth and the real facts surrounding this unfortunate occurrence.

The very air of this capitol is rife constantly with secrecy. We are not permitted to know here as senators of the United States anything about what is going on in some of these committees. The senator from Delaware (Mr. Gray) is a member of the committee on foreign relations. There are many matters before that committee which the senate ought to know, and it would be like pulling eyeteeth to get a solitary fact from that committee as to the condition of our foreign relations at this time. I do not know that I am unduly criticizing that committee. It is so of other committees. We seem to be proceeding upon the idea that some senator, by virtue of his birth or by virtue of his superiority of intellect, is entitled to have secrets of a public character and secrete them from the public gaze.

Now, with all due deference, I feel myself just as competent to receive and act upon a matter of secrecy as the senator from Delaware or any other senator, and as a member of the chamber I am entitled to it if it is of a public character.

I want the committee on naval affairs to investigate this matter and return the truth and all the truth. Let the responsibility be with them. It is not with me. It is with me if I fail to move at the proper time; but when the jurisdiction of the subject-matter passes to that committee the responsibility is with them. If they fail to make a prompt investigation and to report that investigation to the senate, and through the senate to the world, they will be held responsible for it by public opinion.

Stock Yards Reduce Prices.

The Illinois state board of railway and warehouse commissioners have prevailed upon the union stock yards at Chicago to reduce the price on corn to shippers. The former price, \$1 per bushel, is reduced so as to be satisfactory to the live stock shippers of the state. Several attempts have been made to accomplish this by legislation, but the efforts have failed.

The conservative populist leaders of Minnesota held a conference at Minneapolis on Wednesday of last week for the purpose of taking the preliminary steps toward consolidating the silver forces.

The Kansas Pacific railroad has been sold by decree of court to the reorganization committee and at a loss of seven million dollars to the government. The proposition of purchase by government officials seems to have been made only to calm public sentiment and make it easier for the Wall street interests to fleece the people. It furnishes another striking illustration of the servility of the present administration to corporate interests.

FACTS ABOUT HEALTH

It is Easy to Keep Well if We Know How—Some of the Conditions Necessary to Perfect Health.

The importance of maintaining good health is easily understood, and it is really a simple matter if we take a correct view of the conditions required. In perfect health the stomach promptly digests food. The blood is employed to carry nourishment to the organs, nerves, muscles and tissues which need it. The first great essential for good health, therefore, is pure, rich blood. No medicine has such a record of cures as Hood's Sarsaparilla and it is because it is the one true blood purifier. Hundreds of people are alive and well today who would have been in their graves had they not taken Hood's Sarsaparilla. It is depended upon as a family medicine by thousands.

Hood's Pills are the only pills to take with Hood's Sarsaparilla.

\$10 REWARD—For the return of a sorrel horse, white strip in forehead, weight 1,100, five years old, new shoes; strayed from 1511 Q St. on January 16. JOHN WAGNER, 1511 Q Street.

FRANK IAMS IMPORTER AND BREEDER OF



Black Perchreons, Clydes, Shires, Coachers and Trotters

IAMS "Horse Show" at the five largest U. S. State Fairs of '98, '97, '96, '95, '94, '93, '92, '91, '90, '89, '88, '87, '86, '85, '84, '83, '82, '81, '80, '79, '78, '77, '76, '75, '74, '73, '72, '71, '70, '69, '68, '67, '66, '65, '64, '63, '62, '61, '60, '59, '58, '57, '56, '55, '54, '53, '52, '51, '50, '49, '48, '47, '46, '45, '44, '43, '42, '41, '40, '39, '38, '37, '36, '35, '34, '33, '32, '31, '30, '29, '28, '27, '26, '25, '24, '23, '22, '21, '20, '19, '18, '17, '16, '15, '14, '13, '12, '11, '10, '09, '08, '07, '06, '05, '04, '03, '02, '01, '00, '99, '98, '97, '96, '95, '94, '93, '92, '91, '90, '89, '88, '87, '86, '85, '84, '83, '82, '81, '80, '79, '78, '77, '76, '75, '74, '73, '72, '71, '70, '69, '68, '67, '66, '65, '64, '63, '62, '61, '60, '59, '58, '57, '56, '55, '54, '53, '52, '51, '50, '49, '48, '47, '46, '45, '44, '43, '42, '41, '40, '39, '38, '37, '36, '35, '34, '33, '32, '31, '30, '29, '28, '27, '26, '25, '24, '23, '22, '21, '20, '19, '18, '17, '16, '15, '14, '13, '12, '11, '10, '09, '08, '07, '06, '05, '04, '03, '02, 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