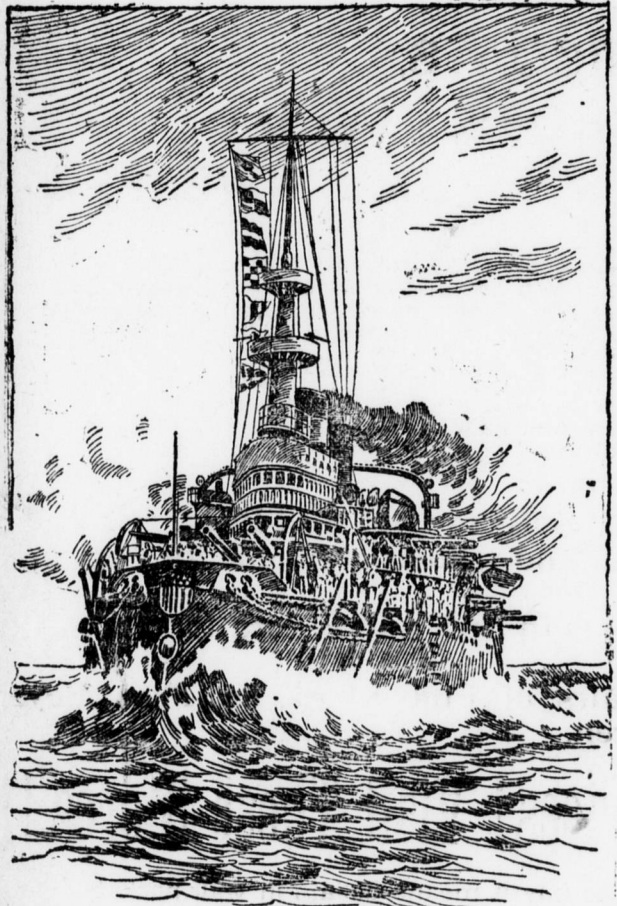


THE VOYAGE OF THE OREGON.

The World-Breaking Record of the American Battle Ship As Described by Her Gallant Commander.

14,000 MILES TO WAR.

"And Every Officer and Man Would Have Died at His Post to Insure Her Safe Arrival."



(Julius Chambers in New York World.) "What should Cervera have done?" "He should have stayed in Santiago harbor forever rather than come out the way he did," was the solemn remark of Capt. Clark lately of the battleship Oregon, recently. "The fleet was a fortress. With its guns he could have driven the United States army away from shore until such time as it could have mounted ten-inch guns to sink his ships. He was master of the situation and should have 'hung on' until every last member of his ship's crews had died of absolute starvation! Then would he have been a real hero—an eternal figure in history!" "Think of the chances in his favor! Yellow fever might have come and decimated the American ranks. A gale might have broken loose on the Caribbean seas that would have scattered our ships to the four winds of heaven, after which Cervera could have sailed away without opposition and returned to his native land undefeated." The story of a great achievement, not less great because modestly told, is that of Captain Charles E. Clark, recently in command of that wonder-

ful fighting machine, the battleship Oregon. Captain Clark is a large, well built man, 5 feet 9 inches in height, and tips the scales at 200 pounds. His face lights up with a cordial smile whenever he meets anybody he knows and he is equally affable to strangers. "The Oregon's voyage doesn't seem great to me," began Captain Clark, "though it became memorable because of its opportune completion just at a time that the Oregon was needed to strengthen the North Atlantic squadron in order to impart confidence at home. That the Oregon should have sailed 14,000 miles to be present at the destruction of Admiral Cervera's fleet, and got there in time, is really interesting and curious." "I was appointed to the ship on March 17, and we sailed two days later. She had been on the dry dock at Brewerton only a short while before, and her hull was thoroughly clean. From stage to stage the coal capacity of the ship determined the length of the run. The weather, except in the straits of Magellan, was excellent. The run down the Pacific coast need not be



CAPTAIN CHARLES E. CLARK.

dwelt upon. Nine hundred tons of coal carried us to Callao. No trouble occurred with the engines, and the same may be said of the entire voyage. The incident of this run of 4,000 knots was a fire in the port coal bunker. The fire was dug out and quenched. It was a terrible ordeal for the men and a period of great anxiety to all on board. Several acts of real heroism were displayed in this hazardous fight with the flames.

"When Sandy Point was left behind we all realized the possible dangers in front of us," continued Captain Clark. "The Oregon convoyed the Marietta to Rio without incident. And in that harbor the Nietheroy lay at anchor, about to be added to the American navy. The Brazilian government was very courteous. It may have been owing to the fact that the purchase of the Nietheroy had not been completed. There was the Temerario! Detecting her presence at once, I ordered the Marietta to guard the harbor mouth and told her captain to send a boat on board the Spanish craft and serve notice upon the Temerario that if she came within one mile of the Oregon our guns, big and little, would open on her without notice.

"On reaching port I had been notified by our consul that war was on, and I could not afford to take any chances. I steamed into the harbor two miles above the usual anchorage for war vessels, giving to my ship an isolated position, so that I might be justified in regarding the approach of any strange craft as a hostile act. The utmost vigilance was employed day and night; men were kept constantly at the rapid fire guns. A searchlight and patrol boats watched the water after nightfall. The risk was too great for me to take any chances, and although the Brazilians acted all right and were even generous in not holding us to the twenty-four hour rule recognized under international law, I could not be sure of the utter absence of cranks or Spanish sympathizers.

"We sailed from Rio on May 4. I decided when we had been at sea a little while, to leave the Buffalo (formerly the Nietheroy) and Marietta to shift for themselves. They were so slow that I feared the Oregon might be late in arriving where she was most needed. I left these ships off Cape Frio, 100 miles above Rio, after signalling them 'Come to Bahia; or run ashore if attacked by overwhelming force.' I reached Bahia on the 8th, but we were told to 'Come on!' We sailed next morning, and this run of ten days to Barbadoes was the most thrilling of the entire voyage. We steamed absolutely without a light.

"Indeed, the entire trip from Sandy Point to Jupiter Inlet was a lightless voyage. In pitch-like darkness we drove ahead at our highest speed—seeing lights many times, but always avoiding the ships that bore them. We were out of court. We had no right of way without a light. Even if we met a vessel on our port we gave way.

"Night and day the men stood at the guns. Not for a single moment was vigilance relaxed. The strain on the men was terrible. For four days at a time hammocks were never strung. Watch and watch about, the men lay beside the guns sound asleep, while the men on duty stood silently above them. All the lookouts were doubled and changed with unusual frequency.

"Barbadoes was reached just before daylight, May 18, and after rushing 250 tons of coal aboard we sailed the same evening. Still the orders read, 'Come on!'

"From our consul I learned that Cervera's fleet was at Martinique, just to the north of us. This fleet had been much extolled for speed and fighting qualities. I am not a rash man. I was not looking for that fleet. The situation seemed critical. Sailing just before dark, I headed northwest, apparently into the heart of the Caribbean sea. This information, I have no doubt, was promptly communicated to Admiral Cervera. But as soon as the darkness of a moonless night had thoroughly set in, I changed the course to due south and ran below Barbadoes and thence far to the eastward before I took the Oregon to the northward. We thus passed far to sea east of Martinique, and eventually turned into the North Atlantic beyond St. Thomas. I carefully avoided the Windward channel and the shallow waters of the Bahamas."

"Why did you go to Jupiter Inlet?" was asked.

"I didn't know where the department wanted to use me," was the prompt reply. "I was in the dark as to the location of the two fleets. I knew one had been at Hampton Roads and another at Key West, and the charts told me that Jupiter Inlet was in telegraphic reach of all points on the coast. From that place, also, I had coal enough to make the run to either of the two fleets. You can easily understand that had I gone direct to Key West and the Oregon had been wanted at Hampton Roads, several days would have to be lost in coaling. Of course the fact is that we went to Key West. This was the end of what may be called a successful, though not a remarkable voyage."

"Tell me something about the endurance of the men," I asked. "Their suffering from the heat was beyond description," began Captain Clark. "Battered under the hatches for weeks at a time, every man worked with the absolute individual energy

Continued on page 3.

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THE MARKETS. BLOOMSBURG MARKETS.

Table with market prices for various goods like Butter, Eggs, Lard, Ham, Pork, Beef, etc. Columns include item name and price per unit.

STOVE NAPHTHA, the Cheapest and Best Fuel on the market. With it you can run a Vapor Stove for one-half cent per hour. Give us a call and be convinced. W. O. Holmes, Eshleman & Wolf, L. E. Wharey, W. F. Hartman, Bloomsburg, Pa.

Simple Test of Drinking Water. Here is a simple test for the presence of sewage water, says the New York Herald: All drinking water should be tested in town or country frequently, as there are other impurities besides sewage which are quite as deadly, and every cistern of water is liable to be a source of blood poisoning. Mice, rats and other pests, must have water, and many a case of typhoid is set up by such as these falling into the cistern and remaining there for months in a decomposed state. To detect this impure condition is very simple and unfeeling. Draw a tumbler of water from the tap at night, put a piece of white lump sugar into it and place it on the kitchen mantel shelf, or anywhere that the temperature will not be under 60 degrees fahrenheit. In the morning the water, if pure, will be perfectly clear; if contaminated with sewage, or other impurities, the water will be milky. This is a simple and safe test well known in chemistry.

Here and There. Much of the experience a man gets comes too late to benefit him. To the victors belong the privilege of fighting over the spoils. Down in front—a young man's first attempt at mustache culture. No man enjoys drinking in a conversation of the extra dry brand. When the acts are long drawn out its quite a distance between drinks. Some clubs cause scolding wives and some scolding wives cause clubs. The unsalaried office always has to seek the man. An old hen never fears opposition from the egg-plant. Some men never respect the things they are unable to understand. The judgment of Solomon was great but he never tried to umpire a base ball game. Man a boy who runs away to join a circus is only too glad to walk back home again. The gas meter's claim to the champion liar medal is disputed by the bicycle cyclistometer. Before marriage a man declares himself unworthy of his sweetheart's love, and after marriage he spends about two-thirds of his time in proving it. No woman is ever as young as she expects others to think she looks. The man who chews cloves is never quite free from the breath of suspicion. The less energy a man has the easier it is for him to drift into matrimony. The life of a chorus girl can't be so very wearing, judging from her apparel. It isn't pride that makes the gallery gods look down on the rest of the audience. A justice of the peace is the only peace connected with some matrimonial experiments. The only way a man can find out just what a woman really thinks of him is to make her angry. The peacemaker is all right, but he is never appreciated by the man who is getting the best of it. Ice cream may be unhealthy, but the motive of the young man who tries to prove it to his girl friends is apt to be misconstrued.

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