

### NEW BATTLESHIP MAINE GLIDES FROM CRADLE AND IS SUCCESSFULLY LAUNCHED AT THE YARDS OF THE CRAMPS AT PHILADELPHIA

One of Largest Crowds That Has Ever Seen War Vessel Leave Ways at Cramps Makes Patriotic Demonstration in Honor of Ship That Will Replace Ill-Fated Craft Whose Shapeless Mass Lies in Havana Harbor



**P**HILADELPHIA, July 27.—The battleship Maine, designed to be bigger, stronger and faster than her namesake, whose shapeless mass still lies in the harbor of Havana, was successfully launched from the yards of the Cramp Ship and Engine Building Company to-day.

One of the largest crowds that has ever seen a warship leave the ways at Cramp's yards was on hand, and patriotism ran wild as the ship left her cradle.

Kensington, wherein the shipyard is located, took a holiday and attended the launching. Thousands of persons from other parts of the city were on hand, and as the yard was thrown open to the public every vantage point in the confines of the place swarmed with humanity. The weather was beautiful.

The State of Maine was officially represented by Governor Hill and members of his staff. From Washington came Rear Admirals Bradford, Melville and Walker, Lieutenant Commander Bailey, Captain Leary, former Governor of Guam, and a number of bureau chiefs of the Navy Department.

President McKinley, Secretary of the Navy Long, Admiral Dewey, Captain Sigbee and other naval dignitaries who received invitations were unable to attend.

The ceremony of christening the ship was performed by Miss Mary Preble Anderson of Portland, Me., a descendant of the Preble family, that has added fame to the naval honors of the country.

As the last timber that held the ship was sawed away and the vessel began to move Miss Anderson struck the bow of the Maine a blow with a bottle of champagne and formally christened her. As the vessel slid off the ways a great shout went up and every steam craft in the vicinity began the tooting of whistles.

Mrs. Anderson belongs to a family that has been identified with the American navy as prominently as the Adams family with American statesmanship and the Lees with American armies. The ancestor of the Portland Prebles was a young soldier who won fame at the siege of Louisburg in 1745. His son Edward was a boy when the Revolution broke out. He joined the American navy, distinguished himself and after the Revolution attained high rank,

**MISS MARY PREBLE ANDERSON**

**NEW BATTLESHIP LAUNCHED YESTERDAY AND YOUNG LADY WHO CHRISTENED IT.**

so that in 1803, as a commodore, he commanded the famous expedition which humbled the Barbary pirates. Commodore Preble was styled "the Father of the American Navy."

Commodore Preble's nephew, Admiral George H. Preble, saw active and distinguished service in two wars, that against Mexico, where he participated in the bombardment of Vera Cruz, and the Civil War, when he commanded a vessel under Farragut at New Orleans and Mobile. With the third Portland Preble was Lieutenant Commander Edward E. Preble, grandson of Commodore Preble, who was the navigator of the Kearsarge in the famous battle with the Alabama. Commodore Preble married Mary Deering in 1801.

They had but one child, Edward Deering Preble, who left three children, a son, Edward E. Preble, the navigator of the Kearsarge, and two daughters, Mrs. Edgar Tucker of New York and Mrs. W. H. Anderson of Portland, mother of Miss Mary Preble Anderson.

The Maine is 56 per cent finished. Her keel was laid in April, 1899, and the ship will be ready for transfer to the Government in eighteen months or two years' time.

**Bremerton a Navy Yard.**  
SEATTLE, July 27.—Advices from Washington state that the Secretary of the Navy has ordered that hereafter the naval establishment at Bremerton shall be known as the Bremerton navy yard instead of the Bremerton naval station.

### SIGNALS FLASH BETWEEN GREAT OCEAN STEAMERS

Success of Messages Sent From an Outgoing Vessel.

Wonderful Working of the Marconi System of Wireless Telegraphy.

**NEW YORK, July 27.**—Between the steamship Kaiser Wilhelm der Grosse of the North German Lloyd line and the Cunard steamship Lucania a very successful test of the operation of the Marconi wireless telegraph system was made this afternoon in the waters of New York harbor. The Lucania sailed for Liverpool at 1 o'clock this afternoon, while the Kaiser Wilhelm der Grosse remained berthed at pier 51, North River, from which she will sail on Tuesday next. For more than an hour the two vessels were in constant communication with each other, and until the Lucania passed out of the Narrows there was no difficulty in reading her signals.

**Exact Position Recorded.**  
It was agreed upon between the two operators, George Kroncke of the German ship and William Hepworth on the Lucania, that the test was a semi-private affair, and the messages were in the nature of friendly greetings, with the exception that several times during the passage of

### BORDER MEN HANG THIEF TO A LIMB

Quickly Avenge Stealing of a Horse Near Tucson.

Lasso Their Victim After a Long Chase and Desperate Fight.

Cowboys From a Nearby Ranch Are Driven Back When They Attempt to Aid the Captured Man.

**TUCSON, July 27.**—Swift was the vengeance meted out to Ignacio Rivera, a Mexican vaquero, by a party of cowboys from a ranch twenty-five miles south of Tucson last night. Rivera's crime was the stealing of a horse—a capital offense on the border. He was pursued by a party of men of the ranch from which the horse was taken, lassoed after a chase of five miles and strung up to a mesquite tree. Not until this morning, when his body was found swinging from a limb, was the fate that had overtaken him made known. So silently and swiftly did the self-constituted executioners carry out their plans that it is not known even yet from what ranch they came, nor has any light been thrown upon events leading up to the pursuit and the lynching. Ranchmen and cowboys in the vicinity are not exerting themselves to get the details, preferring to refrain from too much curiosity.

Early last evening "Broncho Steve," who is foreman of the Sahuarito ranch, twenty miles south of Tucson, saw a band of cowboys pass his ranch, riding swiftly in the direction of Tucson. The foreman's suspicions were aroused when they passed him without uttering a word. Cowboys seldom ride hard without yelling. Steve decided to saddle his horse and follow them, which he did at an early hour this morning.

**Body Swinging to a Limb.**  
At Hart's ranch Steve found a crowd of cowboys standing about the body of a man swinging to the limb of a mesquite tree. He was a stranger to the cowboys in that section and mystery surrounded the affair until "Broncho Steve" arrived and told of having seen the posse the night before. His information made it plain that the man was a horsethief, who had been pursued and caught by cowboys working upon a ranch farther south. The lynched man was later found to be Ignacio Rivera, this name being written on several letters in his pockets. Rivera was a Mexican vaquero and was this afternoon identified as a cowboy who had been working at a ranch near the border line for some time.

Cowboys at Hart's ranch, who heard the pursuing band arrive, heard several shots and saw a band of horsemen approach in the darkness. They did not care to inquire into the shooting, but one of them ventured close enough to distinguish the forms of the horsemen and saw that one man in the crowd was apparently held by a rope about his body, as though he had been lassoed, and was emptying his six-shooter at the party which had come upon him.

**Rope the Horsethief.**  
Evidently the posse did not care to shoot Rivera, for the cowboys at Hart's ranch say that all the shooting was done by the man who was afterward hanged. The cowboys in the attacking party rode about their man as though they were trying to rope him so as to fasten his arms to his body and prevent him using his six-shooter. This they succeeded in doing before Rivera could do any damage to the lynching party, and Rivera was jerked to the ground and dragged some distance to a mesquite tree. The Hart's ranch cowboys then attempted to interfere, seeing that it was a fight in which one man was opposed by a half dozen, but the lynching party drove them back, and they were powerless to do anything.

Rivera was placed beneath a limb of the tree, a rope was tightened about his neck and thrown over the limb at a point where the body would swing free of the ground. After hauling Rivera up they tied the rope about the tree. Then the lynching party rode back to the ranch-house.

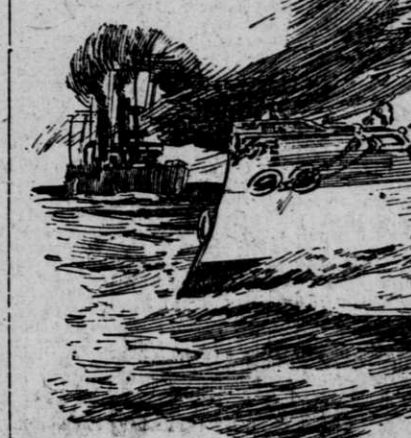
The cowboys were not aware until this morning of what had been the fate of the man they had seen lassoed. They knew that there had been a fight, but did not know that it had preceded a lynching.

**Coroner Learns No Details.**  
The story of the lynching was brought in by a cowboy to-day and the Coroner was notified. He went out to the scene this afternoon and returned late to-night. The story of the cowboy in relation to the lynching cannot be verified, but "Broncho Steve," who came in this evening, says that Rivera was hanged last night and that the men who did the work are not known about Hart's ranch. It is evident that he has been working on the range and had either stolen a horse or got into other trouble which angered the cowboys, and they followed him to his death.

Rivera was a young man and had been seen by some of the cowboys at Hart's ranch before during a round-up of cattle. It is the general belief that he was fleeing upon a stolen horse toward Tucson.

### SECRETARY LONG WILL PROHIBIT OFFICERS OF NAVY FROM TALKING FOR PUBLICATION CONCERNING SCHLEY-SAMPSON CONTROVERSY

This Order, Which Will Be Issued Next Week, Is Not Intended as a "Muzzle" on the Men Who Participated in the Battle of Santiago Bay, for They Will All Have a Chance to Make Statements Before Court of Inquiry



**C**ALL BUREAU, 1406 G STREET, N. W., WASHINGTON, July 27.—Believing that irresponsible discussion should cease now that an official investigation is to be made, Secretary Long will issue an order next week forbidding officers of the service from talking for publication. This order, it is explained to-day, is in no sense intended to "muzzle" officers. They will be given an opportunity to make their statements under oath, when they must tell the truth, the whole truth and nothing but the truth. Judge Advocate General Lemly will make a complete list of

In this case the department would suggest that a rigid blockade and the employment of our torpedo-boats might accomplish the desired object, viz.: The destruction of the enemy's vessels without subjecting unnecessarily our men-of-war to the fire of land batteries.

**Secretary Long's Reasons.**  
Secretary Long explained that there were two reasons for this, viz.: First, that there might be no American troops to occupy any captured stronghold or to protect them from riot and arson until after the dry season began, and second, lack of docking facilities, which made it



**CRUISER BROOKLYN, THE FLAGSHIP OF COMMODORE SCHLEY DURING THE BATTLE OF SANTIAGO BAY, AND TWO SPANISH OFFICERS WHO UPHOLD THE AMERICAN COMMANDER.**

### GIANT COMBINE OF CALIFORNIA'S OIL INTERESTS

Hundred Million Dollar Consolidation Is Completed.

Embraces Almost the Entire Output Throughout This State.

**LOS ANGELES, July 27.**—The Herald to-morrow will say: For several months plans have been under discussion for organizing the oil producers of California to market their product on co-operative lines. Two or three efforts made in that line failed, because the condition was not sufficiently disorganized to demonstrate the necessity of co-operation to the producers.

The competition to sell, however, has gradually forced down the price of crude oil until in Kern County sales of stock on hand have been made as low as 17 cents a barrel, a price which could only be disastrous to the producers if continued indefinitely.

With this condition facing them the necessity became apparent to all the producers to do something to restore profit in oil production by raising the price. While there were many operators in the Kern River field, there were a few men who controlled the greater part of the land, and for some days they have been considering the situation, finally reaching an agreement on the lines on which organization should be perfected. This plan was finally put into the hands of W. S. Porter of Los Angeles to work out, and so successfully has the work been done that twelve companies, representing 65 per cent of the Kern River field, have now signed and other companies are rapidly entering the combine. It represents a capitalization of between \$75,000,000 and \$100,000,000.

**Companies That Have Signed.**  
The twelve Kern River companies which may be classed as the "charter members" of the combine are said to be: Monte Cristo Oil Company, Reed Crude Oil Company, Canfield Oil Company, Petroleum Development Company, Imperial Oil Company, Chicago Crude Oil Company, San Joaquin Oil Company, Kern Oil Company, Sterling Oil Company, Bear Flag Oil Company, Green & Whittier Oil Company and Toltec Oil Company.

This combine will be supported by Jewett & Bioggett and others, representing almost the entire acreage of Sunset; by Canfield & Chanstor, with a great acreage in Midway, while almost all of the companies in McKittick are reported to have signed contracts similar to those signed by the Kern River producers. The Coalinga product is said to be practically

officers and others who may be able to throw light upon the subject under inquiry. If Rear Admiral Schley should find the list incomplete he will be permitted to add such names as he may deem advisable. In this way every officer who has any information bearing upon the conduct of Rear Admiral Schley or any other officer will be placed on the witness stand.

**Silent Concerning Sampson.**  
The decision of Secretary Long to issue the order is the result of various interviews which have appeared since the agitation of the Schley-Sampson controversy was renewed by comment upon the Macley history. This decision was reached yesterday before Rear Admiral Sampson expressed his views to The Call correspondent in Boston, which were printed this morning. In view of the department's attitude deprecating further newspaper discussion none of the officers with whom The Call correspondent talked to-day would authorize him to quote them in respect to the views expressed by the admiral.

Secretary Long declined to say a word about them. Admiral Sampson's statements tally generally, however, with the official records, except with regard to his assertion that "I had received mandatory orders from the Navy Department not to jeopardize any of the vessels on the mine fields or by attacking heavy batteries until the Spanish fleet had been destroyed."

In a confidential letter to Admiral Sampson, dated April 6, 1898, Secretary Long stated that "the department did not wish the admiral to expose the vessels of his squadron to the fire of the batteries at Havana, Santiago de Cuba or other strongly fortified ports in Cuba unless the more formidable Spanish vessels should take refuge within those harbors. Even

particularly desirable that our vessels should not be crippled before the capture or destruction of Spain's most formidable vessels.

After war had been declared Secretary Long in telegraphic instruction to Admiral Sampson, dated April 25, informed Admiral Sampson that "while the department does not wish the bombardment of forts protected by cannon, it is within your discretion to destroy light batteries which may protect vessels you desire to attack, if you can do so without exposure to heavy guns."

On May 5 Sampson was directed not to risk so crippling his vessels against fortifications as to prevent them from soon afterward fighting the Spanish fleet. This message was supplemented by a letter in which the Secretary stated that "the department is perfectly willing that you should expose your ships to the heaviest guns of land batteries, if in your opinion there are Spanish vessels of sufficient military importance protected by these guns to make an attack advisable, your chief aim being for the present the destruction of the enemy's principal vessels."

**As Shown by the Records.**  
So far as the records of the department show, there are no further instructions to Sampson regarding "risking his ships against fortifications. But it is pointed out that the primary consideration of the department was the destruction of the Spanish fleet, whether protected by batteries or not, and this could only be insured by adopting reasonable caution in operations against shore guns.

It is the understanding in Washington that Lieutenant Commander Staunton, who was Sampson's flag lieutenant, wrote

**Refuses Demands of Strikers.**  
SPOKANE, July 27.—A special to the Spokesman-Review from Rossland, B. C., states that the managers of all the big mines in that district to-day sent formal communications to the various labor unions, declining to accede to the demands of their striking employes. The indications now are that the strike will be greatly protracted.