

# OFFICIAL NOTICE OF THE OREGON'S GREAT RECORD

## Letter of Thanks and Congratulation From Secretary Long to the Scotts.

WASHINGTON, July 30.—The Navy Department has taken official notice of the splendid achievements of the battleship Oregon. The ship's unequalled record of sustained speed on the long voyage from San Francisco to Santiago and the unsurpassed fighting qualities displayed in the successful encounter with Cervera's fleet have elicited a letter from Secretary of the Navy Long to the Union Iron Works of San Francisco.

The Secretary's letter was written shortly after the official notice of the destruction of Admiral Cervera's fleet were filed. The document mentions the long cruise of the Oregon from Puget Sound on the Pacific to Key West on the Atlantic, and dwells with special emphasis on the fact that no repairs were needed at the finish of the unexampled run.

Not only does the letter compliment the builders for the remarkable and long sustained speed displayed on the voyage of 14,000 miles, but especial recognition is given the splendid abilities of the ship as shown in the swift pursuit and successful engagement of the formidable cruisers of the Spanish navy that were seeking to escape from Santiago.

The letter states that the department for the first time writes to a shipbuilding establishment commending the work of construction, but considers that the notable results accomplished by the Oregon justify the special acknowledgment on the part of the Navy Department of the United States.

### THE OREGON'S SUCCESS WAS NEVER PARALLELED

Product of This Coast Proved Himself the Greatest Battle-Ship Afloat.

The remarkable success of the Oregon is probably unparalleled in any navy, and her performances have convinced foreign naval powers that this country has passed through the experimental stage of navy building and has furnished substantial proof of being able

the Oregon, 9738 for the Indiana and 10,403 for the Massachusetts.

In the building of these three ships there was a contest of brains and mechanical skill between an old-established firm with the experience gained through the building of upward of two hundred vessels and the practically untried capacity of another firm which had hitherto built chiefly mining machinery and only half a dozen vessels, three of which were for the navy. In this contest there is one man to whose wondrous mechanical skill—a skill approaching genius—the success of the Oregon is largely due. This is George W. Dickie, manager of the Union Iron Works. He gave to the construction and equipment of the ship through many months the best of his thought and labor, and when she left the dock on her trial trip she was as perfectly fitted a machine as ever floated. Among other improvements made by Mr. Dickie was the change in propellers by which the ship was reduced to 14.33 per cent, against 22.64 in the Massachusetts and 24.85 per cent in the Indiana.

W. R. Eckart, consulting engineer, a former engineer in the navy, of high scientific attainments and rare practical ability, contributed his share toward the final success.

Robert Forsyth, an eminently practical man with vast experience in getting the most work out of the engines and boilers in a ship, also did good work on the Oregon. He worked the engines up to their full capacity with due regard to the fact that everything was new and untried, and the subsequent career of the ship shows that he was within the margin of safety.

The performance at her trial demonstrated her superiority in speed over her competitors, and the run of about 14,000 miles without stopping to overhaul any part of the complicated and delicate machinery is as fine a testimonial to the honest work of San Francisco mechanics as could be desired and any one of them in the future may well be proud that he was one of the builders of the Oregon.

The good ship left San Francisco March 19 for the East, with her bunkers full, drawing about 26 feet of water. She averaged 10.96 knots on her run of 412 knots to Callao, thence 2550 knots at 11.9 knots an hour, and from Sandy Point made a spurt of 14.6 knots an hour during nine consecutive hours



GEORGE W. DICKIE,

Manager of the Union Iron Works, to Whose Wonderful Mechanical Skill the Success of the Battleship Oregon Is Largely Due.

be published in the forthcoming number of that periodical.

George W. Dickie was born at Ard-roth, Scotland, sixty years ago. He first trained in his father's shipyard at Ard-roth, and afterward moved to Dundee. After this he served an apprenticeship with a North British railroad, and was then trained in construction of textile machinery and hydraulic machines and apparatus, and then became qualified for the multifarious duties which he has been called upon to discharge in San Francisco. He is a personal friend and is closely connected in a political sense with Commodore George W. Melville, Chief of the Bureau of Steam Engineering of the United States Navy. They have extended reciprocal aid to each other. His present position as a ship-builder is as well established in other countries as at home.

The use and progress of deep water shipbuilding on the Pacific Coast has been due in a great measure to the personal acts of Mr. Dickie, who holds the position of chief engineer of the Union Iron Works. Shipbuilding may be said to be congenial in the Dickie family, who for more than 200 years have all been shipbuilders. When he came to the coast, more than twenty years ago, he came with the object of establishing shipbuilding here. At that time iron shipbuilding had not been commenced in the United States, but the change from wood to metal was evident and people hesitated to engage in an industry which had apparently so little permanence as wooden shipbuilding.

Mr. Dickie became chief constructing engineer for the Risdon Iron Works after first building the San Francisco Gas Works, and a little later on for the famous Comstock lode at Virginia City engineering works of a novel character. In the meantime he had induced his brothers to follow him to this coast—James Dickie, now shipbuilder for the Union Iron Works, and John Dickie, who occupies the same position in the Fulton Iron Works. They established the firm of Dickie Bros., which, however, did not include the personal services of George Dickie.

About 1884 he prepared elaborate

and complete drawings for what is called composite vessels, with the intention of establishing a line between San Francisco and New York via the Straits of Magellan, which enterprise failed owing to the non-investment of capital.

In 1885 he attempted an organization in San Francisco composed of a number of our most prominent citizens to absorb the business of Dickie Bros., and to found a manufacturing firm of the United States Navy. About the same time the Union Iron Works conceived a similar scheme which, under the direction of Irving M. Scott, took form in the acquirement of land at the Potrero, and the removal of the works to that place. As there was not room for the two kindred enterprises, Mr. Dickie was induced to become a member of the Union Iron Works, representing the shipbuilding branch of their industry as chief engineer. The building of Government vessels by the Union Iron Works was commenced after a visit of Irving M. Scott to the Navy Department and other executive branches of the Government at Washington.

The history of subsequent contracts for the Government has culminated in the construction of the battleship Oregon, the first being the Charleston. The Oregon speaks for itself, for Mr. Dickie and for the Union Iron Works, and is perhaps the best vessel of its class in the world. The immense labor of drawing plans and making computations devolved entirely upon Mr. Dickie, who, in one case, was in his office almost all the time for six months.

One thing in connection with Mr. Dickie's recent visit to Japan is not generally known. He went there after Mr. Scott had returned to find that England had sent the war vessel Edgar there for the same purpose, namely, to secure contracts for building Japanese warships. He went on board the Edgar, introduced himself to the captain, and told his purpose. The English officer acted manfully and introduced him to the Japanese naval officials.

In company with Lord and Lady Spencer and a number of other distinguished guests he was taken on an excursion in the Edgar around the Sea of

Japan. The fair treatment accorded by the Britishers gave this country an equal show in competition, and Mr. Dickie received contracts for two Japanese war vessels. This incident is very pleasing taken in connection with the friendly relations now existing between England and America.

While a good writer and conversationalist, Mr. Dickie is withal so mod-

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est of character and reticent of speech that Mr. Richards had to secure the facts of his biography from friends.

### CHINESE WARSHIP SUNK DURING A STORM

One Hundred and Forty-Six Persons Reported Drowned at Port Arthur.

BERLIN, July 30.—A morning paper of this city says that the Chinese warship Jutshi has been sunk at Port Arthur during a storm and that 146 persons were drowned. No such Chinese warship is listed and it is possible that an error has been made in the transmission of the name by cable.

### WILL BE ABANDONED AS A PERMANENT CAMP

WASHINGTON, July 30.—By direction of the Secretary of War orders have been

issued that Miami, Fla., shall be abandoned as one of the permanent camps of the United States forces, and directing that the troops now there shall be transferred immediately to Jacksonville. On account of the necessarily inadequate facilities for the proper sanitation of the camp it was deemed desirable to move the troops to some other point. There are now at Miami about 7500 volunteers—the division comprising the First and Second Texas, the First and Second Alabama and the First and Second Louisiana.

The illness among the men at Miami is malaria and typhoid fever. Every attention is being given those who are confined in the hospital, and they are getting along as well as reasonably could be expected.

#### Travels of Two Princes.

BERLIN, July 30.—Prince Henry of Prussia arrived at Fusan, Korea, on July 28. His vessel, the Deutschland, will sail from there on August 5.  
NEW YORK, July 30.—Prince Victor Emmanuel of Italy, who is traveling as the Count of Turin, arrived here to-day from Newport.



J. O'B. GUNN, SECRETARY UNION IRON WORKS.

to turn out warships equal to the best and superior to the majority of foreign ships. The Oregon's record reflects credit to the nation; the Pacific Coast is justly proud of its product; the constructors are jubilant over their success, and the builders, embracing the mechanical experts, mechanics and every man and boy whose brain work or conscientious manual labor produced this magnificent ship, are, also, proud of their work.

The three battleships—the Indiana, Massachusetts and Oregon—were authorized to be built by act of Congress on June 30, 1890. While the bill was before Congress the Navy Department was preparing the plans for the ships; the designers of the hull being Assistant-Naval Constructors Lewis Nixon and David W. Taylor, while the machinery plans were made in the Bureau of Steam Engineering under Engineer-in-Chief George W. Melville.

On the day following the passage of the act the plans were ready and bids invited, and November 18-19 following the contracts for their construction were signed. The Crumps built the Indiana and Massachusetts and the Union Iron Works got the Oregon. Owing to delay in supplying the armor and ordnance the completion of the ships was greatly protracted, the Oregon naturally suffering the most because of the 3000 miles' distance from the base of supplies. The ships were identical as to lines of hull, machinery and general arrangement and their contract speed was fifteen knots. The builders had the privilege of making changes in the details of the motive power of the ships which would result in attaining a higher speed and greater efficiency subject to the approval of the Navy Department, and, also subject to the limitations of weight. That the experts at the Union Iron Works exercised this right of making changes with good effect is proved by the fact that the Oregon made 16.79 knots during her trial of four hours under forced draught, while the Indiana and Massachusetts, built by Crump, made 16.48 and 16.21 knots respectively. The horsepower of the three ships was 11,111 for

without resorting to forced draught. Arriving at Jupiter Inlet, Florida, May 23, she had accomplished the long voyage at the average rate of 11½ knots an hour, and what is still more remarkable, no part of the ship was in need of repairs. On the contrary, Captain Clark at once joined our fleet at Santiago, where, on July 3, the ship rendered such signal service in the destruction of Cervera's fleet. The story of the events of that day are too recent to need recital, and stories of the work of the Oregon are daily coming in, but there is one lesson to be deduced from the results of the battle off Santiago which should not be ignored, and it is this:

When Cervera's fleet ran out the Brooklyn, rated at 21.91 knots, was nearest to the enemy, and the Oregon further away. In the chase of the flying enemy the Oregon, rated at 16.79 knots speed, gained on both the Brooklyn and upon the Cristobal Colon, credited with 20 knot speed. This would indicate that while the Oregon was doing her level best the Brooklyn was either unprepared for the dash or unable because of foulness of bottom to make the same speed as the Oregon, and finally that the Spanish ship was overrated as to speed. Foreign navies abound in ships with phenomenal speeds on paper, and it would seem that we have some also in our navy, but that trip of 14,000 miles, culminating in a dash of speed exceeding those rated several knots higher, goes to show that the Oregon has done more than her duty and that the ships turned out by the Union Iron Works are the peers of any in the world.

### HE IS A GREAT SHIP-BUILDER

Brief Sketch of the Career of George W. Dickie of the Union Iron Works.

The following biographical sketch of Mr. Dickie has just been prepared by John W. Richards, one of the contributors of Cassier's Magazine, and is to



ROBERT FORSYTH, SUPERINTENDING ENGINEER UNION IRON WORKS.

HE GOT WELL SO  
GOT CAN  
WELL YOU

Looks weak. Who says that of you? "Worried," some say. But you are well aware that those who say that you are weak know the truth. In your common sense, why do you not try to alter the state of affairs? It is ever so much better to be manly than puny. It is a great deal more satisfactory to be certain that you can do everything your manhood urges than to be afraid that you will awake ill. You have burdened your brain too much. You have spent midnight oil. Now you regret. But you are not alone. Others have been foolish.

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