

**REVIEWED
BY METCALF**

**Battleships and Cruisers
Lined Up When Secretary
of Navy Boat Passes
Down San Francisco Bay
—Imposing Array.**

(Special Dispatch to The Journal.)
San Francisco, Cal., May 8.—The greatest naval review ever seen in American waters took place today in San Francisco bay. As Secretary of the Navy Metcalf steamed down the long columns of flag draped fighters and was saluted by each vessel in turn, the sight was one never to be forgotten by the thousands and thousands of spectators who lined the shores and filled the countless excursion boats that dotted the waters of the bay.

As a naval pageant, the review was the most notable in American history. There have been several great naval parades on the Atlantic coast during the past two years, but in no instance was the number of vessels anywhere near so large as was the case today. Forty-six vessels of war participated in the demonstration. Of course the center of attraction was the 16 great battleships of the Atlantic squadron. Behind these were ranged the armored cruisers, gunboats, torpedo boat destroyers and fleet auxiliaries. From the city front there was an excellent view of the mighty fleet as it lay at anchor, stretching in a formidable line from the foot of East street to Hunter's Point.

Salute the Secretary.



Our Ocean Warriors

played a mighty and memorable part in the war for Independence. To this very hour we depend upon our great iron battle ships (now afloat upon the Pacific), and the strong men who handle them, to give *force, power* and *respect* to our *national spoken word*. "We have just started to fight," shouted Paul Jones (when in command of a sinking ship) to an offer of surrender—these immortal words from the founder of our navy, voice forevermore the unconquerable spirit that inspires all true American seamen—every man of whom enjoys pure malt beer—even as their fathers did in the days of Paul Jones, and for countless generations before.

Budweiser

The millions in revenue it has paid the government (during many years) helped to build and equip our proud and invincible navy ever ready to defend our honor or vindicate our might against foreign aggression—*should it ever come*.

Battleships and cruisers, gunboats and destroyers, all were "dressed" in the fluttering flags and the brilliant pennants and bits of bunting which form the international signal code. During the salutes to the secretary of the navy, the white puffs of powder floated away like tiny flicks of summer clouds among the fluttering flags of the decorated ships, the effect being one of unexpected beauty.

In the fleet was represented almost every type of vessel known to the American navy of the present day. The sturdiest 16,000 tonners of the Connecticut class shared honors with the tiny destroyers that likewise made the 1,000 mile journey from Hampton Roads. Five stages of American battleship construction were represented in the line, and as an object lesson in the growth of the American navy the spectacle found one of its most striking features. The same guns that uttered a good bye salute to President Roosevelt at Hampton Roads last December today voiced a welcome to his secretary of the navy.

Yachts in Line.
The great ships tugged at their anchor chains as the reviewing yacht passed up and down their lines. Each vessel manned the rails as the secretary of the navy passed, and the crews stood at attention as the yacht skirted each line. The vessels of both the Atlantic and the Pacific fleets looked almost as spick and span in their coats of white paint as though they had but recently left the drydock. From the shore there appeared a dazzling background of warships, whose glistening white sides sparkled in the light rays reflected from the water, and whose light buff superstructure and stacks lent a harmonious setting to the many hued flags floating from masts and peak, from fighting tops and flying trucks.

In every part of the world where they have been seen American vessels have always attracted attention because of their graceful lines and clean cut appearance. Today, assembled into the greatest fleet that ever flew the Stars and Stripes, riding at anchor in one of the most beautiful harbors on the American continent, these ships that constitute the backbone of the American navy and have been a subject of lively discussion in naval circles the world over, made an impression that will live long in the memory of the hundreds of thousands who looked on, while the secretary of the navy, surrounded by his illustrious staff of officers, doffed his hat in acknowledgment of each thunderous salute which marked the progress of the review.

Bids for Hauling.
The Journal will receive bids for a year or six months' contract for hauling and delivery of all mail, express and packages between The Journal office and cars, depots and postoffice, afternoons and Sunday morning. Particulars about wagons, deliveries and time consumed can be had by calling on circulation manager, The Journal office, Fifth and Yamhill streets.

Tomorrow and Monday positively the last days for discount on west side gas bills. Remittances must be received before discount period expires. Portland Gas Company.

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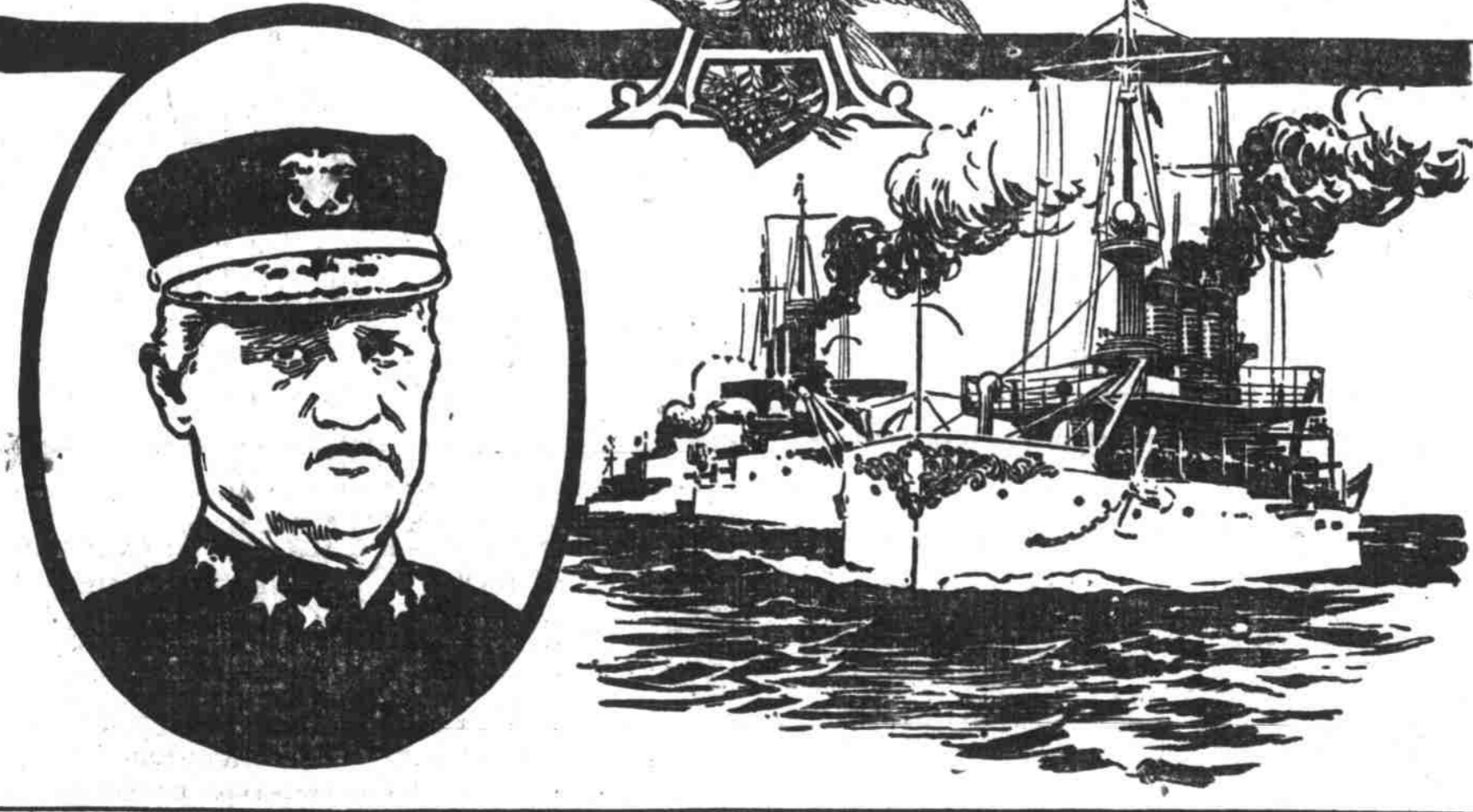
**MORE CHAPLAINS
FOR U. S. NAVY**

**Clergy of San Francisco
Want Spiritual Welfare of
Sailors Cared For.**

(United Press Leased Wire.)
San Francisco, May 8.—"More chaplains for the American navy," is the cry of the Catholic and Protestant Ministers' federations of San Francisco. It is probable that every pastor in the city will join in a movement to urge congress to adopt measures providing an adequate number of chaplains for the needs of the naval service.

The question was raised at a reunion of the chaplains held Thursday at the Stewart hotel. Four of the five chaplains who made the trip around the Horn with the fleet and several local ministers were present.

Drs. Guthrie and Bell and all the other San Francisco ministers expressed themselves as desirous of getting something done to have better provision made in the way of affording religious counsel and companionship for the men than is now the case in the navy. They feel that a clerical force which perhaps was adequate when the navy consisted of a few frigates and monitors is beneath the requirements of the second navy in the world. They intend to impress upon Secretary Metcalf the necessity of developing the chaplain service in the navy.



**RUTHLESS WORKMEN DISTURB
INDIAN RELICS IN CEMETERY**

An old Indian cemetery has been invaded by a construction gang of the Pacific States Telephone & Telegraph company at Gladstone Park, Clackamas county, and several interesting relics have been found in digging positions. Human bones, beads and Indian trinkets of various kinds have been unearthed, many of which have fallen to pieces when exposed to the air.

One of the most interesting things was not left behind by the Indians, but its antiquity is established by its character and the date on its face. This is a campaign token, about the size and form of a 25-cent piece, made of copper. It is a survivor of the famous presidential campaign of 1840, when the slogan of the Whigs was "Tippecanoe and Tyler, too." On one side is a picture of the historic Harrison log cabin. Over

the cabin is the inscription, "The people's choice," and underneath the date, "1840." On the reverse side is the head of the ninth president, William Henry Harrison. This token was no doubt owned by some ardent Whig who lived in Oregon in 1842, or soon thereafter. It is somewhat battered and some of the lettering is indistinct, but otherwise it is in a good state of preservation.

The construction force in charge of the work of the telephone company is in charge of O. H. Gilbert of 903 Corbett street. If the ground was thoroughly searched where the relics were found a good start for a museum could no doubt be secured. The point where the campaign token was found is about 200 yards from the mouth of the Clackamas river.

Educational Meet at Dallas.
Dallas, Tex., May 8.—"The campaign for education in Texas" promises to receive a fresh impetus as a result of the meeting of the state conference for education begun in this city today. Representatives of all sections of the state, among them a number of well known educators, are attending the meeting, which will be in session two days. The program of the meeting provides for thorough discussion of every branch of educational work, from the district schools to the highest state institutions of learning.

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