

TORPEDO FLOTILLA

Arrives in Magdalena Bay a Day Ahead of Schedule.

TOOK THE INNER COURSE

Commander Cone Recounted Some of the Features of His Voyage—The Destroyers Had No Glimpse of teh Battleships.

MAGDALENA BAY, Mex., Apr. 8, via San Diego, April 10.—The torpedo flotilla of six destroyers commanded by Lt. Commander Hutch I. Cone, arrived in Magdalena Bay from Acapulco Sunday evening at eight o'clock.

The destroyers appeared in the entrance to the bay shortly after seven o'clock in a dense cloud of black smoke. In the gathering darkness, the low-lying, black hulls were not visible from where the fleet lay at anchor.

"I have not had a chance to put on the other stripes, Admiral," he said in reply.

"I congratulate you on your promotion" concluded the admiral as he grasped the officer's hand and shook it warmly.

Commander Cone then began the recounting of some of the features of his voyage. The destroyers had had no glimpse of the battleships since shortly after leaving Punta Arenas as the destroyers, took the inner course through the narrow island channels, the battleships sweeping far out to sea.

"We steamed for days through the narrow channels, a thousand miles long" said Commander Cone, "the passage being barely wide enough to let us through. The waters were cold from the jutting glaciers and filled with broken cakes of ice. The boats took on all the ice we needed for days.

"The precipitous cliff as from the snowclad mountains rose besides to the height of hundreds of feet. We threaded our way through these islands, the other destroyers following the lead of the Whipple as we came along in single column. We had as a pilot a lieutenant commander of the Chilean navy. He steered us through the narrow defiles and over perilous places without the slightest mishap.

"We went ashore in various places and mingled with the natives. Although the weather seemed cool to us, the costumes of the natives were scant enough. Sometimes they wore nothing at all. Sometimes we would find on the shores thousand of wild ducks. We finally shot away all our ammunition but until that happened we had all the fresh meat we required.

"We've scraped the bottom of the trip from Hampton Roads. The Arethusa or Mother of the Destroyers as she was called, was not able to keep the fast pace set by the destroyers, and frequently held them back. The destroyers carry only about 150 tons coal each and require

requent replenishing. "I want some coal" was one of the first things, Commander Cone said to Admiral Thomas. "We did just get in with what we took from the Arethusa at Acapulco. Three of them, including the Whipple have less than four tons in their bunkers tonight."

Investigation the following morning showed that they even a smaller supply than that. Less than three tons was reported by three of them. Arrangements were immediately concluded for providing coal the following day. At daybreak two colliers were working with a destroyer moored on either side of them, pouring coal into the bunkers of the little craft.

"We've scraping the bottoms of colliers all the way around, I believe" said Commander Cone, after he had finished the disagreeable task of taking the last few tons out of the deep holds of the ships. The battleships took the best of the coal and we had to scrape the bottoms of the ships. To-day all the colliers have departed from the bay every ship having her bunkers filled. The Ajax will arrive Thursday night and will remain with the destroyer flotilla to supply them with fuel as needed. The destroyers will spend ten days or two weeks in target practice and then follow the fleet up the coast, rejoining it as soon as possible.

Each destroyer, in addition to torpedo tubes, carries three inch guns and six pounders. They usually have two 3-inch guns and half a dozen six pounders. Yesterday, each battleship contributed a quota of target ammunition for the destroyers and they were preparing to go on the ranges and commence firing to-day. The targets were upon one of the ranges used by the battleships and another is to be laid out in Man-of-war Cove where the ships are at anchor.

In addition to supplying ammunition, the battleships contributed from their bakeries a supply of bread each day for the crews of the destroyers, the destroyers carry crews of about 80 men each. The boats have no facilities for storing fresh food and on the cruise have relied upon sea stores, excepting when others have been obtained from battleships. The destroyers had some torpedo practice at Callao where Commander Cone remarked: "We got three bulls eyes." This meant that the torpedoes which had been fired had three times pierced the center of the targets at which they were aimed. The crews are looking forward to the practice at Magdalena with keen anticipation.

MAGDALENA BAY, Mex., April 8, via San Diego, Cal., April 11.—The carload of oranges of 375 cases shipped by the California Fruit Growers Exchanged through the Los Angeles Chamber of Commerce complimentary to the officers and men of the Pacific fleet arrived at Magdalena on the converted cruiser Buffalo from San Diego at eight o'clock this morning. Admiral Thomas addressed a letter to the Chamber of Commerce transmitting the thanks of the fleet for the present.

The fruit arrived in excellent condition and was greatly welcomed. By orders of Admiral Thomas, 22 cases were given to each battleship and two cases each to the auxiliaries, torpedo boats and tugs. On board the ships, the oranges were distributed to every mess, so that every man on board, from Admiral to ordinary sailor, received a share.

Wireless messages, having been sent ahead by the Buffalo she was surrounded by scores of ships boats as soon as she came to anchor. Within an hour the fruit had been distributed on the battleships.

MAGDALENA Bay, April 8.—Via San Diego, April 11.—The funeral of Raymond Eason of Easton, Md., hospital apprentice on the Kentucky, who died yesterday as a result of an accidental gun shot wound received ashore two days before, occurred this morning. Religious service were conducted aboard the ship under direction of Chaplain S. K. Evans of the Minnesota. As the body was laid over the side into a waiting cutter the colors on the Kentucky were lowered to half mast, every ship in the fleet following the example, the colors remaining at half mast until the body reached the shore.

SAN DIEGO DECORATED.

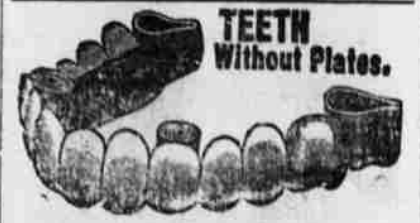
SAN DIEGO, April 11.—The city of San Diego is decked with colors as never before in honor of the coming of the Atlantic fleet which set sail from Magdalena Bay at four o'clock this afternoon. The principal streets were decorated with red, white and blue streamers while flags and bunting are flying everywhere. The decorations have been carried out in accordance with a definite plan and the result is most effective. Fea-

toons of electric bulbs have been stretched over the streets for night illuminations and all the large buildings down town have been outlined in light.

Crowds of visitors are flocking into the city by every train. The fleet arrives Tuesday afternoon at one o'clock and the event knows no bounds. The ships will anchor off Coronado Island which lies across the narrowest section of San Diego Bay and between the city and the Pacific ocean a program of four days of merry making has been arranged.

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Spanking does not cure children of bedwetting. There is a constitutional cause for this trouble. Mrs. M. Summers, Box W, Notre Dame, Ind., will send free to any mother her successful home treatment, with full instructions. Send no money, but write her today if your children trouble you in this way. Don't blame the child, the chances are it can't help it. This treatment also cures adults and aged people troubled with urine difficulties by day or night.



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MISCELLANEOUS.

CALL FOR WARRANTS. Notice is hereby given that there is money in the treasury to pay all general fund warrants endorsed prior to April 1, 1907, and all courthouse fund warrants endorsed prior to April 1, 1908. Interest ceases after this date. Payable at the treasurer's office at the courthouse. WM. A. SHERMAN, Treasurer, Clatsop County, Ore. Astoria, Oregon, April 1, 1908.

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