OREGON IS IN PORT

City and State Honor Famous

Way Up River--Warship Drawing 28 Feet of Water, Breaks Records for Harbor.

(Continued From First Page.) dock, at the foot of Fourteenth street. The guns were fired directly toward the Oregon. Unlike the days of July, 1898, her batteries were silent when fired at, but soon after the last echo dled there burst forth from the starboard side of the Oregon's superstructure the first return gun, then the sec ond from the port battery, and each was repeated until 21 were discharged The salute was returned. All hearts were glad and it was remarked that it gave a more military aspect to the welcome to burn powder.

The firing of a salute of 21 guns by two guns of Battery A, the insistent whistle salutes and the dipping and waving of flags was not any more hearty at Portland than at points on the Columbia River, for from the time the stately battleship poked her nose over the Tongue Point crossing every house and hamlet welcomed the ship with flags and cheers.

At Portland all records for noisy receptions were broken, just as all port records for deep-draft carriers fell, when the Oregon, drawing 28 feet entered the harbor.

Band Plays at Rainier.

In lieu of cannon many persons along the Columbia and Willamette rivers fired shotguns and revolvers and where they were not used, such as at Rainter, a band played the "Star Spangled Banner." It was a rousing welcome and its warmth exceeded any ever recorded a ship entering the Columbia and Willamette rivers.

To the thousands who watched the Oregon plough through the river it appeared that she steamed dead ahead, answering her helm promptly and digging her nose into the wall of water as though only too anxious to reach Portland and greet those by

whom she is held in such esteem.

But it was not a run devoid of anxiety for those who had the big battleship in charge. The trip from the Columbia's mouth to Portland probably was more nerve-racking to Captain Jenson, her commander, than when as a midshipman just out of Annapolis, he was with the famous ship on her was with the famous ship on her commander.

A Rev he was with the famous ship on her run from the Golden Gate to Key West and in the battles that demonstrated her worth.

tain Archie Pease, who made the trip from Tacoma and assumed charge after crossing into the Columbia River, chief engineer, and his assistants." "she was steered with her engines," as it was necessary frequently to back on one side and go ahead on the other

to straighten her up.

It was not a case of channel conditions. There was plenty of water. It was not that the road was tortuous, but that she is just "ornery" and bears out the assertion of Navy men that a battleship can do one thing—give bat-tle in the open, but is not designed or fitted for coast defense or harbor

Engineers Are Praised.

Captain Pease was complimented by Captain Jenson when the Oregon rode at anchor in the harbor and General Charles F. Beebe pushed through the guests on the quarterdeck to reiterate the praise of the commander, but Captain Pease turned to Lieutenant W. P. Beehler, senior engineer officer, and said that it was largely a result of engineering efficiency and the fact that the constant telegraph signals from the bridge for slow speed, half speed, port or starboard movements ere answered promptly that made the When under a speed of 134 knots

he Oregon handles much better than hen running slow and whenever possible she was forced into that gait yes terday and though her engines are 16 years old and have been subjected to great and severe strain, her voyage from Bremerton to Tacoma and from there to Portland was devoid of even the slightest trouble and as in the days of her race to Cuba, she was aiways ready to do her best.

RUN OF OREGON IS HISTORIC

Dash of Battleship Around Horn Stands Unequaled.

The battleship Oregon was constructed by the Union Iron Works, of San tleships ever built for the United States Navy. Its sister ships are the Indiana and Massachusetts, which with the Oregon were authorized by the act of June 30, 1890. She was designed by Lewis Nixon, who was instructed by

Secretary Tracy "to design a ship that could lick anything affont." The chief innovation of its armament vas four 13-inch guns in two turrets placed amidships fore and aft. Four smaller turrets are each equipped with two eight-inch guns, while on the side armor walls are four six-inch guns. A powerful secondary battery completes

the armament. Speed of 15 Knots Made.

The engine room has 9738 horsepow The speed obtained on the trial trip was 15.547 knots. The Oregon was launched October 26, 1893, at 11:46 A. M. The battleship's armor varies in thickness from eight to 18 inches The deck is two and three-fourths inches thick.

John R. Spears in "The History of

Our Navy" (Scribner's) says: The run of the Oregon (Captain Charles E. Clark) from San Francisco was so remarkable (nothing aproaching it being known to the history of battleships), that a few details must be given to show of what kind of mettle our engineers are made. Here was a ship that, with her bunkers full of coal, actually displaced more than 12,000 a month,

tons. Leaving San Francisco March 19, she ran to Callao, more than 4000 miles, in 16 days, and she had 6000 tons of coal still on board when she arrived. A few trifling leaks developed about her boiler tubes, but they were repaired without decreasing the speed

Engineers Work Censelessly. "At Callao the machinery was entirely overhauled, cleaned and adjusted. While this was in progress the bunkers were refilled under the eyes of two cadet engineers who took 24 hours' watch at a time. The engineers were at work on the machinery for the same length of time without rest.

One of the cadet engineers referred to is Lieutenant-Commander Jenson, who brought the Oregon to Portland.

"It was evident that war with Spain was inevitable and to guard against any treachery on the part of Spanish

any treachery on the part of Spanish sympathizers sentries were doubled and armed to shoot, while steam launches were manned with armed crews and

MEMORABLE DATES IN HISTORY OF BATTLESHIP OREGON. October 25, 1892—Launched at San Francisco at 11:46 A. M. Was christened by Miss Daisy Ainsworth, now Mrs. Percy T. Morgan. March 19, 1895-Leaves San Fran-

cisco for run to Key West under command of Captain Charles E. May 4, 1898-Arriving at Rio

Janeiro, Captain Clark learns that war has been begun and that Dewey won victory at Manila.

May 26, 1898—Arrives at Key West after run of 18,700 miles without a

break or the loss of a turn of her

June 6, 1898-Took part in bomhardmant of batteries at Santiago. July 3, 1898-Participated in battle of Santiago and destruction of Spanish fleet under Admiral Cervera, firing first shot and driving the Christobal Colon ashore after 48-

mlie chase.

July 6, 1912—Crosses Columbia
River bar drawing 2s feet, proceeding Columbia and Willamette to Portland Harbor.

kept patrolling about the ship all night. kept patrolling about the ship all night.
"In the Straits of Magellan an increased speed was maintained, because a Spanish torpedo-boat that had been in Montevideo was expected to appear from behind one of the many capes in the narrow waters; while the men stood at the rapid-fire guns to give her a hot welcome.

Machinery Is Overhauled.

"At Sandy Point, the Chilean settlement of the strait, the machinery was again overhauled and more coal taken.' "Of the work here Captain Clark wrote: "The spirit on board this ship can best be described by referring to instances such as the engineer-officers voluntarily doubling their watches when high speed was to be made, the

heard (on May 4) that war with Spain had begun and of the work of Dewey at Manila. At Bahla, May 8, they put strated her worth.

Craft is "Crabbed" Ship.

All the way up the river the Oregon handled badly. It has been said of her for years that she "crabs"—that is, goes sideways when her helm is put over. Those aboard assert the ship is crabbed, that she is getting old and wants to be humored. At any rate, she gave three men all the concern they desired yesterday.

When the Oregon was straightened for a spurt and her head was pointed as desired, she would fall off to port or starboard and in the words of Captain Archie Pease, who made the trip lant results of the straightened for a spurt and her head was pointed as desired, she would fall off to port or starboard and in the words of Captain Archie Pease, who made the trip lant results and the straightened for a spurt and her head was pointed as desired, she would fall off to port or starboard and in the words of Captain Archie Pease, who made the trip lant results and the straightened for a spurt and her head was pointed as desired, she would fall off to port or starboard and in the words of Captain archie Pease, who made the trip lant straightened for a spurt and her head was pointed as desired, she would fall off to port or starboard and in the words of Captain archie Pease, who made the trip lant straightened for a spurt and her head was pointed as desired, she would fall off to port or starboard and in the words of Captain archie Pease, who made the trip lant straightened for a spurt and her head was pointed as desired, she would fall off to port or starboard and in the words of Captain archie Pease and the said of t

Launching of Battleship Oregon

Poem by Sam L. Simpson, read at launching on October 26, 1893.
O ship, like crested Pallas armed,
O bride the heary god hath charmed.
Leap to his proud and strong embrace,
In Freedom's squadron take thy place;

Northward, in sheen of crystal mail.
A scarf of cloud upon his breast.
Our mountain monarch, Hood, will hall
The mighty daughter of the West;
And hail with broad, uplifted shield,
The sea, thy home and battle field,
While the vast hosts of phalanxed firs
Swell the deep song of worshippers.

Hood's brow of prescience, wreathed with The mist through which his grandeur gleams in storm and calm, has brooded o'er. The hardy few that erstwhile came. And wrought in tears, and blood and flame. That stripes might stream and stars might

Launched on the golden-gated bay,
Be thine a royal bridal day;
And with the waves' exultant kiss
Come dreams of olden Salamis,
When Greece was life's white morning star;
Come, welcome to a scene like this,
The memories of Trafalgar,
And Erie's crash of thunder, telling
How Perry's warrior heart was swelling—
Come, through the somber dusk of years,
Decatur's drum-beat in Algiers
Come, echoing from a frosting lip,
That whisper, "Don't give up the ship!"

To greet thy nuptials here behold. While o'er enchanted streams and woods October's misty splendor broods. Our forcests lit with lamps of gold. And many a leafy mountain shrine. Dashed with red autumnal wine. For thee a symbol and a sign Of fates serene and trust untold.

O. swift and strong and terrible.
Go forth to guard our cherished shore
Till all thy fated days are full
And War's hoarse call is heard no more;
Go forth, O warder of the free.
And peerless may thy vigil be,
Till cape and bay and cliff and crag
Flash with the glory of the fiag
Triumphant yet on land and sea!
And O; guard well the gleaming strand
Of this, our fair Arcadian land.
Won in the storms of years gone by,
With drain of heart and wound of hand,
When man could dare, and do, and die!

Be worthy of the mystic name
These matchless vales and mountains bear
That in the tents of sunset Fame
May twine a wreath for thee to wear.
And when thy flag shall kiss the breeze
of these, our blue Northwestern seas,
Lo, white and strange and scaring high
The peaks our lisping children know
The peaks our lisping children know
A welcoming to thee will glow!

Helens to Hood will pass the sign,
And Jefferson, with brow benign,
Will signal to the Sisters Three
That the long watch was not in vain;
For lo, upon the radiant main
The mailed patrol of liberty!
Here, at the mighty ocean gate,
Columbia, in his pride, will greet
The Boadices of our fleet;
And from embattled heights the voice
Of cannon make the deep rejoice,
And festal sunshine gleam upon
The green, glad hills of Oregon,
Thine and our own deep-bosomed state.

Cathlamet Reduces Teachers.

CATHLAMET, Or., July 6.—(Specfal.)
—At a meeting of the School Board of Cathlamet last night, teachers for the public schools were elected for the year. T. M. Bowman was elected principal, Helen Meigham was chosen to have charge of the primary department and Alice Wentworth of the intermediary department. The salary of the principal was reduced from \$100 to \$90 a month.

GRAY'S

Special Sale of Chesterfield Clothes

Is Now On, and This Is One Busy Store

Come tomorrow and get your pick while selections are good. Chesterfield Suits and Overcoats on sale at the following great price reductions:

\$20 Values at \$15.00 \$25 Values at \$19.00 \$30 Values at **\$23.50** \$35 Values at **\$26.50** \$40 Values at **\$29.50** \$45 Values at **\$34.50**

Sale of Fine Trousers

\$5 Trousers at \$4.00

\$6 Trousers at \$4.50

\$7 Trousers at \$5.00 \$8 Trousers at \$6.00

Terms of Goods Sold at Sale, Strictly Cash

R. M. GRAY 273-275 Morrison St. Corner of Fourth

Photograph Taken After Battle of Santiago Is Highly-Prized Cabin Decoration.

When your boys ask what the guns are for Then tell them the tale of the Spanish war and the breathless millions that looked upon The matchless race of the Oregon. John James Mehan composed this verse, which is cut in a board that forms part of the frame for the painting of the Oregon, showing the battleship by moonlight. The painting was ship by moonlight. The painting was presented to the ship by the Bohemian Club, of San Francisco, in commemoration of her record-breaking voyage during the Spanish-American War. Charles Roller Peters painted the canvas, which appears to best advantage under the glare of electric lights.

Another cabin decoration that is highly prized is an enlarged photograph of the Oregon, the original having been taken July 4, 1898, as she appeared after taking part in the battle of Santiago.

of Santiago.

The handsome silver service present-

ed to the Oregon by the state made a journey by sea before reaching the ship, as the presentation took place in Portland harbor, aboard the monitor Monterey. Captain Clark was com-mander of the Oregon at that time and he delivered the set to the battleship on Puget Sound. Captain Jenson joined the Oregon in

June, 1897, fresh from Annapolis, and was a cadet officer in the engineer department under Engineer Milligan, who is given credit for his share in the success of the historic cruise. the success of the historic cruise.

The Oregon came near meeting with troubles that would have ended her career on the other side of the Pacific, for in 1900, when she was on the way to Taku forts, she struck on a rock and tore plates from the bottom. Japanese shipbuilders, after most difficult work, constructed a false bottom of cement and ingeniously fitted pieces of wood so that the battleship could proceed for repairs.

Portland men who were aboard the Oregon on the run through the Straits

Oregon on the run through the Straits and participated in the Cuban engage-ment are L. W. Drewery, chief water tender U. S. N., and now attached to tender U. S. N., and now attached to the Portland recruiting station; E. J. Gavin, chief gunner's mate and in charge of the cruiser Boston; "Doc" Smith, now serving with Engine Company No. 1, of the Portland fire department, ex-oiler on the Oregon; J. Buckman who is with a wholesale grocery house, ex-water-tender; L. A. Catenworth, water-tender on the Boston; C. M. Martin, now attached to the Navy recruiting station here; J. Henderson and W. L. Montague, now in the real estate business. Patrolman Gouldstone, of the police department, was on the ship and Clarence Yeigh, 173 East Thirtieth street, also served on the Oregon.

SPEIER GETS GOLD STAR

Mayor Adopts Novel Joke in Giving Harbor Master Honor Emblem.

Mayor Rushlight created a scene aboard the harbor patrol launch yesterday afternoon, while bound downstream with members of the Council to greet the Oregon, when he accused Harborn master Speler of permitting the launch to deteriorate and said that in his opinion it was "high time the head of the harbor service attended to business."

In fact the Mayor became so intent the heat of the harbor service attended to business."

In fact the Mayor became so intent the heat of the harbor service attended to business."

In fact the Mayor became so intent the heat of the harbor service attended to business."

In fact the Mayor became so intent the heat of the harbor service attended to business."

In fact the Mayor became so intent the heat of the harbor service attended to business. In the lieve my lung trouble is cured."

(Signed afficavit) Mils. M. H. GARVIN. Eckman's Alterative is effective in other forms. Read what Mrs. Garvin says:

"Gentiemen: I have galned twenty-two old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now four months old. I do not cough or raise anything as in perfect health. She is now

OREGON VERSE CARVED

rine sleuths thought he was facing a sure enough "cail-down" until he caught a glimpse of the star. Then he quaked no longer, but donned a smile that became infectious. Added to the presentation was a special order that Captain Speler leave for Seattle today and especial control of the insurance company to be held early in August. He has also become a member of the Quarter Century Club and he will attend a meeting of that or he will attend a meeting of the annual meeting of the Century Club of the insurance company to be held early in August. He has also become a member of the Pacific reserve fleet, who comes as the guest of the Elks and will fly his flag from the Oregon.

Photograph Taken After Battle of

interest will be collected. A route to California via Central Oregon will be

Each community is invited to furnish Each community is invited to furnish an automobile and party with pilot to assist in mapping the best route. The following itinerary will be followed: July 8, The Dalles, Dufer and Wamic; July 9, en route to Prineville; July 10, Prineville, Redmond and Bend; July 11, en route to Burns; July 12, in Harney County; July 13, in Harney and Lake counties; July 15, Lakeview; July 16, en route to Klamath Falls; July 17, Pelican Bay, Fort Klamath; July 18, Silver Lake, Summer Lake and Paisley; July 19, Crescent Lake, La Pine and Bend.

July 19, Crescent Lake, La Pine and Bend.

Those who will make the trip officially are: C. C. Chapman, manager of the executive department of the Commercial Club; Mrs. Chapman, G. F. Beck, of the Portland Automobile Club; Philip S. Bates, of the Pacific Northwest; Dr. U. C. Coe, of Bend; J. E. Sawhill, secretary of the Central Oregon Development League; Mrs. Sawhill, D. E. Clark, livestock agent of the O.-W. R. & N. Co.; I. T. Hardy, of the Oregon Trunk Railway; E. Frank, of the Automobile Club, and H. P. Glenn, pilot.

INSURANCE MAN IS FARMER

Edgar W. Smith, Equitable Agency Manager, to Start Harvest.

Edgar W. Smith, agency manager for the Equitable Life Assurance Company, with headquarters in Portland, will leave this week for Pendleton to look after his farming interests.

Mr. Smith operates a wheat farm of 3000 acres in Umatilia County in addition to his Portland business. About 1500 acres are in crop, which will yield about 40 bushels to the acre. The entire crop is of the bluestem variety. After getting harvest work started on After getting harvest work started on his farm, Mr. Smith will leave for

A Physician's Report on Tuberculosis Medicine

"Have used Eckman's Alterative in several cases of tubercular glands of the neck, with excellent results every time. In one case it cost me \$50, for the girl was put on it only until she could arrange to be operated, and in a short time an operation was not needed. I suppose your records are just as fine as of old. You know my faith in it."

PATHFINDERS PICK ROUTE

Official Trail to Lakeview for Boosters' Meet to Be Started.

In order to select the official route of Portland's delegations to the Central Oregon Development League, to held at Lakeview, August 20, 21, 22, a pathfinding party will leave Portland tomorrow morning.

In addition the party will stimulate interest throughout Central Oregon in the Central Oregon Development League, lectures will be given, arrangements for gathering exhibits for land shows and exhibit trains will be made and facts of interest will be collected. A route to California via Central Oregon will be

(Read the Booklet)

ARE YOU GETTING FROM SYSTEM?

Maximum Energy and Power Possible Only When Blood Is Healthful and Vigorous.

Efficiency is the goal for which we are all striving: to get the most out of ourselves without straining or overtaxing the system. We all need perfect health so that we can work harder, play harder, and crowd more of accomplishment into our lives.

To develop this efficiency, and enable us to keep ahead in the swift current of modern life, we must have a healthy body. Perfect health is impossible if the system is not in perfect working order, or if the blood is not as pure and fresh as it should be. To attain this state of perfect health, Sulphuro, the modern medicine and germicide, is the most helpful agent yet discovered.

cide, is the most helpful agent yet discovered.

Sulphurro purifies and cleanses the entire system, and keys it up to a high state of efficiency.

Business and professional men and women throughout the country are adopting it—thousands of them, as letters on file in our office show. Cures that are little short of miraculous are becoming known every day.

The Sulphurro booklet tells how and why. It accompanies each bottle of Sulphurro, or will be sent free upon request. Sulphurro at all druggists in 50-cent and \$1 bottles. THE C. M. C. STEWART SULPHUR CO., 71 Columbia Street, Seattle.

Woodard, Clarke & Co. America's Largest Drugstore.



Forget the nameplate--and still the car stands pre-eminent

If it bore no nameplate—the Studebaker Flanders "20" would be bound to make an immediate and an impressive appeal to your preference.

Study it from any of the ordi-narily accepted specification standards - motor-measurement, power, wheel-base, axle-strength, ease, style-and rivalry, in its class, recedes into the remote background.

But you are not asked to draw a check for \$800 on the evidence of your own eyes; or your own experience; or your own sense

Seventy-five thousand of your fellow citizens vouch for Stude-And we would like you to feel

the impact of that tremendous pressure of public opinion. We would like you to summon up a mental picture of that mighty host of Studebaker cars rendering yeoman service in every nook and corner of the

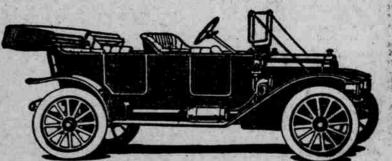
We would like you to remember that the satisfaction of these 75,000 citizens has its source in the name Studebaker.

We would like you to realize that each and every one of these 75,000 cars does its full duty, day by day, precisely because it is a Studebaker car.

The Studebaker "20" which you buy and drive is the embodiment and the expression of the sixty-year-old Studebaker policy, of serving its public.

We want you to remind yourself that the Studebaker word has been good as gold to the buying world for more than a century -and that it is being made good in every car that issues from the mighty Studebaker

The globe-girdling sales system of the Studebaker Corporation -the 1,800 Studbaker stores in America-the superb laboratory and manufacturing equipment in the Studebaker plant-and the low cost of production and dis-tribution which they involve— in these factors you find the reason why the Studebaker "20" lays immediate hold upon your preference—why it appeals to you as the very uttermost of value at or about \$800.



Studebaker Flanders "20" Touring Car. \$800 F. O. B. Detroit, standard equipment. Equipped, as above, with Top, Windshield, Prest-o-Lite Tank and Speedometer, \$885.

Portland, Oregon, Studebaker Corporation of America

Hillsboro, Oregon-Wilkes Auto & Garage Company. Forest Grove, Oregon-Goff Brothers. Newberg, Oregon-L. E. Baughman. Aurora, Oregon-F. L. Miller. Molalla, Oregon-Robbins Brothers. Oregon City, Oregon-Huntley Bros. & Co. Yamhill, Oregon—F. L. Trullinger. Ridgefield, Washington—A. N. Allen. Kelso, Washington—F. W. McKenney.

THE STUDEBAKER CORPORATION . DETROIT, MICHIGAN