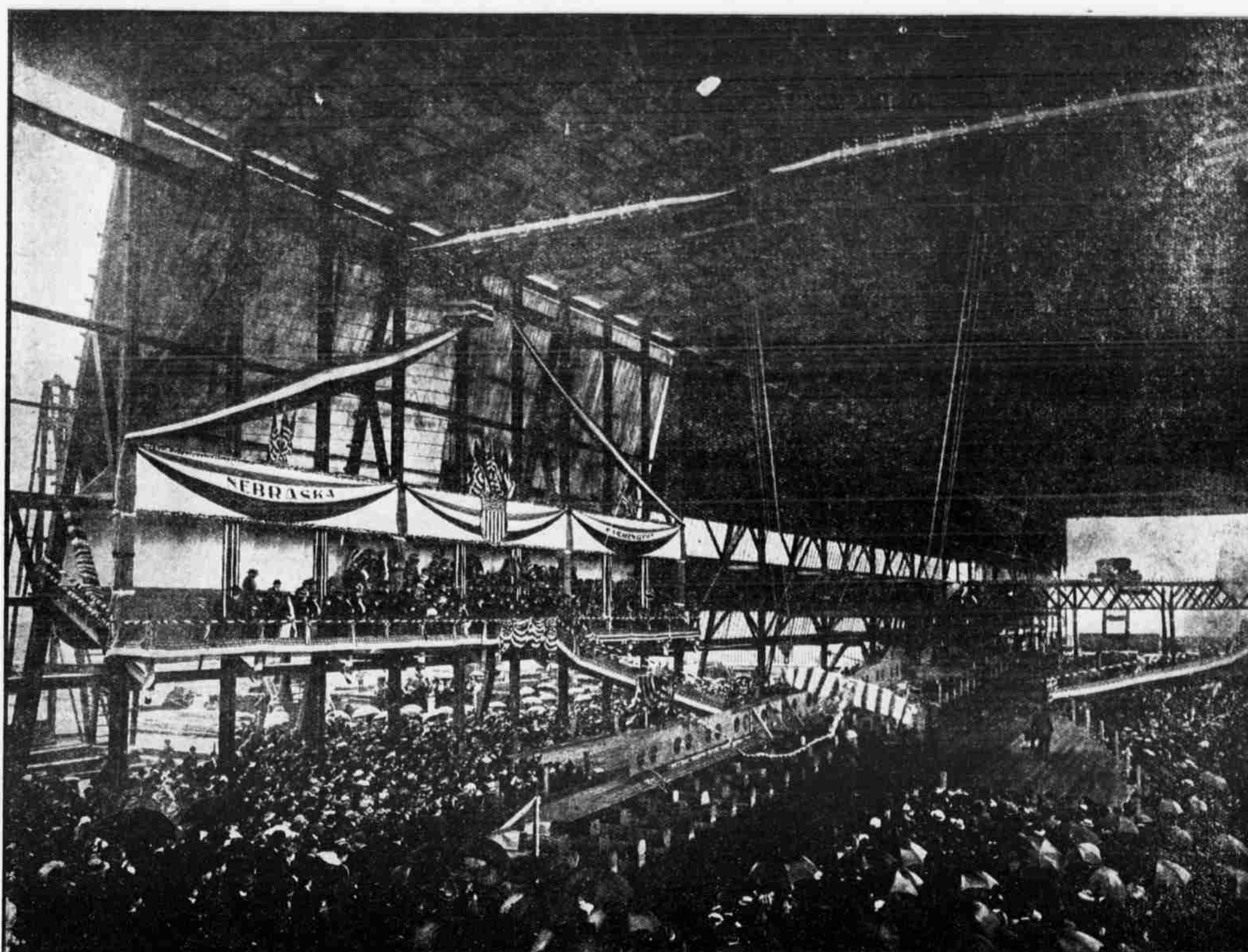


Battleship Nebraska is a First-Class Vessel



SCENE IN THE GREAT SHED AT THE YARDS OF THE MORAN SHIPBUILDING COMPANY, SEATTLE, WHEN THE FIRST PLATES FOR THE NEBRASKA'S KEEL WERE HOISTED INTO POSITION ON JULY 4, 1902.

WHEN the battleship Nebraska eventually pokes her nose into the blue waters at Puget Sound and heads for the broad Pacific on her trial trip, there will have been added to the navy of the United States one of the finest fighting machines afloat. The Nebraska will be a little more than a fighting machine, for she is designed on racing lines, and it will take a right smart cruiser to get away from her. All in all, she will be a most formidable antagonist, no matter from what aspect she is viewed. Here are the general dimensions and details of the vessel: Displacement, 14,948 tons; speed, 19 knots; horsepower, 18,000; bunker capacity for coal, 1,900 tons; length, 425 feet; beam, 76 feet 2½ inches; draught, 23 feet 9 inches. Her protective armor will be: Belt, 11 inches; turret, 11 to 10 inches, and 6½ to 6 inches; barbettes, 10 and 6 inches; deck, flat, 1-12 inch; deck, slops, 3 inches.

The offensive power of the ship will be something terrible. Her main battery will comprise four 12-inch forty-caliber guns, which means the guns will be forty feet long; eight 8-inch forty-five caliber (thirty feet long) guns; twelve 6-inch fifty caliber (twenty-five feet long) rapid-fire guns. The secondary battery will have twelve 3-inch rapid-fire guns, six automatic guns and two machine guns. This makes a total sixty-six guns that will be mounted on the Nebraska when it is ready for sea. In addition, the ship is to be equipped with two submerged torpedo tubes. With this armament and the high speed intended she will be a most formidable foe.

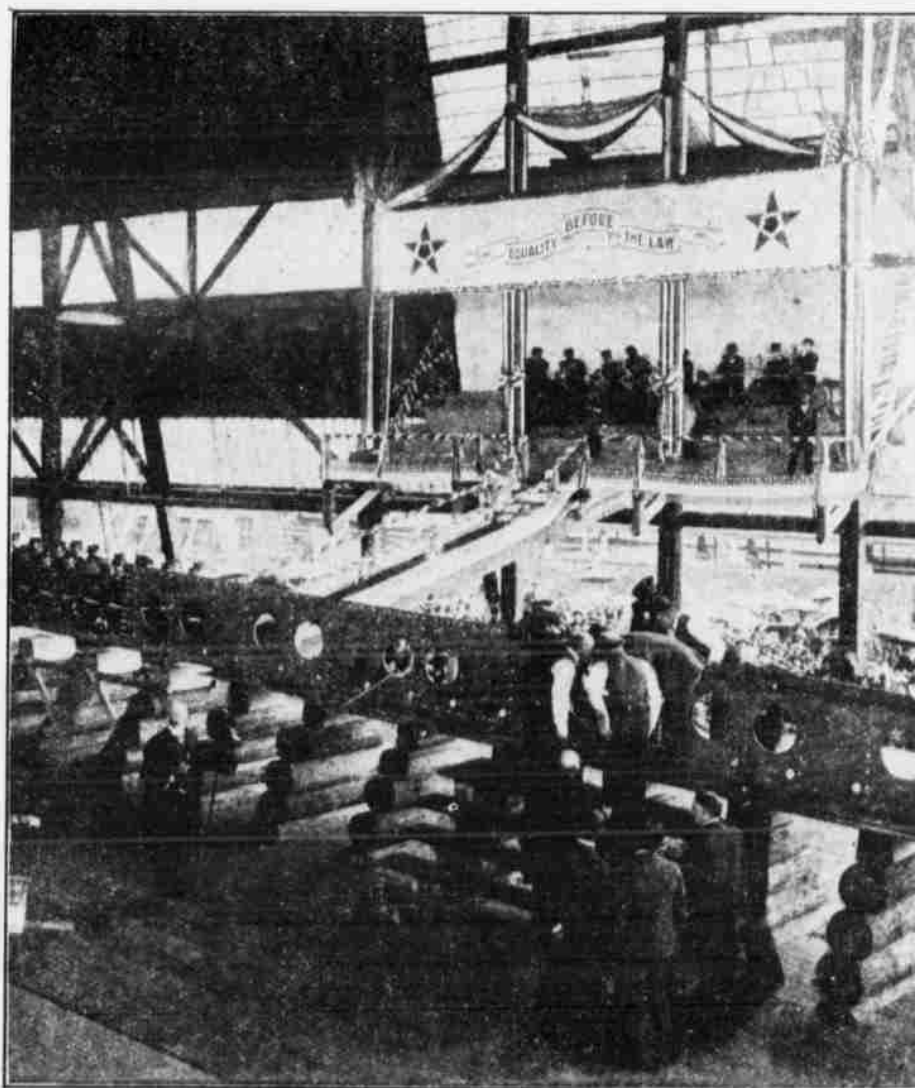
The crew will consist of thirty-seven officers and 608 sailors and marines.

The keel for the Nebraska was laid at the yards of the Moran Shipbuilding company, Seattle, Wash., on July 4, 1902. At that time an elaborate ceremony was observed. The shipyards were decorated in the most patriotic manner, and the great shed under which the battleship was to be built was made a handsome place for the ceremony. Governor McBride of Washington, acting as host for the occasion, made Governor Savage of Nebraska and his party welcome, and each governor made an address. Officers from United States ships in the harbor took part in the ceremony, which was concluded by hoisting the first two great beams of the keel into position, while Governors Savage and Mc-

Bride drove home the first rivet. And thus the actual work of construction was begun.

Some vexatious delays have occurred since then to retard the work, but the Messrs. Moran have now invited Governor Mickey of Nebraska to be present on Friday, October 7, to take part in the ceremonies attendant on the launching of the vessel. Governor Mickey and a party of Nebraskans will leave Lincoln next week for Seattle to be present when the great ship slides down the ways and into the "drink" to enter on her mission.

The Nebraska is one of fifteen first-class battleships that were projected for the "newest navy" three years ago, several of which have already been launched. Six of these, the Louisiana, Connecticut, Vermont, Kansas, Minnesota and New Hampshire, will be larger than the Nebraska, having a displacement of 16,000 tons, but will be slower and have less powerful engines, having but eighteen knots speed and engines of 16,500 horse power. In armor and armament they will exceed anything afloat. The Nebraska is a sister ship with the Virginia, Georgia, New Jersey and Rhode Island, and will be the peer of anything that floats except the six mentioned, and will be speedier than either of them. The Mississippi and the Idaho will have 13,000 tons displacement and a speed of seventeen knots, and the Missouri and Ohio will be of 12,500 tons with a speed of eighteen knots. Four, the Washington, Tennessee, North Carolina and Montana, will be armored cruisers, with a displacement of 14,500 tons and a speed of twenty-two knots. The next six, the Pennsylvania, Maryland, West Virginia, South Dakota, California and Colorado, are armored cruisers of 13,600 tons and twenty-two knots speed. The St. Louis, Milwaukee and Charleston are semi-armored cruisers of 9,700 tons displacement and twenty-two knots speed. The Denver, Des Moines, Chattanooga, Galveston, Tacoma and Cleveland are protected cruisers of 3,100 tons displacement and sixteen and one-half knots speed. The Birmingham, Chester and Salem are scout cruisers of 3,750 tons and unstated speed. In addition to these a great many smaller craft are being constructed for the navy. When all are completed, including the two great vessels provided for by the last congress, the United States navy will rank third in ton-



GOVERNORS SAVAGE AND M'BRIDE DRIVING THE FIRST RIVETS IN THE KEEL OF THE BATTLESHIP NEBRASKA ON JULY 4, 1902.

nage, only Great Britain and France being ahead, while in point of efficiency it will stand where it has, first. When one thinks that the Japanese navy, of which so much has been heard lately, consisted at the beginning of the war of seven first-class and one third-class battleships and eight

first-class, four second-class and fourteen third-class cruisers, the value of the United States navy in 1907, with twenty-five first-class and eleven third-class battleships, fifteen first-class, three second-class and twenty-one third-class cruisers, can be estimated.