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The Journal of the American Medical Association is of the opinion that there is a surplus of doctors in the United States, and regrets that the surplus is increasing.

There is now one doctor to every 600 of population. As this is not on the whole an unhealthy country, one physician ought to be able to look after the aches and pains of 1,000 ordinary people.

Wherever more men are employed to perform any kind of service than are actually needed, either the community has to pay too much for services rendered or some of the men employed must be unable to make more than a bare living, if they make that.

According to the Journal 1,600 doctors die yearly, in spite of their skill, but almost 6,000 are born. The medical colleges, although the requirements are severer than formerly, are turning out 6,000 graduates a year.

If this keeps on, how long will it be before there is one doctor for every 100 of the population? Then societies will have to be organized for the relief of starving M. D.'s. It is odd, remarks the Chicago Tribune, that so many young men should wish to study medicine when there are so many doctors, and when the physician has to face the competition of faith healers and prayer healers.

Probably the oft-quoted statement that "there is always room at the top" in an overcrowded profession is responsible for the existence of numbers of poor lawyers and doctors. Nearly every young man who is about to begin the study of medicine is convinced that he will reach the top and will get the big fees for surgical operations or medical treatment that he reads of. Perhaps he will, but the chances are about two thousand to one against him. This is a point which medical colleges, naturally enough, do not impress on students. They do not endeavor to discourage the young men who are willing to pay them money for an education. But it would be a kindness to many of these, and to the community generally, if the authorities of medical colleges would tell many of their students that while "there is always room at the top," they never will get there nor half way there—but will remain near the bottom, where it is always overcrowded, and hence ought to drop medicine and turn to something else.

One of the members of the United States geological survey recently called attention to a striking contrast in the development of the country lying on each side of the boundary line between Oregon and Idaho. In southwestern Idaho, near Boise City and the state line, there is a considerable section well developed by irrigation. Owing to the combined advantages of the rich character of the soil, the favorable conditions of the climate and irrigation, this district contains some of the best fruit-growing country in the world. Just on the other side of the state line, in Oregon, along the Malheur and Owyhee rivers exactly the same conditions exist—rivers, soil and climate—with the exception of the application of water to the land by irrigation, the vital condition. In consequence this section, though but a few miles distant from the other and just as capable of high development, is a desert country. Here is the whole important question of irrigation in the arid west in a nutshell, with it, homes, farms and industry; without it, a desert.

Enterprising game dealers in the west are said to be arranging a storage trust of quail. Several states have adopted laws forbidding the slaughter of Bob White for two years, and these men are preparing to accumulate big stocks of the birds before the protective laws go into effect. They expect to control the prices of quail in the principal cities of the country for a considerable period.

A recent dispatch from Raleigh, N. C., announced the final decision of the will case of Mr. Ice Snow. The dispatch also mentioned the names of other members of the family as Hail Snow and Rain Snow. In the same connection other curious names of people living in North Carolina were mentioned, namely, Sharp Blunt, Sink Quick and Early Dawn. Such names are funny.

THEY ARE CHANGING.

Signs of a Shift in the Democracy on the Expansion Question.

Is the democratic party preparing to change front on the expansion question? The signs of the times indicate that it is. Editorials in democratic newspapers and incidental remarks by party leaders all point that way. It is true the Ohio democratic convention, in repudiating Bryan and Bryanism, declared against the annexation or retention of territories "that imperil our national safety without promoting our national welfare," and announced that the democratic party always has opposed and opposes now any expansion of the national boundaries not meant to carry speedily to all inhabitants full equal rights with ourselves. But it was apparent a week after the convention that this guarded statement of policy was not to be accepted by party leaders in other states.

A newspaper supposed to speak for the democratic party in Illinois says that democratic reluctance to deal courageously with the question of expansion is due to the fact that the party is in opposition; that if democrats were in power in Washington they would have a policy in regard to newly-acquired American territories which would be in harmony with the practice of the party in the past; that, as the case stands, democrats have fallen under the influence of a respectable but undemocratic element which is of the same caliber as the class which "during the 60 years of democratic supremacy resisted every stride which the republic made toward its natural and inevitable development."

Just so. That is what republican leaders said in 1898 and in 1899. Roosevelt said very much the same thing in 1900. Democrats who voted for McKinley on "the paramount issue" last year insisted that expansion was not a party question, but an American question. And yet 6,000,000 democrats voted against the traditional democratic policy, simply, as the party organ now explains, to be in opposition.

But the organ goes further and insists that the democratic party shall announce an expansion doctrine which "they will not find in the walls of the ancient federalists nor in the emotional cries of the anti-imperialists of this day," but in the ordinance of 1787. Of this it is said: "It is an interesting fact that the government of the north-west territory, which sufficed for thousands of Americans for many years, was as arbitrary as any which has been established of late in the new possessions of the United States."

Two years ago such statements were common in republican newspapers. Now they are appearing in the standard democratic newspapers. If they mean anything they mean that the democratic party is endeavoring to execute that most difficult of maneuvers, a change of front in the presence of the enemy. They mean that the anti-expansion movement of this day has failed as utterly as did those of the past.—Chicago Inter Ocean.

DISGUSTED WITH FREE TRADE

The Protection Policy is Coming In to Favor with English Journals.

The economic policy of free trade, which in this country has found its apologist in the democratic party, has been fought off in the United States by the arguments of facts and by the facts of ballots. Great Britain has been the standing illustration used by free traders, but Great Britain is getting the tired feeling over that once-vaunted policy. So conspicuous a journal as the London Daily Express openly declares for protection, and presents arguments therefor which will be particularly interesting to Americans because, when presented by the republican party, they have been accepted as the basis for the protective policy of the United States. The London Express says: "The protective policy is worthy of support: 1. Because there is no such thing as free trade, and other nations refuse to admit our merchandise free into their markets. 2. Because, under the guise of protection, other nations have developed industries which would not have been developed, or not to such an extent, had they granted free admission to foreign manufactures. 3. Because by so doing these other nations have become wealthy and self-supporting communities. 4. Because England's industrial supremacy has vanished and her prosperity is gravely threatened under her free import system and under the attacks of protectionist nations, which attacks must be met by counter attacks. 5. Because economic self-containment, particularly in the matter of food supply, is a necessity to the well-being of any nation, and in this country can only be secured by a return to protection. 6. Because the experience of other nations shows that manufacturing greatness and a big foreign trade are not incompatible with protection, even to agriculture. 7. Because the national revenue can best be raised from import duties. 8. Because a customs union, as nothing else will, draw the empire together and promote the mutual prosperity and loyal cohesion of its component parts."

Those who remember the great tariff debate between Blaine and Gladstone will observe with special interest the signs that the country of Gladstone is beginning to approve the policy of the party of Blaine. Every such indication is a renewed tribute to the wisdom of American institutions as conducted by the republican party and an added condemnation of the suicidal policy which the democratic party would have fastened upon this country.—Troy Times.

Those papers that were calling Mr. Bryan "the peerless leader" a year ago are not warranted in turning their praise into ridicule by putting the words in quotation marks.—Indianapolis Sentinel.

MARYLAND'S MAIN ISSUE.

To Disfranchise All Colored Voters Who Vote the Republican Ticket.

"We declare again," said the democratic national convention in its Kansas City platform, "that all governments instituted among men derive their just powers from the consent of the governed; that any government not based upon the consent of the governed is a tyranny." This was the paramount issue, and the democrats of Maryland make it still a paramount issue, but with an exact reversal of partisan position that would bewilder and stun any foreign gentleman who was trying to get a line on American politics.

They say that peace, good order, their personal safety, the proper development of their material interests depend "upon the control of the commonwealth by its intelligent white residents," that they have 40,000 majority of the white people of the state, that the republican party would be in a hopeless minority without the aid of its 60,000 colored voters, and so are driven by their irresistible logic to the following declaration: "We, therefore, without hesitation, proclaim that the success of the democratic party will mean that, while we shall deal with perfect fairness in securing all the benefits of good government and full and free opportunities for education to all classes, such action must be taken as to prevent the control of the state government from passing into the hands of those who have neither the ability nor the interest to manage public affairs wisely and well."

"Consent of the governed" vanishes completely at this touch. Government or control is distinctly claimed as the prerogative of intelligent whites. All other people should take orders from these superior beings, but apparently it is a virtue to have a white majority, whether it is intelligent or not, and the prerogative is modified somewhat with a benevolence toward all whites.

The main idea is to disfranchise 60,000 colored citizens because most of them vote the republican ticket. They are to have government decreed for them without any thought of their content, and are to be forced to submit to what the national platform calls a tyranny.

Possibly the negroes, like the Filipinos, "cannot," in the language of that pronunciamento, "be citizens without endangering our civilization," but it follows also from the same authority that they "cannot be subjects without imperiling our form of government." The dilemma does not help the democrats of Maryland. Nor does reference to the constitution help them, any more than to the Declaration, because it is plain that while they talk of intelligence they are really discriminating against color. They evade the great charter which the Kansas City resolutions approve.—Chicago Record-Herald.

HOW ABOUT BRYANISM?

The Time to Write the Obituary, It Seems Has Not Yet Arrived.

Are the ingenious gentlemen, democrats and republicans, who are saying that Bryanism is dead, absolutely sure of their ground? Ohio recently rejected Bryan personally by refusing to endorse him or his platforms of 1896 and 1900, but it adopted a platform which in many particulars was equally as bad as anything which he ever favored. Several other states in their democratic conventions are expected to deny recognition to the Nebraskan. There are great whoops of joy from the democratic reorganizers all over the country at what they are calling the death of Bryanism, but are they sane or sincere in all this?

There is a strong probability that in the states west of the Mississippi there is a powerful sentiment still in favor of Bryan. Missouri has many Bryanites. Probably the Bryanite section of the democracy in this state, in Kansas, in Nebraska and in most of the other commonwealths between here and the Pacific is dominant in that party. There are reorganizers in the democratic party in Missouri, but they are confined to St. Louis, Kansas City and St. Joseph. In the rural districts they cannot be found. Omaha may have many of them among its democratic element, but in the rest of that state they are likely to be scarce. The same is true as regards the cities and the farming regions of the rest of the trans-Mississippi states.

Then, too, if the democracy rejects Bryan in 1904, as it probably will, it will still be under the necessity of framing a radical platform. It cannot make a conservative deliverance, for that would be an imitation of the republican creed, and the people do not like imitations in politics. The democracy will be forced to combat the republican party on many lines, and this necessity will compel it to put forward many follies and absurdities which will be as bad as Bryanism, and some of them will probably have to be taken from the Bryan platforms. Moreover, Bryan himself is going to stay in politics, as he has frequently informed the country, and he still has a spell over the minds of many of the 6,500,000 of men who voted for him in two successive canvasses. The time to write the obituary of Bryanism will not, at the earliest, come before the evening of November 8, 1904.—St. Louis Globe-Democrat.

The leading democratic paper in Indiana admits that the world has adjusted itself to the gold standard, but fails to make due acknowledgment to the valuable assistance rendered by the republican party.—St. Louis Globe-Democrat.

A GREAT DISASTER.

Many Lives Lost in a Tunnel Under Lake Erie.

A Temporary Crib a Few Miles from Cleveland Is Destroyed by Fire—About a Dozen Men are Burned to Death or Drowned.

Cleveland, Aug. 15.—Five men were burned to death, four were drowned, and one suffocated in a fire that destroyed the temporary waterworks crib No. 2 early Wednesday morning. Forty-two men were in the crib when the building was set on fire by the smokestack of one of the boilers, which had become red hot.

Eleven of the men were at work in the tunnel 136 feet beneath the crib. They were imprisoned four hours before aid could reach them. Only one man succumbed to the suffocating gases that filled their underground prison. The rest were taken out just alive and resuscitated.

Five men were suffocated in their bunks by smoke and their bodies burned to an unrecognizable mass. Twenty-six men obeyed the orders of Manager Van Deusen and took refuge in the water on floating pieces of wreckage. Four of them lost their hold upon their frail floats and sank beneath the waves just as help reached their comrades.

The tug J. R. Sprinkle heard the fire whistle blown from the crib and raced to the scene from the harbor. She picked up 18 of the survivors, who had drifted to the west of the crib on boards and wreckage.

The crib is a total loss. It was a frame building 200x50 feet, the sides sheathed with iron. It contained valuable machinery. The crib and machinery were the property of Shaller & Schinglau, contractors. Their loss will exceed \$200,000. The burning of the crib will delay indefinitely the completion of the waterworks tunnel.

One of the rescuers lost his life in his efforts to rescue his friends in the tunnel late Wednesday afternoon. A party from No. 3 crib, made up of Ed Johnson, C. Burkhardt, Plummer Jones and David Kelly, went down into the tunnel at 3 p. m. Johnson and Kelly were pulled out half-conscious a few minutes later and said Burkhardt and Jones were overcome. James Williams went down for the two missing rescuers. He got Burkhardt out, but Jones was dead. Overcome by the gas, he fell into the water at the bottom of the tunnel and was drowned.

A DARING CRIME.

A Lone Highwayman Holds Up a Stage Coach Near North River, N. Y.

Glens Falls, N. Y., Aug. 15.—News was received here last night that the Blue Mountain stage was held up by a robber at noon Wednesday at North River.

The stage which was stopped connects with a train which reached North Creek, Warren county, at 10:20 a. m. When it left the station it contained seven men and one woman.

When the stage was one and one-half miles north of Dunlap's hotel, at North River, a masked robber suddenly appeared. His first move was to shoot one of the horses. He then ordered the passengers to hold up their hands and alight. Six of the men immediately took to the woods, the remaining man staying with his wife, who was relieved of \$20, but the robber failed to find a larger sum in another pocket.

The highwayman then proceeded to rifle the mail bags and plunder the express packages, taking everything of value. After he had done his work he disappeared into the woods and searching parties have been unable to find any trace of him.

BOGUS RAILROAD TICKETS.

Big Stock of Counterfeits Found in the Office of a St. Louis Firm.

St. Louis, Aug. 15.—As the result of the arrest yesterday of William Clinton and Charles J. Leonard, ticket brokers, charged with swindling a customer, a gigantic railroad ticket counterfeiting scheme was uncovered. After the arrest of the brokers their office was ransacked and an immense number of tickets and passes was found.

It is almost impossible to place an estimate on the value of the tickets recovered, but it is stated by railroad authorities that \$50,000 would be a conservative figure. It is asserted that many of the tickets and passes were forgeries. The Baltimore & Ohio, Missouri Pacific and St. Louis & San Francisco lines are said to be the ones which should have the most interest in the discoveries made, though tickets were found in the stock from many roads.

J. P. Morgan Plans a New Union.

New York, Aug. 16.—The Press says: "J. Pierpont Morgan has planned the greatest labor union of the age—a union of labor and capital. According to his plans, stock of the United States Steel Corporation, valued at several millions of dollars at par, has been set aside for the purchase at inside figures by the 165,000 men employed by the companies that make up the steel trust. It is contemplated to form this co-partnership between the shareholders and the employees of the United States Steel Corporation. The plan was conceived before the steel strike was thought of."

Miles' General Order.

Washington, Aug. 15.—Lieut. Gen. Miles, commanding the army, has issued a general order intended to improve the condition of the army. It admonishes officers and men regarding their duties and points out the essentials of a good soldier, mentioning patriotism, discipline, physical development, self-respect, self-reliance and resourcefulness. The general says that on account of large recessions of officers and soldiers who have had but limited experience in the military service, the instructions contained in the order are issued for their guidance.

THE CUP HUNTER ARRIVES.

Sir Thomas Lipton's Yacht Shamrock II Comes to New York to Race for the Sandy Hook Cup.

Sandy Hook, N. J., Aug. 12.—Shamrock II, Sir Thomas Lipton's second challenger for America's cup, in tow of her consort, the steam yacht Erin, arrived off Sandy Hook Lightship shortly after 11 o'clock last night and anchored for the night just inside the lightship half an hour later. A newspaper tug and the tugboat James R. Lawrence with David Barrie, Sir Thomas' representative in this country aboard, had been cruising off Sandy Hook for two days awaiting the appearance of the foreign cup hunter.

When off the lightship the Erin burned her signals, green and red with a green star, and the tugs ran alongside. Greetings on both sides were hearty, but beyond saying that the yacht had encountered fine weather, neither Capt. Matthews, of the Erin, nor Capt. Sycamore, of the challenger, would give details of the trip. That they regarded it as a fine performance was evident from Capt. Matthews' ejaculation of surprise when informed that the tugs had been on the lookout for her for two days. "Give her a chance," he shouted.

As a matter of fact the actual time of the Shamrock II, is less than 14 days, counting her stop of one day at St. Michaels, Azores, a day better than the old Shamrock, which was far and away better than that of any former challenger. Capt. Matthews first inquiry after the greeting was of the challenger's opponent, Constitution, and when he learned that she had beaten Columbia on Saturday, he expressed his pleasure and then regret when he was informed of Columbia's accident in the race.

The Shamrock II carries the jury mast of the old Shamrock, but her topmast is 15 feet shorter, so that the distance from deck to truck is probably not over 90 feet. She will be towed in to-day by the tug Robert Hadden, the first tug to speak her, under instructions from Sir Thomas before she left to accept the first tow offered. After passing quarantine she will be towed to the man-of-war anchorage off Tompkinsville and later to the Erie basin, where she will be stripped and her mast stepped, preparatory to going into dry dock.

A HORROR IN GEORGIA.

Negro Who Had Assaulted a Woman Is Burned at the Stake.

Savannah, Ga., Aug. 12.—Eighteen miles south of Savannah, near the Seaboard Air Line railway, the charred trunk of the body of Joe Washington, the negro ravisher of Mrs. J. J. Clark, is all that remains to tell the story of a tragedy Saturday night, Washington was captured at Liberty City and was brought to Way Station, near which place his crime was committed. He was carried before Mrs. Clark, who identified him positively as the negro who assaulted her.

The negro's positive identification by his victim sealed his fate. A mob of 400 men clamored for his life, but the leaders of the mob, numbering less than a dozen, burned him at the stake. The rest of the mob was kept at a distance and was not permitted to come within 100 yards of the place where Washington met his death. This was at a spot a few feet from the railway track and not 500 yards from the house in which the ravisher committed the crime for which he paid so dreadful a penalty. He walked to his death without a tremor and met it without a prayer or an appeal for mercy.

EARTHQUAKE SHOCKS.

They are Believed to Have Occurred Last Week in Alaska.

Victoria, B. C., Aug. 12.—The seismograph at the meteorological office here on Friday recorded some very severe shocks of earthquake, which are believed to have occurred in Alaska, as the records are similar to those made when the last earthquake occurred in the north.

The preliminary tremors commenced at 1:30 a. m. and continued until 4:08, the pendulum in this interval recording several oscillations. At 5:15 another disturbance commenced, which rapidly assumed immense proportions, until, at 6:15 o'clock the swing of the pendulum had completely crossed the record paper and maintained this incessant movement for 20 minutes. At 10:40 a. m. fresh vibrations began, which were very pronounced for nearly an hour.

Fighting Near Panama.

Kingston, Jamaica, Aug. 12.—According to advices received here from Colon, there was a series of engagements last week in the neighborhood of Panama and the government experiencing some difficulty in keeping out the insurgents. Strict martial law is enforced at Panama and Colon, the present disaffects of insurgent activity, and an order was issued last week in both cities announcing that all persons found under arms without a permit would be shot as traitors. The same order called upon all foreign residents to furnish themselves with arms, so as to aid the police whenever called upon.

Bomb Explodes in a Church.

Paris, Aug. 12.—A bomb was exploded Sunday near the altar of the church of St. Nizier at Troyes, doing considerable damage to the windows, but not injuring any of the 100 children who, together with a priest, were in the edifice at the time.

Spent \$5,000,000 for Animals.

Baltimore, Md., Aug. 12.—Col. Skinner, of the British army, one of the officers who has been stationed in the United States since the outbreak of the Boer war, buying horses and mules, has returned to Kansas City. With the shipments just made from Kansas City to Cape Town the British government has spent \$1,000,000 in Kansas City for horses and mules for service in South Africa. Approximately 100,000 animals have been shipped from this vicinity during the past three years. The average price paid for these animals is \$50 a head.

STORM AND FLOOD.

Gulf States are Swept by a Hurricane.

A Number of People are Drowned and Great Damage to Property is Reported—Cities of New Orleans and Mobile are Flooded.

Atlanta, Ga., Aug. 16.—The tropical storm which has been raging along the gulf coast for two days has completely isolated the city of Mobile, Ala., from the outside world. Considerable damage has been done along the water front in Mobile, but whether there has been loss of life or not is mere conjecture. Nothing had been heard from the country south of Mobile up to the time the last wire to Mobile failed.

At 4:30 Thursday afternoon the Western Union office in Mobile was abandoned, the water at that time being three feet deep in the operating room.

Two hours later communication was had for a few minutes with Mobile. The press operator there had made his way to the operating room in a boat. He took up his position on top of the switchboard, several feet above the flooded office and detaching the press wire from its place in the board, sent this message: "Am on top of the switchboard here with a lineman. The water is over three feet deep in this room and it is still rising. The wind is blowing at the rate of 50 miles an hour and we look for worse things to-night. The business district is deserted."

Here the wire failed and nothing more could be heard from him, although the most persistent efforts were made.

The water at 3 p. m. was reported as high as in the great flood of 1893, although at that time the wind was not as high. From Mobile to Fort Morgan is a distance of 35 miles, and on both sides of the bay summer resorts and summer houses are located. These were, it is believed, in the direct path of the storm.

It is feared there has been some loss of life on the islands in Mississippi sound, just outside of the bar, below Fort Morgan.

These islands, which are inhabited by French fishermen, rise only four or five feet above the water under ordinary stage and were the scene of great loss of life in 1893.

According to advices received here the Louisville & Nashville railroad has washouts near Chefteneur, Lake Catherine, Lake Lookout and Rigelets. Twenty miles of Louisville & Nashville track through the Texas swamps west of Mobile are reported under water.

New Orleans, Aug. 16.—The storm which has been sweeping the gulf coast from Pensacola and moving westward during the past two days has prostrated telegraph and telephone wires to such an extent that news from the outlying sections is hard to get. The greatest fears have been entertained for the safety of the people living at Port Eads, which is the mouth of the Mississippi river, and for the ships that started for sea just before the storm began.

The wires to Port Eads have been prostrated since Tuesday night, but the Pieneyne reached a man who left there at 2 o'clock Wednesday. He was at Buras, which is 60 miles down the river and the farthest point with which there is wire communication at the present time. This man describes the storm which swept that section as a regular tidal wave, similar to the one which resulted in such awful loss of life in 1893. He says all the people living on the east bank of the river have moved up to the "jump," which is 15 miles from the mouth of the river. The house of a man named Cobden, half a mile above the quarantine station, was swept away and the 15 members of the family, including nine children, were drowned.

The tug boat Velasco went down to Pass L'Outre, which is the westernmost point of the river, with two barges. When last seen she had her decks awash and is believed to have gone down. If this boat and her barges have been lost 20 more people have been drowned. There are numerous reports of individual casualties all along the river.

There has been much damage done at Shell Beach, a settlement on Lake Borgne, which is southeast of the city and connects with Lake Pontchartrain. All the buildings there have been swept away and there are reports of loss of life among the fishermen, but the exact extent of this is not known.

In the city of New Orleans and suburbs there has been some damage. At Milneburg, one of the lake resorts, the railroad pier had running out into the lake for a distance of 1,000 yards has been destroyed and all light buildings demolished. The big buildings on shore withstood the gale. There was no loss of life. The steamer Neptune, tied up at this pierhead pounded herself to pieces and sank.

Only 14 Failed.

Lawton, O. T., Aug. 16.—Only 14 of those who drew numbers between 1 and 1,000 in the Lawton district, have failed to take their claims. The showing is considered remarkable, considering the promiscuous crowd of speculators and adventurers who registered with the bona fide home-steaders.

Three Additions to the Navy.

Baltimore, Aug. 16.—Three additions to the navy were christened and launched at the shipyards of the Maryland Steel Co. here yesterday. They are torpedo boat destroyers and will be known hereafter by the names of Whipple, Truxtun and Worden. The three new boats are dissimilar in name only. By far the largest of their type in the United States navy, they are also among the largest in any navy in the world. Asbestos sheathing takes the place of veneering in the finishings and wood is totally absent from the construction of the vessel.