THE TELEPHONE-REGISTER plating and all bulkheads are composed walls of the groups there are space

MCMINNVILLE. OREGON.

June - - 12, 1890

Major William Grupp.

The slowest man in seven states Was Major William Grupp, He often let his watch run down A-winding of it up.

So cross-eyed was the major That he scared the dogs away, And he held his watch behind him.

When he told the time of day. So stingy was the major As I've heard the neighbors swear It was a common thing for him To shingle his own hair

So frugal was the major, And so saving of a cent, That the landlord chloroformed him Every time he got his rent.

The major was so grasping That unto his bed he took And died of pea-green envy When he saw a grappling hook

In the interest of science We cut him open-but Instead of finding any heart We found a hickory nut.

LIKE A THUNDERBOLT.

The Way Uncle Sam's New Torpedo Boat Will Strike.

People who happened to be crossing the Brooklyn bridge a few days ago, at steaming down the East River. In the brief glance that people on the bridge caught of the vessel, there were two a steamer of some kind-long, narrow, has been solved: and cigar-shaped, lying very low in the water, and with a queer kind of cov- No , general storeroom , torpedo room ered deck. But for the short thick fun-, galley and dynamos forward boiler room nels it looked as if it might be the Nautilus of Jules Verne's story skimming 6, engine room 6, after boiler room along upon the surface of the water, inmachinists' room At the stern floated a flag which those No. 9, cabin No. 10, pantry and storeroom No. 10, pantry and storeroom No. 11, tiller-room

with sharp eyes saw to be the national Ejecting pumps have a total capacity this country as far north as Tacoma, colors. In scarcely a minute, it seemed of 100 tons in seven minutes (or the Wash.; south as New Mexico and east the little boat had passed under the weight) of the ship in less than ten as Portland, Me. Frank has a stock of bridge and was away down off the Bat- minutes, are connected with the water- knives worth \$4 and a few dollars for tery. The was evidently bound out to tight compartments. The action of expenses. He stole a ride on a freight sea. People who had not read the New these pumps is regulated by the auxil- train to Buffalo and on other trains to York Sun that morning did not know liary engines, and it is calculated that Ashtabula, O. With his companion he what the strange ship was. People they can free the ship of water under beat his way to Cleveland and thence who had knew that the vessel was the all circumstances. Cushing sea-going torpedo boat, No. 1, Externally the Cushing has a whale the two boys sold knives in Michigan.

back extending from the stern of the in October McNair lost track of his of the United States navy. The Cushing, when folks on the forward conning tower, a distance friend and alone started from Battle bridge saw her, was on her way to of about thirty feet. The rest of the Creek, Mich., with the resolve to reach Washington, full of youthful pride and deck is illiptical. The conning towers California or know the reason why, and enthusiasm, to let the congressmen and are fitted with steam steering and hand in his own language as he told a re-

naval sharps there look at her and wheels. There are electric and speak- porter, the facts are given: praise her. She had only been in this ing tubes all over the ship. Twenty When I left Battle Creek I had a neighborhood over night, having come ventilators provide plenty of air. In stock of knives worth \$4 and about \$3 down like the wind from Newport the foul weather ventilation is obtained in cash. I hid myself in a flat car of a day before. On her way down in a through the boiler spaces and jacket of freight train and so stole a ride to Chichoppy sea, against a head wind, with smokestack. All boats and anchors cago. I stayed there two days and a crew of green men, and burning only are hoisted by steam. The torpedo room then beat my way on a passenger train hard coal, she had beaten the famous is in compartment No. 3, under the to Jacksonville, Ill. I sold some knives run of the Now Then of July 12, 1887, whale back, thereby leaving free access there and went on to Hannibal, Mo. I making the run in six hours fifty-seven to transoms and lockers, which extend had to take two freight trains between minute. She was not really pushed the entire length of the forecastle. Here that point and Kansas City. I got put on the trip either. Generally speaking, also are loaded the torpedoes and the off the first one at a little town in Misthe Cushing has proved herself capable launching tubes charged from the souri called Brunswick. I boarded the

, fore peal

of galvanized steel. The thickness of which act as flues for the ascent of the deck and bottom plating varies from smoke and gases from the grate. Fire five sixty-fourths to one-fourth inch, brick plates are placed at the ends and and was bent into shape cold. Double sides of the fire grates. Chambers arframes are placed at all water-tight ranged at the ends of the boilers have bulkheads. The flat keel plates are riv- valves for the admission of air for cooleted to each frame and securely bolted ing parts of the boiler and fireroom. One to the stem and stern posts. Both stem chamber communicates with the ashand stern posts are of forged steel. The pan and the other with the atmosphere deck beams consist of steel angle bars, Another, communicating with the ash and are placed at every frame, to which they are conneted by bracket plates. Another, communicating with the ash: omaha, Kansas City, Chicago, ALL they are conneted by bracket plates. Stringer angles of the greatest possi-of a steam tube. This arrangement seble length extending from stem to stern | cures the firemen from being scalded or posts are securely riveted to stringer driven from the fireroom when workplates and sheer strakes; these, in con- ing under forced draught. nection with the elliptical steel deck, It is believed that the Cushing to-day give great rigidity to the structural is the finest torpedo boat extant. It re-

strength of the boat, and increase her mains to be seen, of course, with what capacity to resist the shock of waves directive force and skill she can send her torpenoes. when driven into a head sea.

All that art and science and iron can M'NAIR THE BOY TRAMP. do to make the Cushing a strong ship has been done. There is no doubt that He Goes Over the Country Without Paying his Fare. the assertion of her builder and commander is true, that she is one of the Frank C. McNair is a bright American boy who knows how to take care of strongest ships ever built. Ten water-tight bulkheads, built of himself. When he is at home his poststeel plates, divide the Cushing into office address is Nunda, N. Y., but he eleven water-tight compartments. It is only there on rare occasions. McNair is apparent that on a vessel like the though of tender years, has had a lively Cushing, the question of room is a very experience and has seen more of this important one. Every inch of space country than most young men of his must be utilized. It is obvious, too, age. What makes the story of his that of the little space there is, by far travels particulary interesting is that he the greater portion must be devoted to has journeyed thousands of miles on a the big engines and boilers which give cash capital of only a very few dollars, the ship her enormous speed. The en- and deserves to be handed down to posabout the noon hour, wondered exceed- gine of the Cushing have developed 1,- terity in a yellow-covered novel as "The

ingly at a strange craft which was 700 horse power. How can you get 1,- Boy Tramp. 700 horse power on board of a ship 137 Frank McNair is the son of a well-tofeet long? That is about the first ques- farmer. He received a good high-school tion asked by those who have heard of education. He was ambitious and his things which excited their surprise- the Cushing's performances. The fol- ambition lay in the direction of travel. one, the very peculiar dull slate or nov-

el color of the ship, and the other, the space in the various compartments of would not contribute the necessary swiftness of the craft's motion. It was the Cushing show how the question cash to start Frank on a sight-seeing tour. The boy solved the problen. He

Cubic feet. started out in the spring of 1887 with a 225 tray of knives and about \$10. He .1.092 worked his way as far west as Omaha 1.894 and in the fall retured home. It was

to Fort Wayne. During the summer

285 began a trip which carried him as far ⁶⁰ west as San Francisco and included

ON SALE DENVER

ST PAUL, ST. LOUIS,

AND ALL POINTS

East, North nº South.

-AT-PORTLAND, OR.

GEO. S. TAYLOR' Ticket Agt.

Corner First and Oak Sts.

We have the Exclusive Control of



Ana don't have to offer a prize to sell this Boods, for its the BEST MADE. Every Can holds ONE AND ONE HALF POUNDS. J. N. HENDERSON, MC. MINNVILLE, ORE.

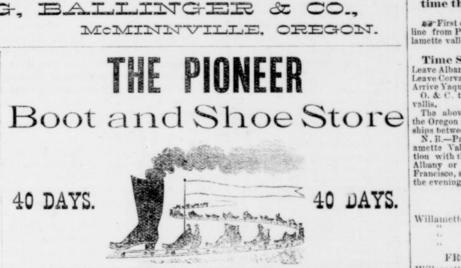
GEO. RAMAGE,

1.894
1.894
2.183
not until July, 1888 that his travels real1.987
1987
1997
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998
1998</



Columbus Buggies, Bain Wagons, Oliver Chilled and Steel Plows, Scotch Clipper Plows, Flying Dutchman Gangs and Sulkies.

J. G. BALLINGER & CO.,



I will Sell at Cost for the next Forty Days. I am making arrangements to go into another line of business. Call and get bargains. No trouble to show goods. Opposite Grange Store. P. F. BROWNE.

OVERLAND TO CALIFORNIA. Southern Pacific Company's Lines,

THE MOUNT SHASTA ROUTE !

Time Between Portland and San Francisco, 39 HOURS!

5

California Express Trains Run Daily BETWEEN PORTLAND AND SAN FRAN-CISCO !

LEAVE AREIVE, Portland 4.00 p m S-nFrancisco 7.45 pm -San Fran. 7:00 p m Portland 10.45 am Local Passenger Daily, except Sunday Portland . . 8:00 a m Eagene. . 2:40 p m Eugene. . 9:00 a m Portland . 3:45 p m

Pullman Buffet Sleepers

Tourist Sleeping Cars, For accommodation of Second Class Pas-sengers attached to express trains. The S. P. Company's Ferry makes con-nection with all the regular trains on the East Side Division from foot of F street

WEST SIDE DIVISION Between Portland and Corvallis. Mail Train Daily, except Sunday

LEAVE ABRIVE Portland . 7:30 a m McMinn' 10:13 a m McMinn' 10:13 a m Corvallis . 1:225 p m Corvallis 1:30 p m McMinn' 3:44 p m McMinn' 3:44 p m Portland . 6:20 p m At Albany and Corvallis connect w th trains of Oregon Pacific. Express Train Daily, except Sunday. LEAAE. Portland . 4:50 p m McMinn'. 5:45 a m Portland. 9:00 a m

Through tickets to all points South and East via California. Ticket offices, No. 134, corner First and Alder streets, Portland, Oregon; corner Front and F streets, Portland

E. P. ROGERS, Asst. G. F. & P Agt R. KOEHLER, THE YAQUINA ROUTE.

Uregon Pacific Railroad OREGON DEVELOPMENT COM PANY'S STEAMSHIP LINE.

225 Miles Shorter-20 hours less time than by any other route.

• First class through passenger and freight line from Portland and all points in the Wil-lamette valley to and from San Francisco.

Time Schedule (except Sundays). Leave Albany. 1:30 pm Leave Yaquina 6:45 am Leave Corvallis 1:40 pm Leave Corvallis 10:35 sm Arrive Yaquina 5:30 pm Arrive Albany 11:10 am O. & C. trains connect at Albany and Cor-

vallis. The above trains connect at YAQUINA with the Oregon Developement Co's. Line of Steam-ships tentween YAQUINA and San Francisco, N. B.—Passengers from Portland and all Wil-amette Valley Points can make close connec-tion with the trains of the YAQUINA ROUTE at Albany or Corvallis, and if destined to San Francisco, should arrange to arrive at Yaquina the evening before date of salling. Sailing Dates.

Sailing Dates. FROM YAQUINA. Sunday, April 6th Monday, 14th Willamette Valley. 14th Tuesday, " 22nd Thursday, May 1st FROM SAN FRANCISCO.

Willamette Valley, Thursday, April 10th Friday, 18th Sunday, Passenger and freight rates always the low-est. For information, apply to Messrs. HUL-MAN & CO., Freight and Ticket Agents, 200 and 202 Front street, Portland, Oregon; or to C. C. HOGUE,

Acting Gen'l, Frt. & Pass. Agt., Oregon Past R. ¹⁰ Co, Corvallis, Oregon, 6 C. H. HASWELL, Jr., 6en'l. Frt. & Pass. Agt., Oregon Development C. Montgomery street, San Francisco, Cal.

From Terminal or Interior Points the

he é

County

Papers,

THE

TELEPHON

1

REGIS

TER,

for

ear.

Don

3 vait:

Subscri

be

5

Other

Ŧ

F

ould

for

09

9

U

2

Ъ

5

Teleph

Ż

13

010

th

Fo

urth

of

4 uly

무

Fa



of speeding at the rate of twenty-two racks. next train that came along, however,

and a half knots an hour all day long. The torpedo can be launched by and reached Kansas city without troub-In one hour she has made 24 32-100 means of electric connections from one le. I tried to get work there and for knots or twenty-eight miles. She is or both tubes at the will of the my pains came near being struck for \$1 138 feet long, and can pump her weight commander in the conning tower. by an employment agency. I left Kanin water in ton minutes. She was The launching may be made at full sas City one October morning on a long named after Lieutenant Cushing of the navy, who sank the rebel cruiser Albe-marle. The Cushing has not got her armament on board. When equipped torpedo had in the interval between him 50 cents he would put me off. I she will carry a torpedo tube on each leaving the tube and striking the water. reluctantly did so. The train had gone bow, and a torpedo gun amidships, so This is an absolute achievement in tor- about one hundred and fifty miles when that she will be able to launch three pedo warfare which has never been ac- he came around again and struck me torpedoes at the same time. She will complished by any other torpedo boat for 50 cents more. I concluded to give have three rapid-firing six-pound in existence, and therefore increases up. I only had \$7, but he promised to Hotchkiss breech-loading rifles, and the value of the factor of safety of tor- let me ride to the end of the trip for the

two or more Gatling guns mounted elsewhere. She is one of the strongest boats ever built. It is estimated that on her trial trip she developed more accommodating all the officers, is right I staid there a day and caught a freight than 1700 horse power. She can be pro- abaft the conning tower. The machin- on the Santa Fe road. I reached Las pelled astern as well as forward, and ists' quarters are between the cabin and Vegas, N. M., without trouble. When has made over 17 miles an hour in go- after boiler bulkheads. I was hungry and the train stopped at

ing this way. Her queer color is tech- But, of course, the most interesting a station I would get off and get some nically known as a French gray; it ren- and important thing about the Cush- lunch and get back without attracting ders her almost invisible at a distance, ing is her wonderful engines. No ves- any attenion. The next town I struck even by day. On her trip to Washing- sel of her size in the world has such was Albuquerque. I got a freight train ton referred to, the Cushing made the engines. The Cushing has two separate there but only held it for about twentyrun in 28¹/₂ hours, a record that beats all quadruple-expansion engines, vertical, four miles when I was put off at a little previous performances for that trip. direct acting. All the pistons have a Indian village called the Atlantic and She used only one boiler, with an aver- stroke of fifteen inches and work on Pacific Junction. Three other tramps age pressure of eighty pounds of steam, five cranks so placed with regard to were put off at the same time. and, notwithstanding the weather was each other that the ship vibrates as "When the next freight came along thick and heavy, made an average rate little as possible with their motion. The I got on the pilot of the engine and

of fifteen knots an hour.

engines work with almost no noise rode to the next town. I was discovered, The Cushing has been in existence whatever, and no one man can reverse but although they put me off I man-

only about three months. She is the first them all. There is one piston rod to aged to catch the last car and get inside sea-going torpedo boat constructed for each cylinder, which extends through the boiler of a stationary engine that the United States navy. She was the lower head only. The cylinders was being shipped to some point. I launched from the yard of the Herres- and their pressures are as follows: had good luck for a while. The next hoff maufacturing company at Bristol, High pressure, 260 pounds; first inter, interesting incident was a thirty-six-R. L. on January 23d. Her contract mediate, 130 pounds; second intermedi- hour ride in a passenger train at Coolprovided that her official speed trial ate, 65 pounds, and two low pressures idge, N. M. A passenger hid me in a should consist of a continuous run of at 65 pounds. Each engine was made berth, and I was not discovered for three hours, during which time the to develop 800 horse power, but 1,700 some hours. Then the porter in lowerboat had to attain a mean speed of horse power has been developed. The ing the berths, caught me. I got off twenty-two knots an hour. As a mat- coal consumption is about 3,800 pounds the train at The Needles, in California, ter of course, as has been stated, it has per hour, when pushed at the highest been proved that the boat is capable of rate, or twenty-four knots an hour. ceal myself under a seat. By such tricks maintaining a speed of twenty-two and The bunker capacity is 37 tons, which as these I managed to reach Los Angeand one-half knots an hour all day means that the Cushing can steam 3,- les. Then I tramped to Pasadena, long. Premlums of \$2,000 and upward, 000 miles at ten knots an hour. The where I got employment in the Raywere offered for each quarter of a knot propellers of the ship are of galvanized, mond Hotel and saved up \$37, which I in excess of twenty-four knots an hour, hard bronze, 50 inches in diameter of sent home. I went to San Diego and whereas a penalty of \$4,000 would have four blades each. They turn outward there took a boat to San Francisco. I been exacted had the speed fallen be- in forward motion.

low twenty-two knots. The Cushing The rudder is suspended and has an heard from a friend that he was going had her trial trip in March and was ac- area of fourteen square feet. It is made to Tacoma, and I decided to meet him cepted by the government officials in of hard bronze and connects directly there, and by riding freight trains and April. At present the Cushing is in command of Lieutenant Cameron Me-engines of the Cushing are of what is Rae Winslow. She has, in all, a com- known as single type. They exhaust to Pasco, Wash., by riding on top of a plement of sixteen men and four offi- into the condenser. Independent en- passenger car. From there I made my gines work the main feed and air longest continuous trip. It was on the

The Cushing is in more respects than pumps for each engine. There is a Northern Pacific road. There were one, therefore, the most noteworthy blowing engine for each fire room, and twenty wanderers like myself at Pasco boat in the American navy, and the de- one engine works a centrifugal circulat- waiting a chance to beat their way east. tails of her construction, especially her ing pump. There is a donkey pump in I was the only one who succeeded, and wonderful engines, are extremely in- each fire room.

did it by getting on like a regular pasteresting. As shown by the official re- The engines get steam from two senger. I took a seat in the smoker uncords, the principal dimensions of the Thorneycroft boilers built by Herres- til we were ten miles out, and then I hoff. These have a working pressure went out on the platform and climbed

Feet. of 200 pounds to the square inch. The to the top of the car. By riding this 14 10 ratio of heating surface to that of grate way and in the bunks and under seats 5 05 is sixty-six to one. Steam can be sup- I managed to reach Minneapolis. The $\frac{9}{4}\frac{21}{50}$ plied separately or in connection to one passengers helped me and gave me food 34 or both engines. In the boilers the wa- and drink. I reached home in June, ³ 02 ter is heated by passing in tubes be 1889.

Square feet. Area of midship section Area of L W P

Cushing are as follows:

Breadth, extreme.

Depth of hold Draught (ordinary)

Length between perpendiculars Breadth at L. W. plane(molded

Displacement in tons (2.240 pounds Tons per inch immersion at L W P

42.36 tween two horizontal water chambers, "Since then I have tramped and At deep load draught 5.2ft 1,865 00 space, to a cylindrical steam collector Delaware, New York and New Area longitudinal immersed section. 424 20 located above the fire grate space. The and all the New England states.

All materials entering into the con- tubes are arranged in groups, and all "I would like to start round the world struction of the hull and machinery the tubes of one group stand in the without a penny and beat my way. I were subjected to the usual standard same vertical plane. The arrangement could do it and not have to beg, borrow government tests. The frames, shell of the tubes is such that between the or steal."

P.C.S.C.B.E.S. an interest -in all'e these J.C 0 F Seres 6 -(COR) 100 -valued 0 8 at 44 over A're ac \$200.00--is hines, to D. anna (Case . adv ance Be all'e -TO) 11C 8 B small 000 sum of BUSADERECEN \$2.00 for.

ADDITION Northern Pacific ARE SELLING FAST! And It Is Building Up. Railroad Soon Lots will be scarce and Command a Higher Price. Buy Now Before Too Late. To all Points East & South It is the DINING CAR ROUTE. It runs Through VESTIBULED TRAINS Every Day in lhe Year to Price Ranges \$50 up. For full particulars apply to J. I. KNIGHT & CO., THE INVESTMENT CO. 49 Stark St., Portland, Or. F. BARNEKOFF & CO., McMinnello ST. PAUL AND CHICAGO. Real Estate Agents, McMinnville. nville Flouring Mills No Change of Cars **Composed of DIAING CARS** STABLES COMMERCIAL PULLMAM DRAWING ROOM SLEEPERS (E Street, near Commercial Hotel, McMinnville, Or.) GATES & HENRY, Proprietors. TOURIST SLEEPING CARS Best that can be constructed and in which accommodations are for hol-ders of First or Second-cass Tick-316 316 316 ML ML ML ELEGANT DAY COACHES. Fine Livery, A Continuous Line connecting with all Feed. New lines, affordiug direct and uninterrupted service. Carriages and Sale. Sleeper reservations can be seeu 115 215 215 ed in advance through any agent of the road **Through Tickets** To and from all Points and Europe can be purchased at any ticket office of this commany. Full information concerning rates, time of trains, routes and other details furnished on amulication to any another 20 20 200 This new stable is now open and ready for business. New turnouts, good horses, everything firstclass. SPECIAL ACCOMMODATIONS FOR COMMERCIAL TRAVELLERS. on application to any agent, or A. D. CHARLTON, Asst. General Passenger Agent, General Office of the Company, No. 121 First St., Cor. Wahington, Portand, Or. Transient stock will receive personal attention. A share of the public patronage solicited. 'S SAFES ARE THE BEST. ARE YOU GOING EAST? If so be sure and call for your tickets via the Chicago & Northwestern Railway, -THE "FAMOUS ROYAL ROUTE," It is positively the shortest and fin set line to Chicago and the east and south and the only sleeping and dining car through line to line to Omaha, Kansas City, and all Missouri River Point. Its magnificent steel track, unsurpassed train service and elegant dining and sleeping cars has honestly earned for it the title of The Royal Route Others may imitate, but none can surpass it FIRE AND BURGLAR PROOF SAFE. Our motto is "always on time Be sure and ask ticket agents for tickets via this celebrated route and take non-others. W. H. MEAD, G. A SECOND HAND SAFES AT A BARGAIN. No, 4 Washington street, Portland, Or combination Locks Furnished and Repairing (pecialty. END FOR DESCRIPTIVE CIRCULAR AND PRICE LIST. BEST SEEDS ALL'S STANDARD SAFES D. M. FERRY & CO. " Fail to Protect their Contents against Both Fire and Burglars MALL'S SAFE AND LOCK COMPANY. SEED ANNUAL Factory, CINCINNATI, OHIO. SALESROOMS New York City; Portland, Me.; Boston; Philadelphia; Cleveland; Chicago-Field SEE Louisville; St. Louis; Kansas City; Omaha; Minneapolis; St. Paul; Now Orleans D. M. FERRY & CO. DETROIT, MICH. San Francisco; Los Angeles; San Diego; Portland, Oreg.; Nashville. Ten-

Richmond, Va.; Milwaukee, Wis.; Evansville, Ind.; Atlanto, Ga