

PROTECTED CRUISER "PHILADELPHIA," OF THE UNITED STATES NAVY.

The accompanying engraving of the "Philadelphia" will possess special interest for our readers from the fact that it was made from a photograph of the vessel which was taken as she was leaving San Francisco Harbor for Honolulu, with a government commission on board bearing the resolutions of Congress annexing the Hawaiian Islands.

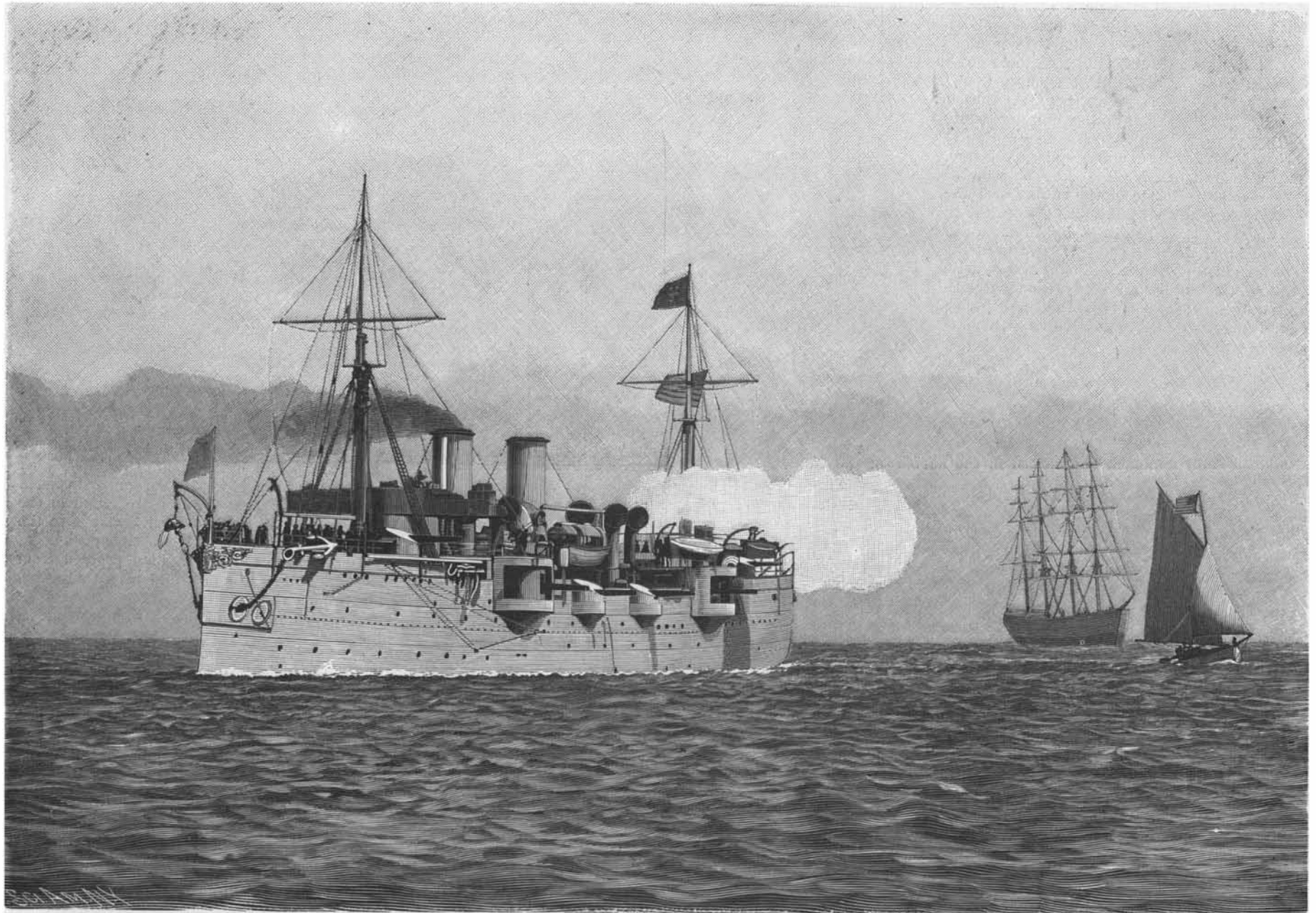
The idea of annexation had been very much in the air for several years when the outbreak of the Spanish-American war brought matters to a crisis. A dispatch from Honolulu, bearing date April 27, stated that President Dole had communicated with President McKinley, offering to transfer the islands to this country, and to furnish supplies to the American warships in the Pacific. This step commended itself to the military and naval authorities and to a strong party in each house of Congress, and the feeling in favor of annexation found expression in the Newlands Joint Resolution, which, on June 15, passed the House by a vote of 209 to 91. The sanction of the Senate was secured on July 6 in a vote of 42 to 21, and the signature of the President on the following day, July 7, 1898, saw these fertile and lovely islands of the North

Islands." Admiral Miller then ordered the Hawaiian flag lowered, the native band meanwhile playing the national anthem. As soon as the colors reached the ground, they were detached and an American flag was made fast and hoisted to the accompaniment of "The Star Spangled Banner," played by the band of the "Philadelphia."

The "Philadelphia" is one of five vessels which were authorized by act of Congress on March 3, 1887. The others were the protected cruiser "San Francisco," the monitor "Monterey," and the gunboats "Concord" and "Bennington." The "Philadelphia" and "San Francisco" are practically sister ships, being alike in speed and armament, with a difference of a little over 200 tons displacement in favor of the "Philadelphia." The points of difference in the two ships may be gathered from the following table :

	Length.	Beam.	Draught.	Displacement.	Speed.	Bunker Capacity.
"Philadelphia".....	Ft. In. 327 6	Ft. In. 48 7½	Ft. In. 19 2¼	4,324	19'68	Tons. 1,086
"San Francisco".....	310	49 2	18 9	4,098	19'53	628

press a visitor on first approaching her, we would name her imposing freeboard and her unusually heavy battery. For a ship of 4,324 tons, a main battery of twelve 6-inch guns represents an extremely powerful broadside, and the disposition of the guns is such that the fore and aft fire is also heavy. Two of the guns are mounted behind shields on the forecastle deck, two behind shields on the poop, and of the eight guns in broadside on the gun deck, the extreme forward and after guns are sponsoned out to give a fore and aft fire. The total concentration of fire is four 6-inch guns ahead or astern, and six 6-inch guns on either broadside. Even when armed with her present slow-fire weapons, this renders her a powerful ship, and when the rearmament with the new rapid-fire 6-inch guns has taken place, the "Philadelphia," with her 19'68 knots speed, her bunker capacity of 1,086 tons, and her protective deck 4 inches thick on the slopes, will be as effective as many later cruisers that embody the experience of the last ten years of warship construction. The secondary battery consists of four 6-pounders, four 3-pounders, two 1-pounders, three 37-millimeter Hotchkiss guns, four Gatlings, and a field gun for landing purposes. The full complement is 384 souls, made up of 34 officers and 350 men. The con-



UNITED STATES CRUISER "PHILADELPHIA" LEAVING SAN FRANCISCO FOR THE HAWAIIAN ISLANDS WITH THE ANNEXATION COMMISSION ON BOARD.
 DISPLACEMENT, 4,324 TONS. SPEED, 19'68 KNOTS. MAXIMUM COAL SUPPLY, 1,086 TONS. COMPLEMENT, 384. ARMOR, protective deck, 2½ inches on flat, 4 inches on slopes. GUNS: Main battery, twelve 6-inch slow-fire guns; secondary battery, four 6-pounders, four 3-pounders, two 1-pounders, three 37-millimeter Hotchkiss, four Gatlings, one field gun. AUTHORIZED 1887.

Pacific become a legal part of the great republic of the western hemisphere.

It now remained for the islands to be formally transferred to the United States, a duty which was allotted to Minister Sewall, who accepted the islands in the name of the United States, and Admiral Miller, of the "Philadelphia," who was intrusted with the duty of lowering the flag of the Hawaiian republic and hoisting in its place that of the United States.

To the "Philadelphia" was assigned the honor of carrying the annexation commission to Honolulu, and a detachment of bluejackets from this handsome ship took part in the annexation ceremonies. The formal transfer of the sovereignty of the islands took place on an improvised balcony in front of the Executive building, in Honolulu, on August 12, where Mr. Sewall handed to President Dole a large envelope and said that it contained the joint resolution of annexation. On receiving the document, President Dole replied: "A treaty of peaceful union having been made in the interest of the Hawaiian body politic with full confidence in the honor, justice, and friendship of the American people, we yield up to you as the representative of the American government of the United States the sovereignty and public property of the Hawaiian

The "San Francisco" was built by the Union Iron Works, of San Francisco, and the "Philadelphia" by the William Cramp & Sons Shipbuilding Company, of Philadelphia. As the "Philadelphia" was contracted for under the old system, by which a heavy premium was offered for excess trial speed above contract requirements (the bonus in this case being \$50,000 for every ¼ knot above 19 knots an hour), she won a premium of \$100,000 for her builders.

It was the intention of the Navy Department to rearm the "Philadelphia" with the rapid-fire 6-inch gun when she was undergoing repairs and refitting at the Mare Island yard, San Francisco; but the urgent demand for the services of the vessel necessitated her being dispatched to Honolulu before the new type of gun could be mounted. She received, however, a very thorough overhaul, and as far as possible all woodwork was removed from the interior, notably in the between deck fittings, where the original wooden stateroom bulkheads were taken out and others of light corrugated iron put in. The heavy yards on mainmast and foremast were removed and replaced by the light signal yards shown in the engraving.

If asked to name the two most striking features of the ship, that is, those which would immediately im-

tract price of the ship was \$1,350,000, to which is to be added \$100,000 for the excess of 0'68 knot above the contract speed of 19 knots.

THE reports of the asylum at Cairo, Egypt, as to the native patients there exhibiting the nature of the mental disturbance associated with the excessive use of hashish are said to show some remarkable facts, it appearing that in 41 per cent of all the male patients hashish alone, or in combination with alcohol, caused the mental symptoms, while this was the case with only 7 per cent of the females. As to whether there is a special recognizable form of mental disturbance produced by hashish, authorities conclude that in a considerable number of cases in Egypt the hashish is the chief, if not the only, cause of such mental disease. The usual types of the disease are hashish intoxication—that is, an elated and reckless swaggering state, with optical delusions and hallucinations. Acute mania is another form of hashish insanity, involving frightful hallucinations, restlessness, sleeplessness, incoherence, and exhaustion; again, there is exhibited a weak-mindedness, the patients, though well behaved, being excitable about small things and unconcerned as to the future.