

..A GREAT SALE..

Of ribbon remnants at The Magnet Cash Store. Now is the time to buy your ribbons for X-mas and The Magnet is the place. Some marvelous bargains there. Ribbons of all shades, lengths and widths for little money. Come early and get your choice.

THE MAGNET CASH STORE

Clements & Wilson.

Court and Cottonwood



FRIDAY, DECEMBER 21, 1900.

DAILY, WEEKLY AND SEMI-WEEKLY

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fought with razors with the result that one of them went through the novel experience of having her throat cut from ear to ear. It is strange that the females of Eldorado have not discussed the virtues of this padding headed gentleman and given him such treatment as he seems to deserve. Instead of pursuing one of their own sex who is burdened with a load largely of his making, being principally due to his "general citizenship."

A number of ministers in Cleveland, deeply concerned regarding attendance at their churches, are figuring on a season of prayer and fasting behind closed doors in order to work up more interest. They say they have tried many number of devices to attract congregations but without result and now they are at their wit's end. If prayer and fasting fails then they declare there is no other resource. It is a wonder that some one does not propose a law inflicting punishment upon those who remain away from the churches.

THE MASTERY OF THE OCEAN.

The close of the nineteenth century witnesses the well-nigh complete triumph of human invention over the obstacles to speedy intercommunication presented by the vast expanse and multiplied dangers of ocean travel. It is a far cry from little 350-ton steamer "Savannah" of the year 1819 to the 28,000-ton "Deutschland" or the 28,000-ton "Oceanic" of the present day, but the difference between the 28-day trip of the first steam vessel to cross the Atlantic and the recent 5-13-day trip of the "Deutschland" shows that the marine architect and engineer have employed the intervening years to good purpose. Not merely have they found a way to carry a complement of 2000 souls across the Atlantic at something like railway speed under normal conditions of weather, but they have so greatly increased length and beam and depth, and have multiplied boiler and engine power so liberally, that the biggest of our big liners can go smashing its way triumphantly through an Atlantic gale, opposing the momentum of giant seas with the momentum born of 25,000 tons of displacement tucked under 10,000 horse power in the engine room.

The following notes were made by a representative of the Scientific American, who had the good fortune to be on the "Deutschland" when she made her record-breaking passage. The outward voyage was noteworthy for "Savannah" of the year 1819 to the 28,000-ton "Deutschland" or the 28,000-ton "Oceanic" of the present day, but the difference between the 28-day trip of the first steam vessel to cross the Atlantic and the recent 5-13-day trip of the "Deutschland" shows that the marine architect and engineer have employed the intervening years to good purpose. Not merely have they found a way to carry a complement of 2000 souls across the Atlantic at something like railway speed under normal conditions of weather, but they have so greatly increased length and beam and depth, and have multiplied boiler and engine power so liberally, that the biggest of our big liners can go smashing its way triumphantly through an Atlantic gale, opposing the momentum of giant seas with the momentum born of 25,000 tons of displacement tucked under 10,000 horse power in the engine room.

The eastward record was rendered spectacular in the public eye by the fact that the "Deutschland" was scheduled to sail one hour later than the "Kaiser Wilhelm," whose fastest record of 22.79 knots an hour had been accomplished on her last eastward run. Twenty-two and a half hours after starting, the "Deutschland" was ahead of the "Kaiser," and she continued to add to her advantage at a remarkably even rate of one knot per hour. At the invitation of Mr. A. Bieding, the chief engineer, the representative visited the engine and boiler rooms while the two vessels were abreast in the great race, and at a time when the "Deutschland's" engines were indicating between 37,000 and 28,000 horse power, and he was at once impressed with the quiet and orderliness with which the staff of engineers, firemen and coal-passers were doing their work. The temperature in the stokeholds and on the lower engine-room platforms was but slightly above the normal of the atmosphere, and this in spite of the fact that coal was being consumed in the 122 furnaces at the rate of 572 tons per day, and that steam at 213 pounds pressure was being expanded in the twelve cylinders of the twin, quadruple-expansion engines at the rate of 178 tons per hour. No clearer proof of the fact that steamship designing, as carried out in a first-class establishment, is an exact science, and shipbuilding a perfected art, could be asked for than was presented by the utter absence of excitement or evidence of unwonted effort in the engine and fire rooms of this fine vessel under circumstances where such excitement would have been expected and natural. That a 25,000-ton "Deutschland" with 37,000 horse power would overtake and pass a 20,000 ton smaller edition of herself with 28,000 horse power was a foregone conclusion, provided, at least, that the safety valves were just lifting at the load of 213 pounds pressure of 213 pounds to the square inch.

Steam is led to two 36 5-8-inch high-pressure cylinders which are placed in tandem above two 108 1/2-inch low-pressure cylinders, the total height from the lower platform to the top of the high-pressure cylinders being 45 feet. It then passes to a 73 5-8-inch first intermediate, then to 104-inch second intermediate, and finally to two 108 1/2-inch low-pressure cylinders, from which it is led to a surface condenser with 21,315 square feet of cooling surface. There is thus quadruple expansion in six cylinders, acting on four cranks, the two intermediates being above the two outside cranks, and the four high and low-pressure cylinders driving the two inside cranks. All the reciprocating and rotating parts are of massive proportions. Thus, each low-pressure piston weighs 7 tons, the piston rod 3 tons, and the connection rod 10 tons. The crank shaft is 30 feet 3 3/8 inches long, of 3 feet throw, and weighs just under 100 tons. When it is remembered that each of these mammoth engines runs at the exceptional high speed of 27 to 30 revolutions per minute, and that the piston speed runs up as high as 1090 feet per minute, it can be understood that a view of the two engines from the amidships bulkhead doorway, when the ship is at full speed is profoundly impressive. The cut-off for the high-pressure cylinders is at 73 per cent, for the two intermediates at 70 per cent, and for the two low-pressure cylinders at 62 per cent. Bearing in mind the high initial pressure, the late cut-off, the length of the stroke and the high piston-speed, one can realize how the unprecedented indication of 36,913 horse power for the whole voyage could be accomplished.

The total coal consumption for twenty-four hours, including the auxiliaries, was 572 tons, which works out at the highly economical figure of 1.45 pounds per horsepower-hour. This high economy is due in general to the all-round excellence of the boilers and engines, but particularly to the Howden's forced draught, with which the boilers are fitted, in which the air supply to the furnaces is raised by the heat of the escaping furnace gases from 70 to 270 degrees Fahrenheit, before it enters the furnaces the temperature of the uptake being lowered by a corresponding 200 degrees Fahrenheit.

On the return trip to America the "Deutschland" received the first real test of her capabilities in being driven from 70 to 270 degrees Fahrenheit, before it enters the furnaces the temperature of the uptake being lowered by a corresponding 200 degrees Fahrenheit.

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Silverware, Carvers and Chafing Dishes....

PRICES ARE LOW, QUALITY HIGH
Call in and examine my stock before buying holiday presents.....

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The object of this Society is to furnish to its members a weekly indemnity for loss of time by reason of sickness or accident, also to those who may desire a funeral benefit may be added for a small additional cost. Men and women between the ages of 15 and 65 are eligible, provided they be of good moral character, and their application shows them to be in good health. Benefits are payable not to exceed twelve weeks in any one sickness nor to exceed (24) twenty-four weeks during any one year. Members are entitled to weekly benefits three months after date of certificate and funeral benefit one year after.

Why you should become a member of the Pacific Fraternal Relief Society—Because sickness and accident are afflictions common to all. Because it indemnifies you against loss of time in case of sickness or accident, misfortunes that always come when least expected. Because where it is possible that you should never be disabled by sickness or accident, it is worth more than it costs to know that you are protected. Because it is not large sums of money or great fortunes that produce the greatest amount of happiness, but it is the little ready cash that is in hand at the right time. Because by making a small monthly payment into the Pacific Fraternal Relief Society, you can secure for yourself and those dependent upon you, a financial benefit that will take the place of your weekly earnings, at the time of your adversity and thereby protect yourself, your family, your estate, your insurance and your peace of mind. Because no person, whose time is his capital, can afford to let that capital go uninvested. Therefore, accept today this grand and important protection—tomorrow may be too late.

Persons engaged in extra hazardous occupations will not be admitted to membership.

Table of Benefits and Monthly Payments—Class A, \$10 weekly benefit, \$1 per month; Class B, \$7.50 weekly benefit, 75c per month; Class C, \$5 weekly benefit, 50c per month; Class D, \$2.50 weekly benefit, 25c per month. Certificates for weekly benefit for more than \$5 will not be issued to women, nor to anyone under 18 years of age.

Funeral Benefit—Members desiring the funeral benefit of \$50 may obtain the same by paying in addition to their monthly dues as follows: Ages 15 to 20 inclusive, \$1 per year; ages 21 to 30 inclusive, \$1.50 per year; ages 31 to 40 inclusive, \$2 per year; ages 41 to 50 inclusive, \$2.50 per year; ages 51 to 60 inclusive, \$3 per year; ages 61 to 65 inclusive, \$3.50 per year.

Cost to Become a Member—Membership fee, \$1; certificate fee, 50c; total, \$1.50.

Head Office—President and general manager, W. E. McMartin, Portland, Ore. Big Bank Mining & Milling Co. Vice-president and general organizer, J. R. Shannon, Portland, Ore.; secretary and treasurer, Joseph Knapp, Portland, Ore. room 207 Alameda Hotel; counsel, Henry St. Rayner, Portland, Ore., rooms 715-714 Chamber of Commerce. Financial officers elected.

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Here is the opportunity of a life time to buy your friend a Christmas present and buy it cheap. I have an elegant line of unadorned pledges consisting of ladies' and gents' watches, finger rings, earrings, and other jewelry which I am offering very cheap for the holiday trade.

Have you a relative or friend in the East to whom you wish to send a

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Nothing would please them more than a

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The mill is now running an extra fine grade for the Christmas trade and merchants will shortly have a fine assortment from which to make selections

Equal to any in the world.

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Highly recommended to family trade.
Every bottle fully guaranteed.

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THE PENDLETON SAVINGS BANK, Pendleton, Oregon. Organized March 1, 1897; capital, \$20,000. Interest allowed on time deposits. Exchange bought and sold on all principal points. Special attention given to collections. W. J. Purush, president; J. R. Teal, vice-president; T. J. Morris, cashier.

FIRST NATIONAL BANK OF ATHENA, Oregon. Capital, \$50,000; surplus, \$7,500. Interest on time deposits. Deals in exchange and domestic exchange. Collections promptly attended to. Henry T. Adams, president; Hugh Kearney, vice-president; E. L. Barnitt, cashier; L. W. Barnitt, assistant cashier.

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ONE NIGHT CURE
Soak the hands thoroughly, on retiring, in a hot lather of CUTICURA SOAP. Dry and anoint freely with CUTICURA OINTMENT, the great skin cure and protectant of excoriations. Wear old gloves during the night. For sore hands, itching, burning pruritus, and scaling finger ends, this treatment is wonderful.

Like Christmas Snow
Is the color of the shirts, collars and cuffs that are done up at the Domestic Laundry. Santa Claus knows a good thing when he sees it, and the faultless beauty of the linen laundered here will excite his admiration, as well as the man who loves to dress well and have his linen perfect in color and finish.

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