

OREGON IS IN PORT

City and State Honor Famous "Bulldog of Navy."

SHIP FIT AS IN DAYS OF '98

Craft Receives Warm Welcome All Way Up River—Warship Drawing 28 Feet of Water, Breaks Records for Harbor.

(Continued From First Page.)

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.

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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 she is put over. Those aboard assert the ship is crabbed, that she is getting old and wants to be humored.

When the Oregon was straightened for a spurt and her head was pointed as desired, she would fall off to port or starboard and 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.

Captain Pease was complimented by the Union Iron Works, of San Francisco, and is one of the first battleships ever built for the United States Navy.

Speed of 15 Knots Made. The engine room has 9738 horsepower. The speed obtained on the trial trip was 15.547 knots.

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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.

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 the helm.

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 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 Alsworth, now Mrs. Percy T. Morgan.

March 19, 1898—Leaves San Francisco for run to Key West under command of Captain Charles E. Clark.

May 4, 1898—Arriving at Rio Janeiro, Captain Clark learns that war has been declared and that Dewey won victory at Manila.

May 26, 1898—Arrives at Key West after run of 17,700 miles without a break or the loss of a turn of her screws.

June 4, 1898—Took part in bombardment 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 "Christal" Colon ashore after 45-mile chase.

July 6, 1912—Crosses Columbia River bar drawing 28 feet, proceeding up Columbia and Willamette to Portland Harbor.

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 attempt of men to return to the fire-room after being carried out of it insensible, and the fact that most of the crew preferred to leave their hammocks in the netting (i. e., go without sleep) until they could get the ship coaled and ready to sail from Sandy Point."

"At Rio Janeiro those on the Oregon heard (on May 4) that war with Spain had begun and of the work of Dewey at Manila. At Bahia, May 8, they put on their war paint, sailing the next day, and on May 18 they took on 240 tons of coal at Bahia, where they were off Jupiter Inlet, Florida, May 24. Here Captain Clark communicated with Washington. The Secretary of the Navy told him that any repairs were needed to go to Norfolk, but the ship was in order to go on to Key West."

"Two days later the Oregon cast anchor off Sand Key light at Key West. Engineer Deserves Credit. "That neither bearings nor boiler tubes on the Oregon went wrong in the straits of Magellan, the attention, care and ability of Robert W. Milligan, chief engineer, and his assistants."

When they boys ask what the guns are for, then tell them the tale of the Spanish war; and the heathen 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 presented to the Oregon Club of San Francisco, in commemoration of her record-breaking voyage during the Spanish-American War.

Another cabin decoration that is highly prized is an enlarged photograph of the Oregon, the matchless race of the Oregon, the matchless race of the Oregon.

Portland men who were aboard the Oregon on the run through the Straits and participated in the Cuban engagements are in Oregon, the matchless race of the Oregon.

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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
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\$35 Values at \$26.50
\$40 Values at \$29.50
\$45 Values at \$34.50
Sale of Fine Trousers
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Terms of Goods Sold at Sale, Strictly Cash

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

OREGON VERSE CARVED

ODE TO FAMOUS SHIP CUT IN PICTURE FRAME.

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

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PATHFINDER PICK ROUTE

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

In order to select the official route of the Oregon delegations to the Central Oregon Development League, to be 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 show will be made.

The 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, Dufur and Wainwright; 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, Port Klamath; July 18, Silver Lake, Summer Lake and Paisley; July 19, Crescent Lake, La Pine and Bend.

Those who will make the trip officially are: C. C. Chapman, manager of the Oregon department of the Commercial Club; Mrs. Chapman, G. F. Beck, of the Portland Automobile Club; Philip S. Bates, of the Pacific Northwest; and U. C. Cook, Bend; J. E. Sawhill, secretary of the Central Oregon Development League; Mrs. Sawhill, D. E. Clark, livestock agent of the O.-W. R. & N. 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 2000 acres in Umatilla County in addition to his Portland business. About 1500 acres are in crop, which will yield about 40 bushels to the acre.

Mr. Smith's father, Mr. W. H. Garvin, first getting harvest work started on his farm, Mr. Smith will leave for

A Physician's Report on Tuberculosis Medicine

"Have used Eckman's Alternative 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."

(Original of physician's letter on file.) Eckman's Alternative is effective in other forms. Read what Mrs. Garvin says: "Gentlemen: I have gained twenty-two pounds since last February and my baby is in perfect health. She is now four months old. I do not cough or raise anything at all. I believe my lung trouble is cured. (Signed affectionately) MRS. M. H. GARVIN." Eckman's Alternative is effective in Bronchitis, Asthma, Hay Fever, Throat and Lung Trouble, and in upbuilding the system. Does not contain poisons, opium or habit-forming drugs. For sale by The Owl Drug Co. and other leading druggists. Ask for booklet telling of recoveries and write to Eckman Laboratory, Philadelphia, Pa.

STUDEBAKER

Flanders "20"

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 ordinarily 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 of value.

Seventy-five thousand of your fellow citizens vouch for Studebaker value.

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 nation.

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

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, Sulphurro, the modern medicine and germicide, 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 paid short of miraculous are becoming known every day.

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.

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