

# CRUISER PROVES VALUE OF HARBOR

## Entrance of Boston Into Coos Bay Puts Official Seal on Open Channel.

### YEARS OF EFFORT COUNT

News of Proposed Building of Line From Eugene to Marshfield Is Additional Incentive for Development of Port.

BY W. E. MAHONEY.

Coos Bay's contention that it belongs well up in the list of Pacific Coast harbors no longer requires debate. Whatever misgivings have been felt by persons not familiar with that waterway, who doubted the existence of an abundance of water, not only at the entrance but for 15 miles inland, fall with the latest accomplishment of the locality's pilot contingent in navigating the cruiser Boston across the bar and up the bay to Marshfield, the head of deep-water transportation. The cruiser draws 18 1/2 feet of water, and did not so much as once disturb the sandy crust of the channel bed. When the intention was made known to take the cruiser to Marshfield there were many skeptical ones. Even among marine men who had not sailed those waters the question was argued whether there was a sufficient depth on the bar. Nothing in the way of a naval vessel had before attempted to negotiate the entrance, except torpedo-boats, which are of such light draft that they would not ground in a heavy rain, say mariners.

### Navy Takes No Risks.

But the Boston was different. It is commonly known that the Navy Department takes no risks in time of peace in ordering war dogs into harbors unfamiliar to the officers simply for the fun of it. Coos Bay was on the Navy's list of "undesirables" for anything larger than a torpedo-boat, the same as the Columbia River was once, because the Government has declined to recognize the fact that when vessels of the merchant marine leave the river drawing 27 feet of water naval vessels of the same draft can be accommodated. As at Coos Bay it was not enough that the steamer Breakwater, making a round voyage every five days, was negotiating the entrance without difficulty each time, and the steamer Nann Smith was leaving for San Francisco regularly with a cargo of 2,000,000 feet of lumber each voyage. Even the Dollar Steamship Company sent one of its latest vessels, a carrier capable of loading 4,000,000 feet on a draft of 26 feet, but the all-convincing test was, so many thought, the steaming of a deep-draft naval vessel into the bay.

### Victory Is Important.

Carriers of greater draft have been there, but it was the attitude of the Washington authorities against naval vessels going into outside harbors that magnified the trip of the Boston. Like many other ports, Coos Bay did not always have good water. It has required years of concerted efforts on the part of Marshfield and North Bend interests particularly to secure appropriations with which to carry on the construction of a jetty, increase the channel depth and maintain it by dredging and other labor before the shipping world would be convinced that the advantages of an entrance was a matter of history and that the district had overcome obstacles that were the same kind encountered in building harbors that are today classed as the best in the world.

In the 1911 harvest of good things, the region has much to be thankful for. The arrival of the Boston, the aftermath of a greater proposition—the construction of the Southern Pacific from Eugene to Marshfield. The official announcement of J. P. O'Brien, head of the Harriman interests in the Northwest, created as great interest in Portland as in the Coos Bay region, while throughout the Willamette Valley, from Eugene north, the advantages of such an enterprise to the entire territory is appreciated. Coos Bay has not been bottled up by reason of the fact that it has enjoyed the advantages of the coast by way of the coast, and its products have been moved by water, but as is the case of many territories similarly located, impetus has been given its growth by the prospects, and greater prestige will be accorded its resources in the advantages of faster transportation and competition between rail and water tariffs that subtract from its cost.

### Railroad Avoids Grades.

The permanency of the Eugene-Coos Bay line is indicated in the fact that it is regarded as a link in the much-talked-of Coast line in Oregon of the Southern Pacific interests. But in reaching the coast by way of Coos Bay, the railroad builders have the prime objects—to avoid heavy grades that the original project by way of Denis would not have overcome, and the tapping of 15,000,000 feet of standing timber in the Siuslaw Basin. The substantial aspect of cities on the bay is a striking feature to strangers. Marshfield, home metropolis, has all the advantages and conveniences of larger and older points. Its paved streets, lighting facilities, modern buildings and bustling commercial aspect are far ahead of many points on the line of transcontinental roads. Across the bay North Bend is making an enviable name for progressiveness, though only seven years old, and Empire, half way between the entrance and North Bend, is advancing. North Bend has a monthly payroll of \$4,000, and while it is exceeded in that regard by Marshfield, its youth makes the fact all the more encouraging and the population of 3000 bids fair to attract numerous additions by the time the first train from the interior is welcomed on the bay.

### S. Bullock Confined to Home.

Heart trouble is confining Samuel Bullock to his home on the East Side this week. Mr. Bullock is 84 years old, and has been a resident of Oregon for a quarter of a century. He is bailiff of the County Court and the oldest county employe, as well as the oldest member of the Knights Templar in Oregon.

### Albany Aviator Makes Flight.

ALBANY, Or., Aug. 26.—(Special.)—William C. Crawford, Albany's amateur aviator, in his second day's trials with his biplane alrphip, made three successful flights at the old fair grounds here today. He flew a quarter of a mile each time at an average height of 20 feet.

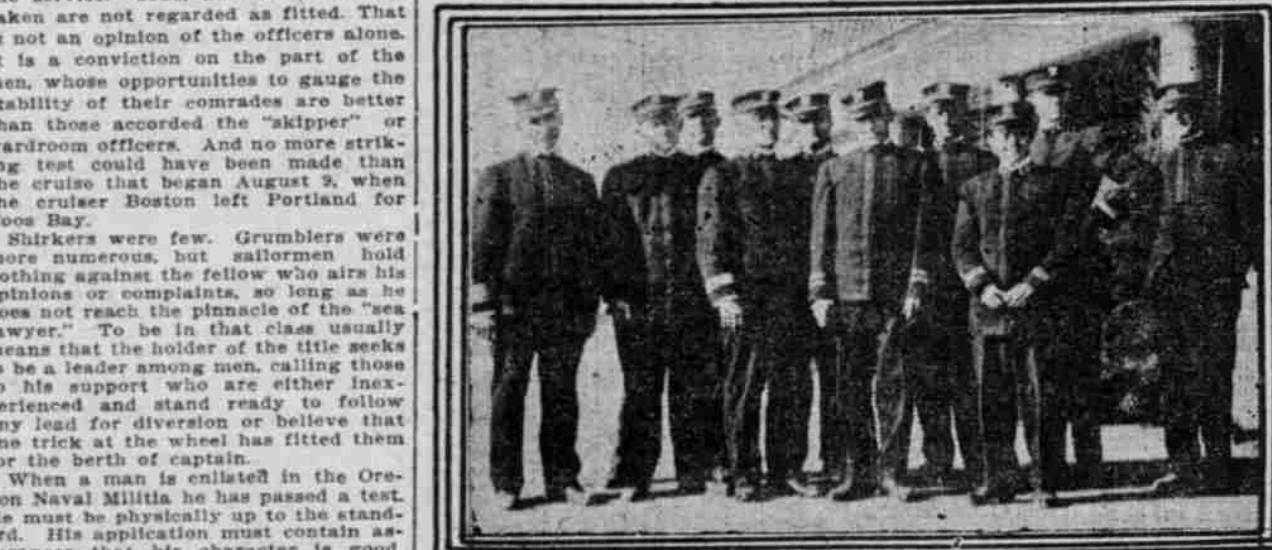
# OREGON NAVAL MILITIA LOOMS BIG EVEN IN RECENT FIRST-CRUISE STAGE

Citizen Sailors Take to Sea Life Readily and Old-Timers From Regular Service Are Great Aid—Trip of Boston to Coos Bay Brings Out Mettle of Recruits—Roseate Future for Organization Seen.



OREGON JACKIES LEAVING MARSHFIELD FOR BOSS

LESS than a year after the re-formation of the command began and barely two months since a fighting machine came into its possession, the Oregon Naval Militia is scrutinized today by taxpayers who are contributing \$25,000 toward the maintenance of the citizen seafighters. Not to ascertain what has been accomplished, but to "raise up" the personnel to judge what may be expected. But there need be entertained no fear that the commissioned and enlisted men will not fulfill the exactions of the service. True, all who have been taken are not regarded as fitted. That is not an opinion of the officers alone. It is a conviction on the part of the men, whose opportunities to gauge the stability of their comrades are better than those accorded the "skipper" or wardroom officers. And no more striking test could have been made than the cruise that began August 2, when the cruiser Boston left Portland for Coos Bay.



CAPT. REYNOLDS AND WARDROOM OFFICERS OF BOSTON

Shirkers were few. Grumblers were more numerous, but sailormen hold nothing against the fellow who airs his opinions or complaints, so long as he does not reach the pinnacle of the "sea lawyer." To be in that class usually means that the holder of the title seeks to be a leader among men, calling those to his support who are either inexperienced and stand ready to follow any lead for diversion or believe that the chances taken by the enthusiasts of the berth of captain. When a man is enlisted in the Oregon Naval Militia he has passed a test. He must be physically up to the standards of the service. He must contain assurances that his character is good. In appearance he must not be a slouch and further he is required to know the ranks voluntarily, knowing to a small degree at least, what is in store for him when cruising and during weekly drills. What may develop are chances taken by the enthusiasts of the organization. All want the ranks swelled. A large membership means a good showing on all occasions, less hard work at sea and a better opportunity for a portion of the crew to be onlookers while the rest is drilled. Better than all filling of numerous applications advertised the service as desirable and popular.

All restrictions placed on the rush for enlistment before the sailing of the Boston, and the petitions for admission caused enthusiasm among the old members. But it required the sea journey, daily routine aboard ship, strict enforcement of the regulations, recognition of officers by enlisted men and hard work, to bring out the prime qualifications of the crew.

**Few Undesirables Found.** It was the enlisted men who first breached the plan of "weeding out" the undesirables. There were but a few found and not all of them were listed for dismissal, because it was realized that some were old sailors, men who followed Admiral Dewey into Manila Bay, who roughed it on land with the troops when seamen were sent to the Philippines, and other duties that the Army was not equipped to handle. Others made the memorable run around the Horn aboard the old fighting Oregon, and yet another detachment had participated in the Santiago engagement. To them the run on the Boston was a picnic. If rationales were not the most tempting because they were not served with frills, they told stories of how they had carried "canned horse" in haversacks and were glad when a rest afforded them an opportunity to eat, and if lucky, they were enabled to make coffee.

Below decks, where there labored only half the number of men needed for work, true mettle was displayed. It was the efforts of the "black gang" in the engine room that prompted Captain Reynolds to suggest that Dr. James Carson, who is arranging the rating of enlisted men on the payrolls, that the lads who saw gapping furnace doors for the first time and shovels coal ore to a blazing bed of fire that seemed never to get enough, should be given the highest wage allowed for their class. Some of them even asked to remain on watch during the period arrived for a new shift to take their places, not that they wished to exhibit an air of bravado for the benefit of the officers, but because they were learning something of the real naval game every minute. They stood below and realized that their individual efforts were keeping the old Boston with her head into the seas and churning her way to Coos Bay.

Much of this spirit was aroused by those in charge of the mechanical department—Lieutenant Commander W. D. Edwards, chief engineer, and Lieutenant W. H. Rober, assistant—who drove the experimental cruiser to the tune of six knots with only four of her eight boilers available, while with the oldest organization in the United States, having the advantage of the best vessel allotted to a state body and being coached by men who "know the game." Since forming the militia has been fortunate in having men of experience in its membership. Captain J. J. Reynolds, ranking officer, and Captain Edgar M. Simpson, navigating officer with the rank of lieutenant commander, have sailed the high seas. Lieutenant Commander Edwards saw service in the regular navy during the Spanish-American War as an engineer officer, while Lieutenant Rober holds a marine engineer's license for vessels of 3000 tons and has encircled the globe in the engine room of big vessels. Lieutenant Fred W. L. Humphrey, senior grade, was in Dewey's fleet at Manila and if some of the others have not smelled powder in actual sea engagements, they are built of the timber to enjoy it.

**Navy's Detail Efficient.** When the government assigned six caretakers on the Boston it was with the dual purpose of providing that all parts of the vessel and her gear would be protected and maintained and that the men would aid in drilling the militia sailors. In the detail are E. J. Gavin, chief gunner's mate; L. R. Cantowith, water tender; G. E. Russell, electrician, Quartermaster Parry; W. M. Morrow, boatswain's mate and seaman Clark, all experienced and selected their knowledge of navy life and tactics. In the militia, regularly enlisted, are Chief Master at Arms Norris, Chief Machinist's Mate Paul Helbig, Fireman A. F. Hodgson, Coxswain C. R. Peckens, Quartermaster Butler Montag and others, who have been in the service.

Not in the least important of the organized force is the medical department, in charge of Dr. L. J. Wolf, holding the rank of lieutenant commander. Dr. Wolf was in the Far North with Perry, as surgeon on the steamer Roosevelt, and there gained valuable knowledge in handling men. Dr. Ben L. Norden, lieutenant, senior grade, is also on the medical staff with the Portland division, and Dr. E. E. Straw, mayor of Marshfield, and Dr. E. W. Mingo, of that city, are attached to the Coos Bay divisions, both as lieutenants, junior grade. There having been no bloodshed on the cruise and sickness being small, the medical department was not overworked, but in preparation for emergencies the state has arranged for the installation aboard the Boston of the best medical dispensary stocks and surgical collections that could be desired.

The Boston is utilized at Coos Bay for drilling purposes to increase the efficiency of divisions there and at Bandon. In three weeks the warship is to be returned to Portland and when drills are resumed locally they are to be continued until the second annual cruise. Lieutenant W. H. Toas, of the local naval recruiting station, has been detailed as instructor by the Navy Department, while with him are eight men from the navy who are willing to assist the crew of the Boston in mastering the rudiments of war. There is no reason why the Oregon Naval Militia should not go to sea in 1912 and make a showing in comparison

## Just One More Week

In which to take advantage of Nicoll the Tailor's

### Great Reduction Sale

Suit and extra trousers for the price of the suit alone \$25 to \$45

New Fall and Winter Woolens Included in Sale

No trouble to show goods.

Satisfaction guaranteed in all cases. Garments to order in a day if required. Full dress and tuxedo suits a specialty.

**Nicoll & Taylor**  
WILLIAM JERREMS' SONS  
108 Third Street,  
PORTLAND, OREGON.

A Quarter of a Century in Portland.

## ERIN REACHES OUT

Envoys of Gaelic League of Ireland to Entertain.

### PRIEST HEADS DELEGATION

Rev. Michael O'Flanagan to Speak at Baker Theater Friday and Girls to Give Folk Dances. Local Societies Co-operate.

Under the auspices of the Gaelic societies of Portland, representatives of the Gaelic League of Ireland, who are visiting Portland, will explain the purposes of the league to residents of this city at a free entertainment in the Baker Theater next Friday night. The chief feature of the programme will be an address by Rev. Michael O'Flanagan, who is at the head of the delegation visiting here. Exemplifying the amusements of the Irish people, Misses Eileen Noonan, Bridget MacLoughlin and Bridget O'Quinn will give selections of Irish songs and the native Irish dances. These three young women conducted an exhibition here last week, showing the industrial side of the work of the Gaelic League. Thousands of visitors have watched their exhibitions of the methods of making Irish rugs, lace and embroidery. They will continue their demonstrations this week.

### Gaelic Music Programmed.

Father O'Flanagan, Fionan MacColum and the three young women were sent from Ireland last October, to travel in the chief cities of the United States to explain the purposes of the Irish Gaelic League and interest Americans in it. They will remain in this country until next July. They came to Portland from Tacoma last week and were given a warm reception by the different Gaelic societies of the city. A committee chosen from the local societies will have charge of the entertainment Friday night. Beside the addresses and demonstrations given by the visitors, local talent will take part in the programme. Frank D. Hennessey will sing "The Weirins' o' the Green," and a Highland piper will play Gaelic music to illustrate the similarity in the music of the Scotch and Irish people. Members of the local committee in charge of the programme are J. H. Murphy, of the Pacific Irish League; Wallace McCamant, of the Scotch-Irish Society; Paulinus MacDonald, of the Scotch Gaelic Society; E. H. Deery, of the Ancient Order of Hibernians; E. S. Hogan and C. H. Morrow, of the Catholic Order of Foresters.

### TORPEDO FLEET IN SOUTH

Preparation Made at Mare Island for Cruise to Honolulu.

VALLEJO, Cal., Aug. 26.—Seven torpedo-boats of the Pacific fleet today departed from the Mare Island Navy-yard today from Astoria, where they took part in the Centennial celebration. The boats will receive minor repairs at the yard and take on supplies preparatory to sailing with the Pacific cruiser fleet to Honolulu on September 15, on returning from the Hawaiian Islands; the fleet goes to San Diego for target practice, which begins on November 1.

### HOWARD ELLIOTT COMING

Hill Line Officials on Inspection Tour Through West.

C. R. Gray, president of the Hill lines in Oregon, who returned yesterday

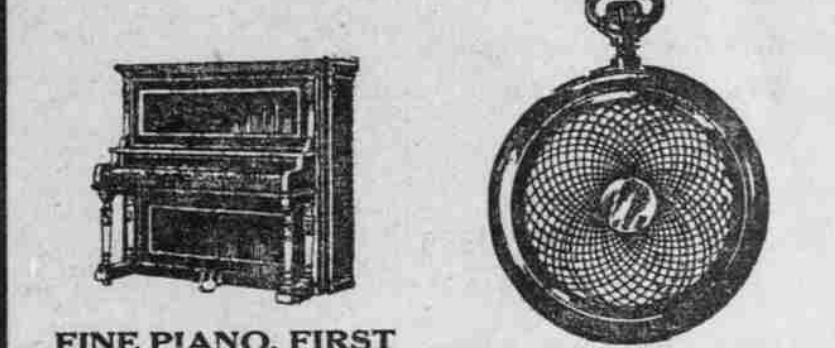
from a hurried business visit to St. Paul, reports that Howard Elliott, president of the Northern Pacific, will visit Portland the latter part of this week. Mr. Elliott is on an inspection trip over the Hill lines in this state. He was joined yesterday at Lewiston by H. C. Nutt, of Tacoma, and A. D. Charlton, fourth vice-president and assistant general passenger agent of the Northern Pacific, respectively. The party expects to leave tomorrow afternoon for a trip over the Oregon Trunk line, after which Mr. Elliott

and the members of his party will come to Portland. Mr. Gray said yesterday it was expected that the extension of the Oregon Trunk to Bend would not only be completed by October 15, but that the company would be operating trains to the new terminus by that date.

Local newspapers are commenting on the new system of merchandising just introduced into Spain through the opening of Madrid of two hours along lines corresponding to the American 3 and 10-cent stores.

# FREE!

## Upright Grand Piano



FINE PIANO, FIRST PRIZE GOLD WATCH, 6th PRIZE and Over \$8000 in Other Awards Free to Contestants Who Solve the Great

### "Teddy in the Jungle Puzzle"

This great publicity contest conducted by the Graves Music Co. in conjunction with several of the world's largest piano manufacturers to acquaint the people of Oregon with Portland's only complete music house and the pianos they sell.

### THE PRIZES ARE AS FOLLOWS:

- First prize—Magnificent upright Grand Piano in mahogany, oak or walnut case.
- Second prize—Fine Mandolin and \$150 cash purchasing check.
- Third prize—Fine Guitar and \$140 cash purchasing check.
- Fourth prize—Fine Banjo and \$135 cash purchasing check.
- Fifth prize—Handsome chest of silver and \$130 cash purchasing check.
- Sixth prize—Ladies' Gold Watch and \$125 cash purchasing check.
- Seventh prize—Fine auto-harp and \$120 cash purchasing check.
- Then, in order of merit, 98 special advertising cash purchasing checks ranging in value from the above down to \$60.



THERE ARE NINE ANIMALS IN THIS PICTURE. CAN YOU FIND SIX OF THEM?

DIRECTIONS.—Trace out the lines of each animal on this or a separate sheet of paper, mark them 1, 2, 3, etc. The seven nearest correct answers will be given the seven grand awards mentioned above and others in the order named. Each contestant must abide by the rules and the decision of the judges will be final. In case of the prizes of similar value will be given to each contestant.

## GRAVES MUSIC CO.

EVERYTHING IN MUSIC 111 FOURTH ST. PORTLAND, OR.

Professional artists, music trade employes and winners of first prizes in our previous contests invited. Answers must be contestants' own work. All answers must be mailed on or before 9:00 P. M., Saturday, September 2, 1911. Be sure and write your name and address plainly and rush answer to us today. Everyone has an equal chance.

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## Astoria Centennial

\$3.00 ROUND TRIP Monday and Tuesday, August 28 and 29; good returning till Wednesday night.

\$2.50 ROUND TRIP Tuesday, August 29—Scandinavian Day—Return same date.

### ASTOR DAY—MONDAY

SCANDINAVIAN DAY—TUESDAY

Special John Jacob Astor Ceremonies. Indian War Dances. Indian Romance, "The Bridge of the Gods."

Fishermen's Congress. Scandinavian Pageant in Native Costumes. Concerts by Scandinavian Singing Societies.

Only Railroad to ASTORIA Columbia River Scenery Ellery's Royal Band Concerts Daily. Trains leave North Bank Station 8:00 A. M., 9:20 A. M., 6:30 P. M. daily. Centennial programme folder on application.

CITY TICKET OFFICE, FIFTH AND STARK STS. NORTH BANK STATION, ELEVENTH AND HOYT ST.

## Dallas Optical Parlors

Falling Bldg. To save your eyes—to save your money and to save your time and patience, you should have your eyes examined and glasses made by us. 12 years' experience in Portland and thousands of customers testify that our glasses fit the eyes.

CARD OF THANKS. We want to thank our many friends who sympathized with us in our bereavement in the death of our beloved wife and mother. STEPHEN SEIS AND CHILDREN. Steamer "Monarch" for Astoria Centennial leaves Washington, A. M., Fare \$2.