ONE-MILE STRETCH CAN BE HAD

Opening of Kelly Street Furnishes the Track-Improvements for Whitehouse Road.

Better drives, better horses, recreation money spent at home, adornment of the city and development of a pleas-ure that vehicle inventions seem dised to relegate to the past, are central

ment of the road by the County Com-missioners since has materially bright-ened the work of the driving men. More interest is manifested in this healthful and admirable pleasure. With increased interest and comparison of conditions in Portland with other large cities, the question of a speedway and systematic improvement of drives has been revived. To review the natural advantages of-fered around Portland for a splendid drive would be repetition, as they have have been set forth often in writing and

have been set forth often in writing and sictures. Nature seldom gives man a cretiler location for a road than between pretier location for a road man seven.

Portland and the Riverside Inn. Strangers to city and state have admired it rapturously and wondered that man has shown no more appreciation by construction of a great boulevard. Around the gentle hills back of and around Portgentle fills back of and around rotalished, the crest of some of which command great stretches of scenery, beautiful drives could be constructed at little cost. But as even small cost is a zerious difficulty in the way of any undertaking of a public character at the present time, the course known as the White-house road is the only one being consid-ered for the early work, should an incorporation be effected. Here, too, the most poration be effected. Here, too, the most advantages are found for a speedway, and the view, while not so commanding as greater elevations, has the superb combination of hill, forest and river.

Much work has already been done on the Whitehouse road. It is not a fair avenue of sufficient width to accommo-date four teams. Portions of it have been sanded and sprinkled for a speedbeen manued and springer to a speciment way. As there are many teams using the road at the usual driving hour, and it is not the width of an approved speedway, fast driving is dangerous. A road-bed good for common traffic cannot be used safely for speedy driving, because it becomes too hard. In Winter heavy hauling ruins the road for driving next unless extensive repairs are made each Spring. In some portions in-tended for fast driving and which are not so much used by heavy teams, the curves are so sharp as to threaten a lision and endanger a horse if he tries make them under full headway. This condition is especially noticeable from Fulton to the Riverside Inn. Consideration of all the present trou-

bies brings out the necessity of separ-nting ordinary traffic from a speedway. Here again the Whitehouse road has dis-tinctive advantages. Heavy traffic passes along Water street and on down to Ma-cadam street, following the road nearest the river. In Winter this road is usually badly cut up, especially between the iron works and the mills about Fulton. The opening of Kelly street gives a way. In Winter this road is usually apable of great embellishment, to avoid much of this bad stretch. If some streets suitable for driving could be so improved as to make a first-class approach to Kelly street, light vehicles would not touch the Macadam road before generating the point where Kelly now intersects it. The driving association has championed the opening of Kelly street and a way through the Terwilliger Park for this reason. Kelly street is two blocks higher up the hill than the Maca-dam read and much more commanding. dam road and much more commanding. There are two pitches in Kelly street, one on either side of the park, of suffichent grade to render it undesirable for heavy traffic. With this guarantee of grade and a hard roadbed maintained on Macadam street, there would not be any encreachment of heavy traffic along motion of the way.

this section of the way.

Eelly street intersects Macadam road
a short distance north of the flat where
Fulton is situated. Here again the opportunity for an exclusive drive is found
and the street of the stree in the suggestion of Mr. Lohmire to conin the suggestion of art admire to construct a first-class speedway across the flat. Starting from the little guich, Mr. Lohmire's idea is to have a broad drive surveyed through what is now the back part of Fulton, striking Virginia street and following it until within a few yards. of Taylor Perry road, where the survey would come back into the White House road again at an easy curve. The dis-tance from where this survey would leave the road to where it returns again, is about a mile-just right for a speedway. The fint is level, with the exception of a very slight rise near the southern terminus. Mr. Lohmire believes this could be made one of the best speedways in the itry at a triffing cost, and it would be be course of the beautiful drive from the city to Riverside. He himself lives in Fulton, and, after canvassing the sit-uation, says that where the route of the spendway would conflict with property interesis it is very unlikely that any addi-tional cost would result. The people appreciate the value of such a drive to

adjacent property.

The bed of a speedway should be nearly springy. It would not require macadam. In rainy weather it could not be used. Durrainy weather it could not be used. Fur-ing the wet season all traffic would glad-ly keep to the well-packed Macadam road and no artificial protection would be re-quired. As the speedway would be used only by light vehicles, it should cost little ep it repaired. Protected from heavy traffic, sprinkling would be much less than on the present Macadam road. One of Mr. Lohmire's ideas is to have this part of the drive, as well as others, lined either side with shade trees. These would have the double value of furnish-ing a delightful shade where the road panies through open districts, and also present it from fast drying up. When the trees became of any size, the amount of sprinkling would be reduced, perhaps one E Shade trees, planted gradually, sid onet but little, and would beautify drive immeasurably without desiroy-

all the heavy traffic that now uses the Macudam road originates in the daily road from the Tavior Ferry road, which saters there. From Fulion on it would not be essential to a good drive to have

could be widened IS or 20 feet by taking off a little of the bank. In most places the fine dirt would render this work easy. By cutting deep into a convex point and filling equally in the concave, a remarkable straightening could be effected without changing the course of the road. Where there is now an occasional sharp elevation, caused by a little spur crossed, deeper grading and corresponding filling would accomplish much. The bed of this section of the road need bot be paved with the hardest mncadam, according to some horsemen, as it is used almost exclusively by light vehicles and mainly in the Summer, when it is dry.

At the Riverside Inn, Mr. Leonard has alwars kept open to the driving public ing equally in the concave, a re-

At the Riverside inn, Mr. Leonard has always kept open to the driving public the racecourse there. While this is slightly narrow, a little widening would make it an excellent course. Mr. Lohmire suggests that on this track occasional amateur speed contests could be had, for sufficient purses to stimulate owners, on the same plan as the work of the Golden Case Park Interior Association of San ate Park Driving Association, of San

posed to relegate to the past, are central lideas in a work now agitated by local lovers of driving and admirers of good horsefiesh. All these ends are said to be encompassed in the construction of a speedway and improvement of Portland's artistic drives. The means for this work is an incorporated driving association. This Portland has not. The Multinomah Deiving Association, upon which devolves the burden of keeping the beautiful Whitehoose road aprinkled and in condition during the Summer months, is not an incorporated body. It exists for the one purpose, and does not attempt wider efforts and assistance willingly. And laying out a drive that would surely attract much attention they believe would appeal to every citizen of Portland. The conomic aspect referred to should put it on a par with home industries. The luxury of driving costs money, but there is barely sny of it spent outside the home city. Beyond purchasing the vehicle and harness, everything connected with the driving business is purchased of home people. The horse is raised at home, he is fed by home propoures. As Mr. Lohmire expresses the proposition: "The horse and everything involving his use here is a home institution."

If a stranger desires to take a little men who have carefully studied the situation. They recognize that money for apprinking the present road has sometimes been difficult to raise, but believe would alphan had the industries. Will always out a drive and every citizen of Portland. The conomic aspect referred to should put it on a par with home industries. The luxury of driving costs money, but there is barely susfiness is purchased of home existing body. The matter was disconsed, but never acted upon. Work of securing sufficient funds to sprinkle the Whitehouse road this Summer them to every citizen of Portland. The conomic aspect referred to should put it on a previous provides and everything content of home industries. The luxury of driving costs money, but there is barely susfiness is purchased of home existing body. The ma This ambitious plan does not intimidate

in conducting him. This six-mile in conducting him. This six-mile spin to the Riverside inn would be ideal if properly improved. Every visitor would then be taken there to see what would inevitably prove are of the strongest attractions in Portland, as the speedway and drives in Golden Gate Park are in

San Francisco.

A membership fee of say il or 12 a month in an incorporate association would be a good revenue-producer. There are many persons in Portiand who would join the association for a few years to create a working fund. Revenue could be secured in other ways. If the association were in the hands of active management, always keeping in view the matter of rasing funds to improve the road, an occasional benefit entertainment roan, an occasional openit enertainment, contest, concert and other events could be arranged for. Each accretion could be laid aside for repair and construction work. There need be no expenses in conducting the association affairs, Enthusias tic horsemen or citizens would be found willing to do the work, as President H. C. Breeden and Secretary Gus Rosenblatt now do. Year in and year out this cororation would continue its aggressive fight, commanding interest and educating the people to the advantages of its cause. Perfection of the White House road would not be the sole object of its existence. Portland's drives generally would naturally fall to its attention. These are beyond the scope of the Park Commission authorized by the recent election. Wherever it appeared that the future would be subserved by staking out a drive preserve, the association could enlist public sympathy and fight the encroachments of other institutions. Thus might the com-ing generation be saved a large expense ome day when they attempted to put into practice what is now seen to be very desirable. If such an association had existed in San Francisco for several years past, perhaps the bonded indebtedness aggregating nearly \$5,000,000 recently authorized to purchase the panhandle to the Golden Gate Park, would not have been necessary. Every interest is best pro-tected when an active, aggressive organ-ization of its adherents exists.

EASTERN MULTNOMAH.

Dairymen Building Silos-Will Bore an Artesian Well.

GRESHAM, Or., Aug. 26.-Three dalry men of this section are preparing to build silos for green corn ensilage. W. W. Cotton built the first one here last year, with a capacity of 75 tons, and the results have proved that enslinge is the best food for dairy stock. So well satisfied was he that he has just finished another of like size. The other silos will be built by C. P. Penniston, B. H. Bowmand and D. M. Roberts. The first two will be of 60 tons capacity each, and the other will hold 45 tons.

Took Two Shots.

An attempt was made to assassinate Sylvester Evans one day last week at his home near Huriburt. Mr. Evans was standing near his woodshed when a man approached him asking whether he was recognized. Evans said no, and the stranger drew a revolver. Evans dodged around the woodshed just in time to save himself as the man fired twice. Evans made his escape around the build-ings, and his assailant went away. Mr. Evans was just getting ready for a trip to California, and has since gone there to assist in settling up an estate, and thinks, perhaps, there was a conspiracy to keep him from going.

Artesian Well.

Captain J. A. Brown is making arrange nts to begin boring an artesian well at Melville farm, and expects to commence work upon it in about a month. He is confident that he can get a natural flow

of water at a short depth.

Section Line Finished. Work on the extension of the Section Line road was completed yesterday by Supervisor Cleveland, and that thoroughfare is now in excellent condition. gives an open roadway from Beaver Creek to Portland, a distance of I miles, and is already extensively traveled. As a piece of rondwork, it is the best in this neighborhood, and reflects credit upon the County Commissioners and Supervisor

Mrs. A. J. Miller, of Terry, will leave for the mountains beyond the Sandy Monday to recuperate her health. She will be away about two weeks.

E. I. Shook, who broke a leg and was otherwise badly injured by falling down a well last week, has recovered suf-ficiently to go to his home at Roseburg. Two of the teachers elected to teach Orient school have resigned, and the Directors have made new selections. The list now stands Mrs. A. Featherstone, principal; Miss Kate New, intermediate; Miss Maxwell, primary. The Fall term of school will begin September 17.

The 3-year-old daughter of S. J. Toung, of Powell Valley, swallowed a gold ring yesterday, but seemed to suffer no ill effects. Dr. Short was consulted, and was of the opinion that no harm would re sult to the child.

POTTER CHANGES TIME.

See O. R. & N. adv. on page 7 for com plete schedule. Potter makes round trip

Linble to Punctures Wheelmen who try to navigate that por-tion of Sixth street monopolized by the Street Fair buildings are warned to "look not be essential to a good drive to have a double way, and the only work contemplated along that stretch is widening and straightening. This would not be made on speedway principles, like the mile across the Fulton flat. One mile of speedway is sufficient, if thought necessary like mile atretch could be made of sufficient width to have a barrier dividing the read into an east and a west track which would insure against possibilities of a collision there.

From Fulton on, the Macadam road strewn along the pavement in the operation of covering the various booths with
canvas. Bikers hate to alight, however,
and take chances on a puncture in many
cases. Of course, the workmen engaged
in the construction of the buildings would
prefer wheelmen to keep out of there altogether. Teamsters and horsemen have
long since been tabooed.

I had language to tell of the bilterness
them, for he knows that their words
the prefer words words from the height and stingeth like a serpent
and take chances on a puncture in said the height and their words
them, for he knows that their words
them, for he knows that their words
them, for he knows that their words
them, for he knows the first particular them, for he knows the first parti

WITH LOVE IN HIS HEART

FRANCIS MURPHY PREACHES HIS TEMPERANCE GOSPEL.

His Main Appeal Is for Sympathetic Interest by One Person for Some Other Person.

"If every fellow will close his own saloon—the saloon between the nose and the chin—then the business is 'done up.' That is it. I don't think it is any harm to say

Francis Murphy's philosophy and re-ligion as they bear on the temperance question, are expressed in this paragraph quoted from his talk at Grace Methodist ple. Some of the boys are not on the

word to say against other methods—God aid everybody to work cheerfully, happily, faithfully and manfully—don't forget that Jesus Christ died to save men."
Other typical quotations from the lecture are, "Brethreh, youthful, brave boys, entering upon life's great work, 1 beg, I beseech you, not to touch liquor; no, don't you do it, don't you do it. There is such deceit in it, such beguiling power that deceives you along towards its Niagara and suddenly plunges you over and you fail upon the rocks and cry out.

"Let us begin to visit the homes of the tired and weary and the discouraged, yes, visit them. Why, there are fathers in this city who are prematurely old with sorrow, mothers who will not sleep again a whole night for the next year, so. The only way you can save men is a son. Won't you come to such a mothto get them to close this saloon of theirs.

That is the way I was saved. I was not
in favor of it being closed. When I
signed, my stomach did not sign. It
kept standing out and insisted that it did
not sign. My little fellows got down on
their knees and said, 'God help papa to
keep his pledge,' and I never drank any
more."

You want to believe in the honesty of
young men, believe in their sincerity, who will wake up in the night calling a son. Won't you come to such a moth-er's rescue, shake hands with her boy and be his friend? Don't expose his mis-fortune, don't denounce him, but keep his troubles sacred in your heart; carry



GEORGE M. ORTON, REPRESENTATI VE FROM MULTNOMAH COUNTY.

George M. Orton, one of the Representatives from Multnomah County, is a descendant of Thomas Ortin, who emigrated to this country from England in 1840, and settled in Winsor, Conn. He was the third child born to N. S. and Frances R. Orton during their ox-team trip from Wisconsin to Oregon, which extended over a period of more than five years, arriving in Portland in November, 1864, at the age of 4 months. The following year his parents moved to The Deligs, where they remained until 1873, when they moved to Freeport, Wash., a small town 50 miles north of Portland. Here seven years of Mr. Orton's life were spent on a farm. In December, 1879, he returned with his parents to Portland, and attended the public school. He began his career as a printer in Portland in October, 1881, following the various branches until in December, 1887, he accepted the position of foreman of the West Shore. In October, 1894, he became associated with the Multnomah Printing Company, and since September, 1896, has been business manager of that concern. In 1885 he became a member of Multnomah Typographical Union, No. 58, and held the office of vice-president for one term. He was a charter member of the Portland Pressmen's Union, No. 43, and served two years as its president. Mr. Orton was married in 1888 to Miss Katie Brietbarth, oldest daughter of H. A. Brietbarth, an Oregon pioneer of 1882, and the result of the union is three bright girls.

Episcopal Church yesterday morning to an audience which packed the place of worship.

But reading him will never acquaint one with Francis Murphy. The magnetic influence over people is not embodied in the words. He is laconic and simple, but there is something about the noted temperance man that is great and strong. His intensity and devotion are manifest more in his countenance, his manner and bearing. When he insists upon people developing more brotherly love, becoming friends to some poor unfortunate, and friends to some poor unfortunate, and audience is a splendid testimonial to the when he states that every being has a man whom all the world loves. We are good heart, "because God makes only very glad to welcome Francis Murphy good hearts," the subtle influence of the

people. They are wonderful people; they in our methods. We are all agreed that never fight. 'If thee doest not think as I do, we will agree to love each other.' How of God to save sinners. We have to lovely that is! The Quakers come from speak to us today one who has been the Irish. The man who wrote that epistle wonderfully saved by this gospel, and is an Irishmen-Paul. It is a fact; I have who preaches to us not only by words, it from the best Greek scholar in America. But the theologians stole him away. They steal all the good Irishmen. 'Little Bobs'

dren are already good, according to him. The saloon-keeper's wife, he says, is of-ten the best temperance advocate, for the love in her heart for her children and other children sets her against whatever with harm growing young men. But the affectionate nature of the speaker was not to be felt in this broad friendship, alone. Every unfortunate man who is down must have a friend. Every member of the con gregation should take it upon himself to find out one person who needs a friend and look to his interests faithfully as a brother, bring him to church and make him feel that if he goes wrong other hearts than his own will suffer thereby. Then there will be no pessimistic criticisms of the pastor's sermons. The congregation will not have time for that. will love the pastor, love each other, love the good that is being done and make the best of the good world.

Mr. Murphy believes in enthusiasm. On

the pulpit platform his manner is that of a man sensitive to every note of the music, every good word uttered by another. If a good impulse struggles for utterance or expression, he believes in letting it out, regardless of over-refined ideas of decorum and etiquette.
"We are a quiet lot of Christians," said

he. "We are so awfully quiet I wonder how it is the minister can speak. Soon the politicians will be around here, with bands and meetings, and then you will the politicians will be around here, with bands and meetings, and then you will shout. Why can't you shout in religious worship? Is there anything to keep you down here? You cannot hold me down by any such thing as that. I have got to shout a little. I wanted to get up and shout a little during your singing. Love of children is one of Mr. Murphy's strongest emotions. While Mr. Atchison was amounting him a little blue. chison was announcing him a little blue-eyed tot wobbled up to the front and stood peering between the rails at him in open wonderment. When he arose to speak, he recalled the incident and sale. "Is there anything greater or more elevating than the love of children? What wonderful power lies in these little ones!" And see a speak their appeal? And eak he recalled the incident and said: What man can resist their appeal? And in this connection he related the circum-stances of his three children praying for him to quit drinking liquor. "Oh, I wish I had language to tell of the bitterness

man is felt.

"Let us not abuse the poor liquor seller. He will go out of the business just as soon as you quit buying. He is not in the business for his health exclusively. And I want to tell you the liquor seller has a heart—a good heart, if you will only get at it. God made it and it is good. Go to him as a friend. Look upon him as a man and love him. Be like these Qunker people. They are wonderful people; they in our methods. We are all agreed that but by his life and his history."

In the evening Mr. Murphy spoke to another large audience at Taylor-Street

and Kitchener are Irish; Buller too. I believe the Queen is Irish by this time. God
bless her. I love her and love England; I
love everybody."

Church.

No larger audience ever attempted to
hear Mr. Murphy at that place last evenhear Mr. Murphy at that place last evenlive everybody."

ceedingly popular institution and membership will only be limited to the maximum fixed.

In addition to instructing the men, Lieu-There was no commencement to his lec- ing. After everything was filled inside the people packed the vestibule and stairs as afar back as his voice could be heard, and then they were turned away by the dozture, nor close. He did well to give it people packed the vestibule and stairs as no title, for it had none. It was sime far back as his voice could be heard, and ply a talk to his brother men. They were then they were turned away by the dozthe ones needing it, for women and chillers. It seemed that an auditorium of

THIS AND THAT.

Striking Record As to "Anti-Imperialism."

Philadelphia Press, There is no more influential leader in the Democratic party in the South than Senator Tiliman. What he says "goes" in South Carolina. The South Carolina Senator made some declarations in the Senate during the recent session as to the way the Democrats had suppressed the colored vote in his state, and the so-called "Liberty" Congress in Indianapois made a declaration last week as to its idea of anti-imperialism. The two are worth putting in parallel columns. Here they are:

Here they are:

SENATOR TILLMAN, ANTI - IMPERIALISWe took the GovernTiC RESOLUTION,
ment away. We stuffed
Resolved, That in dethe ballot-boxes. We claring that the princishot them. We are pies of the Declaration
not ashamed of R. of Independence apply
With that system—to all men, this Conforce, tissue ballots, gress means to include
etc—we got tired our-the negro race in
selves. So we called a America, as well as
constitutional conven-the Fillplans. We deption, and we eliminat- recate all efforts,
ed. as I have said all whether in the South
of the colored people or in the North, to dewhom we could under prive the negro of his
the fourteenth and ff-rights as a citizen unteenth amendments.

There is not a Democratic member of

There is not a Democratic member of Congress who has dared to deny Tiliman's statements as to the methods of murder and robbery which will give Bryan the most of the electoral votes he will get. They know that his statements are true. And yet the so-called anti-imperialists with their fanatical horror of imperialism and their slobbering love for the Declaration of Independence are snuggling up on the same roost with typical bulldozing Senator from

South Carolina Senator Tiliman will doubtless welcome them, for he knows that their words about depriving the negro of his political

WILL TRY FOR A SHIP

OBEGON NAVAL RESERVE WANTS A CRUISER.

Lieutenant-Commander Davis Doing All He Can With the Present Equipment-Boat Drills.

A great improvement is being made by Lieutenant-Commander Robert E. Davis in the naval militia of the state. That institution is rapidly being converted from institution is rapidly being converted from a mere infantry organisation of naval pretensions to a branch of the service that will fully meet all demands made upon it. Last week the Lieutenant-Commander made requisition on the Navy Department for 50 new Lee rifles, such as are used in the Navy. These will be accompanied by bayonets, scabbards, ammunition and belts. In the same requisition a number of the regular naval cut-lasses were ordered, which are required for the recommendation of the required for the recommendation of the required of the recommendation. for the non-commissioned or petty offi-

for the non-commissioned or petry dis-cers when going aboard ship.

Besides mattresses, there was not a single thing lacking in the equipment and clothing of the Oregon battalian when they started on the cruise in the Philadelphia. Mattresses have since been pur-chased by the Military Board. When the men went aboard the cruiser they were handed Lee rifles and ordered out for in-spection. They had been drilling with the Springfields and made a bad showing with the more complicated mechanism of the new gun. When Lieutenant-Commander Davis gets the Lee rifles he will train his men so thoroughly with them that they will have no difficulty when in the service. Only 50 are ordered this year, as the appropriation will not permit a larger number, but more will be sockered next year and the year following until the required number are on hand.

Working for a Cruiser.
The Oregon battalion will then have everything required in the naval service except a small cruiser or gunboat for use on the water. This has been promuse on the water. ised, and doubtless would have been re-ceived before had it not been for the Chinese embrogilo. Two are now manned by the California reserve, and fairness would certainly give Oregon one. Perhaps a small vessel would have been sent earlier if more interest had been taken in earner if more interest had occur takes in the local reserve. If such has been the drawback. Lieutenant-Commander Davis proposes to remove it by building up the battalion to the highest efficiency. In this work he is receiving the hearty support of his subordinate officers and the en-listed men. A splendid cutter, taken from the Philadelphia, has replaced the old tub once used here. The two three-inch landing pleces at the Armory have the same breech mechanism of the big guns aboard men-of-war, and drill with them develops skill in gunnery. Lately the men have been instructed in knot-tying, ropesplicing, and everything pertaining splicing, and everything pertaining sails that can be learned away from a ship's rigging. Lieutenant-Commander Davis contemplates erecting a spar somewhere in the Armory with a yard, where reeding sails may be done and other work practiced. Practice on Cutter.

The regular cutter practice on the river is being converted into work of instruc-tion, as well as pleasure. The two local divisions alternate in the use of the cut ter, one taking it while the other re-ceives instruction at the Armory. When out in the boat, siways in charge of a commissioned officer, the men are taught to read the compass, as aboard ship, steer by compass and box the compass; also in casting the lead, and these soundings, made at regular intervals, are registered, from which a map of the river will be compiled later. When the soundings commenced, a given point was taken as a base, and from this the reserve will base, and from this the reserve will work up and down the Willamette, finally branching out onto the Columbia, and if the facilities are at hand, the Columbia will be charted to Astoria and the bar, based on the soundings of the reserve. The law specifies that the naval militia shell do such charting for the information. shall do such charting for the informa-tion of men-of-war in case of emergency. Sounding and Charting the River.

If a gunboat was turned over to the re-serve, the Columbia could be charted from the Cascades to the mouth and in favorable weather excursions could be madout along the coast. This is one of the conditions confidently expected in the fu-ture. Then the reserve will transfer its quarters from the Armory to the vessel. Saturday evening all will get aboard and pull down the river. The men will be divided into the regular watches of a sea-going vessel. Engineers will be em-ployed to handle the machinery. The usual divisions for general quarters, fire, abandon ship, etc., will be formed. Gun practice with rapid-fire guns can be had at suitable ranges. All day Sunday the vessel will steam along the river or out along the coast, returning in time Monday morning for the men to go about their usual work. Thus they will be given a day's outing of the most desirable character and at the same time receive instruction fitting them for the work they have enlisted to perform. If a small cruiser is turned over to the Oregon battalion the reserve will become an ex-

tenant-Commander Davis is providing a quantity of text-books and literature for the use of the officers. These embrace the subjects of navigation, seamanship and others taught in the Naval Academy. Taylor-Street Church would have been officers, who in turn will be expected to none too large for the occasion. officers, who in turn will be expected to instruct the men in their respective squads. Petty officers will be required to pass regular examinations for their positions, as now prevails in the infantry service of the guard.

Target Practice.

If a cruiser is not secured before a great length of time Lieutenant-Com-mander Davis will have two rapid-fire guns purchased to be set up in the prov of the cutters. It has been found that men are at first inclined to shrink from the big guns because of the concussion. If they have been accustomed to handling a one-pounder, three-pounder or a six-pounder, this timidity is almost overcome. While the recoil of a Springfield is nearly equal to that of a one-pounder, the de conation is not so great, and a man will not pass as easily from the use of a Springfield to cannon as from some of the rapid-fire guns.

Plans are now under way to arrange for regular sub-calibre practice for the divisions. This is where the sailors aboard the American men-of-war receive the greatest amount of gun drill. A small rifie of good range is fixed in a cannon and fired as the big gun is fixed. Up to the range of the rifle, which with a Lee, Mauser or Krog is about 2000 yards, the practice is as good as if big ammunition were used, except for the difference in concussion. It is a matter of great me-chanical nicety to get a small rifle thus set for sub-calibre practice, but Lieuten-ant-Commander Davis thinks he will have no trouble in doing so if he can get a vessel of sufficient size for the purpose. The Armory range, where the infantry shoot, is hardly available.

Daily Life and Drills. Life aboard a man-of-war in peace is

a regular routine, but not distasteful to many men. A brief insight of the ex-perience of the Oregon battalion aboard the Philadelphia will illustrate what the Naval Reserve may expect should they secure their own vessel. They consti-tute a major portion of the crew and performed all kinds of work, including scrubbing down decks, polishing brass scrubbing down decks, pollshing brass, cleaning the guns, taking turns in the galley and down in the engine-room, wherever a position could be filled. Everybody is roused at 6 A. M. by the bugic, being immediately followed by the shrill pipe of the bos'n. All hands turn to washing down decks for one hour. A half hour for breakfast and a half hour

for smoking comes next. Brass work is

have charges to prefer, complaints to make, or want to speak to the officer of the deck, are called to the mast. In olden times this meant the mainmast, but since steam has changed the arrangement of decks, "to the mast" means by ment of decks, "to the mast" means by the starboard gangway on the quarter deck. If the vessel is in port the officer of the deck is there at the hour, but if she is at sea, he is on the bridge. The men line up respectively and do not speak until spoken to, when they state their case, and the officer deals out pen-alties according to his judgment. At 9:20 there is a call to quarters, when the special work of the day begins. On the cruise of the Philadelphia the first day out this special programme consisted of cruise of the Philadelphia the first day out this special programme consisted of muster at stations, setting up exercises, great gun drill, with instructions about training, elevating and sighting till 10:20.

From 10:20 to 11:20, instruction in care and mechanism of guns. Dinner mess always comes at noon and is followed by the usual time for smoking. On the day mentioned secondary battery drill. day mentioned secondary battery drill with instructions regarding care and me chanism of the same, commenced at 1:15 P. M., and from 1 till 3:29 the men were instructed in signalling, or the ordinary wigwagging. Other days had changes in the special programme. Fire quarters, collision drill and abandon ship, use of the Colt automatic gun and other secondary battery pieces, clear ship for action, general quarters, with target prac-

tice with great quarters, with target pactice with great guns, etc., afforded much variety to the work.

Evening mess comes at 5, followed by half hour for smeking. At 5:30 P. M. there is another call to quarters, when the men are checked up, that being equivalent to roll-call in the Army, and the report is made to the executive officer of the vessel.

Then all hands are given calesthente

exercise and afterwards run around deck two or three times at double quick. After this is over the smoking lamp is lighted. No person is allowed to light his pipe at the galley, this lamp being for that purpose. During the smoking lamp, games and exercises are permissable, with the consent of the officer of the deck, which is always asked as a matter of form and about as regularly given.
This continues until tattoo. Taps means
lights out and everybody in bed. At 10
o'clock the master-at-arms sees that even the lights in the officers' cabins are ex-tinguished, unless permission to burn the same has been granted by the executive

officer of the ship.

Watches of the Night. Soon as the men go abcard they are divided into the starboard and the port watches, and quartered on the respective sides of the vessel. They are then divided into four divisions for general quarters. fighting quarters, fire quarters, etc. These four divisions have the vessel apportioned among them for the occasions indicated. among them for the occasions indicated. One takes the poop, another the forecastle, a third the starboard amidship, and the fourth the port amidship. Then there are the gun divisions, which are subdivisions of fighting or general quarters. The starboard and the port watches take regular turns on duty, except each day one watch is split. This occurs between the contraction of the port watches the contraction of the port watches the contraction of the pool of the port watches the pool of the poo tween 4 and 8. The watch on duty works only two hours, or till 6, when the watch o ming on takes two extra hours. Such arrang ment is necessary that one watch will not have the disagreeable hours ev ery night. Tom Sharkey as Master-at-Arms.

The terror of the berth deck is the mas-ter-at-arms, or "brase bonds," as he is dubbed. He has full centrol there, and is responsible for the conduct of the men. If the men do not turn out of their ham-mocks promptly at bos'n's piping, they are likely to be dumped out unceremo-niously. Some of the Oregon boys had the experience. So exasperated do the sallors get at the master-at-arms that a half dozen will jump him at once. He must fight it out. If he yields once, no matter how great the odds, his prestige is gone. The captain always backs him up. If there is a difference between the master-at-arms and sallors, the captain must stand by his chief petty officer. Sallors know this, and figure accordingly. Tom Sharkey was once the highly respected master-at-arms abcard the Philadelphia on which the Oregon men took their cruise. To this day there are many tra-ditions of how Sharkey handled, them,

cleaned from 8 till 9. At 9:15 all who more rebellion against his authority. Piping up hammocks, and piping down hammocks, piping away the vessel, in fact, piping everything, was a routine at first difficult to master. To the initiated the shrill notes of the bos'n's whistle are distinct as a bugle call, but to the lands-man all are allke. When the bos'n hawls out a command and follows it with his whistle, men have to move. Lieuten Commander Davis will organize his bat-talion by appointing a chief bos'n's mate a chief gunner's mate and a chief quar-termaster's mate. These are the highest petty officers he can appoint. The wat rant officers, such as the gunner, boa's and quartermaster, usually come from the intelligent apprentices turned out by the naval training school.

CHICAGO CROOKS ARRESTED Detectives Snow and Kerrigan Land-

ed Two This Morning. Detectives Kerrigan and Snow made a good capture at 12:30 this morning when they arcested John Suiltvan and Suidd Davis, two Chicago crooks, in a lodging-house at First and Clay streets after camping on their trail for 10 hours

In the possession of the burgiars they found a valuable lot of booty, filling two large valises, and several packages, and composed of articles of wearing appare and dress goods, evidently stolen from ome dry-goods store, as the price tags were still on. Both Sullivan and Davis admitted that they were Eastern crooks, and had come to Portland to "do the town during the carnival." They admit also that the goods they had in their possession were stolen. The detectives suspect them of several local buglaries, but as yet have no proof against them. Davis is a short,

ark-complexioned fellow, about 5 fee inches in height, black mustache, while fullivan is taller, with blonde mustache and light hair, about 5 feet 9 inches 1 height. Both were well-dressed and ha plenty of money.

An effort will be made by the poli authorities to ascertain the place from which the articles were stolen. The list includes the following, all new and of the finest quality: Ladles' silk dress skirt, plaid dress skirt, several dozen silk handkerchiefs, astrakan cape, sealskin trimmings, ladies' underskirts, rib bon trimmings, silk and satin dress pat-terns, neckties and stockings, and syards of valuable cashmere dress goods Also among their effects were three of four dollars in pennies, probably taker from the till of the dry-goods atore. The two men will be held for the present or

SEPTEMBER WEATHER.

The following data, covering a period of years, have been compiled from the Weather Bureau records at Portland, Or. for the month of September for 28 years Temperature-Mean or normal tem Temperature—stead of horizontal tong ture, 61 degrees. The warmest month was that of 1888, with an average of 66 degrees. The coldest month was that of 1896, with an average of 57 degrees. The highest temperature was 33 degrees, of the 11th, 1886. The lowest temperature was 35 degrees, on the Hat, 1885. Average date on which first "killing" frost oc-curred in Autum, Novembor 25. Aver-age date on which last "killing" frost occurred in Spring, April 11.

curred in Spring, April 11.

Precipitation (rain and melted anow)—
Average for the month, 1.75 inches, Average number of days with 0.01 of an ind
or more, 3. The greatest monthly precipitation was 4.25 inches, in 1884. The east monthly precipitation was a inche in 1873. The greatest amount of precipitation recorded in any 3s consecutive hours was 18s inches, on the 10th, 1882. Clouds and weather—Average number of clear days, 13; partly cloudy days, 18

of clear days, 8.

Wind—The prevailing winds have been from the northwest. The flightest velocity of the wind was 45 miles, from the south on the 2d, 1891. EDWARD A. BEALS,

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