

# HIS FACE WAS HIS FORTUNE



## NO CHAMPAGNE SPILT ON DECK OF BIG ARIZONA

### Christening Yesterday of Super-Dreadnaught Done by Pretty Girl

## DANIELS NAMES WARSHIP

### Is First of American Fighters to Be Given Title by Secretary of Navy

(United Press Dispatch.)

By E. F. DORSEY  
(United Press Staff Correspondent)

WASHINGTON, D. C., June 19.—The big super-dreadnaught Arizona was christened this afternoon at the New York Navy yard, by Miss Esther Ross, a 17-year-old beauty of Prescott, Ariz., who was selected by Governor Hunt, of Arizona, as the most beautiful girl in the state. Contrary to precedent, the Arizona was not christened with champagne. Miss Ross broke a bottle over the bow, showering the vessel with the first water over the big Roosevelt dam.

The Arizona, which is number 39, is a sister ship to the Pennsylvania, recently launched at Newport News, Va., and by a coincidence, the Arizona is the first battleship to be named by Secretary of the Navy Daniels. She is the fourth modern ship of the line to be built at a government navy yard.

She will mount, all told, twelve fourteen-inch guns, twenty-two 5-inch rifles, four 3 pounders saluting guns and four 21-inch submerged torpedo tubes.

In spite of the increases made in size and armament, the navy has been speeding up the construction of these big warriors. It will have required a bare three years to put the Arizona afloat. She will be completely finished in the fall of 1916, although she left the ways yesterday.

The Arizona was authorized by act of Congress March 4, 1913, and her limit of cost was to be \$7,425,000 exclusive of guns and armament. The keel of the vessel was laid March 18, 1914, and, May 1, she was nearly half finished. Secretary Daniels brought about a considerable saving in the cost of the material entering into the construction of the Arizona. This was done through the Secretary's plan to obtain greater competition in bidding from manufacturing concerns.

Work will soon begin on the new super-dreadnaught California, which was authorized in the naval appropriation bill of 1914. This vessel also will be built at a government yard and much progress has already been made in obtaining material. The California will be different from all other battleships of the American navy, in that

she will be propelled by electricity. The contract for the propelling machinery already has been awarded.

## SHELTON WILL CELEBRATE 4TH

### Rigging Contest to Be Star Feature of Program, With Prizes Offered Totalling \$108

SHELTON, Wash., June 19.—Many old residents of Mason county recall with pleasure the old-time celebrations of the Fourth held in the past, and will plan to run over this year and bring their families. The roads are fine.

Monday, July 5, will be devoted to auto parade, exercises, free barbecue, ball game, small sports and ball. The big day will be Tuesday, with Indian horse races for \$200 in prizes, and a "rigging contest" with \$108 at stake. This latter is a new feature never before made a public exhibition, to show the skill with which experienced loggers handle the heavy cables and blocks in yarding logs out of the woods. A crew in one of the Simpson camps claims the record for the number of logs handled in a single day and stands ready to contest against any yarding crew in the state. Crews in several of the Harbor camps, which are also heavy log producers, are considering contesting for the honor which Mason county now claims.

Following are the rules suggested for the contest:

"Set 2,000 feet of five-eighths inch haul-back ready for yarding logs; also make 12-foot splice in 1 1/2 inch steel cable. Winner to do the best work in the least time. First prize, \$72; second, \$36. All tools furnished. Crew limited to six men, all of whom must be members of a regular yarding crew. Substitution of two men may be made with consent of committee. Entries must be filed by July 1, through foreman or company employing crew."

Further information can be secured by writing the committee at Shelton.

## MASONS CELEBRATE

The 25th anniversary of the institution of Hoquiam lodge No. 64, of Masons, was celebrated Tuesday night. Masons to the number of more than 250 were present from Aberdeen, Montesano, Elma and Oakville.

## BRIDGE IN USE AGAIN

Hoquiam's eighth street drawbridge, in disuse for several weeks while repairs were made, was put into service again Tuesday, and the ferry discontinued.

## RECORD FOR CHEESE OUTPUT

Seventeen hundred pounds of cheese were turned out last Monday by the Satsop cheese factory from 15,000 pounds of milk. This is believed to be a record day's output.

## ANGRY BULL GORES BOY

The young son of Mrs. William McLane of Garrard Creek, was gored the other day by an angry bull, sustaining a broken leg and terrible bruises.

## DRAKE THOUGHT HIMSELF KING

### Great Navigator Believed Indians' Crowning Made Him Ruler of California

Hidden in the diary of Francis Fletcher, a sailor parson who acted as chaplain for the freebooters of Sir Francis Drake, is the story of the first hoax ever engineered by Californians.

The joke was on Sir Francis. On his last day he believed the Indians of California had crowned him their king—king of California. As a matter of fact, all they did was to give him a feather war bonnet and perform some native rites before him, hoping thereby to get their hands in his gift box again.

It happened in June, 1559. Drake was looking for the mythical north west passage after a successful year of looting and plundering in the Spanish colonies. His ship, the Golden Hind, sprang a leak, and Drake put into a little bay, just north of the present San Francisco, for repairs.

An Indian paddled out to the ship in a canoe. He scattered feathers on the water and went through a lot of pan tomime. Drake feared to land until he found out the intent of the natives. The one Indian went back to shore. Then, to quote from Chaplain Fletcher: "He shortly came ashore the second time in like manner and so the third time, when he brought with him, as a present from the rest, a bunch of feathers, much like the feathers of a black crow, very neatly and artificially gathered upon a string and drawn to aether in a round bundle, being verie cleane and finely cut. With this also he brought a little basket made of rushes and filled with an herbe which they called tobah, both being tyde to a short rodde he came into our boat."

Drake tried to give presents in return, but the Indians paid away quickly. A man walks through the halls wringing his hands. Buffalo News.

While the crew prepared the Golden Hind for sea Drake visited with the Indians. A tale, apocryphal perhaps, says he took an Indian chief's daughter to wife. At any rate, he got on famously with the savages, aided no doubt, by generous gifts.

As the time neared for his departure and gifts grew fewer, the Indians announced that they intended to give a festival for Drake and his party. Drake came in full armor, and the Indians danced and played games for his benefit.

At the close of the ceremonies the Indians signaled that Drake was to be honored in some way. First an Indian approached bearing what Fletcher calls "a scepter." Drake accepted this kindly accoutrement. Then a chain was placed around his neck, and amid great shouting a "crown of feathers" was placed on his head.

Drake saw no other meaning of the ceremony than that he had been chosen king. What they really did was give him a pipe, a belt of wampum and a

## FIGHTING FIRES ON BOARD SHIP

### In every ship carrying passengers the law requires that there shall be posted in a conspicuous place what is known as a station bill, giving the post of duty for every man in the deck, engineer and steward's departments in case of fire or abandoning ship. The law further requires that there shall be drills once each week at least and that during the stay of a ship in port these drills must be performed in the presence of a United States inspector of steamships. This is done to insure orderly and prompt action against any danger that may threaten. During these drills the pumps are tried out, and all the apparatus must work to the satisfaction of the inspector or the ship will not be permitted to sail until repairs have been made and everything works as it should.

Some ships are provided with tubes let into the deck and extending into the holds containing thermometers, which are examined every four hours. Any suspicious increase in temperature brings about immediate and thorough investigation. In this way the presence of fire can be discovered before it gains serious headway.

There is a rapid ringing of the ship's bell for about a minute. Instantly there is a change throughout the ship. Where but a moment before things were going on in the manner prescribed by the daily routine now all is activity. Men get to their fire stations with the alacrity induced by danger.

Sailors under the direction of the officers get out hose lines and appear with axes and lanterns. One group is ripping the battens off the main hatch, where the fire has been detected. They drag the canvas away and open the large hatch (a small opening in the hatch cover), and immediately there pours out a column of dense black smoke.

Two or three men make an attempt to go down, but after two or three trials they are obliged to give it up. The captain gives the order to flood the hold and turn on the steam lines. Hose is pushed into the opening, which by now resembles a crater, for the air admitted by taking the cover off has fed the flames, and smoke and flame roll out in alarming quantities.

Suddenly the hose fills out and the switch of water under high pressure is heard. At almost the same time far below in the smoke filled hold the hissing and roaring of liberated steam reach the anxious ears on deck. The pipes connecting with the boilers have been put into use, and the fire is already beginning to feel the choke of the steam as it keeps the air away and settles over everything in a dense, damp cloud. While some pumps are throwing tons of water into the hold others are hard at work taking that same water out, for any great amount of water sloshing about would endanger the stability of the vessel.

Up in his cramped quarters Sparks is working with all his skill to pick up some station ashore and flash the wireless call for help. The spark crackles and crashes, then stops. Sparks snaps shut a switch, and then with deft fingers makes an adjustment here and there listens in for the faint buzz that announces that his call has been heard. There comes just a series of faint buzzes, like the noise of a fly on a drowsy summer afternoon. At once the operator is galvanised into action. Again the spark crackles out the ship's position and need. Soon ships alter

their courses and with all possible speed make for the threatened ship, to stand by in case of need.

Perhaps the crew are able to master the blaze. And, again—and this is a danger that always stares them in the face—perhaps they can't. What happens then is not always pleasant to think about. You will doubtless recall the burning of the Uranium liner Volturno and the lives that were lost then while other ships stood by helpless. That is what is likely to happen when the blaze gets beyond control. And this is only one of the dangers that every seagoing ship must face.

When a sailing vessel takes fire it is a case of man the hand pumps unless the ship should be a modern one and carry a donkey engine and a steam pump. Those of wooden construction offer very little resistance to the fire once it gets headway, and it is generally a case of all off when a windjammer is discovered to be afire.—New York Sun.

When California Was Unknown. In an old geography printed in 1815 appears the following: "California is a wild and almost unknown land. Throughout the year it is covered with dense fogs, as damp as unhealthful. In the interior are volcanoes and vast plains of shifting snows, which some times shoot columns to great heights. This would seem nearly incredible were it not for the well authenticated accounts of travelers."

Two Viewpoints. Singleton—He looks to me like a man who has loved and lost. Henpeck—He looks to me more like a man who has loved and won.—Puck.

Precepts are like seeds; they are little things which do much good.—Seneca

## THE SPIRIT OF 1776

But the day is past. The second day of July, 1776, will be a memorable epoch in the history of America. I am apt to believe that it will be celebrated by succeeding generations as the great anniversary festival. It ought to be commemorated, as the day of deliverance, by solemn acts of devotion to God Almighty. It ought to be solemnized with pomp, shows, games, sports, guns, bells, bonfires and illuminations, from one end of the continent to the other, from this time forward forever.

You may think me transported with enthusiasm, but I am not. I am as well aware of the toll and cost and treasure that it will cost us to maintain this Declaration and support and defend these states. Yet through all the gloom I can see the rays of light and glory; I can see that the end is more than worth all the means and that posterity will triumph, although you and I may die, which I hope we shall not.—John Adams, From Letter to His Wife Dated Philadelphia, July 2, 1776

## BASEBALL FULL OF FREAK PLAYS

Freak plays make baseball humorous if not interesting. Some of these plays are said to be the result of quick thinking, but as a matter of fact most of them are simply luck. Says Arthur Macdonald in the Physical Education Review. Curious things happen. A ball fell into a tin can, and it being impossible to get it out in time, can and all were thrown to the basemen.

Another ball hit the end of a nail driven through the opposite side of a fence and could not be got down until all the runners scored.

A swift hit glanced off the pitcher's hand, is snapped up by an infielder and thrown to first, putting the man out.

Redhot liners or grounders sometimes hit the first or third base bag and glance away for singles or even two baggers.

The shortest two bagger known was when the ball grazed the bat, shot up a few feet and fell in front of the plate. As the catcher reached for the whirling ball it glanced from his glove and bounded back to the stand, and the batter made second easily.

A center fielder saw a mit in the way of the shortstop and walked about sixty feet in to move it out of the way, when he heard the crack of the bat and saw a hot ball coming straight at him.

He could do nothing but try to catch it and did, to his surprise. But he was given credit by the crowd for being a great student of batters.

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