

**A MAGNIFICENT SHIP.**

**Steam Log of Battleship Oregon Proves Her a Wonder.**

**Official Record Made of Her Trip from Puget Sound to Jupiter Inlet, Fla., Clearly Brings Out Her Possibilities.**

The unparalleled performance of the battleship Oregon in cruising 15,000 miles to take an active part in the war against Spain, so speedily followed by her magnificent race past the American fleet in pursuit of the Cristobal Colon less than two weeks ago, now to be rewarded by the commanding-in-chief's flag in transferring the seat of hostilities to Spain itself, has scarcely been fully appreciated, though it has evoked the applause of the world, until now, when the steam log of the vessel reached Commodore Malville, to be filed in the records of the navy department, in accordance with regulations.

This official volume, with its bundle of entries relating to every minor occurrence in the engine room of the superb vessel since the first of the year, constituted the most remarkable proof of the high efficiency and peerless capabilities of a warship that ever existed. Extracts showing simply the main results of the Oregon's run from Puget sound, where the vessel was in dock at the time the Maine was blown up, to her arrival at Jupiter inlet about two months later, will permit of a more accurate statement of her wonderful endurance than has been possible up to the present time.

She left Puget sound on March 6, arriving at San Francisco on March 9, making 80 knots in 72 hours, averaging 11.43 knots an hour.

Left San Francisco on March 18, arriving at Callao, Peru, on April 4, covering 41.8 knots in 37 hours, averaging 10.96 knots an hour.

**FLOATING DRY DOCKS.**

**Government Negotiating for the Purchase of Two to Handle Cruisers.**

Civil Engineer Endicott, chief of the yards and docks bureau, has been directed by the secretary to begin negotiations for the purchase of two large floating dry docks capable of handling the larger unprotected cruisers of the navy and the small gunboat class of vessels.

There are a number of such docks which have been offered for sale, but only two so far have been found that meet the requirements of the service, and if they can be secured for reasonable terms purchases will be made and the basins shipped south to Tampa and Key West, where some of the ships now with the blockading fleet may use them for much needed attention to their bottoms.

The floating dock was never used in the navy, although one was built years ago at a cost of \$500,000, and now lies at Key West, useless and gradually going to pieces. The necessity of small docks on the gulf has been recognized by the navy for years, but the difficulty in securing desirable sites has prevented a single one being located there.

One of the new docks will have a capacity of 3,500 tons, while the other will enable it to accommodate as large as the Raleigh and Cincinnati class, and the other will accommodate ships of not over 2,000 tons. They are of steel, new and well built, and are to be sent south as soon as the purchase price is agreed upon. One of the finest floating docks in the world will fall into the hands of this government when Havana is captured. This dock was built last year and reached Havana late in the winter, just before the Maine affair. It is so large that the heaviest cruisers may be taken in with ease.

Left Callao on April 7, arriving at Tamar on April 16, a run of 1,650 knots, at the rate of 11.9 knots an hour.

Left Tamar on April 17, arriving at Sandy point the same afternoon, covering 13 knots in nine hours, an average of 14.6 knots an hour.

Left Sandy point on April 21, arriving at Rio de Janeiro on April 30, making 21.8 knots in 22½ hours, at the rate of 10.16 knots an hour.

Left Rio May 3, reaching Bahia May 5, 10 knots; time, 704 hours; rate, 10.68 knots.

Left Bahia May 10, reaching Barbadoes, 2.25 knots away, on May 17, averaging 11.54 knots for 19½ hours.

Left Barbadoes on the homestretch May 19 and reported off Jupiter inlet on the 20th, a run of 1,666 knots in 14½ hours, at an average rate of 11.27 knots an hour.

The total distance covered from Puget sound to Jupiter was 14,510.9 knots, and during this time the ship consumed 3,905.84 tons of coal. The chief engineer of the Oregon, whose ability and experience made possible the unprecedent record attained on this memorable voyage, was Robert W. Milligan, who entered at the beginning of the civil war and has risen through all grades until he assumed command of the Oregon's engineering room, two years ago.

**SAYS CERVERA IS GRATEFUL.**

**Spanish Officer of United States Visits the Admiral by Permission of the President.**

After Admiral Cervera and the crews of his ruined Spanish ships arrived in this country, says the New York World, Emilie M. Castillo, president of the Spanish Benevolent society of this city, obtained from President McKinley permission to pay a visit to the prisoners. Mr. Castillo was born in Spain, but has been a citizen of the United States since 1896. He had just returned after a day's visit at Annapolis. He received courteous treatment from Admiral McNeil and had conversations with Admiral Cervera and his officers. After explaining to reporter that the purpose of his visit was to offer such aid as the Spanish officers might need, Mr. Castillo said: "Admiral Cervera and his officers expressed great gratitude for the generous treatment of the American government. Nothing that could add to their physical comfort has been omitted."

Mr. Castillo said that the view that the Spanish fleet was outclassed prevailed among Cervera's officers while the ships lay in Santiago bay.

"There was always a shortage of coal," Mr. Castillo said. "They could not injure the American fleet because they came out of Santiago harbor in single file. Each ship was pounded as she came out."

**NEGROES GREAT FIGHTERS.**

**Health Board's Chemist at General Post Office, New York, Disinfects Currents from Siboney.**

Dr. Halsey Durand, the assistant chemist of the health board at New York, handed in a report describing the work he had done in the money-order division of the general post office, where he has disinfected \$1,500 in bills forwarded to New York from Siboney, Cuba. Chemist Durand reported that the vaporizer for the disinfecting gas, which is known as formaldehyde, had been attached to the disinfector and the vapors turned on for eight minutes. The disinfector had then been set aside, and the health board's chemist had instructed the post office authorities to allow the money to remain in the envelopes for four hours, when the disinfection was completed. The money had been sent from military station No. 1 at Siboney.

"I would not want any better," he said. "Those boys are fighters every one of them. No matter what their shade they have pluck and stand right up to their work. Nearly all the negroes for my company were from Kentucky, and they all stood up like veterans."

**Precaution Against Earthquakes.**

The outside walls of many of the houses in Mexico are from three to six feet thick, to withstand earthquake shocks.

**Spanish Still Use Remingtons.**

Many rifles of the old Remington pattern are still in use in the Spanish army.

**WAS A WISE POLICY.**

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**Wisdom of Not Recognizing Cuban Republic Now Realized.**

United States' Refusal to Surrender Conquered Cuban Territory to Cuban Insurgents to Govern Gives Rise to Ill Feeling.

The administration is now very well satisfied that congress in passing the declaration of war refused to recognize the government of the republic of Cuba. When the resolution was under consideration the friends of the republic made support of recognition a very urgent condition, some of them insisting that to declare independence without recognition of the government of the republic would be an empty friendship to extend to the insurgents.

Even the men who then advocated recognition are believed to have become convinced that it would have been a serious mistake to have undertaken that, as soon as Cuban territory was captured, it was to be turned over to the care of the Cubans.

Cuban help of the United States troops has been acknowledged repeatedly, but the recent reports from the camp at Santiago and neighborhood have in some measure impaired confidence in the Cubans and their fitness to assume the responsibilities of government even in Santiago.

The first effort of the United States is to be to restore as fully as possible the opportunities of all residents to resume their customary avocations. Be they Cubans or Spanish, they are to have a chance to take up the vocations dropped when war compelled the suspension of business. Then the city is to be kept clean. Neither Cuban nor Spaniard can be depended upon to do this.

The Cubans might as well make up their minds to show that they are fit to govern before they can expect to be trusted to govern. The proclamation of the president does not make any difference between the natives of Cuba and of the peninsula. The Spaniards will not be permitted to butcher or persecute the Cubans. The Cubans will be prevented from wreaking their vengeance upon their former persecutors. This may disappoint the men who expected to drive every Spaniard from Cuba.

There is great probability that when the friends of Cuba in the United States have opportunity to communicate with the insurgent leaders in Cuba they will admonish them that wisdom and a good hope in the future of the island will demand that the suggestions carried in the proclamation be heeded.

Should the Cubans, by the mistaken advice of their leaders, assume so hostile an attitude toward the United States as to make it necessary to treat them as enemies the condition will be regretted, but it will not make any difference in the determination that Spain shall no longer govern the island.

The test was in every way satisfactory, but the Spanish commander sailed away without again shipping the guns. This accounts for the fact that when the Cristobal Colon was run ashore and sunk by the American fleet on the Cuban coast it was found that the guns were made, instead of being tested, nevertheless.

The Spanish commander of the ship protested, declaring that there was no time for a full test, and besides such a test of the guns on board would shatter the furniture, mirrors, etc., in the cabins. The Armstrongs were still insistent, and finally a compromise was made whereby the guns were put ashore and tested at Spezia.

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