

A WORD TO SHIPPERS.

Portland, Ore., Sept. 18, 1906.

To Shippers:

The Open River Transportation Co. has established a through boat line from Portland to points on the Columbia as far east as Haver. On the Portland Division steamers leave Oak Street Dock Monday, Wednesday and Friday at 7 A. M., making prompt connection via the State Portage Railway with the above steamers, enabling our patrons on the upper river to receive their shipments without delay. The rates are low and it is confidently hoped that this line will receive the support of every business man and property holder in the territory that this line serves. We have added to our traffic a commodity rate on groceries, also on hardware, that enables the shipper to make a combination shipment under a low carload rating. This is not allowed on any other rail or steamboat line.

We earnestly ask your loyal support. Any freight that you can give us, or information regarding others who may have shipments, will be thankfully received and promptly attended to. The success of the steamer line that only develops the country, but saves you many dollars in freight charges, depends solely on your efforts to assist.

For further information address F. J. Smith, Traffic Manager, Oak Street Wharf, Portland, Oregon, phone Main 3291.

Open River Transportation Co.

RECIPROCITY AND THE FARMER.

The Breeder's Gazette for August 8, has a discussion of the relations of the stock feeders of the corn belt to the Continental European markets in the course of which it is clearly established that the only thing that stands in the way of an outlet for enormous numbers of cattle and other food products in these Continental markets is the failure or refusal of our own Government to enter into fair reciprocal trade arrangements with Germany, France and neighboring nations. It is shown that we sold thirteen million dollars worth of live cattle to England and Belgium alone during the six months just ended; those nations being the only European countries admitting our live bullocks. If the French and German ports could be opened upon similar terms it is fair to assume that the Continental trade would take as much more to the manifest advantage of all producers. The Gazette says: "The complaint of the corn growers and the ranchmen in this matter is that on account of our failure to provide some practical scheme of reciprocity with Continental Europe, we have no fair chance to acquire the trade of some of the heaviest buyers of food products in the world."—Rural Spirit.

WORLD'S RECORD FOR UNITED STATES ARMY GUN.

The series of tests which have been carried on during the past year at Sandy Hook of the Brown wire gun, which was manufactured for the United States army, have just been brought to a successful close; and the ballistic results obtained so greatly exceed anything that is officially on record in our own or any other army, that the incident calls for something more than passing notice. We have recorded during the course of the trials the unusually high velocities which were being obtained, velocities considerably in excess of those achieved with our own service guns. In the last ten rounds of the test, however, the charge of powder was increased from 75 pounds to as high as 84 pounds, with resulting powder pressures of from 43,875 pounds to the square inch. The velocities achieved rose steadily from 3,740 feet per second to a maximum of 3,740 feet per second, the muzzle energy corresponding to the last-named velocity being 10,295 foot-tons.

To appreciate the gain in power of this 50-caliber gun due to its great strength, which enables it to withstand the high powder pressures necessary to secure such high velocity, we have only to compare it with some other 50-caliber gun, such for instance as the present service naval 5-inch gun, as mounted on our best battleships and cruisers. This steel gun has a 100-pound shell with a velocity of 2,900 feet per second and a muzzle energy of 5,838 foot-tons.

muzzle. The weight of the wire-wound gun and of its shell are about the same as service naval piece, and yet the energy is nearly 100 per cent greater. Although the powder pressures were so exceedingly high, the amount of erosion was not excessive, and the gun at the end of its severe test is said to be in good condition. There was some erosion near the powder chamber, but it was not sufficiently serious to appreciably affect the flight of the projectile, none of them having been observed to "tumble." At such an enormous velocity as 3,740 feet per second, the trajectory is, of course, exceedingly flat, and evidence of this was shown in following flight of the projectile, which with 1 1/2 degrees elevation only, did not strike the water until it was about 5,000 yards distant, and after the first ricochet the shell had traveled out of sight before it again struck the water. The officers in charge of the test not being able to observe the splash of the second ricochet, even when looking with glasses from the raised walk at the firing ground. The result is a great triumph for the wire-wound system of construction coupled with the peculiar inner tube of laminated plates, which constitutes the special feature of the Brown gun. The advantage of a system of ordinance capable of producing these high velocities, is that it enables the weight of the gun to be greatly reduced without the loss of penetrating power at given ranges.

THE NAVY ON VIEW.

The greatest fleet ever gathered under the American flag was reviewed by the President off Oyster Bay on Labor Day, September 3, in the presence of several people. There were forty-five vessels in line—one for every State of the Union, including twelve first-class battleships, four armored cruisers, four protected cruisers, four monitors, six torpedo boats, three submarines, five auxiliaries, and a troop ship. Twenty of the forty-five were armored ships fit to stand knocks in the line of battle. Of the twelve battleships only two, the Indiana and Iowa, of the eight cruisers only one, the Minneapolis, and of the four monitors only one, the Puritan, were old enough to have served in the Spanish War. The fleet as a whole was a new creation. Yet it is only a part of the American navy now in commission, and another fleet no less powerful is now taking shape in the shipyards.

The vessels in the Oyster Bay review, constituting the bulk of the Atlantic fleet, with some vessels destined for the Philippines, all under the command of Rear-Admiral Robley D. Evans, aggregated nearly a quarter of a million tons and carried over 1,100 guns torpedoes, and 15,000 men. They formed a force more powerful than the combined navies of the United States and Spain at the beginning of the late war, or than the fleets of Togo and Rojstevsky before the battle of the Sea of Japan. Although the display has been surpassed on various occasions by the British navy, it would strain any other navy in the world to equal it, and it has never been matched in the Western hemisphere.

No attempt was made to maneuver the fleet, which was anchored in three lines, the President passing through in the Mayflower. The review was brilliantly successful, and the whole aspect of the ships and their crews was one of superb efficiency. In spite of all efforts to conceal the spectacle, many enthusiastic admirers of the navy persisted in pushing their way to the scene. Some went in excursion steamers, yachts, tugs, launches, sailboats, and rowboats, and others took the overland trek to Oyster Bay and saw what they could from the shore. It is estimated that in these various ways as many as a hundred thousand people got at least a glimpse of the warships.

When our first great naval review was held thirteen years ago at the time of the Columbian celebration there was not a single American vessel in line which could be called by present-day standards a fighting ship. All, except one monitor, were small, unarmored cruisers and gunboats. All could have been destroyed by a single one of Admiral Evan's dozen battleships or of his four great armored cruisers, not to speak of his three submarines. Yet to make that message showing we had to scrape together almost our whole navy. The President's review at Oyster Bay included only those ships that were not needed for other purposes. It left a fleet in the Philippines more powerful by far than our whole navy of 1893, it did not denude the Pacific Coast, and even the Atlantic Fleet was able to spare ships for work in the Caribbean. The two reviews marked the difference

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between an infant naval power and one full grown. The only flaw in the perfection of the late display was the fact that it could not be absolutely up-to-date. Each of the battleships Oyster Bay represented the last word in naval science when she was laid down, but although some of them have been in service for only a few months each has since been outclassed. The British Dreadnought has gone into commission eleven months after her keel was laid, but the American Dreadnought has not yet been even designed, and will not fly her flag inside of four years at the earliest.—Collier's.

DEMOSS NEWS.

Mrs. L. C. Shatto, of Shenandoah, Iowa, is making an indefinite visit with relatives and friends in Oregon and has been the guest of Prof. and Mrs. James DeMoss the past week.

A. Hunter and family have arrived to take possession of their new home and we heartily welcome them to our town.

Our district school begun the 17th with Mrs. J. H. DeMoss for teacher.

Married—Jewell-Rawsok, at the residence of Mr. and Mrs. George DeMoss, Wednesday, September 12, at eight o'clock p. m., when Wm. E. Jewell, of DeMoss, and Miss Alta B. Rawson, of Salem, were joined in the holy bonds of wedlock by Rev. C. W. Holoman, of Grass Valley, in the presence of about forty guests. The Parlor was beautifully decorated with ribbon, silver-leaf maple and flowers. A wedding bell hung over the bridal party. T. O. Davis was best man and Aurelia DeMoss maid of honor. The groom was attired in Conventional black and wore white kid gloves and a button-hole bouquet of orange blossoms. The bride was robed in a white silk Crepe Dechene princess dress trimmed in white silk chiffon applique, she also wore white gloves, a wreath of orange blossoms on her head and a bouquet of white carnations and orange blossoms in her hand. Mendleson's wedding march was rendered by the DeMoss Lyric Bards orchestra, then during the ceremony they played the Flow-

er song in tones low and sweet. Congratulations were next in order, then a musical programme consisting of orchestral selections and vocal solos, by many of those present, but the crowning of the programme was the small children, Master Herschel F. Davis, who sang a solo; and to see Baby Elbert DeMoss perched on the piano stool trying to play his own accompaniment while he sang a verse, loud and distinct, of "Happy Day" he being only 25 months old, was a musical fete never before seen Mr. and Mrs. George DeMoss are truly proud of their baby prodigy.

Before the guests were aware the serenade party arrived and made things lively until the groom acknowledged the courtesy by going forward with his bride to receive further congratulations; after the treat was given to the serenade party they departed, and the guests partook of delicate refreshments.

Mr. and Mrs. Jewell received many valuable presents.