

HOME-COMING OF THE PACEMAKER OREGON

How the Big "White Queen" of the Navy Triumphantly Returned With Her Great Record.

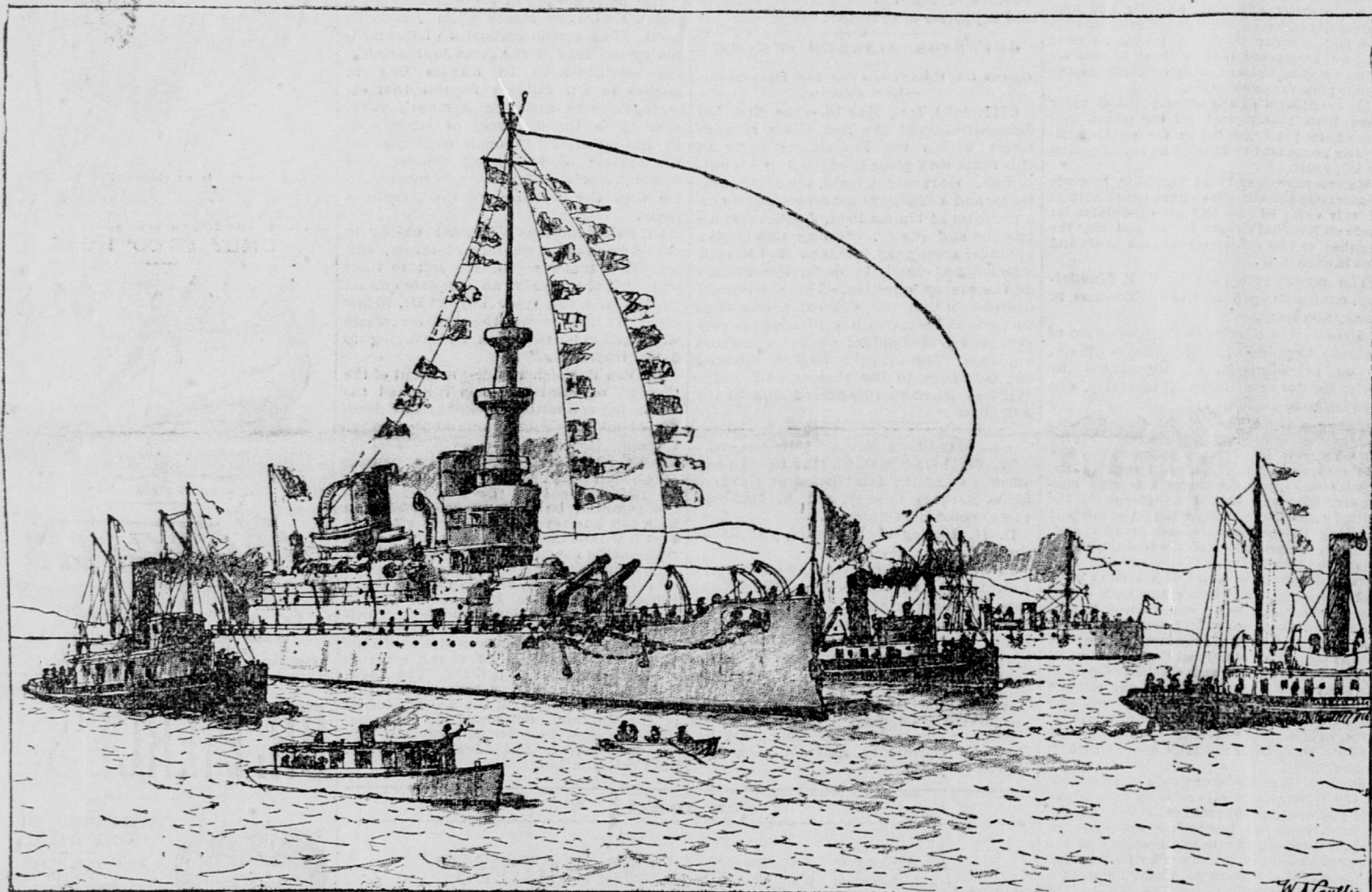
GRAND MARINE PARADE IN SAN FRANCISCO HARBOR YESTERDAY.

Greeted With Honors by the Waiting Fleet—In the Swell She Made the Ships Bowed Proudly to Her—An International Salute.

With brooms aloft the battle-ship Oregon literally swept into port yesterday morning the queen of her class. Very triumphant was her home-coming, this noble creation of steel and steam.

join in the reception tendered her big Pacific Coast sister. When the battle-ship steamed by the Comanche that decrepit craft seemed to draw up together and sink a little lower.

of having the product of his skill subjected to the most exacting tests required by the regulations of the United States Navy. He was tired, but he was happy and a smile of quiet satisfaction lighted up his face as he talked of the latest achievement of the Union Iron Works and of California.



The Oregon, Now the "White Queen" of Battle-Ships, Returning from the Trial With Her Peerless Record and Her Long "Homeward Bound" Pennant Flying. She Is .61 of a Knot Faster Than the Massachusetts and 1.15 Knots Ahead of the Indiana.

Her average speed of 16.79 knots beats the Massachusetts' 16.15, beats the Indiana's 15.61. When the peerless Oregon was laid on paper she was told to go fifteen knots an hour.

has 5 inches of armor belt and 10 inches on her turret, while the Oregon has 18 inches armor belt and 17 on the turrets. The Comanche has a 350-horsepower engine and the Oregon 9500. The Comanche could once go six knots, while the new battle-ship adds ten to that record.

Yesterday morning the Oregon weighed anchor at Santa Cruz, where she had taken a night's cool-off after she had set the pace for the battle-ships of the world. It was plowing across the ocean and a heavy swell was on, but when the "big one" got herself in motion she simply went through the billows. Nothing in the way of water can stop the Oregon, for what can withstand about 10,000 tons of metal driven by a force estimated at over 10,000 registered horsepower?

The Oregon carries four 13-inch, eight 8-inch, four 6-inch and a secondary battery, and the Comanche carries two batteries. Should the Oregon's steam launch ever take a notion to ram the Comanche, it will indeed be "ring out the old, ring in the new."

She slowed down to a few knots speed, and, with her tug escort, came up the bay. There never was such an imposing water scene. The battle-ship moved slowly among the shipping lying at anchor and the vessels screaming their steam-whistle welcomes around her.

Off the Union Iron Works the Oregon got her "home" reception, and the volume and spirit of it was truly royal. Every whistle shrieked to split its metal throat and every workman dropped his tools to cheer for the great, beautiful, perfect thing he had helped to create.

THE BUILDER RESTS.

Irving M. Scott Returns Home, Proud of the Completed Battle-Ship and His Mechanics.

Irving M. Scott is justly proud of the battle-ship Oregon, not only because of her splendid record-breaking performance on her trial trip, but for the remarkable steadiness she maintained during a storm and heavy sea encountered for twenty-four successive hours on her trip up the coast after leaving the Santa Barbara Channel, where the official speed test was made.

The builder of naval prize-winners was tired when seen last night at his home on Rincon Hill, weary from the long nervous tension incident to the whole experience

of the product of his skill subjected to the most exacting tests required by the regulations of the United States Navy. He was tired, but he was happy and a smile of quiet satisfaction lighted up his face as he talked of the latest achievement of the Union Iron Works and of California.

The storm had evidently made a most vivid impression upon his mind. At any rate it was the first feature of the Oregon's home cruise that he mentioned.

"It began blowing," said he, "at 3 o'clock Thursday afternoon when we left Santa Barbara, and when we rounded Concepcion we encountered a gale and a heavy sea.

"It had taken us from 3 o'clock until half-past 7 to go over the same course that we covered in two hours in the morning. We had to slow down to six knots, for the sea was so heavy that solid masses of green water broke completely over the turrets and reached a height of forty feet above the water line.

"Iron hatches that were not bolted down were torn loose and one was washed overboard. But with all the force of the storm and the continual breaking of mighty seas she was so steady that at any time her guns could have been effectively operated. Of course she pitched in riding the enormous swells, but she never rolled at all.

"The storm was still raging when we turned into Monterey Bay at 4:30 p. m. yesterday to get out of it.

"We left Santa Cruz at 7:30 this morning and we came in through the heads at 12:20 this afternoon. On the way up this forenoon we completed what was left of the maneuvering tests required and they were all most satisfactorily performed.

"The other tests were made at Santa Barbara soon after the trial of speed for that was over by 12 o'clock Thursday.

"Then for a couple of hours, while we cooled down the machinery and let off steam, we made such maneuvers as we could before we anchored at Santa Barbara and gave the press representatives the official results of the speed test. The maneuvers consisted in stopping and in reversing the engines while at full speed, steering with one wheel working and then the other with the other.

"On the trial trip there was a good deal of swell when we started, but we had already waited three days for it to subside and also for the stake boats to be anchored in position along the course. When we got along pretty well west, along toward

Point Conception, we met heavy seas that came up over our turrets. Going back we had the wind with us but the tide was hard against us.

"The tests generally were in all respects practically the same as those imposed upon the cruisers and smaller naval vessels. But the Oregon, you know, is the third of the big battle-ships to be built in the United States, and the first to be built on the coast. As she is the finest of her class, so she is the greatest ship that the Union Iron Works has ever built.

"No, her speed is not due to any peculiar formation. She is built on the same lines as the other battle-ships, the standard design required by the Government, and she has the same water-line as the others. Her great speed is due to superior workmanship in her construction, and the credit belongs to the mechanics of San Francisco.

"California can surpass anything in the rest of the world if the people will only stand together and quit discouraging what they have.

"At Santa Barbara Mayor Whitney and Admiral Harmony came aboard on a visit, and at Santa Cruz the Mayor and the District Attorney were among the prominent visitors. Everywhere there seemed to be the greatest interest and pride in the ship."

SAWED OFF THE HINGES.

Prisoners Opened a Door and Escaped From the Jail at Newport.

Jackson and Walling Did Not Venture, Because of Being Afraid of Lynching.

CINCINNATI, OHIO, May 16.—The prisoners in the Newport, Ky., jail, sawed the hinges off the rear door at 8 o'clock to-night, and all escaped except Jackson and Walling, the alleged murderers of Pearl Bryan, who refused to leave, thinking it a plan to lynch them.

A crowd of several hundred people surrounded the jail when the news of the escape spread and a heavy patrol of police were hurried to the scene.

As soon as the mob learned that the alleged Pearl Bryan murderers were still within the walls they became pacified and were soon gotten under control. Both Jackson and Walling had every opportunity to leave with the others and when found were in the jail corridor in a high state of excitement.

At midnight none of the escaped prisoners had been captured, though posses are scouring the country in every direction.

A HEAVY SENTENCE.

Omaha's Ex-City Treasurer Will End His Days in Prison.

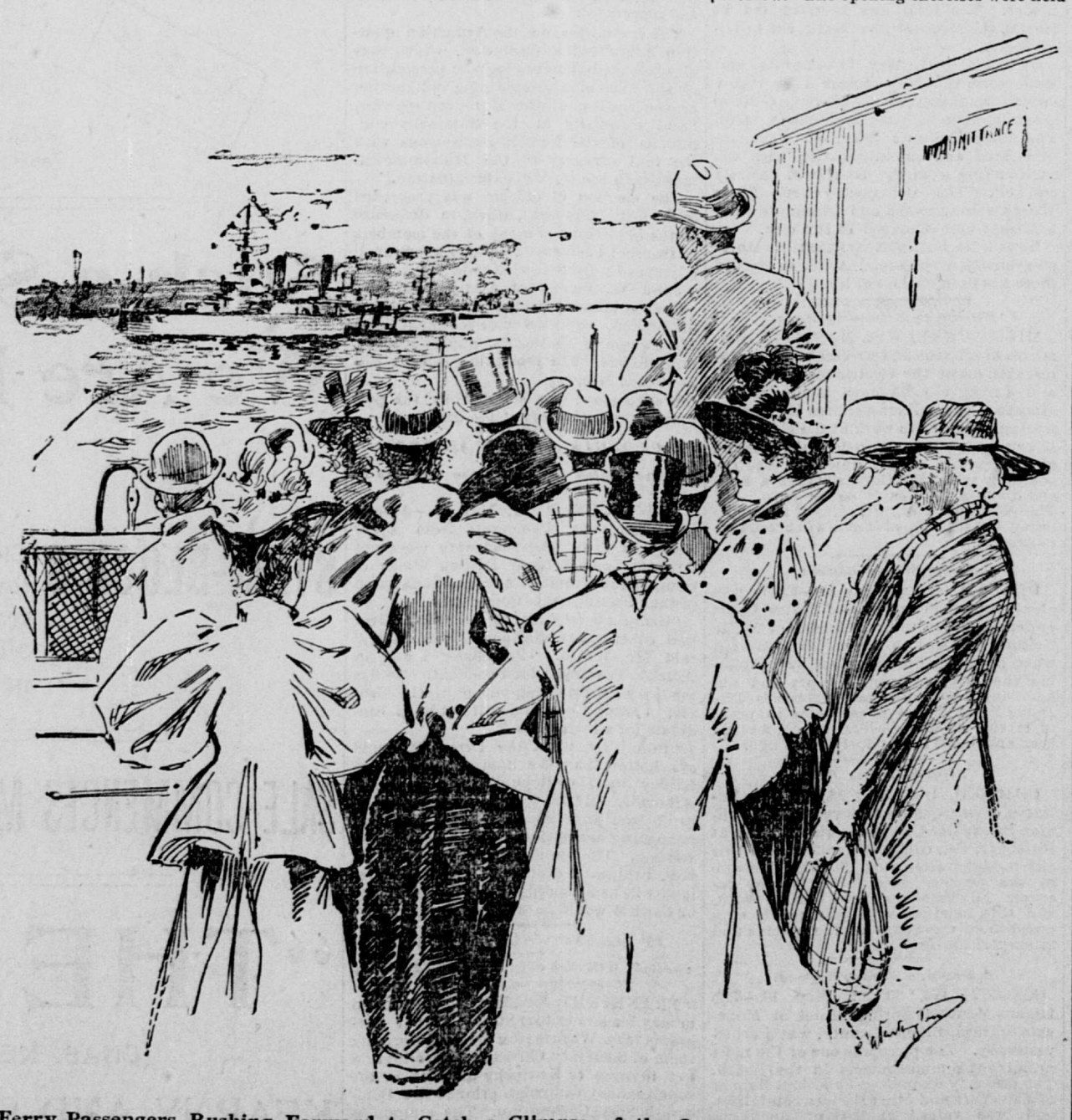
OMAHA, NEBR., May 16.—Henry Bolln, ex-City Treasurer, was this morning sentenced by Judge Baker of the Criminal Court to serve a term of nineteen years at hard labor in the State Penitentiary, and in addition to pay a fine of \$211,000. Bolln was for nearly four years City Treasurer. His pecuniary commensated a few months after his election. His shortage was discovered last November. He was convicted on his second trial last week, the jury having disagreed on the first trial. Bolln is 55 years of age, and nineteen years practically amounts to a life sentence in his case.

Killed With a Hatchet.

SOUTH OMAHA, NEBR., May 17.—Harry Oswald, a prominent young man, was found dead at 1:30 this morning in the rear of Pivonka's Hall. An ugly gash in his head indicated that he had met his death from a blow of a hatchet or some other sharp instrument. Oswald was in a saloon near by during the fore part of the evening and is said to have had some trouble there. No arrests have been made.

Dunkard Brethren Meet.

OTTAWA, KANS., May 16.—A National convention of the Dunkard Brethren opened in Forest Park to-day. Delegates from every country where the church has an organization are expected to arrive tomorrow. The opening exercises were held



Ferry Passengers Rushing Forward to Catch a Glimpse of the Oregon as She Steamed Up the Bay.

TO BATTLE FOR REPUBLICAN PRINCIPLES.

Chairman Arthur Names the State Executive Committee.

HIS CHOICE IS WHOLLY UNBIASED.

Selects Leaders Who Cannot Be Manipulated by Faction or Clique.

TEN SAN FRANCISCANS ARE ON THE LIST.

An Early Meeting of the Body to Be Held for the Purpose of Organization.

PASADENA, CAL., May 16.—Chairman Arthur of the recent Republican State Convention to-day issued the following announcement of the executive committee of the Republican State Central Committee, which he was directed to appoint by the convention:

In accordance with the instructions of the Republican State Convention, held at Sacramento on the 5th and 6th days of May, 1896, I hereby appoint the following as the members of the executive committee of the State Central Committee, to-wit:

- LEON SLOSS of San Francisco. JOHN D. SPECKELS of San Francisco. W. W. SHANNON of San Francisco. CORNELIUS O'CONNOR of San Francisco. M. R. HIGGINS of San Francisco. A. RUEF of San Francisco. HARRY N. GRAY of San Francisco. W. A. S. NICHOLSON of San Francisco. PARIS KILBURN of San Francisco. E. F. PRESTON of San Mateo. FRANK McLAUGHLIN of Oroville. A. B. LEMMON of Santa Rosa. JAMES W. REA of San Jose. E. K. TAYLOR of Alameda. M. H. WEIGHT of Pasadena. FRANK A. MILLER of Riverside. IRVING B. DUDLEY of San Diego. FRANK P. FLINT of Los Angeles. H. Z. OSBORNE of Los Angeles. W. F. PARKER of Los Angeles. W. F. GEORGE of Sacramento.

MEDFORD COLLEGE BURNED.

Five Started by the Overturning of a Lamp in a Student's Room.

MEDFORD, OR., May 16.—The Medford Business College was gutted by fire to-night. The blaze was started by the overturning of a lamp in the room of a male student while the young man was arranging the covers on his bed. The lamp exploded and he had to run for his life, leaving all of his belongings to the flames. About half of the furniture in the rooms was saved. The loss exceeds \$4000, said to be fully insured.

Fire in a Penitentiary.

PADUCAH, KY., May 16.—The shoe factory and broom factory inside the walls of the branch penitentiary at Eddyville was burned last night. Loss \$100,000 with light insurance. Four hundred convicts will be idle until the shops are rebuilt. The fire was started by convicts.

Flames Sweep a Village.

CORNING, N. Y., May 16.—At 4 o'clock this morning the village of Painted Post, near this city, was visited by a disastrous fire, entailing a loss of about \$150,000. Less than a year ago the village voted against a water-works system.

Flooded by a Cloudburst.

VERMILION, S. DAK., May 16.—Much damage was done by a cloudburst here this morning. Low lands were flooded and several houses were washed from their foundations. Reports are received of heavy losses in the adjacent country.

NO TIME THIS SESSION.

Senators Will Not Wait to Discuss the Pacific Roads Funding Bill.

White Will Get That the Patterson Report Gets Into the Record.

WASHINGTON, D. C., May 16.—Speculation is now rife as to whether there is time enough to consider the Pacific roads funding bill in the Senate at this session. Senator White is of the opinion that there is not. He said to THE CALL correspondent to-night:

"This session will close within two or three weeks. We will see the end of it at least before June 15, when the Republican convention meets. As hot weather approaches and the date of the convention draws near there is a manifest eagerness of Senators to adjourn, and I do not believe the Senate will consent to take up the funding bill until there is time for thorough discussion. There are several Senators who will wish to be heard at considerable length."

The Senator said, significantly: "I have written to Los Angeles for a copy of the 'Patterson report.' It is a voluminous document, it is true, but it is almost out of print, and if the bill comes up in the Senate this session I shall read this report to Senators so as to get it into the record. I think it will also be listened to attentively. Perhaps I might reluctantly yield a little time to Senator Allen or Senator Morgan or some other Senator to discuss the matter."

WEDDED AT WASHINGTON.

Senator Stewart's Daughter Becomes the Bride of F. L. Payson Jr.

WASHINGTON, D. C., May 16.—Miss Mabel Stewart, daughter of the Nevada Senator, was married at 11 o'clock to-day to Francis L. Payson Jr. of New York. The ceremony took place in the Stewart castle, one of the famed residences of Washington, amid remarkably elaborate floral decorations, and in the presence of a distinguished company, including the Vice-President, members of the diplomatic corps and many national officials. After the wedding breakfast the young couple left for an extended tour. The bride's presents were numerous, and were principally diamonds and silver.

Baron Von Kotze's Sentence.

BERLIN, GERMANY, May 16.—Baron von Kotze, formerly court chamberlain, was today sentenced to two years' imprisonment in a fortress for the killing of Baron Schraeder, master of ceremonies of the Prussian court. The duel, which grew out of an anonymous letter scandal, which some years ago convulsed Berlin's highest society, took place near Potsdam on the morning of April 19. Baron Schraeder was fatally shot in the abdomen.

To Mitigate the Sentences.

PRETORIA, SOUTH AFRICA, May 16.—The Executive Council held a meeting yesterday and resolved to give favorable consideration to the petitions for mitigation of the sentences imposed upon the reform committee prisoners at an early date.

Suicide of One Reformer.

CAPE TOWN, SOUTH AFRICA, May 16.—A dispatch from Pretoria says that Mr. Gray, one of the recently sentenced members of the reform committee, became insane in jail and committed suicide.

NEW TO-DAY.

DISTRESSING IRRITATIONS OF THE SKIN Instantly Relieved by CUTICURA

LEVI STRAUSS & CO'S COPPER RIVETED OVERALLS AND SPRING BOTTOM PANTS. EVERY PAIR GUARANTEED FOR SALE EVERYWHERE.