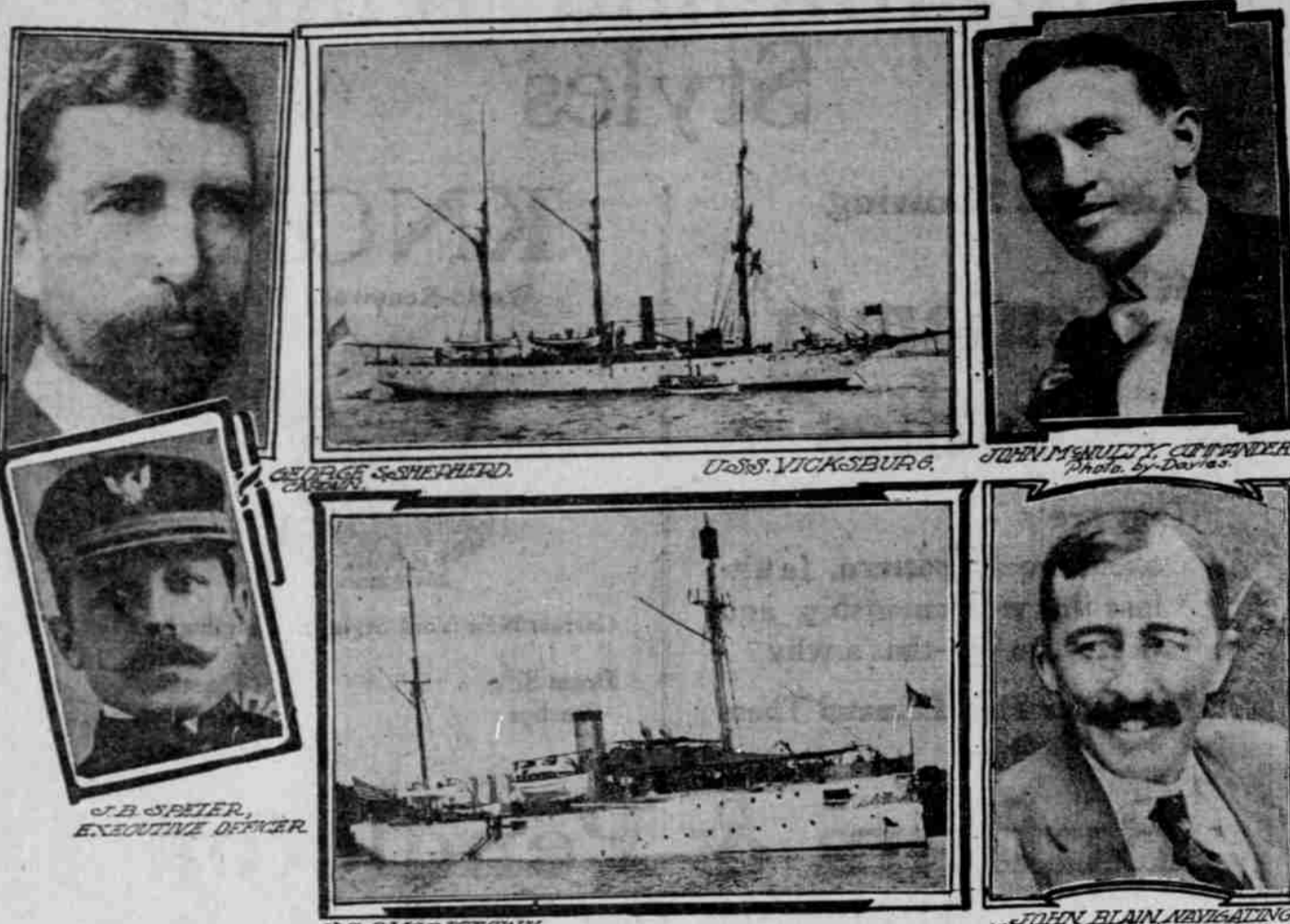


OREGON NAVAL RESERVE ORGANIZED AND TRAINING VESSELS REQUESTED

Acting Governor Bowerman Signs Decree and New State Body Comes Into Being—Officers Are Chosen and Recruiting Is Started—Captain Shepherd Asks Navy Department for Yorktown or Vicksburg, and Retired Ship May Come Here—Men to Be Taken on Annual Cruises.



BY VIRTUE of Acting Governor Bowerman's signature of last Thursday, the Oregon Naval Reserve was created, and officers of the organization were appointed. Oregon is the last state on the seaboard of the United States to have a naval reserve.

The scope of the new organization is to be much like that of the Oregon National Guard. In times of peace regular drills like those conducted by the landmen will be held so that in case of hostility with any other nation, Oregon will be able to contribute its quota of fighting men for the Navy.

Already the officers of the organization have a large list of recruits for the reserve, many of whom have seen active service in the Navy and are anxious to continue with the life without the necessity of enlisting for an extended period such as is necessary in the regular service.

All of the officers of the new organization are either retired Navy men or have had much seafaring life.

The officers of the new organization are: George S. Shepherd, captain; John McNulty, commander; Jacob B. Speler, executive officer; John Blain, navigator; W. D. Edwards, chief engineer; Albert J. Capron, paymaster; Dr. Louis J. Wolf, surgeon; Charles Hamman, assistant engineer. Division officers, carrying rank of lieutenant, are: Maxwell White and G. Blomberg, boatswain; starron; Gunner, Moltby; carpenter, W. E. Enright; chief boatswain's mate, A. F. Reeves; chief master-at-arms, Winslow; chief quartermaster, Sines; handmaster, J. C. Abbot.

The reserve will have at least eight divisions, each of which will have its own officers to be elected by the enlisted men. The officers of each division will be lieutenant, junior lieutenant, two ensigns, paymaster and a surgeon. It is planned to have six divisions in Portland, one or more at Astoria and one or more at Marshfield, on Coos Bay. Each division in the Naval Reserve will correspond to a division in the Oregon National Guard.

Regulation United States Navy clothes and paraphernalia will be used. The uniforms will be supplied by the state.

An appropriation to cover this expense will be asked for at the next session of the Legislature. Each man will have two uniforms, like all "jacksies."

Training Ship Wanted. Immediately following the action of Governor Bowerman, George S. Shepherd telegraphed the Secretary of the Navy asking that the United States gunboat Yorktown or Vicksburg be given to the Oregon Naval Reserve as a training vessel. The Yorktown, one of the last of the old type of gunboats in active service, is soon to be retired, and it is thought that the wishes of the newest naval reserve in the United States will be granted.

The Yorktown was a recent visitor in the Portland harbor, coming to Portland at the request of the Portland Chamber of Commerce and the men interested in the welfare of the naval reserve. Local men were taken aboard for a complete inspection. All showed keen enthusiasm.

Local Men to Command. If the Navy Department awards the Yorktown or Vicksburg to the Reserve, it will be in complete command of the men. Officers of the reserve appointed by Governor Bowerman will act as navigating officers, engineers and executive officers. Seamen from among the ranks of the enlisted men will do the work regularly done by the United States "jack tars."

Whenever the Navy Department gives a ship to a naval reserve it sends with it a crew of six men who act as guardians. These men are paid by the Government and are regular members of the navy.

The crew and vessel can be utilized to fight fire. Every man aboard a warship is a fireman. Drills are held almost daily.

Governor of the state is the commander in chief of the Naval Reserve. He has the power to order the men into active service when occasion demands.

At the next Portland Rose Festival the men of the Naval Reserve will appear in full uniform and will play an important part in the entertainment. If the Yorktown or Vicksburg is secured it will be stationed in the harbor and will be thrown open to visitors, adding another attraction to the already long list.

Men to Go on Cruise. Already the officers are planning for a cruise for the men. As no Government ship is yet obtainable the cruise will be taken on the pilot schooner San Jose. As the San Jose is a two-masted schooner, this would give the men a taste of real sailing.

When a Government ship is procured for the reserve cruises will be made at

set intervals during the year. If the Yorktown or Vicksburg is secured, it will be necessary to make a number of cruises because 300 men are required to complete its crew. The reserve is expected to have nearly 1000 men by next Summer. All of these will have to be taken for a cruise, thereby necessitating at least three trips. During these cruises the vessel will probably play at war tactics with the forts at the mouth of the Columbia River, and act in the war games with the Oregon National Guard to the advantage of both bodies. At least one regulation cruise per year is demanded of each naval reserve vessel, and as many more as possible are urged.

John McNulty who is the United States nautical expert in charge of the Portland hydrographic office is representing the Government in the organization of the reserve. Mr. McNulty has seen active service, and is well qualified for the position of commander. Mr. McNulty was also appointed recruiting officer, and is now at work.

The next session of the Legislature will be asked to enact a bill providing for the maintenance of the organization. This bill will be similar to the Pease bill, which will appear before the next session of Congress.

The Portland Commercial Club and the Chamber of Commerce have taken an active interest in the organization, and have identified their willingness to help in the work of the body.

Oregon, about 20 years ago, had a naval reserve, but because the Navy Department at that time was not able to help it out in any way it was abandoned. The present progressive policy of the Navy Department did not begin until Ex-President Roosevelt ordered many of the old vessels retired, and encouraged state reserves. Oregon's former attempt was before this era, when all the ships were needed, and the Nation was just recovering from the cost of the war with Spain. It is because of the former failure that the new reserve shall be a success. If hard work can accomplish that end, they have won. Oregon will have one of the best naval reserves in the United States.

Astoria and Marshfield have taken a decided interest in the movement, and are preparing to lend a helping hand in the way of organizing divisions in their towns.

Whenever a new naval reserve is organized the Navy Department in addition to supplying a vessel supplies a drill master to whip the recruits into shape. Several naval officers have expressed the desire to be sent to Portland to instruct the men here. The Navy supplies the coal for the ship. This feature alone will be a big saving in the cost of maintenance.

Acting Governor Bowerman has as his advisers in this matter the same body of officers that acts on the affairs of the Oregon National Guard. The latter organization seems enthused with the idea of having another fighting body of men in Oregon, and will probably lend much assistance.

Captain Shepherd has for years been identified with shipping interests of Portland, and has been Admiral of the Astoria Regatta, and this year is one of the officers. He has had much seafaring experience in the merchant marine, having been an officer of a sailing vessel. Executive Officer Jacob Speler was formerly commander of an Army transport before coming to Portland.

The Yorktown is of 1700 tons displacement, 220 feet in length, 14 feet draft, twin screws and can develop a speed of 12 knots. She was built in 1880 at Philadelphia.

The Vicksburg was built in 1867 at Bath, Me., and is of 1800 tons displacement, 165 feet long, 12 feet draft, and has a speed of 13 knots. She is barkentine rigged, and was formerly used on the Eastern Coast for a training ship. The Vicksburg would make an ideal naval reserve ship. She is on her way from the Central America war zone to San Francisco to be retired. The Yorktown relieved the Vicksburg from duty in protecting the American interest about Nicaragua. From there the Yorktown will probably go to New York, and will be used for training purposes.

Captain Shepherd wired his preference for the Yorktown, naming the Vicksburg as his second choice. It is thought that the Vicksburg could be delivered here almost immediately.

The dangerous tinder beds that have been years in accumulating. If something worth while is not done at once, one of our most attractive taxable properties will be nearly wiped off the tax rolls of the Northwest, and it will not be longer necessary to raise each year the assessed valuation on our bottled-up timber. It is no wonder that timber land has become about the hardest thing to dispose of in this state, with the taxes steadily advanced each year and the fire danger increasing with every succeeding season, and the Southern Pacific in the way of getting it to market with exorbitant freight rates which make the lumbering unprofitable, as the many failures of milling concerns along the railroad indicate. I would like to know where the timber land owner is expected to get off at.

N. F. THRONE.

PLANETS ARE INHABITED. Scientist is Convinced Life Exists on Heavenly Bodies.

SAN FRANCISCO, Aug. 27.—Professor T. J. See, in charge of the Naval astronomical observatory at Mare Island, addressing the Popular Educational Society, known as the Materialists' Association, last night, announced the completion of his researches in cosmical evolution, to which he has devoted 10 years of his time. He stated that his investigations have evolved a

new and improved theory of the stellar universe. The scientist claimed that his theory of cosmical evolution involved the action of both attractive and repulsive forces, and had enabled him to explain all classes of heavenly bodies. By his discoveries during the past two years Professor See said he had reduced cosmogony to an exact science.

Professor See's concluding argument was that the planets now shown to revolve about the fixed stars are inhabited by some kind of intelligent beings, so that life is unquestionably a general phenomenon of the universe. He cited an address delivered at Philadelphia in 1897, by Professor Newcomb, in which similar views were held, and said that the proof is much more complete now than at that time. "Men of science," he said, "must admit that life is general on the countless worlds revolving about the fixed stars or else concede that life upon earth is an accident and a mistake, existing for hundreds of millions of years in direct violation of the laws of Nature."

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LESSON IS EXPENSIVE. MILLIONS LOST IN FOREST FIRES BY NEGLECT. White Men Should Learn From Indians How to Clean the Woods of Inflammable Stuff.

ASHLAND, Or., Aug. 26.—(To the Editor.)—The policy of neglect and indifference in the forest fires of Oregon is to blame for the loss of millions of dollars worth of our finest timber in the present great forest fires. Instead of following the common sense policy of burning the surface of the ground over whenever there is a fadette of brush accumulated, like the Indian did for hundreds of years while our forests were growing, the white man has been coddling the brush and debris in our forests under the false but attractive theory that it was necessary to protect our water supply and also to assure a future growth of timber, with the result that the brush and rubbish accumulating for years is now the cause of destroying millions upon millions of feet of our finest timber. Our wise foresters fadette admit that the situation is beyond control and all they can do is pray for rain.

Arguments have misled timber land owners to believe that their patrol system of keeping out fires was a success and that each succeeding year losses by fire were less. The latter statement is a fadette to dispute, but it has been doubted by observers here in the Northwest and it can no longer be used to fool the people in believing that timber is safe from fire under the present false system of protection. It is a surprise that the Pacific Northwest newspapers have not had more to say on this subject.

Why don't some of our pioneer men explain the condition they found our forests in when they first came to Oregon? Let us get back to where the white man succeeded that child of nature, the Indian, and learn his ways and then let us profit at once by his methods. After the rains start again clean up the accumulated rubbish in our forests and make them safe from fire, no matter how dry or how long the dry seasons extend or how many fires may be started in the future.

Let every timber land owner begin this fall to clean up his forest. It will be a big job because it has been neglected so long, but it will have to be done if the timber is worth anything. It is worth protecting from destruction by brush fires. Better employ men at reasonable wages Spring and Fall to clean up the surface of the ground and make the timber safe from fires in the dry season than be compelled to pay them big wages in the dry and busy season, when men are hard to get to fight a hopeless battle that in many cases could not be won by all the men in the world.

Control the fire situation instead of letting it run you through the policy of neglect and prayer. No penalties can be made severe enough to prevent fires from starting because firebreaks are not easily caught. There are many reasons why speculative speculators in the timber industry should be made to pay the cost of their carelessness. The best insurance against timber loss is to clean up the surface of the ground before and after the dry season. Then there would be no wide fire trails, like is done on the brush-covered mountains of Southern California. Is the first necessary move. This could be done before another dry season. These fire trails would be some chance to stop or control fires until such time as the brush and debris was all cleaned out of the woods, when all danger of destructive fires would be eliminated. The Indians' policy could then be followed and the surface burned whenever enough leaves and twigs accumulated so that the fire would spread. These light fires would not hurt growing timber, and the result would be complete safety from loss by fires.

To let fadettes make us believe that the brush and debris in our forests of Western Oregon is necessary to our present stream flow, is to admit that we don't know as much as digger squirrels and it is classing Western Oregon with desert countries like Southern California, Arizona and New Mexico. To the argument that the brush and seedling trees must be protected to assure a future crop of timber, I say let us show our ability to take care of the maturing crop the Indians raised for us, and not try to raise several crops at a time, and thereby lose all.

Let our Legislature make laws requiring the immediate building of fire trails and the cleaning up of the surface of the ground in forests and burning of all debris in logging, and provide for state and county aid in making the timber safe from fires. The state could well afford to build a system of fire trails and appropriate money to fight fires within the boundaries of these trails for several years until owners of timber land can get rid of

FREE! FREE! FREE!

UNTIL SEPT. 1ST

Monday, Tuesday and Wednesday

For on Thursday we will move our sales department to our new store at 367 Morrison street, corner West Park, (by Olds, Wortman & King's)—and be opened up there Friday and Saturday next. If you want to get the advantage of this advertising removal sale, you will have to be on hand here Monday, Tuesday or



Wednesday, you can get a LADIES' SUIT FREE as follows:

With each order for a Gentleman's Suit—any price—we will give a LADIES' TAILORED \$35.00 SUIT FREE. Two reasons for this splendid offer.

FIRST—We are opening a new store at 367 Morrison street, corner West Park (by Olds, Wortman & King's). We want you to know this fact and know it quick, and remember it, for we will have a store there for a long time. The arrangement of the windows and front of the store is most striking and worth your while to see.

SECOND—We are opening the Gentlemen's Tailoring Department to this business and we want everyone in Portland to know it at once—right away. During the past year we have had many inquiries if we made men's clothes. Now we will make them, and we use the most expensive advertising there is to let you know it—that is, giving a Ladies' Suit free with a Man's Suit.

THE LINES OF OUR LADIES' GARMENTS

are correct—the most perfect to be had. You know and can depend on it that every garment we show you is made by us, right here in our large 50x100 making floor and department. The lining the best to be had.

NO FIGHTING OR ARGUING with you to deliver or get you to take a garment. If it ain't right you can't have it. Won't cost you a cent. DON'T BE AFRAID of any misrepresentation.

Mr. Acheson absolutely will not allow any of his assistants to misrepresent—indeed, you can rely on their word and judgment, and you need not be surprised if we differ with you about a piece of goods—advise you not to take it, etc., for we know what is best and will work up best.

YOU CAN REST ASSURED

that we do not use or cut up an inch of what is known as DRY GOODS material, or similar to that used in Eastern ready-made garments. We use only tailor cloth—woolens. Those words sound good, are good and mean lots. HUSBANDS, FATHERS, BROTHERS, COUSINS, UNCLE, SWEETHEARTS—Ladies, bring them in; they will have to have a Suit this Fall, and you get one FREE. You know you want one.

WHAT YOU CAN DO

You can register your order, select the lady's suit and the gentleman's suit can be selected any time hereafter, before November 15, that you may be ready. There is no catch to this. We want your business—this exceptional offer entitles us to it. You are not true to yourself or business principles, if you don't accept the offer.

TERMS AND CONDITIONS—No deposits or payments on orders or garments are taken by us with a view of forcing you to take garments, but are taken as evidence of good faith on your part, and if we fail to please you are promptly refunded—no jangling about it. All prices are plain and are made according to the goods, style, etc., from printed lists. You can see them. There will be no changes. We know they are right. So will you when you see what we will give you.

148 Fifth Street, Fifth Floor of Acheson Building

Where we have our big tailoring and making department and sales floor, is where you can see the garments and woolens.

Acheson Cloak and Suit Co. and Merchant Tailors

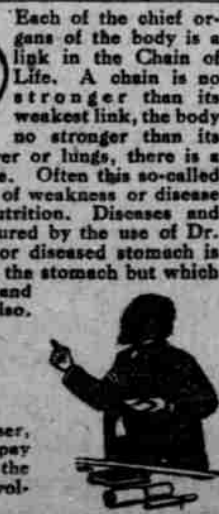
148 Fifth Street—See Electric Sign—Take Elevator to Fifth Floor



Each of the chief organs of the body is a link in the Chain of Life. A chain is no stronger than its weakest link, the body no stronger than its weakest organ. If there is weakness of stomach, liver or lungs, there is a weak link in the chain of life which may snap at any time. Often this so-called "weakness" is caused by lack of nutrition, the result of weakness or disease of the stomach and other organs of digestion and nutrition. Diseases and weaknesses of the stomach and its allied organs are cured by the use of Dr. Pierce's Golden Medical Discovery. When the weak or diseased stomach is cured, diseases of other organs which were remote from the stomach but which have their origin in a diseased condition of the stomach and other organs of digestion and nutrition, are cured also.

The strong man has a strong stomach. Take the above recommended "Discovery" and you may have a strong stomach and a strong body.

GIVEN AWAY.—Dr. Pierce's Common Sense Medical Adviser, new revised Edition, is sent free on receipt of stamps to pay expense of mailing only. Send 21 one-cent stamps for the book in paper covers, or 31 stamps for the cloth-bound volume. Address Dr. R. V. Pierce, Buffalo, N. Y.



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