

### SHE MADE A FINE RUN

Goldsborough Travels Eight Miles in Fourteen Minutes.

#### LAST TEST BEFORE OFFICIAL TRIAL

Steamed for Two Hours at a 30-Mile Gait Without Loosening a Bolt.

For nearly two hours yesterday the torpedo-boat destroyer Goldsborough was sent flying along the Columbia river as a final test of the staying powers of her machinery before her departure for the scene of her official trial on Puget sound. During this time there was not a solitary indication of weakness in the engine-room nor the least difficulty in keeping up the required steam pressure. A measured half-knot course which had been laid out on the shore the day before was covered with the current in one minute and 30 seconds, and in a minute and 14 seconds against it; but she made much better speed in places where the water was deeper. The eight miles between Warrior rock and Fales were passed up stream in 14 minutes. President Wolff, of the contracting firm, who was on board, was well pleased with the test, and is perfectly willing to take chances on the official trial. Naval officers who were passengers expressed surprise and pleasure with the performance, and said that the Goldsborough will not suffer by comparison with any torpedo-boat they have seen.

The crew of the Goldsborough are now thoroughly accustomed to the work, and keep up steam with surprising ease. Henry Smith, the chief engineer, is a master of his business, and is deserving of a full share of credit for the fine work of the engine.

The start was made from the East Ash-street wharf, at about 11 o'clock, Captain W. H. Patterson, who has piloted all of the Wolf & Zwickler iron works boats to success, being in command. F. Wolff, J. E. Wolff, F. L. Zimmerman and Superintendent Fred A. Ballin, of the contracting firm, were on board, and their guests were Lieutenant S. Arnold, Naval Constructors F. W. Hibbs, of Mare Island navy-yard, and H. L. Ferguson, of Puget sound naval station, and Lieutenant Olmstead, all of the navy; Captain Fitchard, of the Haddon Hall; Guy Catlin, James B. Patterson, J. A. Haezel-tine, J. H. Smith, Captain J. W. Kern, J. B. Graham, J. W. Dunne and Captain Beach.

Replying gaily to the staccato salutes that were sounded from boats along the river, the little boat ran at a good, fast gait to St. Johns, where she collided with a fog bank and tied up to wait till it blew over. In half an hour or more, when a rift appeared, and the river cleared up as far ahead as the skipper could see, a fresh start was made; but the flyer was intercepted by a still heavier fog just below the mouth of the river, and lay drifting quietly for an hour more.

Suddenly the mist was drawn like a curtain, and the river opened out under a blue sky as far as it could be seen. The firemen were then busied with the boilers, and in a few minutes the smokestacks were crowned with tall columns of flame, and poured forth rolling clouds of smoke, that covered the foaming wake with a long black shadow, and hung over the river for miles astern. The speed kept increasing till the point of the greatest vibration was past, when the boat rode as steady as a barge. Now and then, when a deep stretch of river would be reached, she would shoot forward like an express train, and the trees on the bank seemed fairly to fly to the rear.

When the stake on the shore showing the upper end of the measured half-knot was raised, three stop watches on the bridge were in readiness and snapped with

one click, as it whisked past the beam. In 70 seconds the second stake passed by, and again the watches clicked. The course at the point was somewhat shallower than in other places passed in the run, and it was not possible for the boat to give any indication of her possibilities; but the time was entirely satisfactory to all on board, and no further attempt at top speed will be made till the trial on the Sound.

But there was no slackening when the course was passed. On the contrary, the engines flew faster and faster, and the boat tore through the water as if she were a belated telegram. The Bailey Gatzert, which had gone by while the Goldsborough was loafing somewhere near the mouth of the Willamette, was pulling out of St. Helens, when the torpedo-boat rounded the bend above Warrior rock. She was making good time, too, as river time goes, but she seemed to be running very rapidly backward when the little toothpick of a torpedo-boat shot past her. The terrific gait was kept up till a short distance below Columbia City, where the engines were slowed down, and two tall columns of white vapor mounting through the black smoke above the safety valves announced that the slowing down was no feat of the crew in the fire-rooms.

While the boat was swinging easily around, those on board had time to notice that the paint on the smokestacks, which was dark green on leaving Portland, had been changed like the skin of a chameleon as a result of the solid column of fire that had been rising through them. One stack was a light buff, and the other a pale lemon. If any one wants an explanation of why the new colors differed, he will have to seek it in a chemical analysis.

The rest was very brief. Soon the smokestacks were again surrounded with blazing wreaths, and the boat was slashing the water on her way back to Portland. The watches informed their owners that it was 1:47 when Warrior rock was reached, and after the second hands had told off the half-knot course in 1:14, they were again consulted, and made the announcement at Fales that it was 2:01. The distance is eight miles, and it had been covered in 14 minutes. This is a speed that might well be the envy of a self-respecting express train.

These eight miles are statute miles, of 5280 feet each. A knot consists of 1024 feet, and any one who wants to make a computation of the rate of speed in knots that the boat made over this course is welcome to do so.

There was a diminution in speed till near the mouth of the Willamette, where the water shoaled to some six fathoms, and the waves astern, which hitherto had been no higher than those made by an ordinary river steamer, began to kick up considerable disturbance along the shore. Then the engines were shut down, and were allowed to take things easy the rest of the way home.

The weather after the fog lifted was delightful, and the Goldsborough's passengers, when they had time to look, got a glorious view of all the snow mountains newly dressed and looking but half a mile distant. A sharp wind made overcoats very convenient, but after the first hour or two the cold was not such as to induce any one to stay below.

On the return up the Willamette river, President Wolff said: "I am satisfied now that the boat is ready to make her trial. We will use new coal on the Sound, and in deep water we hope to be able to make much better speed than we have today. Before she goes on her trial she will be put in dock and her bottom thoroughly cleaned. Nothing will be left undone to make the trip a success, and we hope that it will be."

**Seen at Warrior Rock.**  
ST. HELENS, Or., Jan. 27.—The torpedo-boat destroyer, while making a trip past Warrior Rock light, was quite a sight. Joseph Hayburn, who was out in a small boat, which was capsized by the heavy seas, had a narrow escape from drowning.

The article on Gilliam county in the New Year's Oregonian is said by the Condon Globe to be "bringing inquiries rich along in regard to the resources of this county."

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### 200 REMNANTS

### TAPESTRY

22x22 inch 24x24 inch

### FOR COVERING CUSHIONS

EACH WHILE THEY LAST 25c

### BARGAINS IN LACE CURTAINS, PORTIERES, BLANKETS, ETC.

500 yards, fancy Velling, plain and dotted; per yard..... 4c

Odd lot Ladies' Pocketbooks and Coin Purses, at..... 49c

Charmaine Belt Purses in tan, red, green; at..... 5c

Real Ostrich Feather Fans, at 50c, 75c, \$1.00.

Black gauze Fans, some lace trimmed, some hand-painted; others span-gled. 15c, 30c, 50c, 80c, \$1.12.

Painted Satin Fans, pink, sky, cardinal, cream. 15c each.

### Closing Sale of Fans

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THOUSANDS OF USEFUL ARTICLES CAN BE BOUGHT AT LOWER PRICES NOW THAN AT ANY OTHER TIME IN THE YEAR

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Designers and builders of Marine Engines and Boilers, Mining and Dredging Machinery and General Mill and Iron Work, Fire Hydrants, Pulleys, Shafting, etc. Correspondence solicited.

# THE END IS NEAR

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## 15% TO 35%

Reduction. Lots of good, live Portlanders who appreciate values have laid in supplies, not only for immediate use, but for the future.

## You Still Have a Chance

### IN THE LAST FEW DAYS OF THIS GREAT SALE



### MEN'S SUITS

Our stock of men's suits is the realization of a high-grade ambition; tailoring equal to custom-made; smart, natty garments that are above the ordinary.

For a Few Days More You Get

- Any of our \$9.00 suits at ..... \$ 6.00
  - Any of our \$10.00 and \$12.00 suits at ..... 8.50
  - Any of our \$12.00 and \$14.00 suits at ..... 10.20
  - Any of our \$15.00 suits at ..... 12.75
  - Any of our \$20.00 suits at ..... 17.00
- Overcoats at discount prices.

All our Puff Scarfs That sold Regular At 50c Now 25c

### BOYS' DEPARTMENT

We are too busy, too dead-in-earnest, to waste time in boasting. But we know lots of mothers who say there is no place like the "Moyer" for economy in clothing the boys.

There Is Still a Few Days More of These Prices

- Boys' \$3.00 all-wool reefer suits ..... \$2.15
- Boys' \$3.50 all-wool reefer suits ..... 2.65
- Boys' \$5.00 all-wool reefer suits ..... 3.85
- Boys' \$5.00 all-wool reefer coats ..... 3.35
- Boys' 50c and 60c all-wool knee pants. 39c
- Boys' 50c all-wool caps ..... 25c

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BEN SELLING, Manager

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  - 40 Cents Gallon Fancy Table Syrup.
  - 75 Cents Gallon Choice Maple Syrup.
  - 70 Cents Sack Hard Wheat Flour.
  - 15 Cents Ten-Pound Sack Graham Flour.
  - 33 Cents Ten-Pound Sack Pure Buckwheat Flour.
  - 40 Cents Box No. 1 White Macaroni.
  - 80 Cents Keg Plain or Mixed Pickles.
  - 12 1/2 Cents Pound Best Soft-Shell English Walnuts.
- Wholesale Warerooms 149 Front Street.

## I. GEVURTZ THE HOMEFURNISHER

173-175 First, 219-225 Yamhill Sts.

4-6 Roll top, solid oak, \$20	Solid oak, French plate glass, \$8.50	Spring-Edge Couch, good velour cover, \$7.50
Handsome Tabourette, \$2	Hardwood, cane seat, 75c	Iron Bed, \$3.25

- ### A Few Bargains
- Best Axminster, per yard..... \$1.15
  - Best Moquette, per yard..... 1.15
  - Higgins' 18-wire, per yard..... .65
  - Higgins' 8-wire, per yard..... .75
  - Smith's 18-wire, per yard..... .75
  - Smith's 8-wire, per yard..... .60
  - Best all-wool, 2-ply, per yard..... .85
  - Light-weight, all-wool, 2-ply, per yard..... .85
  - Best Union, per yard..... .40
  - Union, extra super, per yard..... .35
  - Hemp, per yard..... .30

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