

# THE PRESS

FRIDAY MORNING, MARCH 27, 1896

## Stated Meetings.

### CITY GOVERNMENT.

The regular meetings of the City Council take place first Monday evening of each month.

The School Committee meet the fourth Monday evening of each month.

### MASONIC

At Masonic Hall, No. 95 Exchange Street.

#### YORK RITE.

BLUE LODGES—Second Grand Craft, first Wednesday; Portland, second Wednesday; Atlantic, third Wednesday.

#### CHAPEL—Greenleaf R. C. A., first Monday; Vernon H. A. C. A., third Monday.UNITED—Portland C. R. S. Masters, second Monday.COMMANDEMENTS OF K. T.—Portland, fourth Monday; St. Albans, second Thursday.GRAND BODIES—Grand Lodge, first Tuesday; Grand Chapter, first Tuesday evening in the Grand Council, Wednesday 3 p. m.; Grand Council, second Tuesday.

MANICHE RELIEF ASSOCIATION—Fourth Wednesday in March, 10.00 Exchange, 10.00.

ANCIENT ASSOCIATED BOOTHS RITE.

GOODES—Yates Grand Lodge of Perfection, 8, 10.00.

COUNCIL—Portland Council P. of J., second E. of J., 10.00.

CHAPTER—Dunlap Chapter Rite Croix de M., 8, 10.00 Friday.

RELIEF ASSOCIATION—Master Comstock, S. P. M. 8, 10.00 Friday in March, June, September and December.

I. O. O. F.

At Odd Fellows' Hall, No. 85 Exchange Street.

At Odd Fellows' Hall, No. 85 Exchange Street; Ancient Order of United Workmen, 10.00 Exchange, 10.00 Friday.

ENCAMPMENTS—Machington, first and third Monday; Eastern Star, second and fourth Wednesday.

RELIEF ASSOCIATION—Every third Tuesday in month.

TEMPLARS OF HONOR.

At Temple Hall, No. 108 Exchange Street.

COUNCIL—Maine, first and third Monday in each month.

TEMPLE—Forest City, No. 1, every Wednesday evening.

MAINE CHARITABLE MECHANIC ASSOCIATION.

[illegible]

the Congress report.

THE AMERICAN MERCHANT MARINE ASSOCIATION, Congress Hall Bldg., Second Main Street, at each month, will give away of books, 2 to 6, 7 to 1, day and evening.

**Iron Ships.**

Launch of the "City of Peking." The price of our merchant marine. The American Clyde. The excursion to Chester. Caratons vessels be built in American shipyards Description of the monster craft.

WASHINGTON, MAR. 10, 1874.

**Editor of the Press:**

Your issue of the 7th inst. has been received. The "City of Peking," steamship Co's steamer, launched from the yard of Messrs. Beach and Son, Chester, Pa., a few miles below Philadelphia, on the Delaware river. A large number of invitations were extended to officials and others, including members of the press. The special train consisting of six Pullman Palace cars and several of the ordinary coaches left the

[illegible]

York broke a bottle of water upon her head and christened her "City of Peking." The "City of Peking" is the latest addition to the Pacific Coast fleet of steam launchers, to be supplemented in a few weeks by her companion, the "City of Yeddo," she and her sister being the first of a new series of the same capacity and model. She is now, at date of launching, being measured by the U. S. Navy yard at San Francisco, and will fall short of 6000 tons. Her length of hull 425 feet by 68 feet breadth of beam, and 15 feet 6 inches depth between the top of the keel and the top of the mainmast, and 10 feet and six water tight compartments. She has accommodations for 150 cabin, and 1500 steerage passengers, and her coal bunkers will carry 1500 tons. Her hull is entirely of iron. The whole boat is covered with a steam heating apparatus which fills up all spaces and is laid to the lumber holes.

Her water level is raised by steam hoisted parallel supplied with a friction brake so as to raise the rudder at a given point, and to lower it at another, and to keep it at any degree the rudder is at any moment. She is now being christened by the U. S. Navy.

passenger consumption. The total amount of iron used in her construction is 5,400,000 pounds, a quantity sufficient to load a train of 100 flat cars.

The engines of the "City of Peking," in number, are 5000 horse power and are six feet in diameter, 12 feet long and six inches long, with a heating surface of 17,000 square feet. They are capable of propelling the steamer 154 knots—more than 184 statute miles per hour.

It will be seen by the foregoing facts that the "Great Eastern" is the largest ship afloat. She is the largest trading ship afloat, the largest passenger ship afloat, the largest vessel, available for commercial purposes, that ever carried the flag of any country.

It has been a question with American shipbuilders since the late war, whether the shipbuilders of England were to be feared for what was considered our discriminating tariff. England boasted—and it must be confessed that she was right—that she was the largest nation with the most, plant, demonstration of her ability to perform, with

three years ago Mr. Roach, who was engaged in engineering in connection with exciting large government contracts for machinery conceived the project of building a fleet of tugboats in connection with other gigantic operations. He was looking for a subject for a year, and obtaining views of such gentlemen as Mr. Wood, Chief Engineer of the United States Navy, as well as others whose opinions are valuable. Mr. Roach decided, therefore, to look to this great port, the most important one in the world, where he would find the most perfect establishment of his kind to be found in the country. Within that period of time he secured seven or eight steamships and has secured

[illegible]











1-8-7-4.

---

The Maine State Press

— IN THE —

BEST WEEKLY PAPER  
IN MAINE

Because it gives more reading matter than any other.  
Because it is thoroughly a NEWS PAPER.  
Because it has a larger editorial force than any other paper in Maine.  
Because its Market, Marine, Congressional, Legislative and other reports are fuller than any other paper in Maine.  
Because its State News is the most carefully collected and complete.

graphic news of the week carefully digested into readable paragraphs and set specially for the weekly.

Because its literary matter is of a very high character, consisting of stories, poems and other matter original or selected from the best authors.

Because it comments with vigor and independence on all current topics in State and Nation

## AN OFFER

We will send an extra copy of the WEEKLY FREE to any person sending us five new subscribers, with \$10.

Special club rates may be obtained by applying to

—

## DURING THE NEXT YEAR

No efforts will be spared to make the **MAINE STATE PRESS** more acceptable to its patrons. Indeed, Publishers will not relax their efforts to make the paper a *necessity* to those who have been accustomed to read it. We pledge that during the year 1874 the **Weekly Press** shall be more a **NEWSPAPER** than ever, so that the family that thoroughly reads the paper will have all the *current events of the day*.

## NO CHROMOS.

We offer no pictures to make the value of our  
Frames up to its price.

**We intend to make a paper for  
sensible people, and make it worth  
\$8 to each subscriber for the year  
1874.**

**Now is the time to subscribe.**

**LET A Local Agent wanted in every town in  
State**

Address

**PORTLAND, ME.**

**THE**

**Portland Daily Press**

The largest and fullest daily paper published  
Maine, and in the future as in the past, the Public  
re[?]propose make it beyond question "the

## Best Newspaper in Maine

By making all its departments fuller and more  
usable.

The growing importance of Portland as a distrib-  
uting centre for Maine, and its increasing wholesale  
trade make a full daily paper imperatively necessary.  
A carefully prepared daily account of the Port

The Publishers congratulate themselves that the efforts to make the *PRESS* acceptable to its patrons are appreciated from the conclusive fact that, without special efforts, the circulation of the paper is constantly and largely during the past year.

**TERMS:** Eight Dollars a Year. To mail subscribers Seven Dollars a Year if paid in advance.  
**ESP** Orders from News Dealers promptly filled.  
 Address