

BATTLESHIP OREGON IS BUILT FOR BUSINESS

(Continued from page 1.)

The great battleship Oregon is the most famous vessel of the United States navy today. Her voyage around the Horn at the outbreak of the war with Spain, when she covered 14,500 knots and arrived at her destination in perfect condition, and fit to go into battle without a day's delay, was the most remarkable voyage in the history of battleships, and the part that she bore in the battle of July 3, 1898, off Santiago, is now historic. The trip from the Pacific to the Atlantic coast has been approached only by her own return trip from New York to Manila, via Cape Horn, a distance of 20,000 nautical miles, arriving, as Admiral Dewey cabled, "in fit condition for any duty."

The Oregon was docked at the Puget Sound Naval Station on January 4, 1898, and, having had the usual docking repairs made, was floated on February 16th, the day on which news came of the blowing up of the battleship Maine in Havana harbor the night before.

When it became evident that war was likely to be the outcome of the Cuban trouble, the Oregon was ordered to the Atlantic, to add its great strength to Admiral Sampson's fleet, and from the time that the signal of "Ahead, full speed" was received at 6:50 a. m. on March 6th until 8:30 p. m. on May 24th, when the engines were stopped and the Oregon anchored off Jupiter Inlet, Fla., her remarkable machinery, cared for and manipulated by an engineer department whose perfect organization and rare ability stand pre-eminent, worked without a serious casualty. The history of this voyage is a story of ceaseless vigil and painstaking care on the part of the engineer personnel to maintain the efficiency of the motive machinery, and on the part of the staff, headed by the gallant Captain Charles E. Clark, to insure the safety of the great vessel in that perilous time.

Life below the protective deck of the Oregon after March 6, 1898, was a life of hardship and toil, a life spent in a heated atmosphere, where the roaring of the furnaces and the leaping of the massive engines might well have afforded some excuse for confusion. Not so, however. These men of the engineer department were equal to the emergency, and went about their duty earnestly and with wonderful intelligence. The organization was perfect and the execution of the task faultless. On more than one occasion, when the labors of the men before the furnaces seemed to them to go for naught, and they felt all but discouraged because the steam would not "go up," the engineer officers, discarding their uniforms, jumped in among them, fed the furnaces with their own hands, and by force of example so encouraged the firemen that with cheers they redoubled their efforts, and the great ship sped through the water at a swifter pace. This is the spirit that imbued the men of the Oregon—engineers, staff and crew—and this the work that brought to a successful end the most remarkable run ever made by a battleship.

Ordinarily, after a run of 14,500 knots, a great many repairs would be found absolutely necessary even to a cruiser, and several weeks would not be considered too long a time to spend in rehabilitating the engines and boilers of any ship after such extraordinary service. But the Oregon coaled, rapidly completed a few adjustments of machinery, repaired a few minor defects, and at 1:04 on the morning of May 29th, less than three days after her arrival, steamed away from Key West to add her strength to that of our fleet off Santiago de Cuba. Her part in the battle of July 3, 1898, which resulted in the annihilation of the Spanish fleet under Admiral Cervera, is now a matter of history, and too fresh in the minds of Americans to need repetition. But if any further evidence is needed that already given of the qualities of the Oregon, and of her personnel, the following appropriate quotations from the official report of Admiral Sampson on the battle of July 3d will undoubtedly furnish it:

"The fine speed of the Oregon enabled her to take a front position in the chase and the Cristobal Colon did not give up until the Oregon had thrown a thirteen-inch shell beyond her. This performance adds to the already brilliant career of this fine battleship, and speaks highly of the skill and care with which her admirable efficiency has been maintained during a service unprecedented in the history of fighting vessels of her class."

The Oregon was launched from the Union Iron Works, October 26, 1893, the first battleship ever built in California, and was commissioned July 15, 1896. In length she is 348 feet; 69 feet 3 inches beam, 25 feet 4 1/2 inches draft; displacement, 11,000 tons. Her contract speed was sixteen knots, which she exceeded almost a full knot on her trial trip. Her main battery consists of four 13-inch, eight 8-inch and four 6-inch

rapid firers, and her secondary battery of twenty 6-pounders and two 1-pounders. Her side armor is of 13 inches thickness. Her cost was \$3,222,310. Her complement is 32 officers and 462 men.

ROSTER OF THE OREGON.

COMMISSIONED OFFICERS.

Captain W. T. Burwell, Commanding; Lieut. Com. J. E. Craven, Lieut. Com. T. W. Kinkaid; Lieutenants H. G. Gates, F. B. Upham, E. R. Pollock, A. G. Kavanagh, J. E. Walker, C. M. Tozer, T. A. Kearney; Ensigns J. F. Greene, J. V. Babcock; Midshipmen E. S. Land, E. C. Martin, J. O. Fisher, W. Ancrum, M. Milne, S. M. Robinson, W. S. Whitten; P. A. Surg. M. S. Guest; Asst. Surg. R. M. Young; Paymaster H. E. Biscoe; Capt. J. H. Russell, Marine Corps; 2nd. Lieut. A. J. O'Leary, Marine Corps.

JUNIOR & WARRANT OFFICERS.

Boatswain P. J. Kane, Gunner T. J. Hurd, Carpenter G. Helm, Warrant Machinists W. James, F. Risser, Chas. Hammond, Daniel Mullan; Pay Clerk F. G. Hansche.

CHIEF PETTY OFFICERS.

Chief Master at Arms F. G. Edlund; Chief Boatswain's Mate D. J. Sullivan; Chief Gunner's Mate G. H. Sampson; Chief Quartermaster A. W. Olsen; Chief Carpenter's Mate C. W. Shade; Chief Machinists H. Slater, P. J. Leary, Wm. Fenchel, L. Watson; Hospital Steward S. S. Hindman; Bandmaster G. Genovese; Commis-

SAFETY STEWARDS.

Chief Steward E. H. Thomas; Chief Water Tender A. W. R. Besse.

PETTY OFFICERS, 1ST CLASS.

Master at Arms J. O'Hara; Boatswain's Mates C. O. Brown, C. B. Gilbert; Gunners' Mates C. H. Holland, W. J. Creelman, W. J. Michel, F. Naumann, E. L. Comings; Blacksmiths F. E. McGarvin, C. R. Taylor; Plumber & Fitter J. H. Conway, Ship's Fitter Thos. Beyer; Sailmaker's Mate J. Svensen; Machinists J. A. Weng, C. Schmidt, W. J. Jones, J. E. Carlson, C. H. J. Holland; Electricians W. E. Bennett, N. Swanson, R. J. McAlona; Boiler-makers C. C. Curtis, M. J. Bird, J. W. O'Brien; Copper-smith A. O. Wallin; Watertenders F. Rose, C. Roach, R. Pratt, F. H. Setterberg; Yeomen D. H. Schroeder, C. J. Nettle.

PETTY OFFICERS, 2ND CLASS.

Boatswain's Mates T. Anderson, C. G. Britland, J. Ginstrom; Gunners' Mates John Bright, C. E. Noren; Gun Captain C. M. Martin; Electricians C. B. Dahlgren, W. E. Morrill; Machinists A. McCannell, J. B. Blance, L. R. Parker, F. Green; Oilers P. J. McGann, B. S. Jenkins, C. J. Westover, J. Logan, L. B. Fairfield, T. H. Raycroft, J. McNeill; Yeomen Guy C. Little, A. R. Hunter; Ship's Fitter P. Fox.

PETTY OFFICERS, 3RD CLASS.

Masters at Arms Wm. Arnold, W. A. Adams; Coxswains R. N. Paul, A. Ryan, H. Goedecke, F. Craig, W. Moriarty, W. C. Fischer, J. W. Jelich, C. Jonas, J. Caulfield, C. W. Graves, R. W. Bryant, H. T. Scott, D. Postlewaite; Gunners' Mates Chas. Axelsson, A. Roshar, A. K. Galdeltner, P. F. Giers, F. H. Brigham, H. J. Kahlin, H. H. LaMott, R. W. Murphy, J. A. P. Delehanty, W. E. Richards, J. K. Campbell; Quartermasters L. C. Nelson, J. W. Mackey, M. Stuart, F. A. Hill; Carpenter's Mates G. S. McDonald, T. A. Brown, F. Johansen; Painters J. B. Staab, G. A. Schneider; Yeomen W. K. Mount, F. T. Outly, F. S. Hedlin, W. E. Richmond, G. B. West; Hospital Apprentices (1st Class) R. A. Dean, C. F. Greene.

SEAMEN.

M. Soares, N. A. Juhl, J. H. McVicar, J. H. Brown, J. McAuley, J. D. Berwick, J. V. Anderson, C. Craig, F. R. Coe, Thos. Farrell, J. G. Carey, W. E. Calhoun, J. Stahl, J. A. Hawkins, D. Dermody, J. F. Martin, F. S. Wininger, F. J. Losch, J. E. Anderson, P. W. Fitting, P. S. Creedon, P. Beck, M. Johannessen, H. J. Pepperd, W. E. Price, J. Brown, D. O'Connor, D. Steele, G. McCully, B. R. Deyo, J. W. Joyce, F. F. Lewis, H. F. C. Loesch, T. Madsen, R. A. Mattattall, J. W. Colegrove, R. Rasmussen, G. H. Roulard, J. Stark, W. C. Ustel, J. Thomason, W. A. Jackson, G. Van de Weil, J. G. Vines, E. T. Dale, E. B. Andres, Robt. Brauer, E. Fredholm, K. Kunnana, O. M. Jenkins, W. A. Day, F. B. Ochiltree, J. McKendrick, C. M. Munson, K. Mehan, H. C. Smith, W. D. Reynolds, R. N. Sanders, G. Young, H. F. Vieregge, J. H. Hinckley, H. Wilder, R. L. Rautenberg, H. P. Haze, C. A. Cole, A. H. Bell.

APPRENTICES, 1ST CLASS.

C. R. Croul, R. G. F. Coombs, A. P. Judson, T. A. Baume, J. Cunningham, T. W. Evans, D. J. Fitzsimmons, C. A. Hill, G. W. H. Moesch, I. S. Noguez, C. B. Pittman, C. J. Klase, P. Drake, F. A. Grimes, C. Eckhardt, F. Fletcher, W. S. Reinehart, F. E. Forsyth, C. L. Abney, J. W. Burbridge, B. Tercouivich, J. C. Frass, R. E. Franklin, W. E. Keady, W. A. Mentch, A. F. Sanchez, F. H. Krueger, E. V. Hilton, A. R. Alf, W. H. McKinney, T. R. Duff.

APPRENTICES, 2ND CLASS.

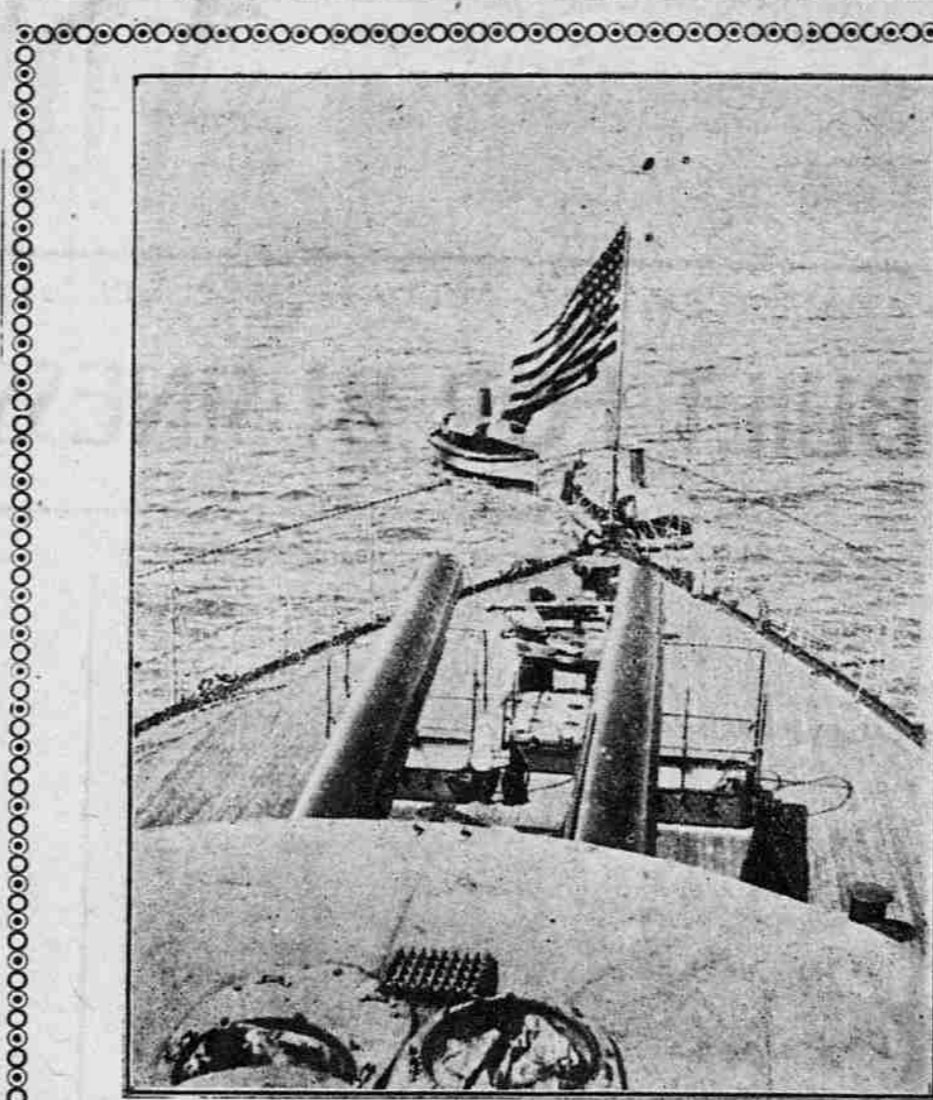
B. Jenkins, C. F. Petersen, J. C. Baumgart, L. A. Catrowith, C. H. Johns, E. Knudsen, R. E. Bonney, W. E. Dudley, B. A. Bagley, A. D. Brown, O. De Busscher, W. P. Dumpproge, G. Cochran, J. Thomas, W. W. Douglass, W. E. Hanley, P. Nevins, R. W. Springer, J. Williams, J. Fitzpatrick, W. D. Brington, C. E. Ottesen, R. Boler, E. C. Shinn, J. J. Cullen, L. E. Hansen, J. R. Jackson.

APPRENTICES, 3RD CLASS.

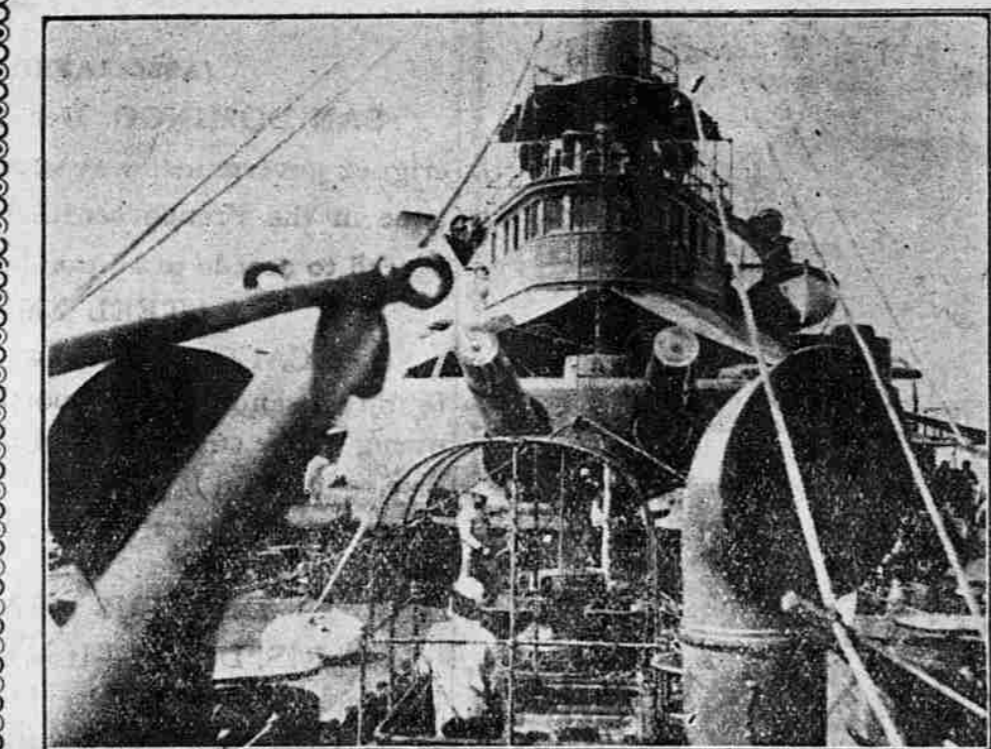
W. M. Moore, M. McCarthy, J. May, J. Byrne, J. Fox, J. A. Smith, A. J. Glasou, C. L. Winters, G. Allison, W. Jones, L. E. Childs, J. Briggs, A. Green, H. Dalton, B. G. Davern, F. Keeney, W. E. Jury, T. J. Wells, H. J. McCabe, G. Schmidt, J. McDonald, J. E. Nelson, J. V. Bell, John Mullen, W. Starr, A. M. Boysen.

FIREMEN, 1ST CLASS.

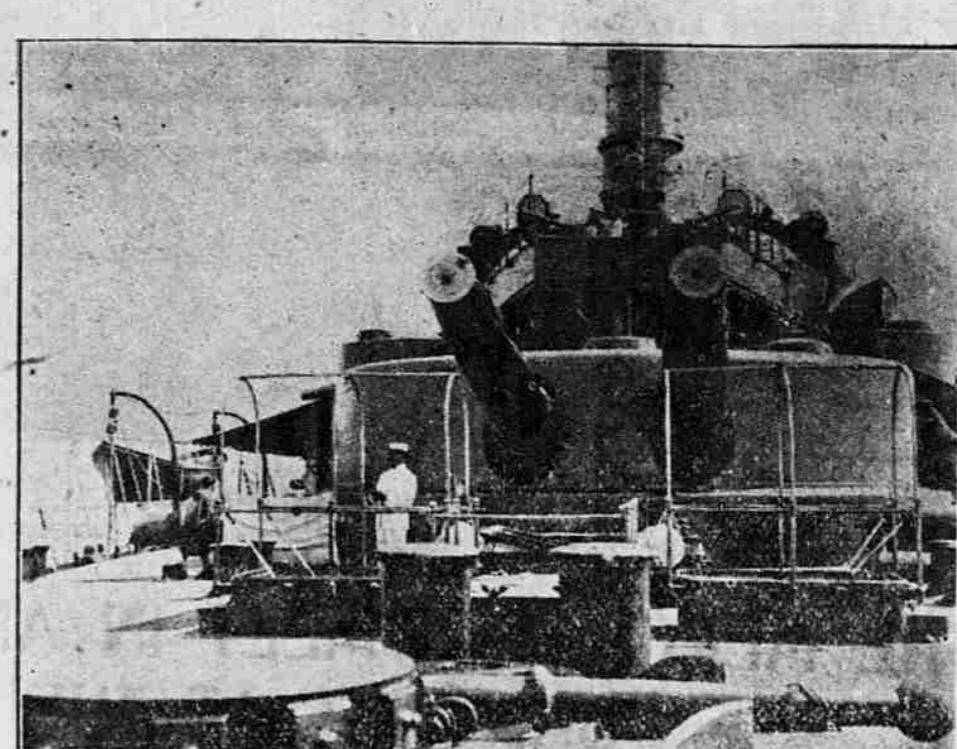
W. M. Moore, M. McCarthy, J. May, J. Byrne, J. Fox, J. A. Smith, A. J.



A VIEW OF THE STERN.



A VIEW FROM THE BOW.



THE AFTER TURRET AND DECK.

SCENES ABOARD THE OREGON.

BAND.

Bandmaster, G. Genovese; Musicians, 1st Class, R. Comito, J. Dorn, G. Gulizia, E. Di Gregorio, W. McNelly, P. Romeo; Musicians, 2nd Class, F. Esposito, E. F. Reilly, F. A. Burke, A. J. Berg, V. Colucci.

MARINES.

Gunnery Sergt. F. W. M. Poppe; Sergeants W. J. McCarthy, J. L. Dissing, J. P. Tierney; Corporals H. Vassar, C. E. Bigler, W. S. Chapman; Trumpeter L. A. Frankland; Drummer R. B. Norris.

PRIVATES.

C. L. Adams, J. L. Barney, W. Botner, L. A. Brohl, J. R. Cronin, H. A. Foss, R. Galvin, W. J. Haltigan, E. J. Harrington, A. B. Hendricks, E. E. Kellenberger, F. W. Kleinsmith, F. Lawrence, J. Ludvig, A. McCann, H. J. Monsees, R. Painter, A. C. Patterson, R. D. Phelps, G. F. Reichender, W. Rodie, J. Sharon, F. Stedman, B. A. Trittip, L. Watson, E. L. Aldrich, W. Bauer, J. M. Briggs, P. Collum, L. A. Farris, C. G. Fuller, J. D. Gilbert, C. Hanson, B. E. Harris, W. Henry, F. Kene, W. Koncak, E. Long, C. J. Lyon, J. McNulty, H. V. Olson, B. Pasiecki, W. G. Paul, G. Quigley, G. W. Reminger, F. H. Salm, H. Skinner, L. Stratton, G. N. Watkins, W. H. Yost.

Coal Barge Raised

The naval scow was pumped out by the Iroquois yesterday and raised. Only one or two tons of coal were lost.

THE OREGON IS THROUGH COALING

The Oregon finished coaling yesterday evening. Her men worked all day so rapidly that coal could not be furnished to keep them busy. There was only one scow to load from and while this was being reloaded the men on the ship had a chance to bathe in the harbor.

Open for Inspection.

The battleships Kentucky and Wisconsin will be open for the inspection of the public this afternoon. The cruisers in the stream will also be open, excepting the Cincinnati, which is not through coaling. The Raleigh, Nanshan and Pompey are still to be coaled.

Fleet Minstrel Show

One of the novel entertainments planned for this week is a minstrel show to be given by the minstrels on the various warships of the fleet. It is planned to give the show on one of the naval docks in full view of the public. A stage will be improvised on the dock.

THE WORM AT HOME.

Didactic Mama: "Now, then, Charlie, don't you admire my new silk dress?"
Charlie (with emphasis): "Yes, mamma."
Didactic Mama: "And, Charlie, all the silk is provided for us by a poor worm."
Charlie: "Do you mean dad?"—Illustrated Bits (London).

A question: She—"Charles, dear, how many teeth does a baby have?" He—"I don't know. But I think that, after the way I've walked the floor for the last six months, ours ought to have at least a hundred and fifty by this time."—Detroit Free Press.

SEASONABLE SUGGESTIONS

Come and get suggestions from the things themselves at the up-to-date store.

SOFA CUSHIONS ARE NOW JUST HALF PRICE

An arch of fancy bordered HAND-KERCHIEFS at 65c. and 90c. is our store introduction to BIG VALUES FOR LITTLE MONEY.

STORE OPEN EVERY NIGHT 'TIL CHRISTMAS

Come one, come all. We make Christmas shopping easy.

N. S. SACHS DRY GOODS CO. LIMITED.

Cor. Fort and Beretania Sts.

CARTER CALLS ON THE ADMIRAL

Governor Carter returned the call of Admiral Evans on the flagship Kentucky yesterday and was given the usual salute. The call was made after the luncheon at the Young Hotel and some of the fleet captains attended the admiral during the call.

A NEEDED INVENTION.

Casey: "O! see there's big another railroad wreck due to an open switch."
Cassidy: "Ay, 'tis a pity some wan don't invent a switch that'll stay shut when it's open."—Philadelphia Press.

The Pacific Hardware Co., Ltd.

CORNER FORT AND MERCHANT STREETS.

GENUINE CUT GLASS.
We have just opened a complete stock of high grade rich American Cut Glass.
The assortment and cuttings are entirely new, and every article is marked about one-half the regular prices.

DECORATED CHINA.
From the best factories, such as Haviland, Royal Worcester, Doulton, Coalport, Royal Crown Derby, etc.

NICKEL PLATED BATH-ROOM FIXTURES
such as Soap Dishes, all kinds; Glass and Nickel Towel Bars, Paper Holders, Glass Shelves, Hooks, etc.

GERMAN BEER STEINS.
All new designs from the ordinary up to the most expensive. Hundreds to select from. Beer Mugs, decorated, 45 each. Covered Beer Steins from \$1.50 to \$10.75 each.

SILVER PLATED WARE
guaranteed to be the best quality made consisting of Children's Mugs, shaving Mugs and Brushes, Syrup Pitchers, etc.

SEWING MACHINES.
We are SOLE AGENTS for the WILCOX & GIBBS new automatic chain-stitch SEWING MACHINES. A very useful and appreciative Christmas present.

Fred Philp & Bro.

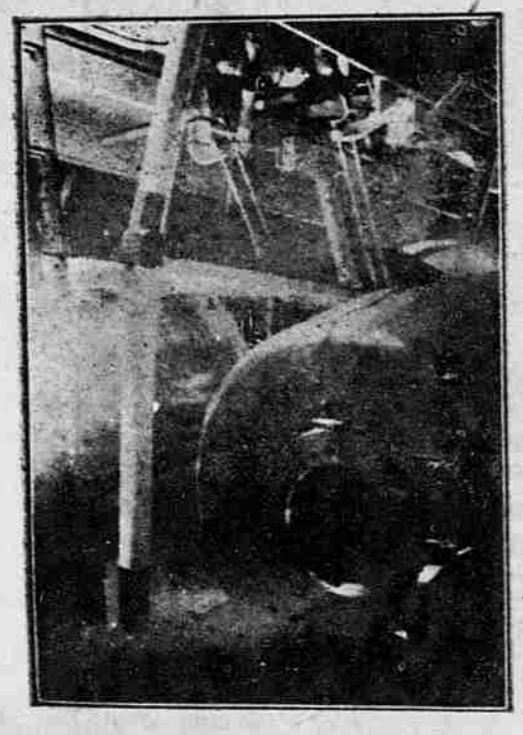
Manufacture a fine line of fancy leather work, suitable for Christmas gifts; such as

BELTS HAT BANDS, CIGAR and CIGARETTE CASES, COLLAR and CUFF BOXES

hand-carved and plain. Also CHILDREN'S and MEN'S SADDLES, of all kinds. See their stock before purchasing. Prices as well as goods are right. Waverley Block, Bethel street.

A·B·C BEERS

Famous the World Over—Fully Matured, SOLD EVERYWHERE.



The Breech of a 13-in. Gun on the Oregon.



CAPT. W. T. BURWELL, COMMANDER OF THE OREGON.