GREAT BATTLESHIP MINNESOTA SOON TO SLIDE INTO THE SEA

Some Time in March the Pride of the Navy Will Be Launched-A Wonderful Craft With All the Latest Ideas in Naval Fighting Machinery—Detailed Description of Her Construction, Armament and Equipment.

the day set for sending the vessel over-board. Work on the Minnesota's launch ing cradle was begun several days ago and is now being pushed rapidly. The Minnesota is at present the only

The Minnesota is at present the only warship on stocks at the yard and it is likely that she will be afloat before the keels for the new armored cruisers are laid. The huge sea fighter is 53 percent completed and the officials of the shipbuilding company promise that the battleship will be 60 per cent advanced by Minnesota launching day.

As she now appears on the stocks, the great riveted mass of steel presents a handsome spectacle, bidding fair to prove what the builders claim for herethat the Minnesota will be one of the launching day and it is estimated, will be 9,000 tons. When completed, the battleship will have a gross tonnage of 16,000 tons.

Naval and shipbuilding men the world over will watch with great interest the feat to be attempted in putting the huge fighter overboard.

A detailed description of the new battleship is given below:

Length of load waterline, feet.... 450

the Minnesota will be one of the Length of load waterline, feet....

Newport News, Va., Feb. 4.—The live-learing the ship of her shores and locks, or the unlooked for obstructive launching of the first-class battleship Minnesota, which will be sent overboard at the yard of the Newport News Ship-building company some time in March. Preliminary arrangements are now in progress here. It is not improbable that President Roosevelt will be among the guests of honor, occupying a place on the launching platform with the gov-

that President Roosevelt will be among the guests of honor, occupying a place on the launching platform with the governors of Minnesota and Virginia.

From the shipbuilder's viewpoint, the process of launching a vessel begins with the placing of the cradle beneath the hull, which operation is usually started about five or six weeks before the day set for sending the vessel over the day set for sending the vessel of the vessel is gravely menaced. There is also, after the ship has severe mental strain to the man in charge and the builders, for the danger of disaster irremediable is never past until the vessel is afloat.

The Details of Construction.

Never before has a vessel been launched at an American shipyard car-

There is a complete protective deck extending from stem to stern, the deck being flat amidships but sloped at the sides thruout and sloped at each end. It will be built up to the 20-pound plating thru-

The magazines and shellrooms are so arranged that about one-half the total supply of ammunition may be carried at each end of the ship.
. Magazine bulkheads adjacent to heated

26-foot steam cutters; three 36-foot launches, five 30-foot cutters, two 30-foot gig whaleboats, one 30-foot barge, two 20-foot dingeys, one 14-foot dingey, one 16-foot dingeys, one 14-foot dingey, one 16-foot dingey and two life rafts.

The Minnesota is designed for a flagship and the arrangement of quarters provides ample accommodations for the following complement: A flag officer, a chief of staff, 19 wardroom officers, ten junior officers, 10 warrant officers, and not less than 761 men, including 60 marines.

There are steel masts forward and aft, the foremast having an upper and lower top, the mainmast a lower top only.

Masts are arranged for wireless telegraphy. There is one signal yard on each mast, also a searchlight platform forward and aft, with a crow's nest on the foremast.

RETIRED OFFICERS **MAKING SOLDIERS**

Secretary of War Reports on Former Fighting Men Now Teaching in Northwest.

By W. W. Jermane.

Washington, Feb. 4.—In response to a recent senate resolution, the secretary of out, with nickel-steel of 40 pounds on the war has had compiled a list of regular flat and 100 pounds on the slopes. flat and 100 pounds on the slopes.

Cofferdams about 30 inches thick and extending from protective berth deck level guard in the several states, and at eduwill be worked from end to end of the vestal these cofferdams being extended above these retired officers are in the service the berth deck, forward and abaft the of the national guard in as many sepatransverse armor, to a height of about 36 rate states. Thirty-eight of them are inches. The cofferdams will be packed at educational institutions with full with cellulose or other approved water-pay, but without allowances. Five are excluding material.

Ammunition.

The cofferdams will be packed at educational institutions with full pay, but without allowances. Five are at education institutions with only retired pay. Three are on recruiting duty with full pay and allowances. The following officers from this list are in the northwest:

With the National Guard-Lieutenant With the National Guard—Lieutenant Colonel William Gerlach, St. Paul; Major J. A. Olmsted, Des Moines; Captain Charles King, Madison, Wis.
On recruiting service—Major Charles B. Vogdes, Fargo, N. D.
At Educational Institutions with Full

Pay but No Allowances—Major Daniel Robinson, Simpson college, Indianola, Iowa; Major Louis B. Lawton, Shattuck school, Faribault, Minn.; Major James school, Faribault, Minn.; Major James Ulio, Dakota Agricultural college, Fargo, N. D.; Captain C. A. Curtis, state university, Madison, Wis.; Captain Asa T. Abbott, University of South Dakota, Vermillion, S. D.; First Lieutenant George R. Burnett, Iowa state university, Iowa City.

UNCLE SAM OWNS RARE PORTRAITS

The Government Maintains Long Quests for Pictures of Officials Dead and Gone.

From The Journal Bureau, Colorado Building

The collection of portraits of secre taries of the navy, since the organiza-tion of the department in 1798, had long been without the likeness of George B. Badger of North Carolina, who was secretary during the short administration of William Henry Harrison. He was a distinguished citizen of the state, havthe United States senate for eight years. But he seemed not to have had his picture taken, and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been an extent that when the North and so a search was been and so a search But he seemed as a search was begun ture taken, and so a search was begun thru libraries here and in North Carolina, particularly in old local histories and among the albums of his descendants and relatives. Finally, in an unused storeroom of the naval academy at Annapolis, a full-length painting which as weighed so heavily upon Norwegian business since the crisis of 1899, was at lest lifting. Unfortunately, three circlest lifting. There will be twelve boilers of the the navy, was uncovered. Altho more than 60 years of age, it was in an ex-

cellent state of preservation. Signers of Declaration.

As a result of Major Peabody's labors in bringing to completion these lists, th overnment now has likenesses of the fifty-six higners of the Declaration of Independence and all but three of the men who framed the federal constitu-

was long supposed that John Morton of Pennsylvania and Caesar Rodney of Delaware, among the signers of the Declaration, had left no likenesses be-hind them. Caesar Rodney had a disfigurement on one side of his face, and for that reason it was assumed had shunned the picture-makers. But a patient search was at last rewarded and one old picture, which the investigators one old picture, which the investigators and trade is generally sound. It is a feel certain is genuine, was discovered, and trade is generally sound. It is a noteworthy fact that not one really first-class firm has succumbed. The

Gaillard's Portrait.

John Gaillard of South Carolina. who was president pro tem of the senate nearly a century ago, gave the searchers a long chase, in spite of the number of his descendants, who constitute one of his descendants, who constitute one of the prominent families of the south. Four hundred newspapers, in a Washington paragraph sent out thru a pressagency, called attention to the government's desire for this man's likeness. This call vielded nothing, but a personal search by Major Peabody finally brought out a miniature painted when Gaillard was 18 years old. In reproducing this in the regular form today, no attempt was made to represent Mr. Gaillard otherwise than as a youth. Some of the most earnestly sought pietures were found lying obscurely in the some of the most earnestly sought pre-tures were found lying obscurely in the departments where their existence had been forgotten. Labeling is as neces-sary as suitable framing.

No Picture of L'Enfant.

The Library of Congress has long made a practice of collecting historic pictures and prints, of which it now has pictures and prints, of which it now has thousands, and in searching for the likeness of any famous character of the past, that collection should first be searched. One of the men most honorably identified with history of this capital, of whom no likeness is known to exist, is Major Charles Peter L'Enfant, who, under Jefferson and Washington laid out the federal city. In this day of snap-shots, it would be very day of snap-shots, it would be very difficult for a person to go thru the world without having his picture taken. His may have been made and lost. The books and newspapers of this day per form a service in putting likenesses on the permanent records, which was for-merly neglected.

go wrong. The lathering of the Mill nesota, enormous bulk of steel that she is, is not only a matter of careful calculation, but involves the exercise of fine skill and much labor.

Should anything interrupt the ar-

NORWAY IS STRICKEN WITH ANOTHER DISASTER

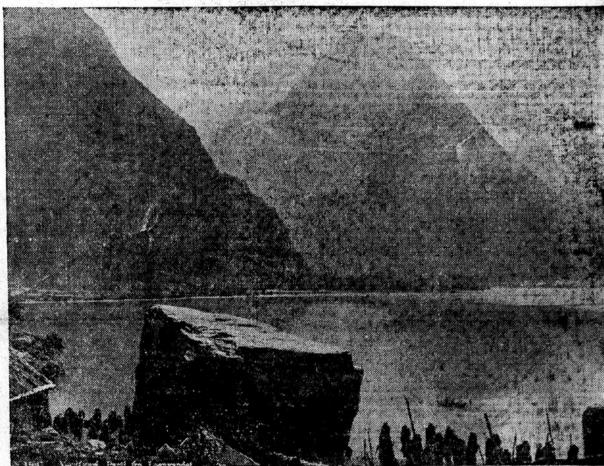
Avalanche and Tidal Wave in Nordfjord Shocks Christiania—A Business Review of 1904 in Norway-Statistics of the State Liquor Trade-Distinguished Visitors in the

Capital City.

Correspondence of The Journal.

Christiania, Norway, Jan. 17.—Another disaster has befulent this unhappy country, before the memories of the Aalesund fire and the Norge shipwach had begun to grow dim in the public mind. The mails and wires have just brought the first intelligence of a line brought the first intelligence of

By M. ALGER.



SCENE OF THE RECENT AVALANCHE AND TIDAL WAVE IN NORD FJORD, NORWAY.

Trade in Norway remained slack all last lifting. Unfortunately, three cir-cumstances have retarded the hoped-for

revival-the poor harvest in southeast ern Norway, the poor fisheries (partic ularly the herring fishery on the west coast), and, finally, the unprecedented drought in east Norway. We have also suffered a great banking catastrophe, Christiania Handelsbank being comone for Norwegian trade tries; the freight market has been worse than ever; in the wood trade prices have been declining, and of the export industries only the cellulose and the paper trade have done well.

In spite of all these serious drawbacks, the long and painful liquidation

after the speculative boom seems drawing to a close. The business community has had time to reduce liabilities firm has succumbed. heavy losses have fallen mostly on small The masses have not suffered to any-

thing like the extent one might sup- a p pose from the economic reaction.

months of 1903, improved the first half expedition to Greenland, Mylius Frich-of January, but the Aalesund conflagra-tion, together with heavy storms, ham-pered the fishery and improvement was not visible again until the letter half expedition to Greenland, Mylius Frich-sen and Mr. Rasmussen, were guests of honor at the Geographical society meet-ing last Friday evening. They were The year 1904 was simply the worst on record. This remarkable absence of herring has influenced all the rest of the Norwegian coast fisheries in an unfavorable way.

Sale of Liquors in Norway.

As is well known, the liquor traffic is a state monopoly in Norway, and only the "samlags" are allowed to sell spiritus. Iiquors. According to statistics just published there were in 1903, thirty-two "samlags" doing business. As Norway has sixty-three towns, it will be seen that but half of them had places where liquors were sold. In 1895, there were "samlags" in fifty-one towns.

The profits are divided as follows: 15 per cent to the municipality where the "samlag" or liquor-selling company is located, 20 per cent for benevolent and charitable institutions of the district and the balance, 65 per cent, to the state treasury.

Of private persons holding life privi-As is well known, the liquor traffic is

pered the fishery and improvement was not visible again until the latter half of February. Last autumn the fishery was rather poor, owing to the exceptionally late opening of the season. The fat herring fishery has been a sad disappointment after the hope of an improvement engendered by the returns of 1903. The year 1904 was simply the worst on the fishery has been a sad disappointment after the hope of an improvement engendered by the returns of 1903. Sverdrup and Carsten Borchgrevink, both men well known in connection with arctic and antarctic discoveries, and Hjalmar Johansen, who was with Frithjof Nansen "farthest north." The tales told by the two guests of honor about the queer inhabitants of

the frozen north were very interesting, and the Danish expedition has certainly fulfilled its mission in getting a closer acquaintance with the natives of Greenland. As a result, steps will be taken to bring the light of Christianity

Of private persons holding life privilege of selling liquor, there are only ten left in Christiania and very few else-

left in Christiania and very few elsewhere in Norway.

There are sold 3,370,000 litres of brandy by the "samlags" in 1903, with a profit of 1,733,000 kroner, of which the state treasury received 1,060,000



TYPICAL HOUSES OVERWHELMED BY THE LOENVAND TIDAL WAVE.

governor, his staff and a number of state and federal officials for the launching and the luncheon following the cereposed of twen

other invited guests.

The christening booth, in which the sponsor will stand while smashing the bottle of champagne against the side of the ship when the Minnesota starts on her glide down the ways, has been placed in position alongside the bow of the vesse!

270 degrees.

The 8-inch guns in pairs, in four elec- ment.

rets, two on each beam, at each end of Babcock & Wilcox type, placed in six

caliber 30.



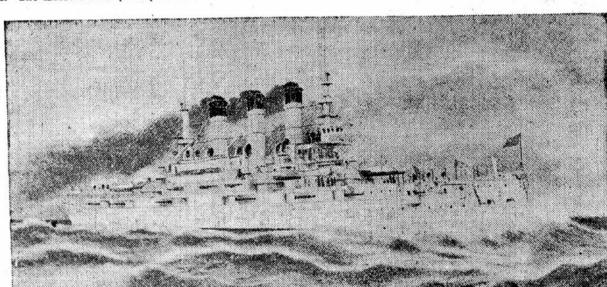
The battery will be mounted as follows: ratio of high pressure to low pressure. The 12-inch guns in pairs in two electrically-controlled, balanced elliptical turdiameter will be sufficient for the required. rets on the center line, one forward and indicated horsepower at about 120 revolu-one aft; each with an arc of fire of about tions a minute. Each engine will be lo-

and the luncheon following the ceremonies, the officers of the company being the hosts. On the platform with the governor's party and the fair sponsor will be a number of naval officers, representatives of the federal government and the state of Virginia and a few there invited guests.

The engines will be of the vertical, twinscrew, four-cylinder, triple-expansion type of a combined indicated horsepower of this guns; caliber 30; six automatic guns, caliber 30.

Propelling Machinery.

The engines will be of the vertical, twinscrew, four-cylinder, triple-expansion type of a combined indicated horsepower of 16,500. The steam pressure will be 250 pounds. The stroke will be four feet. The guns, caliber 30. As she now stands, the monster hull trically-controlled, balanced elliptical turof the fighting ship is at its full dimen-sions. The massive steel prow protrud-the superstructure.



THE LOUISIANA-AN EXACT DUPLICATE OF THE MINNESOTA, BOLT FOR BOLT AND RIVET FOR RIVET, THE

ing from the bewildering network of scaffolding makes an imposing picture. The gun ports for the battleship's main deck guns have been cut in the hull and bulkheads of nickel steel of from 1½ to of approved make and design, in addition deck guns have been cut in the hull and the armor that protects the gunners 2 inches thickness; forward and after from the enemy's fire has been put around each. The ponderous conning straight astern, respectively. Other 7-inch Steering engine, windlass engine, ash hoist around each. The ponderous conning tower, with the bridge leading from it to the sides of the ship's superstructure.

Weight on Supt. Doughty's Shoulders.

The man to whom the general super-vision of the putting afloat of the brave. ship Minnesota has been intrusted is M. V. D. Doughty, the highest salaried and probably most expert superintendent of hull construction in the world. has successfully launched one hundred and thirty-odd naval and merchant ships in his long and remarkable career. Except for a hitch in the launching of the cruiser Maryland, which failed to clear the ways—an accident attended with not a dollar's worth of damage—

of 11 inches for about 200 feet amidships. with not a dollar's worth or damage-Superintendent Doughty has never made

a slip.

The launching of a ship is always a matter of interest to the public and the shipbuilder. To the former it is an in-teresting affair from a spectacular viewpoint; to the latter the process is zine spaces and reaches from the top of the waterline belt to the lower edge of as there is always a doubt in his mind as there is always a doubt in his mind as the latter the process is zine spaces and reaches from the the process is zine spaces and reaches from the top of the waterline belt to the lower edge of the latter the process is zine spaces and reaches from the top of the waterline belt to the lower edge of the latter the process is zine spaces and reaches from the top of the waterline belt to the latter the process is zine spaces and reaches from the top of the waterline belt to the latter the process is zine spaces and reaches from the top of the waterline belt to the latter the process is zine spaces and reaches from the top of the waterline belt to the lower edge of the waterline belt that some of the numerous details calculated with mathematical precision, may go wrong. The launching of the Min-nesota, enormous bulk of steel that she

BUILDERS SAY. bulkheads of nickel steel of from 1½ to of approved make and design, in addition 2 inches thickness; forward and after to that pertaining to the main engines straight astern, respectively. Other 7-inch guns to have the usual broadside train.

ever practicable. All the 7-inch guns are so arranged that their muzzles train inside the line of the side armor, thus leaving a clear and un-obstructed side when it is desired to go alongside a pier or vessel. Arrangements will be made whereby the 3-inch guns on the main deck can be quickly and con-

veniently dismounted, housed and secured. Armor and Protection.

of 11 inches for about 200 feet amidships. Forward and aft of this, the maximum thickness is 9 inches within the limits of magazines, from which points the thick-ness is gradually decreased to 4 inches at To the former it is an in- the stem and stern. The lower casemate armor extends to the limits of the magaand is 6 inches in thickness, the athwart-ship bulkheads at the ends of this case-

mate also being 6 inches thick.

Propelling Machinery.

water-tight compartments.

to the sides of the ship's superstructure, has been set in position and the entire ship is being freshly painted.

The guns of the secondary battery in commanding positions, having a large arc of unobstructed fire and protected where engine for each fireroom, forced-draft of 16,500 gallons of fresh water a day; distilling apparatus capable densing at least 10,000 gallons of water

> spare parts will be about 1,500 tons. The vessel will be lighted thruout by elecricity. The electric plant is to consist f eight 100-kilowatt steam-driven gentricity. sure at the terminals, disposed in two separate and independent dynamo rooms. There will be fitted all the usual means of interior communication, such as tele-phones, voice pipes, call bells. buzzers.

rongs and annunciators, engine and steer

The vessel is to be heated by steam

fire alarm, warning signals, etc.
With the exception of the auxiliaries above mentioned as being operated by steam, all power will be electric, as for

ing telegraphs, revolution and rudder indicators, heeling indicators, automatic instance, for boat cranes, deck winches, turret-turning motors, ventilation-blower motors.

The well-known strengthening properties of iron, combined with other tonics and a most perfect nervine, are