

BATTLESHIP FLEET RESUMES WORLD CRUISE

San Francisco, July 7.—With the turn of the tide this afternoon the "Big Sixteen" of the Atlantic battleship fleet, led by Rear Admiral Sperry's flagship, the Connecticut, headed for the ocean on their long voyage to a home port in the Atlantic. The last calls were made this morning, and good-byes were said among the families and friends, and all was ready for the around-the-world voyage.

The fleet presented an inspiring picture as it steamed in single columns between the rugged bluffs of the Golden Gate to the ocean waters of the Pacific. Tens of thousands of people gathered on the hills around the bay to watch the departure, and steam vessels in the bay whistled salutes as the fleet passed out. Two ships of the original fleet were missing from their old positions today, the Alabama and Maine now being far across the Pacific homeward bound. Their places will be taken by the Wisconsin and Nebraska, thus making the fleet even stronger and more homogeneous than that which sailed from Hampton Roads.



REAR ADMIRAL SPERRY. Naval officer who will take the battleship fleet around the world.

Sight of land, will tend to make it all the more welcome.

Perhaps the greatest of all the entertainments to be given the men of the fleet in any foreign country, however, will be waiting their arrival at Sidney, the great port of Australia, where the warships, after leaving Auckland on August 15, will arrive on August 20. Half a million dollars is the sum the government of Australia and the people of Sidney have appropriated for the entertainment of the American sailors. Varied and many are the pleasures the Australians have planned and placed in store for them, during the nine days of their stay at that port. The government will take an active part in their entertainment, those in the official life of the colony vying with private citizens in efforts to display their hospitality. A series of elaborate social functions for the officers, and parades and excursions and sports for the enlisted men comprise the program.

Melbourne and Albany are two other ports of Australia where open-handed and lavish entertainment will be given the men. From the port of Albany the fleet will steam on September 17 for Manila, and it will arrive in these American waters the last home port until Hampton Roads, on October 1.

The reception to be accorded the fleet in Manila will be a striking one, the entertainment of the officers and men ashore will be as corial and heartfelt, if not as elaborate, as the receptions at other places. The American colony in Manila is looking forward to the event with fervent anticipation. A large fund has been subscribed, and committees are at work on the preparations.

Great interest is felt in the fleet's visit to Japan. Proceeding to Yokohama from Manila; the fleet will arrive there on October 17. Here, on October 24, it will be divided, the first squadron returning October 31 to Manila, where it will arrive October 29. The promise is that the welcome to be given the Americans in Yokohama will not be second in graciousness at least, to anything met with at any port previously touched; for it is upon special invitation of the Emperor or Japan that the fleet goes there. Elaborate functions at court, and social affairs will be held for the officers of the fleet.

At Amoy, China, the reception will doubtless be the occasion of a great celebration characteristic of the Chinese. The two squadrons of the fleet will be brought together again at Manila on November 7, and the departure thence for Aden, and the passage of the Suez canal will take place within the following few days, the exact date not yet having been determined.

The ships of the Pacific fleet, which assembled here previously to the departure of the battleships for Hampton Roads, will remain in this harbor until August 5, at which time they will start for Samoa and the Philippines, with the little black boats comprising the Atlantic and Pacific torpedo flotillas in tow. Preparatory to this summer voyage of the Pacific fleet, a squadron of the cruisers will take some of the torpedo boats in tow, and steam down the Pacific Coast as far as San Diego by way of a test of the possibility of towing the little craft for long distances. The towing to Samoa and the Philippines is contingent upon the success of this experiment.

Admiral Dayton, now in command of the Pacific fleet, will retire August 1, and it is considered probable that Admiral Swinburne will succeed him in command of the Pacific fleet and take it across the Pacific and back.

Following is a complete list of the Atlantic fleet, the commanding officers and the formation of the various divisions:

erland, sister ship to the Georgia. Rhode Island, Capt. Joseph B. Murdock, sister ship to the Georgia.

Second Squadron.

Third Division.

Rear Admiral William H. Emory, commanding second squadron and third division.

Louisiana (Flagship), Capt. Kosuth Niles, sister ship to the Connecticut.

Virginia, Capt. Alexander Sharp, sister to the Georgia.

Ohio, Charles W. Bartlett, 20 guns; 12,500 tons; 16,000 horsepower; speed 18 knots.

Missouri, Capt. Greenleaf A. Merriam, sister ship to Ohio.

Acting Rear Admiral A. Seaton, Fourth Division.

Schroeder, commanding.

Wisconsin (Flagship), Capt. Henry Merrill; 18 guns; 11,525 tons; 11,366 horsepower; speed 17.2 knots.

Illinois, Capt. John M. Bowyer, sister ship to Wisconsin.

Kearsage, Capt. Hamilton Hutchins; 23 guns; 11,525 tons 11,954 horsepower; speed 16.9 knots.

Kentucky, Capt. Walter C. Cowles, sister ship to the Kearsage.

Fleet Auxiliaries.

Panther, repair ship. Commander Valentine S. Nelson.

Glacier, refrigerator supply vessel. Commander William S. Hog.

Colgoa, supply ship. Lieut. Commander John B. Patton.

Ajax, collier, merchant complement; Joseph Hutchins, master.

Yankee, yacht-like tender or small dispatch boat. Lieut. Commander Charles B. McVay.

Relief, hospital ship. Surgeon Charles F. Stokes, commanding.

ASK COUNTY TO BUY PORTABLE SAWMILL PLANT

The Lane County court will be presented this week with petitions freely signed from different sections of the county, asking them to purchase a portable saw mill, to be used by the county as an aid to the building of plank roads and bridges for the outlying road districts.

In Lane County there are many miles of plank roads and many more miles where they are needed, and as the need is generally in the timbered districts there would be a great saving to the county by having a portable sawmill which could be taken wherever planks were required and the material on the ground worked up. The great gain to the county would be in the improvement of the roads which up to this time have been badly neglected in some parts by the County Court on account of the great expense attached to the construction of wooden thoroughfares.

The western end of the county, known as the Siuslaw country, would be among the first to benefit by the new sawmill. There are many parts of the roads through this country that are impassable in the winter time but for the stretches of plank road. But as it is that section cannot bring the products of its farms to market, especially its fruits, of which apples is an especially fine crop, on account of the roads. If plank roads are constructed it will be possible for the farmer to get in and out of the Coast country with his products, and as a consequence some of the very best farming land in the country will be brought into the market, which up to this time has not been seriously considered by newcomers who are used to good roads in other states.

The petition.

Following is the petition to be presented to the County Court of the State of Oregon for Lane County.

In the matter of the petition for the improvement of the Eugene-Mapleton road.

To the Honorable County Court of Lane County, Oregon:

Gentlemen:

WHEREAS the substantial and permanent improvement of county roads throughout the county is necessary and essential to the general development and building up not only of the rural districts themselves but of the cities and towns as well, and

WHEREAS the building and construction of permanent roads wherever situated in the county is a public benefit and effects the general welfare of all portions of the county and all classes of the people, and

WHEREAS the western portion of Lane County is very greatly in need of better roads in order that the products of that section may be marketed, which is practically impossible at the present time on account of the bad condition of the road between Mapleton and Eugene, and

WHEREAS Eugene and the Willamette Valley needs the products of the Siuslaw, the cream, the butter, the cheese, the eggs, and poultry, the beef, the fruit, and the fish, and the Siuslaw people are equally in need of our flour, our grain, our merchandise and other like commodities, and

WHEREAS in order to bring the two sections of our county closer together as they should be it is necessary that a good practical and permanent wagon road be constructed from Mapleton to Eugene, and experience teaches that the most practical road through such a country is the plank road, therefore

Your petitioners, the undersigned, residents and tax payers of Lane County, Oregon, do most respectfully and humbly pray your honorability body that immediate steps be taken for the early construction of a good substantial plank road where needed, commencing at Mapleton and extending to Hale, and to that end that a suitable, portable saw mill be purchased by the County to be used for the improvement of county roads generally and first and especially the Siuslaw road as prayed for.

Respectfully submitted,

CASTORIA.
The Kind You Have Always Bought
Beware of cheap imitations.
Signature of *Wm. D. Hooper*

DEMOCRATS IN DENVER

Twenty-Ninth National Convention of the Party of Jefferson and Jackson on July 7. Two-thirds Vote Needed to Secure Nomination.

Bryan and Johnson the Leading Candidates. A Convention of the Past. "Old Hickory" and "The Little Giant." Tilden vs. Hayes.

By ROBERTUS LOVE. [Copyright, 1908, by Robertus Love.]

IN the new Auditorium at Denver, capital of Colorado, on the 7th of July the twentieth national convention of the Democratic party will begin its work of nominating candidates for president and vice president of the United States. A two-thirds vote of the 1,008 delegates, or 672 votes, will be required to nominate. In a Republican national convention a mere majority is sufficient. The Democrats adopted the two-thirds rule at their first national convention, seventy-six years ago. Of the candidates for the presidential nomination at Denver may be mentioned William J. Bryan of Nebraska, John A. Johnson of Minnesota, David R. Francis of Missouri, George Gray of Delaware and Lewis S. Chanler of New York. The convention will be called to order by Thomas Taggart, chairman of the Democratic national committee.

The first Democratic national convention opened in Baltimore May 21, 1852. Its chief duty was the nomination of a vice presidential candidate. President Andrew Jackson, then near the close of his first term, was so universally popular with his party that no other name was considered for the presidency. A resolution endorsing Jackson in about a hundred words was the only platform adopted. Martin Van Buren of New York, Jackson's own selection, was named for the vice president.

Prior to 1832 presidential candidates were nominated by mass meetings, caucuses, legislative resolutions and in other ways not national in character. In the Baltimore convention all the states except Missouri were represented by delegates. Since 1832 the Democrats have held quadrennial conventions, and eight of them, including the first, have met at Baltimore.

At President Jackson's instance the convention which named candidates for the election of 1836 met May 20, 1835, nearly eighteen months prior to election day, thus giving Martin Van Buren and Richard M. Johnson, the nominees, the longest campaign in the history of America. This convention adopted no platform. Andrew Jackson was the Democratic platform. The whole power of Jackson's administration was exerted toward the election of Van Buren in order to overthrow John C. Calhoun, with whom "Old Hickory" had quarreled.

President Van Buren was renominated in 1840, the convention meeting May 5, as the unanimous choice of the party. The convention refused to renominate Vice President Johnson, making, in fact, no nomination for the office. Nevertheless Van Buren was badly defeated in the election by William Henry Harrison, while Johnson was elected vice president by the United States senate. The convention of 1840 adopted a platform, the first ever adopted by any national convention. It declared that the federal government is one of limited powers, which should be strictly construed by all the departments.

The convention of 1844 met May 27 and nominated James K. Polk of Tennessee for president and Silas Wright of New York for vice president, but Wright refused to accept the nomination. George M. Dallas of Pennsylvania was placed on the ticket in his stead. Wright's refusal was because of pique at the defeat of Van Buren, who tried to break down the two-thirds rule and secure a renomination for himself. Polk was the first "dark horse" nominee in our history. He had not been mentioned for the presidential nomination prior to the convention.

Lewis Cass of Michigan was nominated for president at the 1848 convention, with William O. Butler of Kentucky as the vice presidential candidate. The convention met May 2.

The convention of 1852, which opened June 1, was a battle royal, and in the end another dark horse, Franklin Pierce of New Hampshire, was named for president. The fight was between Cass, nominated and defeated four years before, and James Buchanan of Pennsylvania. Finally Pierce was voted for on the thirty-fifth ballot by the Virginia delegation, which persisted in voting for the New Englander until on the forty-ninth ballot nearly all the other delegates swung over and nominated him. William E. King of Alabama was named on the second ballot for vice president.

In 1856 the Democracy finally broke away from Baltimore and met in Cincinnati on June 2. During all of President Pierce's administration James Buchanan had been absent from the



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E. L. MORE, Manager

Richard P. Bland of Missouri, but William J. Bryan of Nebraska, then thirty-six years old, delivered in the convention his famous "cross of gold" speech, and in the ensuing whirlwind of enthusiasm he was nominated for president. Arthur Sewall of Maine was named for vice president. Bryan was renominated by acclamation at Kansas City in 1900, with former Vice President Stevenson in second place.

At the convention in St. Louis in 1904, of which Congressman Champ Clark of Missouri was permanent chairman, Judge Alton B. Parker of New York was nominated for president, with former Senator Henry G. Davis of West Virginia as running mate.

At the nineteen Democratic national conventions already held fifteen individuals have been named for the presidency. Of these six have been elected. The successful candidates were Andrew Jackson, Martin Van Buren, James K. Polk, Franklin Pierce, James Buchanan and Grover Cleveland. Van Buren was elected once and defeated once. Cleveland was elected twice and defeated once. Andrew Jackson was president two terms, but was the nominee of a national convention only once. Tilden was elected at the election and defeated by the electoral commission. Bryan has been defeated twice and is now again the leading candidate for the nomination. In 1904 he was not an aspirant for the honor

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Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before the said 3rd day of September, 1908.

BENJAMIN L. EDDY,
Register.