

Oregon's Trip Around Horn Still Classic of the Navy

In these days of speed, when airplanes fly across oceans in time measured by hours and motor cars attain dizzy peaks of velocity, the time seems far off when one of the most sensational trips made by a steam vessel was accomplished from San Francisco around Cape Horn and thence to Florida. This trip, made by the battleship Oregon in the spring of 1898, thirty years ago, always will be a brilliant record in the history of the United States navy.

The Oregon, in that day one of the finest fighting craft, among Uncle Sam's ships, was at the Pacific port when her commander received orders, March 19, from Washington to report for duty to Admiral Sampson, chief of the American squadron in Cuban waters. War with Spain was imminent. Every available ship was needed for possible hostilities, because at that time the United States was by no means certain of Spain's naval strength. It was understood that the Spaniards had a superiority in vessels.

No sooner did Capt. Charles E. Clark get his orders than the trim ship was made ready for the long run around the Horn. In those days the dream of a Panama canal which would shorten the trip from the Pacific to the Atlantic by several thousand miles, was not yet realized. Captain Clark knew he had to be at his post off Cuba as soon as he could get there. So with the bunkers filled and full steam up he sailed out of the Golden Gate on his eventful journey of 15,000 miles.

After ten days Oregon entered the harbor of Callao, Peru where Clark took stock of his coal supply and spent three days replenishing his bunkers. Then he set sail once more. War was coming on fast. Exchanges between the United States government and Madrid were proving futile. The Spaniards maintained their position, assumed from the first, of innocence with regard to the sinking of the battleship Maine in Havana harbor in February. Hostilities might commence at any moment and Clark, with his proud fighting machine, one of the best American ships, was eager to be in it.

The Trip Through the Straits
Anxious days were spent by all on board the Oregon as the treacherous Straits of Magellan were neared. Of all places in the world, sailors are said to fear this southernmost passage the most. Storms are frequent and the channel is dotted with numerous crabs and against which many a ship has struck to go down with all her crew. Clark, ascertaining that all was well on the Oregon, chafing at each little delay when his country was calling for his services in time of trouble, ignored the dangers and dashed full speed ahead into the narrow way. It was fortunate he did so, for shortly after he had successfully negotiated the passage and had anchored outside Port Tamar a tremendous storm arose which for a time placed the ship in extreme peril, the fog and rain blinding the helmsman and rendering soundings impossible. Rocky reefs, nearly added to the dangers, but the Oregon withstood the test.

At Sand Point the steamship Marietta joined the Oregon and both ships coaled, the process requiring an additional three days. April 21 they started north along the Argentine coast.

During this run, with as yet no information as to whether war had been officially declared, a constant watch was kept for Spanish ships. It was known that the Spanish destroyer, Temerario, was in those waters. There was a possibility that war had been declared and that the Temerario might send a torpedo into the Oregon under cover of night. Therefore, all lights carefully were screened. The heavier guns were kept loaded, four crews in each watch being stationed at their posts, where they kept a constant vigil. Captain Clark gave orders concerning the maneuvering of the Oregon and the Marietta in case of emergency.

The spirit of the crews was excellent. On the Oregon engineers officers voluntarily doubled their watches when high speed was made. Stokers, toiling in the fiery heat of the boiler room, insisted upon returning to their posts after being taken out unconscious. The remainder of the crew asked Captain Clark permission to go without sleep on certain nights when it was thought Spanish ships might be near.

War Declared
April 26 the Oregon, followed by the Marietta, steamed into the harbor of Rio de Janeiro. There Captain Clark received official notice of the declaration of war. Definite information was forthcoming to the effect that the Temerario had left Montevideo, probably bound for Rio. Clark, aware that complications might arise if the hostile ships met in a neutral port, sent an officer to the admiral of the Brazilian fleet explaining that the Oregon, a 5-million-dollar ship, might be disabled or even destroyed by the torpedo boat and requested the Brazilian naval authorities to do all in their power to prevent such an act of hostility in their waters. He added that if the Temerario entered the harbor with the purpose of torpedoing the Oregon he would have to destroy the Spanish ship.

In the meantime, in order that the Temerario might not have the excuse of approaching too close on the plea of entering the harbor and going to the usual man-of-war anchorage, the Oregon was got under way and moved farther up the harbor. Captain Clark ordered the commander of the Marietta to send her steam launch to the Temerario if she appeared and to advise her that if she approached within half a mile of the Oregon she would be sunk. The Marietta further was ordered to keep her searchlight on the vessel at all times. Just before Clark anchored in his new position word came from the American minister that the Brazilian admiral had ordered that if the Temerario appeared she

was to be stopped from entering the harbor, or, if permitted to enter, was to be conveyed by a Brazilian man-of-war to an anchorage well up the bay. The Santa Cruz fort at the entrance of the harbor swept the seas with her searchlights, an act which showed the willingness of the Brazilians to cooperate with the American authorities.

Again at Sea
But the Spanish destroyer did not appear, and on the morning of May 4 the Oregon and the Marietta steamed out of the harbor. The next day they were joined by the Netheroy, a small American gunboat that had been held in port by the Brazilian officials. This maneuver occasioned another delay, and that night, believing that the war department needed the Oregon at the fleet's rendezvous, and knowing that if three vessels fell in with a Spanish fleet of superior force a running fight would be necessary, Captain Clark ordered the commander of the Marietta to proceed to Bahia and, if need be, to run ashore to avoid capture.

May 8 the Oregon was in Bahia and the following evening sailed for the West Indies, having communicated with the war department and receiving instructions to proceed without further delay. May 18 the Oregon anchored at Bridgetown, Barbadoes, where she was quarantined. Coasting, she left at night and reached Jupiter Inlet, Fla., May 24, at dusk. Orders then were received to proceed to Key West, where the fleet was assembling.

The long run was over. The Oregon, with her four 12-inch and eight 8-inch guns, was sorely needed. Admiral Sampson had been informed that the Spanish Cape Verde fleet under Admiral Cervera had started for an unknown destination, possibly Santiago. With preparations well under way the United States ships were getting ready for a contest that was to run an end to the war. Dewey's victory in Manila Bay already had set the nation wild with excitement. It remained for Sampson—and the Oregon—to emulate him.

The rest of the story reveals the Oregon as one of the heroic ships in the great fight off Santiago, July 3, 1898, when Cervera decided to risk all in a final dash for liberty. The city was hemmed in by American troops and was about to surrender. Cervera wanted to die fighting. But the contest did not last long. One after the other his ships were smashed and burned. The Oregon's guns, with those of her sister ships, gave a good account of themselves. The 15,000-mile run had not been in vain.

RACE WINNER IS CHRYSLER OWNER

One of Louis Meyer's fine feats after winning the Indianapolis 500-mile race classic Memorial day was to use part of his estimated \$50,000 to the winner to purchase his fifth Chrysler, a '27 Town Sedan. His last previous purchase, a Chrysler coupe, he drove 59,000 miles in 18 months, he said—29,000 of them devoted to towing a race car. He has depended on his Chryslers to get him and his racing mounts to the various A.A.A. races for the last two years, including trips from coast to coast.

It was a mutual interest in Chryslers that brought together Louis Meyer, the driver, and Alden Sampson, the owner, of the car which won the 1925 edition of the world's greatest gasoline race. Meyer has been a Chrysler enthusiast for several years. It was only natural, while at Atlantic City as mechanic for Frank Elliott prior to the stock car races there a year ago, that he should show interest in a tall, well-built youth who had entered a Chrysler roadster in them. Alden Sampson was that youth.

Sampson and Meyer became fast friends through their Chrysler enthusiasm. When Meyer came to Indianapolis this year and heard a Miller Special could be bought his thoughts immediately turned to Sampson. The car was bought a week before the race. What followed is now history. Meyer won at an average of 92.182 miles an hour, a new world 500-mile record for the 1927 50 cubic-inch displacement cars.

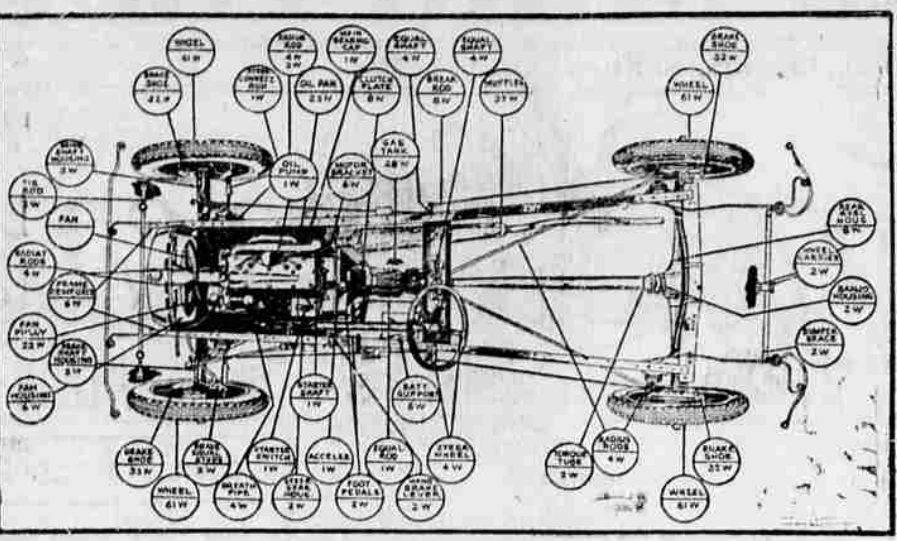
Immediately after that race Meyer and Sampson bought another car, as well. It is the Miller Special with which the late Frank Lockhart won the 1926 Indianapolis race and with which he appeared until it broke a connecting rod. Tony Gilotta, driving it for Lockhart's estate, had it well in front again this year until his gas tank sprung a leak and dropped him to tenth place. It is conceded to be one of the best cars mechanically, and one of the fastest, in American racing.

Gettng back to Meyer and Sampson: They might be mistaken for brothers. Meyer is about to turn 24. Sampson is a bit more than a year older. Meyer weighs 142 pounds and Sampson 146. In height there is practically no difference. Neither is there in their enthusiasm for racing, race cars and Chryslers.

In selecting his fifth Chrysler, Meyer said that its ease of handling, roadability, speed, surplus power and all-around mechanical excellence were the deciding factors. Leaving Indianapolis with his new '27, he drove it to the races at Detroit, June 19, then began a hazy trip to Los Angeles before returning to Salem, N. H., where he will race his winning car July 4.

In Chicago
Wasn't Dago Mike elected?
Now, both our machine guns jammed.—From Life.

Welding Revolutionizes Ford Car



ELECTRIC welding is one of the secrets of the remarkable strength, durability and low cost of the new Ford Model A car. And the story of the welding operations employed in the manufacture of the new Ford is one of the wonder tales of modern industry.

In his preparation for the new model, Henry Ford, with his characteristic keenness, saw that welding was not only the world's best assembly method, but was the keystone on which rested the further development of the best manufacturing methods now in use. Accordingly, Mr. Ford literally made his Detroit plants the most remarkable welding laboratory in the history of industry.

The above chart shows how welding has been employed in the manufacture of the new Ford to replace wherever possible the old methods of joining by the use of bolts and nuts. There are a total of 1359 metal welding operations used in the making of each new Ford car.

China's New Capital

WASHINGTON, D. C. June 29.—Nanking, new capital of China? Dispatches indicate that the victors in China's civil war will make Nanking their capital. Peking's post office department has been ordered south and more departments and foreign embassies may follow.

"Nanking was a capital when Peking was a village," says a bulletin from the Washington, D. C., headquarters of the National Geographic Society.

"The very name Nanking means 'south capital'; Peking, 'north capital'."

"Nanking occupies a much more central position than Peking. It lies 210 miles up from the mouth of the Yangtze, the river which is the major trade artery of China. It is almost equidistant from the southern border, where China touches French Indo-China, and the Great Wall, accepted as the new northern boundary. It is 550 miles south of Peking as a plane flies and 450 miles north of the metropolis of Canton.

"Has a Central Location
While Nanking first became a capital about 200 A. D., it remained for the Ming emperors in the fourteenth century to steep it in grandeur.

"Chu Hung Wo, the first Ming emperor, stood on a hill south of the buildings of the University of Nanking. He looked along the low line of hills that crest undulating for five miles to the Yangtze shore. To him the hills looked like the sprawling body of the sacred dragon. Said Chu Hung Wo, 'I can build my capital on a dragon's back. It will last forever.'

"Built Wall Around 'Dragon'
So he built a wall around his 'dragon.' It stands today, thirty-two miles of encircling masonry. Over the ancient barrier a handful of Americans from the consulate made a dramatic escape last year during the sack of Nanking.

"Ming walls also include the two native cities, one at the head and

Six Campus Favorites



The men are Clifford L. ("Brick") Mitchell, freshman football coach, Bill Monahan, student body manager, and Clarence M. ("Nibs") Price, head football coach, all of the University of California. Each has just bought a new Buick, the car which a campus census shows to be the favorite among the student body at Berkeley.

A Full Measure of Satisfaction in Ownership

THE mere purchase of a car doesn't guarantee you a full measure of satisfaction in ownership, notwithstanding the fact that most cars are good cars. The benefits obtained by the owner of any car depend largely upon the responsibility, the facilities and the constant interest of the local dealer who sells it.

Not merely selling cars, but earning goodwill, built this business.

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Whippet Demand Continues Heavy

With the demand for the Whippet four models showing no signs of lessening despite the fact that the heaviest shipments in the history of the Whippet-Overland company have been made to the field, capacity production is being maintained on a larger scale than ever before, officials of the company said at Toledo.

Each successive month since January when prices of these cars were reduced for the first time in a number of years with the lowest priced four cylinder cars in the world, over sales and production records have been established by the Toledo manufacturer.

Even the expansion of production facilities which increased the daily output of cars more than 25 percent over its former capacity has been unequal to the influx of orders. It was said at the company's executive offices.

Since February the Whippet-Overland company has been unable to materially diminish the 40,000 un-filled orders on its books, despite capacity production and shipments. As production was steadily increased, the orders from the field grew steadily greater and at no time has the output been able to outpace the orders.

A Motor Car of Unusual Merit

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General Motors Research laboratories' Oakland engineering staff. General Motors Proving Ground. All working toward one end. Little wonder that All-American design is advanced design.

For example... it embodies the G-M-R cylinder head. It offers a whispering brute of an engine... 81 lb. crankshaft... AC fuel pump. Features combined in no other six of similar price.

When you buy an All-American Six you buy the product of three great engineering agencies devoted to progressive design. And you profit time and time again. In satisfaction... in consistent high value... in justifiable owner pride.

Landa Coupe, \$1045; Sport Roadster, \$1075; Phaeton, \$1075; 4-Door Sedan, \$1145; Cabriolet, \$1175; Landa Sedan, \$1265. New Series Pontiac Six, \$745 to \$875. All prices at factory. Check Oakland-Pontiac delivered prices—they include lowest handling charges. General Motors Time Payment Plan available at minimum rate.

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