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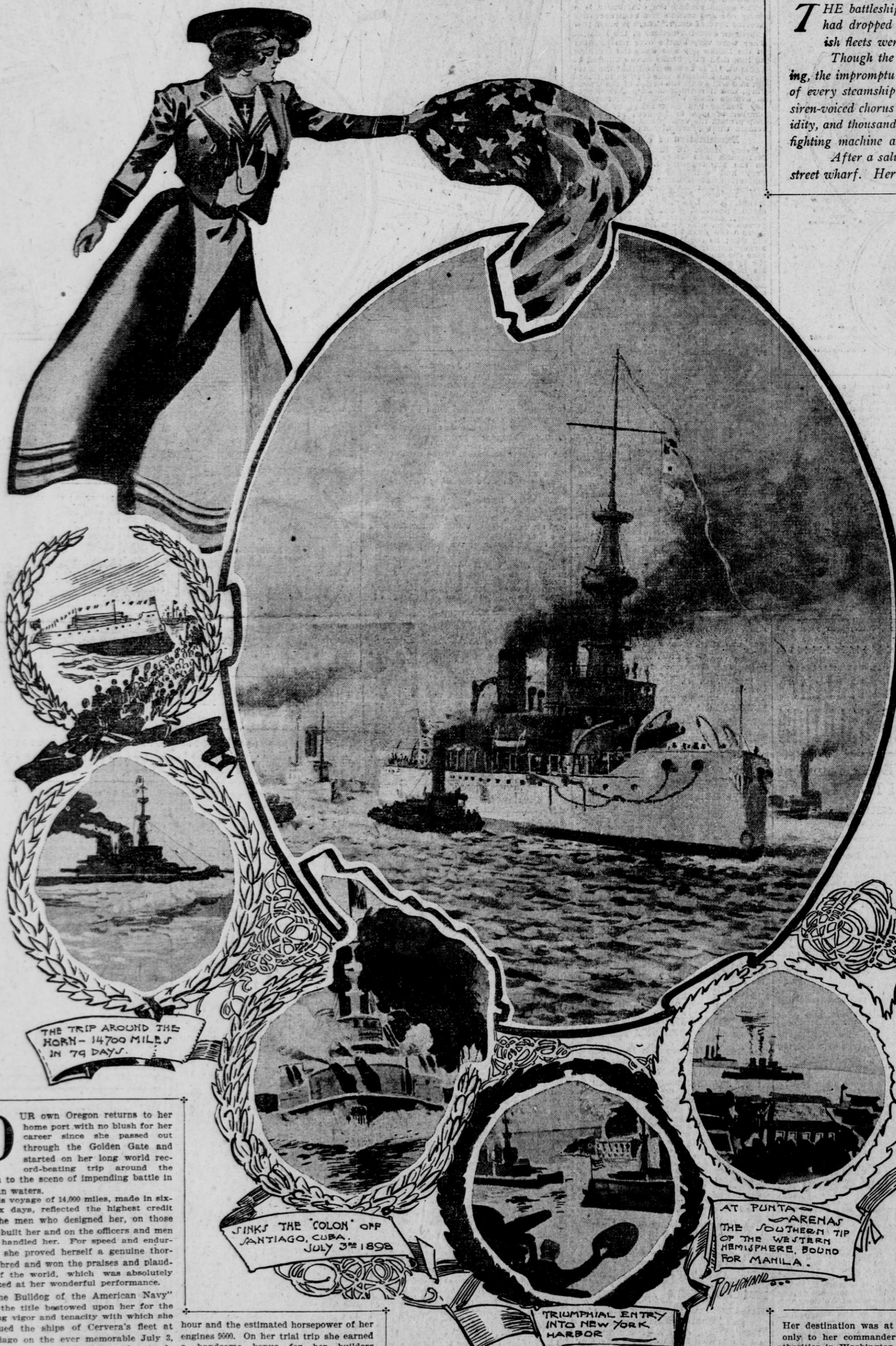
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VOLUME XC-NO. 13.

SAN FRANCISCO, THURSDAY, JUNE 13, 1901.

PRICE FIVE CENTS.

BATTLESHIP OREGON IS AT ANCHOR ONCE MORE IN HAVEN FROM WHICH SHE SAILED TO GLORIOUS CAREER



THE battleship Oregon was sighted yesterday afternoon about 3 o'clock, and at 4 o'clock she had dropped anchor in the harbor from which she sailed thirty-eight months ago, when Spanish fleets were menacing the Atlantic ports and squadrons.

Though the "bulldog of the American navy" was not expected to arrive before this morning, the impromptu reception given her was most sincere and noisy and demonstrative. The whistle of every steamship in the harbor and every factory adjacent to the water front joined in a mighty siren-voiced chorus of welcome. The news of the battleship's arrival spread with surprising rapidity, and thousands of people crowded down to the wharves to catch a glimpse of the majestic fighting machine as she plowed past on her way to anchorage.

After a salute to Rear Admiral Casey's flagship the Oregon came to anchor off the Steuart street wharf. Her officers report a pleasant homeward voyage.

THE Oregon is home again. After an absence of more than three years, into which has been crowded achievements that will insure her lasting fame and an honorable place in the history of navies, she returns to the haven from which she set forth spick and span and untried. She sailed away to face perhaps an entire Spanish fleet single handed, and San Franciscans, proud and fond of the great ship, waited with unflinching faith in her prowess. She returns, and now it is the nation that is fond and proud and happy to welcome her home to her native port.

With a consistency in keeping with the nickname of the "Bulldog of the Navy," she added another to her list of surprising feats and appeared off the Golden Gate most unexpectedly, while a committee of public officials was in meeting, eagerly planning a reception worthy of the greatest of battleships. Her arrival yesterday afternoon was a surprise, but the deep-voiced chorus of a thousand whistles bade her welcome, and many a fervent "God bless her!" arose from the multitudes who, along the water front and on hilltops, watched her stately progress into the harbor.

The news, received by telephone from the Merchants' Exchange, that the Oregon had been sighted seven miles out, took Mayor Phelan's committee completely by surprise. This was about 3 o'clock. All plans were at once dropped and Mayor Phelan and the committee proceeded to go out on the State tug Governor Markham and welcome back the battleship and her crew.

It did not take long for the news that the Oregon was "passing in" to spread, and as she passed along the front every wharf was black with a cheering crowd, while every steamship in port and every factory in the vicinity of the bay had its whistle going. When the warship was within half a mile of the battleship Iowa, Rear Admiral Casey's flagship, a salute was fired. The Oregon then made a circle around the Iowa and Philadelphia and came to anchor off Steuart-street wharf.

Her homeward bound pennant streamed twice the length of the ship astern. A magnificent silk flag, the gift of the citizens of Nagasaki, Japan, floated over the stern and a silk jack in the bow. Travel stained and looking considerably the worse for wear, she still impressed everybody with her massive appearance and the easy, noiseless manner in which she moved through the water.

OFFICERS OF THE BATTLESHIP.

But Two of the Crew That Left Here Are Now Aboard.

The following is a list of the Oregon's officers, their rate, duty aboard ship, and the date of reporting for duty:

- Captain Charles M. Thomas, commanding, April 7, 1901.
- Lieutenant Commander C. A. Adams, executive officer, April 12, 1901.
- Lieutenant Commander A. F. Dixon, chief engineer, March 30, 1901.
- Lieutenant Commander F. M. Bostwick, navigator, March 24, 1901.
- Lieutenant H. Gage, assistant engineer, May 12, 1901.
- Lieutenant John H. Gibbons, senior watch officer, April 21, 1901.
- Lieutenant Waldo Evans, second watch officer, March 29, 1901.
- Lieutenant R. H. Leigh, third watch officer, April 7, 1901.
- Lieutenant L. McNamee, fourth watch officer, April 23, 1901.
- Ensign C. L. Poor, fifth watch officer, April 21, 1901.
- Ensign Duncan M. Wood, sixth watch officer, June 21, 1900.
- Ensign M. St. C. Ellis, assistant division officer, May, 1901.
- Naval Cadet William McEntee, assistant navigator, April 29, 1901.
- Naval Cadet William B. Ferguson, assistant to executive officer, May 31, 1901.
- Surgeon P. Leach, senior medical officer, September 15, 1900.
- Passed Assistant Surgeon A. Fahrenholt, junior medical officer, April 12, 1901.
- Paymaster S. L. Heap, pay officer, April 21, 1900.
- First Lieutenant L. Feland, commanding marine guard, March 30, 1901.
- Boatswain J. E. Murphy, boatswain in charge, April 3, 1900.



HOMeward BOUND

- Acting Boatswain H. Feehan, assistant boatswain, August 4, 1900.
- Gunner S. Jacobs, gunner in charge, September 5, 1898.
- Gunner S. Chiles, assistant gunner, April 23, 1901.
- Carpenter J. P. Yates, carpenter in charge, September 21, 1898.
- Warrant Machinist J. F. Green, engine-room watch, June 23, 1900.
- Warrant Machinist C. E. Wood, engine-room watch, October 6, 1899.
- Warrant Machinist C. Hammond, engine-room watch, December 6, 1899.
- Warrant Machinist A. G. Bates, engine-room watch, December 1, 1899.
- Pay Clerk H. D. Lasello, pay clerk, April 21, 1900.

Of all the men who left here on the Oregon three years ago only two are still aboard. They are Carpenter J. P. Yates and Gunner Simon Jacobs. Boatswain Murphy, one of Hobson's heroes, who was injured at Honolulu, is rapidly improving and is now able to move about with the aid of a walking stick.

The battleship carries the crack baseball team of the fleet. While the ship was lying in Hongkong every nine in the China squadron was met and beaten. Finally one morning a signal was sent to the flagship, asking her to pick a team from the entire fleet and pit it against the Oregon's team. This was done and the Oregon boys were again victorious.

At every port touched at the Oregon was given an enthusiastic reception, but still there is not a man aboard but that is glad to be home again.

CONDUCTOR IS KILLED BY A WRECKED TRAIN

SAN RAFAEL, June 12.—Thomas Graham, an extra conductor in the employ of the North Pacific Coast Railroad, was killed at Shatters Sliding, near Point Reyes, to-day. A car of a freight train at that place jumped the track and Graham was thrown to the ground. No particulars of the accident are obtainable to-night. Graham was an old and popular employe of the company.

OUR own Oregon returns to her home port with no blush for her career since she passed out through the Golden Gate and started on her long world record-beating trip around the Horn to the scene of impending battle in Cuban waters.

This voyage of 14,000 miles, made in sixty-six days, reflected the highest credit on the men who designed her, on those who built her and on the officers and men who handled her. For speed and endurance she proved herself a genuine thoroughbred and won the praises and plaudits of the world, which was absolutely amazed at her wonderful performance.

"The Bulldog of the American Navy" was the title bestowed upon her for the daring vigor and tenacity with which she pursued the ships of Cervera's fleet at Santiago on the ever memorable July 3, 1898. For actual performance she stands first among the warships of the world.

San Francisco, whose mechanics built her, may well be proud of her; also our neighbor State to the north, in whose honor she was named.

The Oregon with the Indiana and Massachusetts was built under the act of Congress of 1890 authorizing the construction of three first class battleships. The contracts for the two last named were given to the Cramps of Philadelphia and the contract for the Oregon to the Union Iron Works of this city. Her keel was laid in 1891 and on October 28, 1893, she was put into the water. When finished she had a displacement of 11,000 tons.

The contract speed was fifteen knots per

hour and the estimated horsepower of her engines 5600. On her trial trip she earned a handsome bonus for her builders amounting to \$25,000 per quarter knot in excess of contract speed by maintaining for four hours a speed of 16.78 knots, while her engines indicated 11,111 horsepower, or 2111 above the contract requirement. Her cost was \$3,222,810.

For armament she had in her main battery which she used so effectually on Cervera's fleet four 13-inch breech-loading rifled guns, eight 5-inch B. L. R. and four 6-inch rapid-fire guns; while in her secondary battery were twenty 6-pounder R. F., the ones that sunk the Terror; two 1-pounder B. F., two Colts, one 3-inch rapid-fire field gun and two torpedo tubes.

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