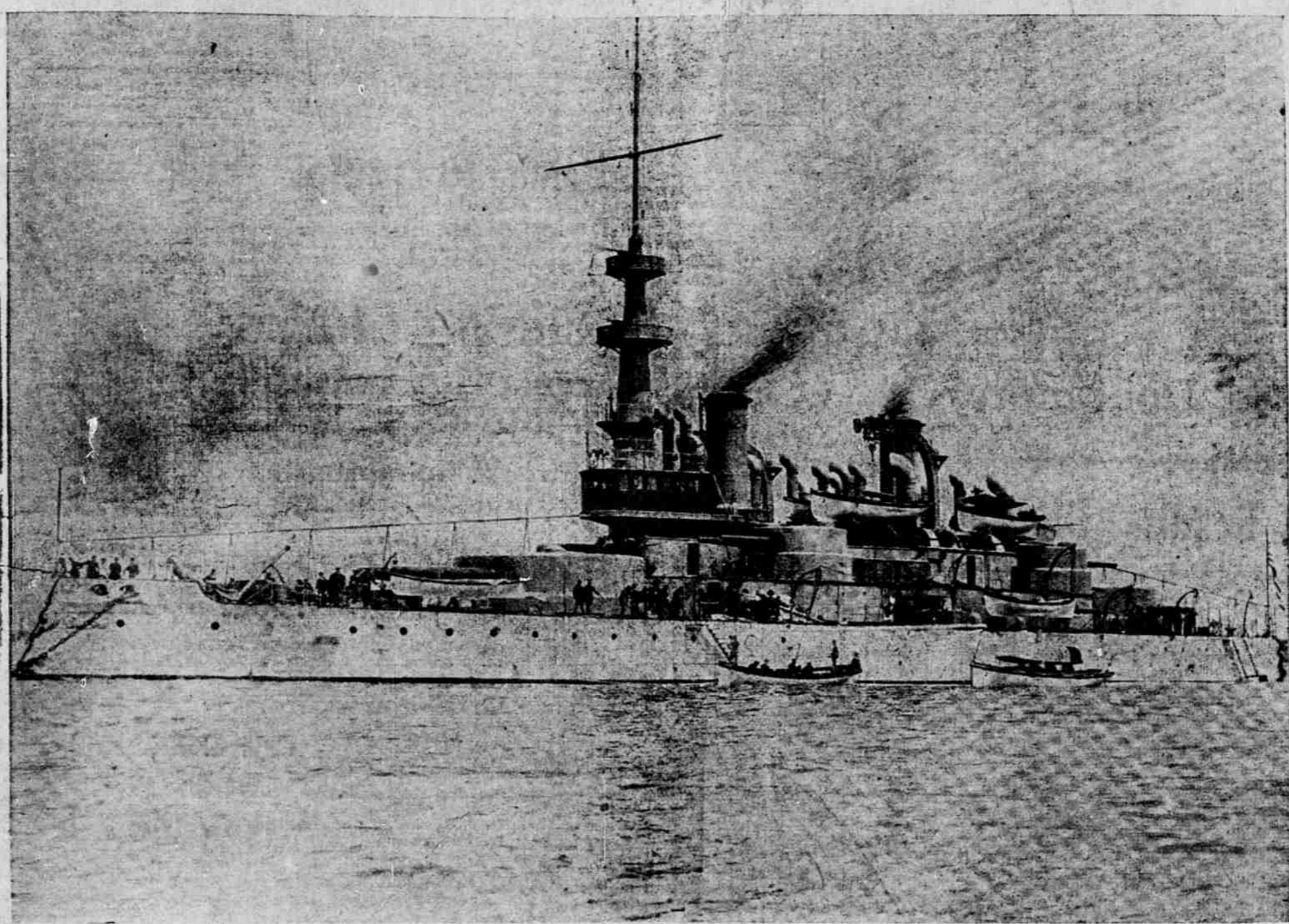


ONCE MORE THE FAMOUS OREGON, BULL DOG OF SEA, VISITS HAWAII NEI



UNITED STATES BATTLESHIP OREGON—AT ANCHOR OFF THE HARBOR.

AS THE sun rose on Decoration Day the famous United States first-rate battleship Oregon, Capt. Charles M. Thomas, commanding, was sighted off port. Early in the morning she dropped her anchor off the harbor and saluted Uncle Sam's new Territory, her guns booming across the harbor and echoing in the hills.

Great and powerful, wicked looking and impressive, bristling with great guns and a swarm of little guns, pointing in all directions, with her long homeward-bound pennant floating gracefully from her mast of steel, she indeed presented a spectacle to swell the hearts of all who call the Stars and Stripes their flag.

If there be an American who needs his patriotism revived, let him go aboard the floating guardian of American shores which lies at the gateway of the Paradise of the Pacific and be shown over the wonderful battleship by some of the gallant and obliging officers whose every word concerning the Oregon is a word of praise and affection. Let him explore the mighty ship of war from her fighting top to her double bottom, from her stern to her prow, inspecting the turrets where the big guns are protected; her engines, powerful affairs, which work like a watch; her every part and all her intricate mechanism, listening the while to the stories told by her officers and men. He will be saturated with a strong appreciation of the greatness of the immense machine, and will realize something, almost unconsciously, of what it all stands for.

He will thank God that he is an American, and at the same time feel something of the fascination of war.

To listen to the talk of the gunner's mate, for example, it would seem almost a privilege to die on one of the cruel, steel monsters which can belch forth death and destruction at the delicate touch of the captain of the gun.

The Oregon, which performed the remarkable feat of steaming from California to the West Indies in fifty-seven days, is a sister ship of the Indiana and Massachusetts, and a ship whose superior in battery power and armor protection does not float today.

She is justly termed a bulldog of the sea. Pursuant to the traditional American policy of having ships better armed, class for class, than corresponding foreign vessels, the Oregon, like her two sisters, was given a battery of terrific force. It comprises four huge 13-inch breechloading rifles, eight 8-inch and four 6-inch, besides a swarm of small rapid-fire guns.

These guns are arranged, too, so that they command a wide range, and can be concentrated on more points than the guns of any other battleship.

A single discharge from all her weapons hurls more than three tons of metal. Speed had to be sacrificed in order to secure this enormous battery power, and also the heavy armor protection, but in spite of this the Oregon managed to maintain the very respectable gait of thirteen knots during her 13,000-mile jaunt around South America, a few years ago.

She was the first United States battleship of modern build to cross the equator. Her performance at Santiago on July 3, 1898, was one of the most remarkable events of which the war was productive.

The Oregon sailed from Yokohama for this port on the 18th instant. Captain Thomas did not hurry her on account of very rough weather. For a couple of days the Oregon poked along at only four or five knots an hour, shipping great seas forward. She does not rise on the seas as might a passen-

ger steamship, but cuts through the great walls of water, her forward deck being flooded.

The majority of the men aboard the battleship (her complement is 350) are "short-timers" on their way home. In fact, there are only about ten or a dozen men on board the ship who have any length of time yet to serve in the navy. Just before the Oregon sailed from Yokohama all of her "long-time" men were transferred to other vessels, while all "short-timers" from other vessels were placed on the Oregon, that they might be taken home and receive their discharge.

An Advertiser reporter went aboard the Oregon yesterday afternoon. Captain Thomas was seen in his splendidly appointed apartments aft. He is a man with a most attractive disposition, affable, obliging, thoroughly informed, and a commander in every sense of the word. He was assigned to the Oregon on the 7th of April, having previous to that date been in command of the Brooklyn. In the last two years Captain Thomas has commanded four men-of-war, the Lancaster, the Baltimore, the Brooklyn, and the Oregon. He has been to Honolulu before, and has many friends in this port.

In 1885 Captain Thomas was here as executive officer of the Hartford. Kalaupapa was King at that time. Ten years later the captain was here in command of the Bennington.

After arriving at San Francisco, for which port the Oregon will sail hence in a few days, she will go to Bremerton, to go on the drydock for repairs. She is wounded. She has yet to be made whole after going on the rocks in the Straits of Pechili.

Captain Thomas at first intended bringing the Oregon into the harbor and putting her alongside of one of the Navy wharves. He decided, however, it would not be wise to run the risk of taking the great ship through the channel. The Oregon is 382 feet beam, and the channel is only about 180 feet wide in its widest part. The vessel does not steer very easily. She is shaped something like a watermelon seed, and is apt to go off a little too much to one side or the other to run any risks in a narrow channel.

Captain Thomas does not yet know where he will go after arriving at San Francisco. He has applied for duty aboard the receiving ship Wabash, now in Boston harbor, however, and it is possible that he may be assigned to that vessel.

Captain's Writer Bennett, who has been with the Oregon since she left New York, kindly furnished the reporter with the names of the places visited by the Oregon since she left New York.

The Oregon sailed from New York on October 12, 1898; arrived at Bahia, Brazil, October 31; sailed thence November 8; arrived at Rio de Janeiro, November 11; thence, November 19; arrived Point Arenas, December 1; thence, December 10; arrived Valparaiso, December 17; thence, December 20; arrived Callao, Peru, December 26; thence, January 11, 1899; arrived Galapagos Islands, January 16; thence, January 17; arrived Honolulu, February 5; thence, February 20; arrived Guam, March 10; thence, March 11; arrived Manila, March 18; thence, June 11; arrived Lingayen, June 12; thence, July 1; arrived Manila, July 4; thence August 22; arrived Hilo, August 24; thence, October 3; arrived Manila, October 5; thence, October 7; arrived Hongkong, October 10; thence, November 6; arrived Lingayen, November 9; thence, November 25; arrived Vigan, same day; thence, November 28; arrived Manila, November 30; thence, December 9; arrived Subig Bay, December 10; thence, December 12; arrived Manila, same day; thence, February 13, 1900; arrived Yokohama, February 20; thence, May 7; arrived Kobe, May 8; thence, May 20; arrived Nagasaki, May 22; thence, May 26; arrived Hongkong, May 31; thence, June 23; wrecked on reef near Howky Light, Straits of Pechili, June 28; off the reef, July 12; arrived Kure, July 17; thence, August 29; arrived Nagasaki, August 30; thence, September 3; arrived Shanghai,

September 9; thence, February 19, 1901; arrived Hongkong, February 22; thence, April 13; arrived Shanghai, April 19; thence, May 5; arrived Yokohama, May 11; thence, May 16; arrived Honolulu yesterday.

Since she sailed from New York the Oregon has traveled over forty thousand miles.

Captain's Writer Bennett tells an interesting story in connection with the Oregon going on the rocks in the Straits of Pechili. The story has been published all over the world but not quite in the way told by Bennett.

While the Oregon was on the rocks a Chinese cruiser was sighted. She was being chased by a Russian man-of-war. Captain Wilde, who then commanded the Oregon, sent one of his officers aboard the Chinese cruiser and the American flag was hoisted, the cruiser being placed under the protection of the United States. Shortly afterwards the Russian vessel went aboard the Oregon and informed Captain Wilde that the Chinese ship was his. Captain Wilde, although the Oregon was on the rocks, informed the Russian that if he sent a boat near the Chinese he, Captain Wilde of the United States battleship Oregon, would blow him, the Russian man-of-war, out of the water. The Russian captain went aboard his vessel and steamed away.

When Captain Thomas was asked concerning the affair he laughed and said that Captain Wilde had not used quite such free and easy language, although what Captain Wilde did say, diplomatically as his speech was worded, amounted to the same thing. Captain Wilde said that the Chinese vessel was under the protection of the American flag and he was responsible for her safety.

Bennett, who swears by the Oregon, tells also how, when the battleship got off the rocks and the tow-line of another vessel parted while the Oregon was being pulled along, the Oregon, with a great hole in her bottom, started up her engines and went ahead under her own steam at the rate of thirteen knots an hour.

Bennett showed the Advertiser reporter all over the vessel, introducing J. Raymond Rose and DeVall, gunner's mates, who, in turn, exhibited with great pride the guns, telling all about them and how they worked, speaking of them in tones of affection. "She" it was all the time. A gun is "she" to the gunner, although the indifferent might term the weapon "it."

Anything made by the hand of man for which man forms an affection is invariably "she."

J. S. Pollock, engineer's yeoman, exhibited the engines. His pride can only be understood by one who goes with him through the engine rooms and listens to how "she" works.

The following is a complete list of the officers aboard the battleship Oregon, giving, in order, the name of the officer, his rate, his duty aboard ship and the date of his reporting or duty:

- Captain Charles M. Thomas, commanding, April 7, 1901.
Lieut. Comdr. C. A. Adams, executive officer, April 12, 1901.
Lieut. Comdr. A. F. Dixon, chief engineer, March 30, 1901.
Lieut. Comdr. F. M. Bostwick, navigator, March 24, 1901.
Lieut. H. Gage, assistant engineer, May 12, 1901.
Lieut. John H. Gibbons, senior watch officer, April 21, 1901.
Lieut. Waldo Evans, second watch officer, March 29, 1901.
Lieut. R. H. Leigh, third watch officer, April 7, 1901.
Lieut. 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, 1901.
Ensign M. St. C. Ellis, assistant division officer, May 1901.
Naval Cadet Wm. McEntee, assistant navigator, April 29, 1901.
Naval Cadet Wm. B. Ferguson, assistant to executive officer, May 11, 1901.

Surgeon F. Leach, senior medical officer, September 18, 1900.
Past Asst. Surgeon A. Farenholt, junior medical officer, April 12, 1901.
Paymaster S. L. Heap, pay officer, April 21, 1901.

First Lieut. L. Feland, commanding marine guard, March 20, 1901.
Boatswain J. E. Murphy, boatswain in charge, April 3, 1901.
Acting Boatswain H. Feehan, assistant boatswain, August 5, 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 A. G. Bates, engine room watch, December 1, 1899.
Pay Clerk H. D. Lazello, pay clerk, April 21, 1901.

"When I was a boy," said the man with iron-gray hair, "I thought I should like to be a great circus performer."

"Yes," answered Miss Cayenne. "I have shared the same ambition. And now that we are grown up we are not quite sure whether we are making fun of our early ideals or whether we simply realize that we are too old to learn the business."

Auction Sale A Leasehold

ON SATURDAY, JUNE 15, AT 12 O'CLOCK NOON

At my salesroom, 65 Queen street, I will sell at public auction, by order of the land agent of the BISHOP ESTATE, the lease of all of that portion of the LOKO MAKALAPA, at HALAWA, EWA, owned by the ESTATE OF BERNICE P. BISHOP, and containing an area of 89 acres, more or less, as per the survey of Mr. M. D. Monsarrat.

Lease to be for the term of 21 years, from July 1st, 1901. Upset price, \$720 per annum, payable semi-annually in advance in United States gold coin.

Purchaser to pay all taxes, rates or charges whatsoever. All charges for expenses of lease, etc., to be at the purchaser's expense.

For further information apply at the office of the Land Agent of the Bishop Estate, 77 Merchant street.

JAS. F. MORGAN, AUCTIONEER. TO LEASE FOR A TERM OF YEARS, A piece of land fronting on South street, and running through to Chamberlain street, the frontage on each of said streets being 140 feet, and having a depth of 140 feet.

THIS DAY. Auction Sale Household Furniture

ON FRIDAY, MAY 31, AT 10 O'CLOCK A. M.

At the residence of MRS. H. W. MEYER, Nuuanu street, near Puna road, I will sell at public auction the entire household furniture, consisting of Upholstered Parlor Furniture, Oak and Rose Wood Tables, Pictures, Lace Curtains, Patent Rockers, Mahogany Chairs, Piano Lamp, Music Stand, Koa Bookcase, Koa Sideboard, Koa Tables, Curly Walnut Piano, Hanging Lamp, Black Walnut Bedroom Sets, Iron Beds, Plate Glass Mirrors, Invalid's Bed Table, Chiffoniers, Crockery, Glassware, Kitchen Utensils, Jewel Stove, Meat Safes, Ladies' Side Saddles, Wilcox & Gibb's Sewing Machine, and a large number of choice FERNS and PALMS of many varieties.

JAS. F. MORGAN, AUCTIONEER.

Auction Sale Delinquent Stock

IN THE Kihai Plantation Co., LIMITED.

ON SATURDAY, JUNE 8, AT 12 O'CLOCK NOON.

At my salesroom, 65 Queen street, Honolulu, I will sell at public auction by order of the Treasurer, Mr. J. P. Cooke, the following certificates of stock in the Kihai Plantation Co., Ltd., unless the tenth, eleventh and twelfth assessments, now delinquent, with interest and advertising expenses, is paid on or before the day and hour of sale, at the offices of Alexander & Baldwin, Ltd., Judd Building, Honolulu.

Table listing stock certificates and amounts, including names like W. C. Acaci, W. C. Hookano, W. C. Allen, etc.

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JAS. F. MORGAN, AUCTIONEER.

Theosophical Society

THE REGULAR MEETINGS OF the Aloha Branch, Theosophical Society are now as follows: Saturday, 7:30 p. m., public meeting in the hall of Knights of Pythias, Fort St.; Tuesday, 7:45 p. m., class of "Ancient Wisdom," at the residence of Mr. Rice, Beretania St.; Thursday evening, 7:45 o'clock, "Beginners' class" at residence of Mrs. E. C. Rowe, 1333 Beretania St. Library open for exchange of books, Saturday evening and Wednesday afternoon, from 3 to 5. Information obtained from Mrs. Marques, 314 Fort street.

The Instruments Used in..... THE SILENT BARBER SHOP Are Thoroughly Disinfected Before Using. JOSEPH FERNANDEZ, Prop., Hotel Street, Arlington Hotel.

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