TRIP OF THE OREGON.

RECORD-BREAKING CRUISE OF THE PACIFIC-BORN WARSHIP.

Journey Equal to More than Half the Distance Around the Earth—Beset by Grave Dangers, but Was Always Ready for Trouble.

First to Round the Horn.

When the Oregon started on her unparalleled cruise of 13,000 miles and steamed through the Golden Gate, firing her salute of good-by to the flag that floats over the Presidio on March 19, Capt. Charles E. Clark and his crew were as much in ignorance of her ultimate destination as the rest of the world. Captain Clark was told to make Callao his first stopping place. The big vessel, with its tremendous load of guns and protecting turrets, ran into a heavy sea before it had got out of sight of California's promontories. The captain's orders did not provide for a return. The ship's prow had been headed for the coast of Peru and the course was never changed in spite of protracted bad weather. While many tons of steel were pounding on the Pacific the men who direct the game of war and use the warships as so many pieces at chess were debating what disposition should be made of the redoubtable floating battery. To "Fighting Bob" Evans was left the disposition of the big ship. "Dewey, with the Olympia, can lick the entire Spanish Asiatic squadron," was Evans' estimate, and the destination of the Oregon was settled.

Great anxiety was felt for the "pride of the navy" when April 1 came and she had not been sighted off the coast of Peru, as expected, but on April 8 the bold lines of the battleship were described off Callao. She had fought a long battle with the elements, but had come out victorious without a mark. The Oregon coaled at Callao and there Captain Clark received a sealed packet containing his orders. When the ship had headed about and steered into the open sea, Captain Clark communicated the story of the Maine's report and its reception by the American people to his men, in addition to the route of their excursion around Cape Horn. Officers and crew exercised the greatest precaution when war with Spain promised to become the sequel to the Maine disaster. The ship was given a coat of iron gray and her searchlight swept the horizon for hostile sails. The

CAPT. CLARK OF THE OREGON.

progress of the vessel southward after leaving Callao was attended by great danger owing to storms, and for that reason the Oregon coaled in the Straits of Magellan instead of attempting to enter the harbor of Valparaiso. When the joint resolution of Congress declared the Cuban people should be free and that Spanish sovereignty was at an end on the Western continent, Captain Clark was only twenty-four hours behind schedule time. The Oregon was the first warship in history to round that storm-swept point.

MAP SHOWING OREGON'S LONG TRIP.

On the Lookout for Trouble.

Captain Clark was warned by cable of the dangers that lay in his path and answered that he was ready to engage the entire Spanish fleet if his superiors so desired. A brief summary of the joint resolutions were sent him for the entertainment of his men, together with a "tip" that a declaration of war and actual hostilities would be forthcoming. When the Oregon turned into the Atlantic Ocean she was joined by the gunboat Marietta, which had left San Diego several days after the Oregon. Together they steamed northward. Captain Clark and the commander of the Marietta learned of the events that had transpired while they were speeding from the Straits of Magellan. War had been declared April 25, and the crews of both boats set up a mighty cheer when they received the news of the capture of Spanish vessels off the coast of Cuba.

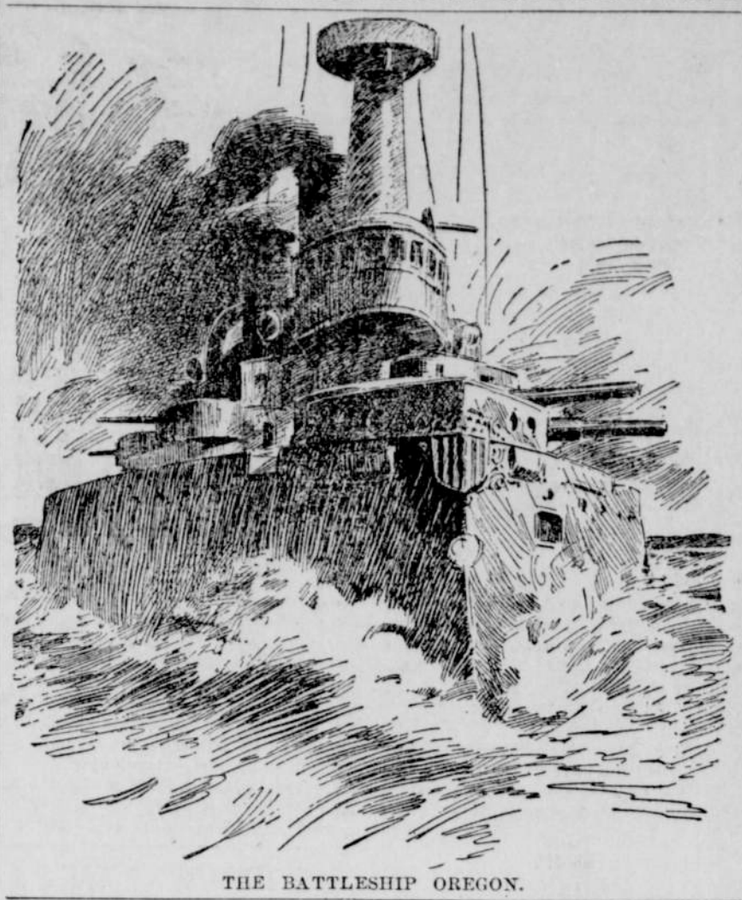
Spain's crack torpedo boat, the Temerario, made a bluff at the Oregon, but immediately slunk away into the Bay of Montevideo and hid behind a peninsular when she got within observation distance of Uncle Sam's mighty sea fighter. The least inclination of the Temerario to disrespect the friendly character of the harbor would have resulted in the sinking of the Spaniard under five tons of steel projectiles into the waters of the bay. Two days after the American vessels arrived at Rio de Janeiro the Temarario arrived. Brazilian officials, however, were active and said they would prevent any clash between the representatives of the two governments. News of the magnificent victory of Dewey's fleet reached the Americans in Rio de Janeiro. Within the harbor of Brazil's capital the Oregon and Marietta were joined by the dynamite cruiser Buffalo, recently purchased from that government.

Orders came from the Navy Department to proceed, and the fleet of three vessels steamed out of the harbor of Rio de Janeiro May 4. They were instructed to stop at every cable port en route and receive instructions.

Oregon Built in the West.

All the material for the construction and armament of the Oregon came from the far Western States. The iron mines of California, Oregon, Washington, Nevada, Colorado, and New Mexico supplied the crude metal which was afterward converted into steel for the hull, great strips of armor and ponderous castings for the guns. The big battleship was built by the Union Iron Works, San Francisco. On her trial trip an average of 16.79 knots was maintained and 11,111 horsepower was developed, 2,111 in excess of the contract.

In size the Oregon is only surpassed by one ship in the navy—the Iowa. The displacement of the Pacific-born monster is 10,288 tons. The excess weight of the Iowa comes from her high decks, which are supposed to make her more seaworthy. When the Oregon was constructed she was intended for coast service, her designers never thinking of a record-breaking cruise equal to more than half the distance around the earth's surface. The Oregon is supplied with bunkers that give her a coal capacity of 1,594 tons. This enables her to steam 4,500 miles without recoaling. The Oregon's complement of men numbers 473. Her armor is divided as follows: Belt, 18 inches; deck, 2¾ inches; barbettes, 17 inches; turrets, 15 inches; casements, 6 inches. The main battery of the Oregon consists of four 13-inch, eight 8-inch and four slow-fire 6-inch guns. This outfit is not surpassed by any battleship in the world. The supplementary rapid-fire battery consists of twenty 6-pounders, six 1-pounders, four Gatlings, two field guns and three torpedo tubes.



THE BATTLESHIP OREGON.

Ancient Methods of Signaling.

The fabulous honor of being the first inventor of the art of signaling is bestowed by certain classical writers upon the ingenious Palamedes. This hero may have introduced improvements in detail, but it is certain that long before the time of the Trojan war the Egyptians and Assyrians, if not the Chinese and other nations of remote antiquity—of whom monumental records alone remain to us—had developed regular methods of signaling by fire, smoke, flags, etc.

The great wall, built by the Chinese ages ago, and 1,500 miles long, is studded with towers. Between these signals were interchanged when troops had to be collected in order to resist attack at any point threatened by the Tartars or "outer barbarians." By Maj. Boucheraeder and others it has been considered that the huge tower of Babel was erected for similar as well as for a number of different purposes. That is to say, for the signaling not necessarily of any particular words or sentences, but of expected events, imperial decrees, military orders and other matters intended to be understood through conventional signals, whether of lights, flags, semaphores or other devices, by all the motley host of nationalities and languages of which the Chaldean empire was composed.—Cornhill.

The Lion of St. Mark.

The great lion of St. Mark is about to be restored to the doges' ancient palaces in Venice. This was the lion erected by Andrea Gritti, who became doge in 1523, and who, in the fifteen years of his rule, restored to his city all the possessions she held before the league of Cambrai. Gritti died in 1538, having won a threefold glory as patriot, soldier and statesman. He left behind him as his monument the famous high-relief figure of the lion, which adorned the middle gallery of the doges' palace on its best side. The lion stood at a height of twenty-three meters from the ground; its paw on the open gospel and the doge kneeling in prayer by its side, and where it remained until the break-up of the oligarchy and the vandalism of democratic Venice swept it away. In May, 1895, the Italian ministry of fine arts undertook the work of its restoration, and out of a large number of competing sculptors Signor Urbano Botasso was chosen to give the lion back to Venice. His work—a majestic lion and the doge in his robes of state kneeling by its side—is now complete, and will adorn the ancient palace of the doges in a few weeks.—Philadelphia Bulletin.

World's Great Cities.

According to the latest authority on population the great cities of the world are, in the order of their size, as follows: London, with a population of 4,231,431; New York (Greater), 3,200,000; Paris, 2,447,957; Berlin, 1,677,351; Canton, 1,600,000; Vienna, 1,364,548; Tokio, Japan, 1,214,113; Philadelphia, 1,142,653; Chicago, 1,099,850; St. Petersburg, 1,035,439, and Pekin, 1,000,000.

Very Shocking Drama.

"Ain't that new drama simply disgusting?"

"Ain't it! The idea of that big, handsome villain getting that dear little heroine into that dark room and then not even attempting to kiss her."—Puck.

What has become of the old-fashioned boy who had his nose held, and took castor oil?

Carborundum in Canada.

The Carborundum Company, of Niagara Falls, N. Y., has made all arrangements for the manufacture of their product in the Dominion of Canada at an early date. They have purchased a plot of land in Niagara Falls, Ont., and will at once commence the erection of a factory, the contract for it having been awarded. They have also made a contract with the Canadian Niagara Falls Power Company for a block of electrical power to operate the furnace. In addition to the property purchased they have taken an option on additional land, in order that they may enlarge their plant should they see the necessity of so doing.

Keeps Milk Pure.

A Swede has patented an apparatus to assist in keeping milk pure, which consists of two tubes with flaring tops to be attached to the arms in milking, to carry the milk into the lower ends of the tubes connecting a covered pail, thus decreasing the size of the openings exposed to a minimum.

Another Toe Clip.

A New Yorker has patented a toe-clip, in which a curved plate is pivoted on an axis parallel to the pedal axis and a short distance above and beyond the latter, so that when the foot is pushed into the pedal one portion of the plate catches the toe and the opposite end presses against the instep.

For Workmen's Lunches.

A recently patented wrapper in England is especially suitable for carrying workmen's meals. It is made of waterproof material, and is shaped with a rigid piece in the center. The flaps are secured by buttons or hooks and eyes. When not in use it can be folded into small space, a strap forms the handle.

Very young children are not sensitive to pain to any great extent. Dr. Denger calculates that sensibility is seldom clearly shown in less than four or five weeks after birth, and before that time infants do not shed tears.

A New Lifeboat.

A French inventor has designed a new lifeboat, which has a weighted keel extending low enough from the bottom of the boat to prevent its overturning, while air-tight compartments are placed in the ends and sides which will keep it from sinking when full of water.

The leaf of a creeping moss found in the West Indies, known as the "life plant," is absolutely indestructible by any means except immersion in boiling water or the application of red hot iron.

Extracting Copper.

The interesting "wet process" of extracting copper from pyrites, in use near Antwerp, is described in a paper read before the Association of Graduates of the Ghent Technical School by L. Breda. From this it appears that the ore, containing from three to four per cent of copper, is roasted, crushed and roasted with salt. The chlorinated ore in quantities of twenty-five tons is twice washed with some 660 gallons of water, then with the waste liquor from the precipitating tanks, then with dilute warm sulphuric acid, and finally with warm water. The washed ore at last contains only 0.2 per cent of copper. The liquor is run into tanks, and the copper is precipitated by scrap iron. The somewhat remarkable statement is made that by this means the amount of copper left in the waste liquor does not exceed 1.4 gram per gallon.

Exportation of Lumber.

The exports of lumber from this country have been rapidly increasing during the past two years, and especially was there a notable increase last year over the record for the year before. In 1896 the value of lumber exports from this country was $33,000,000, while last year there was an increase of more than 20 per cent, the total being upward of $40,000,000 worth of lumber. In 1895 the value was about $30,000,000, and for several years previous to that year the value was about the same. In 1860 it was $10,000,000.

Life of a Watermain.

The life of a cast iron water main is stated, in a report recently made to the Melbourne, Australia city engineer, to average about thirty years. When taken up after forty years of service the iron is generally worthless, even for scrap. Mild steel pipes last about as long, but the cost of jointing and laying, as well as the cost of the pipes themselves, is considerably less for steel than for cast-iron.

An Envelope Addresser.

An English patent is for an automatic envelope addresser. The machine has a series of stencil plates with different names on them and which are fed one at a time against an ink roller with the envelope pressed against it by another roller to print the address.

New Lacing Hook.

A new lacing hook has been designed for shoes which has an eyelet stamped into the leather, with a hook hinged on one side which shuts and holds the lace as soon as the latter is drawn tight, all the hooks opening at once when the knot at the top is untied.

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