## THE SIBERIAN TRADE

Russia Contemplating a Duty on American Products.

MAY GO INTO EFFECT JANUARY 1

Pacific Coast Exporters Would Be Affected-Delayed Grain Fleet Snils-Marine Notes.

Portland exporters who have been working up a fine trade with Siberts are some-what concerned over the report that the much-talked-of duty on American goods entering Russian territory will be enforced after January 1. This matter has been under discussion for several years, and periodical threats of its enforcement have been heard from time to time, but thus far no decided action has been taken. The probabilities of something being done are greater now than they were, on account of the new ports in the Pacific provinces being much better supplied with American goods than ever before. American lumber has been used in ties, bridges, and for other building purposes in connection with the great Siberian Railroad. Pacific Coast wheat, flour, oats and other provisions have also found a big market among the thousands of the Czar's sub-jects who have swarmed into the ports of Vindivostock and Port Arthur and

The levying of this duty is a matter of deep concern to Portland, as well as to other ports on this Const, as it is from this port that most of the large shipments of lumber and flour have been forwarded, and already a scart had been made in other lines. Exporters who are in touch with the situation are not disposed to cuse the matter very freely yet, and be that the issue will be again post-sed, as it has in the past; but the fact that a number of hurry orders for flour have been received by parties who are supposed to be in very close touch with ruling powers at Vladivostock and Port Arthur, would indicate that there is re than usual cause for alarm at the present time. Russia has recently established a steamship line between Odessa and Vladivestock and Port Arthur, and if the duty is enferced, it will probably be with a view to shutting American lumber and flour out of the Siberian ports in or-der that the same commodities from the Black Sea will be given the preference.

#### BLOCKADE LIFTED.

Half a Dozen Grain Ships Get Away From Astoria Sunday and Monday. Half a dozen of the delayed grain ships which have been held up at Astoria by the gules which have been raging off the coast got away in a bunch Sunday and Monday. The Crown of England, W. J. Pirrie and Dechmont led off Sunday, and were followed yesterday by the Klimory, Sirius and Conway. All of the fleet are bound for Queenstown or Falmouth for orders, and if the right kind of weather is encountered, there will be some proctive. ountered, there will be some pretty fast time made, as there are a number of chippers among them. The County of Edinburgh made one of the fastest runs on record between New York and Shang-hal. The Kilmory about a year ago made the fastest run on record from Liverpool to Portland by way of Honolulu, and the W. J. Pirrie is also a very fast ship. The other three have no record-breaking per-formances to their credit, but will enformances to their credit, but will formances to their credit, but will feature.

The German ships Philadelphia and Nomia arrived down yesterday, and the Dalcarnie and Altair are still there ready sea, but with favorable weather will probably cross out today. The Amiral Courbet left down yesterday. None of the rest of the feet is near the finishing stage, except the Decean, which needs but 50 tons to complete her cargo.

#### LAKES TO LIVERPOOL Andrew Carnegie's Experimental

Fleet en Route for Europe. of wood pulp, and will so through the ca-nal to the St. Lawrence. At Montreil the wood pulp will be loaded on the steamers, which will then sail for Liver-

SALE OF STEAMSHIP LINE. American Company to Be Bought by Steel & Wire Trust. CHICAGO, Nov. 5.-The Tribune tomor-

row will says "The American Steel & Wire Company will buy the American Steamship Com-pany, which is awned by John W. Gares and his business associates. The latter and his business associates. The latter concern has a capital of \$5,000,000 and the Steel & Wire Company is to pay \$15 for the stock. All the essential details of the deal have been settled. The steamship company was formed to operate a line of steamers which carry the product of the larger corporations, mines and mills. It has been in the control of the Steel & Wire interests since the com-

#### Four Boats Bullding.

Four boats are being completed in East Side shippards. In the old shippard of Hale & Kern, south of East Clay street, the new tug for the Nehalem Lumber. sumber barge, under construction alongside for the same company, is well along.
Both will be used by the Nehalem Lumber.
Company in the transportation of lumber, and are fitted for deep-sea service.
In the shippard of Johnston, on East
Water and East Madison streets, the
handsome propeller for Jacob Kamm and
others is nearing completion. The engines for this propeller have just been
received from the East, and are on the
dock, ready to be placed abourd. This
steamer will be one of the finest of her. steamer will be one of the finest of her class on the Williamette and Columbia Rivers. Near where the steamer is building is the big barge for Hosford Brox. This barge is 130 feet long and very strongly constructed for carrying heavy

Less Water at Independence INDEPENDENCE, Or., Nov. 5.—The river has commenced to fall at a rapid rate. At one time last week it reached the II-foot mark. The stamer City of Eugene passed up the river Sunday even-

ing, presumably after sawl ga.

#### Marine Notes.

The British ship Flory Cross has salled from Victoria for Europe, with 81,925 cases of snimon.

The Norwegian steamship Skarpene much pain but Mr. Hawkins is beoeful went down to the flour mills yesterday that he will recover and have a service-te take on a part of her outward cargo able hand. The Lighthouse Department has issued

a notice that a line of piles has been driven south of the Sylvia de Granse Reef. in Astoria harbor, and a white light will shown there at night;

The British ship Leicester Castle arrived in at Astoria Sunday, after a fast October customs. 5,885.00 (Mexican); inpassage of 20 days from Hiogo. The excrease over previous month, \$1000; to-

that direction were close at hand, and with favorable weather several of them should reach port within the next week

Domestic and Poreign Ports. ASTORIA, Or., Nov. L.—Arrived down at 20:20 A. M.—German ships Norma and Philadelphia. Salled at 5:20 — American bark Harry Morse, for San Francisco; at 9:20 A. M., German ship Sirius and British ship Kilmory, for Queenstown or Falmouth for orders; at 11:20 A. M. Bestine. mouth for orders; at 11:40 A. M., British ship Conway, for Queenstown or Palmouth, for orders; at 1:40 P. M., American barkentine Arago, from Knappton, for Freemantie. Left up at 3:50 P. M.—British ship Leicester Castle. Condition of the bar at 5 P. M., smooth; wind, south; weather force.

weather, forgy.

San Pedro, Nov. & Balled Schooner
Jennis Stells, for Gray's Harbor.

Hoquiam, Wash.-Arrived Nov. & Beamer Newberg, from San Francisco, for Aberdsen; schooner Maid of Orleans, from San Francisco, for Aberdsen, Salled Schooner, Viving, from Aberdsen, Salled oner Viking, from Aberdeen, for Ban Francisco; schooner John A., from Aberdeen, for Ban Francisco; schooner Abbie, from Aberdeen, for Ban Francisco; schooner Guide, from Aberdeen, from Ban Francisco; schooner Lizzle Vance, from Cosmopolis, for San Francisco;

Port Ludlow - Arrived - Barkentine Skagit, from Honolulu. Port Townsend-Salled Nov. 4.—British bark Low Wood, for Delagos Bay. Arrived-Steamer Dirige, from Dyes. Passed in Nov. 6.—Steamer Charles Nelson, from Nome, for Seattle. Arrived—Barkentine Nome, for Seattle. Arrived-Barkentine Portland, from San Pedro, for Port Had-

Victoria-Sailed Nov. 3,-British bark Fiery Cross, for London. Mojl-Arrived Oot, M.-British steamer

Moji-Affived Oot, M.—British steamer Inverness, from Tacoma. Klao Chou-Galled Nov. L.—German ship Wilkomen, for Oregon. Genoa, Nov. L.—Arrived—Aller, from New York, via Nuples.

Glasgow, Nov. 6.—Arrived—Californian, from Cork.

Liverpool, Nov. 6 -- Arrived-Lancasterian, from Boston.
Lendon, Nov. 5.—Arrived—Minneapolis, from New York.

from New York.

Bouthanpton, Nov. &—Arrived—Kalser Wilhelm der Grosse, from New York, vin Cherbourg, for Bremen.

Ban Francisco, Nov. &—Arrived—Steamer Alliance, from Portiand: whaling bark California, from Ohkotsk Sea; whaling bark Andrew Hicks, from Ohkotsk Sea; whaling bark Andrew Hicks, from Ohkotsk Sea; whaling bark Advanded to from Unabark Sea; ing bark Alexandria, from Unalaska. Gibraltar, Nov. 5.—Arrived-Werra, from New York for Naples and Genoa,

#### shire, for Yokohama and Portland, Or. CENSUS AND CONGRESS.

Two Alternatives Regarded as Practically Determined.

New York Journal of Commerce. WASHINGTON, Oct. 31.+The effect of the new apportionment upon the distribu-tion of Representatives in Congress and of power among the states in the election of President was the subject of much dis-cussion tonight among public men. It is cussion tonight among public states of the obvious that the populous states of the Northeast and some of those of the West will gain at the expense of the South under any basis of apportionment which may be selected. The House of Representatives now contains 357 seats. The sentatives now contains 157 seats. This number of seats, by a rather remarkable coincidence, could be distributed under the new apportionment upon the bais of 200,000 population to each district without making it necessary to add or subtract from the total number. would be some large remainders in several states, however, and some of those with the largest remainders would have their present representation reduced upon this basis. If nine additional seats were de-tributed among states having remainders a few states which would suffer a reduc tion in their membership; the House would then consist of 385 members, and the only states suffering a loss would by Indiana, Kansus, Maine, Nebraska and Virginia, each losing one member. T o remainders are so small in those states that the House would hardly be justified in giving them an additional member in less the membership was greatly in-

PITTSBURG, Pa., Nov. 5.—Five vessels of Andrew Carnegie's new venture are expected to sall from Conneaut, O., to-day, each landed with 1000 tons of steel sent itom Fittsburg on Carnegie's new venture are hors; Louisiana, one member; Massachuments with perfoleum as fuel, in her ships double bottom will be used for its storage. "France has carried on many experiments with petroleum as fuel, in her ships double bottom will be used for its storage. "France has carried on many experiments with petroleum as fuel, in her ships double bottom will be used for its storage."

The states making gains under th's apportionment would be Illinois, two mm. It is a storage. "France has carried on many experiments with petroleum as fuel, in her ships double bottom will be used for its storage."

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If the doubtful states of the Northeavi, which were twice carried so easily by President Cleveland, are added to the Southern group, there is a gain of sev n of the nine additional members undethe proposed appartionment. The S are of Indiana, which has so often be n re garded as holding the balance of lower, will lose one member unless an elew-ance is made for a small remainter ance is made for a small remain for which would bring additional representatives to several other states. An an portionment upon this basis, which would keep Indiana at her present membership would give an additional member also to Colorado. Florids. North Dikets and Washington, with the chances even y balanced as to their political locilnations. New England will retain her old mem Company is about ready for launching, bership in the House and in the Electoral the engines now being in place. The big College, but Maine will be compell d to lumber barge, under construction along-

of the next House, but the number may be increased to 33 for the mke of leaving Indiana her old membership, and give ing an increase to Calorado, Florid, North Dakata and Washinston, All those states under this proposition would have three members, except North Dakata which would have two.

#### Slashed His Hand.

Shashed IIIa Hand.

J. Hawkins, of Clackamas, is in the city having his left band treated for a serious lajury received in the m untains while cutting ment. It was a singular accident. He held a big, sharp knife in his right hand, and the meat above with the left, in some way the knife slipped and the keen blade made a fearful gash across the under side of the wrist. It was a serious cut, and bled profusely. The hand is still swellen, and there is much pain, but Mr. Hawkins is secoeful.

Philippine Chatoms Receipts. WASHINGTON, Nov. 5.—The War De-partment today made public the following from Judge Taft, president of the Phil-

## LIQUIDFUELFORWARSHIPS

RESULT OF INVESTIGATION BY THE UNITED STATES.

Found to Possess Many Advantage Over Conl-Other Features of the Report.

WASHINGTON, Nov. 1.—The question of liquid fuel for warships, and in merchantmen, is one that is yearly receiving more serious attention and seems to be meeting with almost universal favor. An investigation as to the general scoeptance of this form of fuel was made by the Bureau of Naval Intelligence, of the Navy Department, and the following report

The great advantages to be derived by the use of liquid fuel have caused the principal maritime powers to continue their experiments in its use, both in their navies and merchant marine. For mili-tary reasons some of the powers have been less enthusiastic than others, while ome have been satisfied to await results. "Russia has been the most energetic, and apparently, the most successful in experimenting with liquid fuel. She is interested beyond the immediate advantages of the success of these experiments, owing to her great supply of oil and scarof coal. Its use has increased to such an extent in that country during the last few years as to cause a great rise in price, and the demand is increasing more rapidly than the production.

The great advantages in the use of quid fuel in the Navy are the facility of handling the transportation, absence of smoke, facility of managing the fires and quickness with which steam can be raised and controlled.
"The use of liquid fuel, with its facility

of handling and transportation, was often referred to by our officers during the late war as one of the possibilities of the future. The strain upon the officers and men was intense when coaling alongside colliers at sea. Batteries had to be run on many ships, and in some cases guns dismounted, to clear the colliers. quently holes were made in them by the motion of the vessels coaling alongside, and guns were in great danger of being knocked off their carriages and thrown out of action.
"Liquid fuel can be supplied with a

very high fisshing point, and can be con-sidered as safe as coal for transporta-tion, the temperature of ignition depending upon the completeness of distillation. 'The cost of using liquid fuel is greater than cosi, both in railways and ships, but the advantages are causing it to be used to a greater extent from year to year. In the Mediterranean, away from the vicinity of the wells, the cost is about twice that of coal. The advantages would outweigh the expense as used for naval

purposes.
 "The United States produces an enormore supply of petroleum, but has not shown such an active interest in its use for maritime purposes as some of the nowers, probably owing to her great coal Petroleum has been used as fuel on the k comptives of some railroads in the United States, the crude petroleum, substantially as it comes from the wells, being used. Experiments have also been carried on from time to time in torpedo-

"In Italy and Austria refuse of petroleum has been used. Italy, owing to her position and deficiency in coal, is peculiarly interested in the use of liquid fuel, and has been very active in experiments for years, although she produces none. She has fitted a great many of her battleships, cruisers, and torpedo-boats for its use. Up to the present time it is re-ported that about 20 battle-ships and cruis-ers have been fitted to burn a mixture of setroleum and coal, and about 30 torpedo-

ats to burn petroleum.

'Germany, producing an insufficient supply of petroleum, has carried on experiments with a tar oil, called "mazut," of which she has a greater supply, and has fitted some of her ships for burning liquid fuel and some for burning oil in mixed combustion. The imperial yacht Hohen-zollern is to have some of her bollers altered to burn oil. The coal bunkers are retain their former capacities, but part the ship's double bottom will be used

tion being the practice. This system is advocated by some of the powers for use instead of forced draft, as being less injurious to the boilers when great speed is suddenly required."

#### EAST SIDE AFFAIRS.

Work on East Taylor Street-Other Matters.

The contractors have begun work on the improvement of East Taylor street, which will be fully improved from East Sixteenth to East Thirty-fourth street. Sunnyside. There will be a considerable fill between East Sixteenth and East Eighteenth, and the contractors for that portion of the street were yesterday laying a horse tramway from East Twentying a horse framway from East Twenty-sixth street to this depression which is to be filled. This tramway will permit the fill to be made very rapidly. This is in accordance with the new policy re-garding fills. East Taylor improvement is one of the most important street im-provements under way on the East Side. It cuts through the high ground between Belmont street and Hawthorne avenue, and will furnish an outlet for a welland will furnish an outlet for a well-settled district. It will also divide up the travel that now uses Belmont street exclusively. The street will be graveled full width, and will be first class in every The very best of muterial will be used, laid in courses and solidly rolled.

Hall Dedication. The M. A. Ross Post and Woman's Re-lief Corps Hall at Pleasant Home will be dedicated Saturday night with appro-priate ceremony. The hall has been completed, and is now one of the largest in that neighborhood. It is creditable to the post and corps that they own the ground and hall, and are practically out of debt. At the dedication addresses will be livered, and there will be music and lit erary numbers on the programme. If the weather will permit, several will at-tend from the city and return next day.

In the published list of polling-places for the Eighth Ward, polling-place 27 is placed in Kern's building East Twenty-sixth and Section Line road. It should be East Twenty-sixth street and Powell oad Also polling-place is in the Ni-th Ward has been changed from 222 Grand avenue

Change of Polling-Places.

to 101 Grand avenue. In the room formerly occupied by Markell. His Condition Critical E. Sanders, an old soldier of the Civil War, whose left hand was amputated at the wrist at St. Vincent's Hospital last week is in a critical condition, a thought yesterday be was thought to be some-what improved. Sunday he was at cleed with a fever, which is quite serious. Mr. Sanders is about 57 years of age.

East Side Notes. Andrew Snover, a well-known resident f Pairview, was on the East Side yes-erday. Mr. Snover has never recovered terday. Mr. Shover has never recovered from the stroke of paralysis he sustaine! several months ago, and is in feeble

and tendons, but Mr. Resing has the full use of the finger. Percy Smith, of Greeham, was seriously injured Friday while at work on the roof of the house of J. Rudd. He fell some distance, and there was concus-sion of the brain. At last accounts he was still unconscious. However, no bones were broken, and he will probably re-

CEDAR POSTS FOR FENCES. Oregon Short Line Has Made Large Purchases in Oregon.

The Oregon Short Line has just finished shipping 110,000 cedar posts from Fortland to points on its lines in Idaho, where the track is being fenced. The posts were gotten out in the vicinity of St. Helens

gotten out in the vicinity of St. Helens and Scappoose, on the Lower Columbia, and cost the company % cents each, at the terminal grounds here.

Cedar posts have come into general favor with both railroad companies and farmers at the Bast, as they last fully 20 years, where the ordinary fir post would rot out within eight. Parties owning tracts of cedar in Oregon and Washington are beginning to realize the value of the trees and so the price is liable to advance, according to a man well posted in the matter in Portland. "Cedar railroad ties also outlast those of any other wood, except oak," he said; "but where the traffic is heavy, they are apt to become traffic is heavy, they are apt to bee crushed under its weight sooner than the fir. The Astoria road, however, is pre-paring to replace a few thousand of its fir ties with cedar, in the near future, by way of experiment. The Oregon Short Line will resume the shipment of cedar ties next Spring."

THIRD BURLINGTON MAIL TRAIN. Now Serves Montana and Washing-ton People From Chicago.

ton People From Calcago.

The Burlington Sunday placed in service a third fast mail train from Chicago to the Missouri River. The new train leaves Chicago at 8:58 A. M. daily, arriving at Lincoln. Neb., at II P. M. the same day, there connecting with the Bur-lington's St. Louis-Portland express for the Northwest. Unlike the Burlington's two other fast mail trains, the new train

two other fast mail trains, the new train will carry passengers.

A considerable portion of the mail for Butte, Helena, Spokane, Seattle, Tacoma and other points on the Northern Pacific west of Billings will now be carried by the Burlington route from Chicago via Lincoln to Billings, Mont., and thence westward over the Northern Pacific Rail-

connection with the establishment In connection with the establishment of the new train, it is interesting to note the growth of the Burlington's mail traffe. March 11, 1884, the first exclusive fast mail for the West left Chicago over the Burlington. It was composed of one mail and one haggage car. The demands of the Postoffice Department increased until a second exclusive mail train (scame a new transportant to know the resisting power of the armor that is being carried by forested and the place of its manufacture, the following data concernand one baggage car. The demands of the Postoffice Department increased until a second exclusive mail train recame a necessity. This the Burlington placed in service January 2, 1889. With the addition of the third west-bound mail train, the Burlington will be hiuling for the Government 12 to 16 carloads of mail from Chicago to the Missouri River every 24 hours. Tweive times since the inauguration of the Burlington fast mail service has the the Burlington fast mail service has the Government asked this ra'iroad to shorten its time between Chicago and Council Bluffs. Every time has the Burlington compiled with the request. The run is now made in 19 hours and 25 minutes, and the fastest fast mail train in America runs over the Burlington.

Progress of B. B. & B. C. Extension The contract for the first 12 miles of the Beilingham Bay & British Columbia extension, from Sumas to Kendall Creek, has been completed by Contractor Fairfowl, who now has his men concentrated on the five miles between Kendall and Maple Creek. The engineers are now at work on the final entirets.

work on the final estimates.

All the grading and the culverts are completed on the first division, and but a few of the large bridges remain to be finished. In Saar Creek Canyon there will be one bridge 75 feet high and 300 feet long. The stone abutments for a steel bridge have just been finished, and the span will be placed in position. The i-w-er contract is now ready for the rails whenever they arrive. The upper section is about three-fourths finished

Omaha's Union Passenger Station. The passenger department of the Union Pacific has just issued a copyrighted Pacific has just issued a copyrighted souvenir of the union passenger station at Omaha in the form of a handsomely illustrated pamphlet. The frontispiece is a colored photograph of the city of Omaha, looking toward the business center from the High School grounds. The feature of the columbia River, and clearly tures of the station are attractively li-lustrated and described in 10 neat pages. The structure is novel in its simplicity. beauty and obvious conveniences. Eight rallways use the station—the Union Pa-cific the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern, the Chi-cago, Rock Island & Pacific, the Illinois Central, the Missouri Pacific, the Omaha & St. Louis and the Sloux City & Pa-

Railroad for Republic, Wash The work of clearing the right of way for the Republic & Kettle River Railroad, between Republic, Wash., and the inter-national line, has been commenced. At the international line connection will be made with a spur of the Canadian Pacific, to be built from Grand Forks, B. C. C. J. McCuaig, of Montreal, and ex-Sena-tor Warner Miller, of New York, are the principal projectors. The Republic & Grand Forks is a rival company, which proposes to build between the same points, but the Republic & Kettle River has secured the necessary authority to build across the Colville Indian reserva-

Settlers' Rates Extended. Both the northern lines have concluded to extend the privilege of the new set-tiers rates to intermediate points; that is, making them available from points in Minnesota and North Dakota, from which the rates to the West would be by the tariff greater than the new settlers rate. When the settlers rates were first put in effect they we e available only from Chicaro Si. Paul. Minnespells and Missouri River common points. The extension of the rates to intermed ate points avoids any difficulty with the long-and-short-haul clause of the interstate law.

#### COMING ATTRACTIONS.

Hoyt's "A Stranger in New York." The presentation in this city of Hoyt's "A Stranger in New York" is announced for next Friday and Saturday evenings and Saturday matinee at the Marquam Grand. The pleec last season enjoyed a long run in New York, both at the Garrick and at Hoyt's Madison-Square Theater, and has just returned from London England, where it was presented at don, England, where it was presented at the Duke of York's Theater, scoring a most emphatic hit. This, the best work of Charles Hoyt, is one which is said to afford this very popular delineator of American humor more than ordinary of portunities for displaying his remarkab versatility, and treats of a stranger in strange city, who, failing into the speed life of the metropolis, is taken against at sorts of things, even the French ball, and his rusty corners are supposed to be knocked off, and he receives marked at-tention from everybody he comes in contact with. The piece will be presented here under the personal direction of Mr.

Professor Barnes' Dogs and Ponies The Metropolitan Theater will present a novel attraction next Friday and Satur-day, matines and night, in Professor Barnes' trained dog and pony show. be shown there at night:

The British ship Leicester Castle arrived in at Astoria Sunday, after a fast passage of 20 days from Hiogo. The excess over previous month, \$1000 (Mexican) in crease of 20 days from Hiogo. The excession is a complete received ago, there has been a com

# RESULTS OF ARMOR TESTS No More Dread

REPORT OF NAVAL BUREAU ON THE SUBJECT.

Superiority of the Krupp Proces Established-Question of the Projectiles Also Investigated.

WASHINGTON, Nov. 1 .- The annual re. port of the Bureau of Naval Intelligence of the Navy Department, discusses briefly e results of armor tests, and the contract requirements of various nations. In speaking of armor, the report says: 'The armor trials that have taken place have still further established the supe-

riority of the Krupp process. Firing trials have shown that it offers from 30 to 30 per cent more resistance to the attack of armor-piercing shell than harveyised armpr, and in consequence it has been adopted by England, Germany, France, Russia, Japan and several of the smaller powers.

"Certain features of the Krupp pro-

cens are secret, and the secret is well kept, though in many hands. According to Captain Orde-Browne, the process "consists mainly in the use of chromium to such an extent that great brittleness and hardness might be expected. Sudden cooling is carried out in such a way as night be expected to ruin the metal, but the result is great toughness. It must be understood, however, that nickel is also used, and nickel has long been known also used, and nickel has long been known to give toughness in a remarkable degree." English, American and French armor makers have acquired the right from Krupp to use this process, paying a large sum for the same, and in addition a royalty of from \$40 to \$50 on every \$cn manufactured. In connection with a comparison of Krupp armor made by different firms, the Captain says that it "is no doubt subject to variation, and since it has been adopted in this country (England) each maker has improved and modified it." It is a notable fact that plates made by this process by Brown plates made by this process by Brown & Co., of England, and also the Carnegie Company, have shown a better figure of merit than is credited to those made by

Krupp.

'The great increase in the resisting power of Krupp has made it possible to obtain the same protection by a reduced thickness of metal; and, in consequence if the total weight allowed for armer in a vessel of given tonnage remains the

manufacture, the following data conce ing recent firing trials are given under the name of the country owning the res-sels, rather than that of the kind of armor or maker. As far as practicable the contract requirements, including the man the formula regulating the striking ve locities are given."

#### MR. HAMMOND'S CONTENTION

Everything Else Will Be Waived for Sake of the "Common Point,"

PORTLAND, Nov. 5.—(To the Editor.)— Tour editorial in today's issue of The Oregonian discussing my letter of yesterday, concerning the extension of com terday, concerning the extension of com-mon rates to the mouth of the Columbia River, while conceding much, shows that in one impo tant particular you have not understood my contention. I maintain that Oregon will be benefited if common rates be extended by all the transconti-nental lines to the territory tributary to the mouth of the Columbia River, but I do not contend that the O. R. & N. Co. must use the Astoria road between must use the Astoria road between Portland and Astoria in preference to delivery by water. On the contrary, you will find that in my letter published in The Sunday Oregonian, I make the foilowing statement regarding Mr. Mellen's interview: There is nothing in his remarks that would prevent delivery to Astoria by water, if desired." I concede the right to the O. R. & N. Co.,

warrant the inference that the liberal rates now paid by the producers of the Willamette Valley and the inland Empire are amply sufficient to justify this ex-The O. R. & N. make delivery by water if it desires, but the interests of our state require that it extend common rates to Astoria. Although anxious to obtain as much freight business for my own line as possible, I am willing to co-operate with all transcontinental roads to secure delivery at Astoria at common rates by either water or

rati. Your concluding statement that "the O. R. & N. Co. ought to have built the road to Astoria" is a logical one but the failure of this company to do so should not release it from its obligations to the producers of Oregon, which re-quire the extension of common rates, either by water or by rail, to the mouth of the Columbia River. The investment of capital and the in-flux of immigration depend upon the proper adjustment of transportation

Chinese Celebrate.

charges. All, therefore, are actually con-cerned. A. B. HAMMOND.

There was begun early this morning ho annual demonstration in the Chinese quarter with fireworks and incantations, lesigned to drive out all kinds and designed classes of devils that are supposed by the Chinese to infest their habitations. Be-ing election eve, the celebration was viewed with favor by many white visitors who witnessed the picturesque sights in Chinatown. The work of exercising the devil and honoring the Chinese gods will be continued for several days.

A Neighborhood Catastrophs, - "Dicky, did Mrs. Dibbs nak you why we weren't coming over to spend the evening " "Yes, ma; an' told her y' had a nother invitation 'at y' likes hetter." - Indianapolis Journal.

are dangerous; they weaken the constitution, inflame the iungs, and often lead to Pneumonia. Cough syrups are useless. The system must be given strength and force. to throw off the disease. Scotts Emulsion

will do this. It strengthens the lungs and builds up the entire system. It conquers the inflammation, cures the

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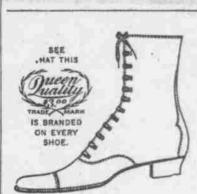


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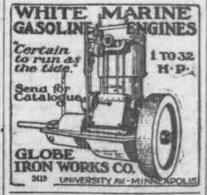
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