

A Good Reminder



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RAILROADS ENCOURAGE

Immigration to Build Up Their Traffic

NOT MERELY TO SELL THEIR LAND

Which to Carry More Freight to the East From the West—Promote Irrigation.

Omaha, Neb., Sept. 30.—When it is said that the Union Pacific carries twice the tonnage from west to east that it does from east to west the whole story is told of the interest of the western railroads in irrigation. What these railroads want is freight from the east. To get it, they must have people in the west. They must have settlers for the land. They must have development. That word "development" is the keynote of the whole irrigation performance. It is the thing heard from start to finish, from the Missouri to the Pacific. These great arid stretches of land can be developed by irrigation. They can be made populous and productive. They can be made the sites of cities and towns and agricultural communities, whence will come products of the ground for feeding the east, and to which the east will send its manufactures.

Some of the western roads were helped in their construction by land grants from the federal government. There are thousands of acres of these grants still unsold. But do not imagine that it is the sole ambition of the railroads to get rid of this remaining land. Cattle-grazing companies stand ready and eager to take this land off the railroads' hands, but sale to the cattle companies would turn them into ranges and keep them such for years, perhaps, and the settlement and real development of the country would be, to that extent retarded. Colonization is vastly more to railroads than the mere sale of their real estate at a good profit. The Union Pacific and other western railroads have colonization bureaus. They have men in their employ at good salaries, to encourage and promote colonization. One prospective settler is worth more in the eye of this railroad than 640 acres. A settler is cherished, guided and encouraged. He is actually aided to find and make a home, and this great "soulless corporation" could not be more tender and kind if it were a philanthropic organization or a benign paternalistic institution devoid of any thought

of self. That the fundamental motive is selfish is frankly admitted. It is a hard dollars-and-cents purpose to get more freight for the road, and especially more freight from east to west. The development and receipts of the road depend on the development and prosperity of the country through which the roads run. Therefore, it is to the selfish interest of the railroad to promote the prosperity of this country; for in promoting the prosperity of the community, it promotes the prosperity of the individual, and vice versa.

Thus it comes to pass that the western railroads have joined hands with one of the most practicable and universally commended philanthropies of modern times, and are the substantial backers of Booth-Tucker of the salvation Army and his colonization projects. They stand behind him with money and lands and their powerful influence. Rich men in the east who look for interest on their bonds, find it promotes said interest to take stock in Booth-Tucker. They find that it will pay, in his instance at least, to do good. It is the holders of Union Pacific stock who are the principal holders of stock in the colonization companies of the Salvation Army.

But it is not only the land-grant railroads that are promoters of irrigation. Practically every railroad in the west is a heavy subscriber to and enthusiastic supporter of all irrigation movements. The reason is the same that moves the land-grant roads—they want the freight and prosperity and dividends that will come from settling up and developing the country through which they run. The railroads are represented at these irrigation congresses. They are in league with the irrigation associations and are back of the movement for irrigation by government assistance. They contribute to the literature and the cost of the irrigation propaganda, and to the support of a lobby at the national capital. In other words, they do thoroughly and in a systematic way what they start out to do. The railroads are in irrigation "up to their necks," and they are in it literally for business. If this damns irrigation, then the whole project is very thoroughly damned. If, on the contrary, there are times when self-interest and philanthropy run along the same channel; then the public may have a new and pleasurable sensation in contemplating the railroad in the character of a thing righteous and benign.

SHOOTING TOURNAMENT.

Pekin, Ill., Sept. 29.—This place was today the Mecca for the shotgun fraternity of the middle west, the occasion being the opening of the annual tournament of the Illinois Sportsmen's association. Some excellent scores were made in the opening events. The tournament continues until Saturday. The entries for the chief events include such prominent shots as Fred Gilbert of Iowa, Rollo Heikes of Dayton and Charlie Spencer of St. Louis.

"Scribbles, the poet, now has twice the number of readers he had before." "So? Whom did he marry?"

HOLDS THE RECORD FOR KITE FLYING

Lawrence Rotch of the Government Meteorological Service Has This Distinction.

Washington, D. C., Sept. 30.—The exploration of atmospheric conditions a mile or so above the earth has been carried on by government scientists the last few years, with results most valuable to the weather forecaster. The most notable results are those obtained by A. Lawrence Rotch of the Blue Hill meteorological observatory in Massachusetts. Professor Rotch is the most scientific kite flier in the world and holds the record for the highest ascension ever made, one of his instrument-carrying kites having ascended 15,807 feet. This is higher than Mont Blanc, and is higher than any balloon has been able to carry meteorological instruments.

But the scientists now feel that it is very necessary to extend their explorations to the air currents above the ocean, and particularly the currents that blow in the tropical zones. It is in this vicinity that the "weather is manufactured." A least some of the most violent brands seem to have their origin there. It is said that a little more knowledge of those upper air conditions would supplement the data which have been obtained on land, and enable the meteorologist to deal more certainly with the weather problem.

At the congress of weather sharps, otherwise denominated meteorologists, in Europe this will be one of the subjects considered, and Professor Rotch will endeavor to secure the co-operation of foreign scientists to equip a kite-flying steamship to cruise in tropical waters, "sounding" the upper air. Funds from the Smithsonian Institution have enabled Professor Rotch to do some preliminary work in this direction. He flew his kites from the decks of a couple of trans-Atlantic liners, but the results obtained served only to whet his appetite for greater facilities. It was suggested to the navy department that it would be a perfectly legitimate use for some small warship to be assigned to a kite-flying detail; but up to the present time the secretary of the navy has not been able to see it in that light.

A little voyage away from the earth's surface reveals some very surprising conditions. A passenger on such an expedition (if it were possible to accompany the kite) would want a variety of clothing. If it chanced to be a normal summer day on the ground, with the temperature at 72 degrees Fahrenheit, and the breeze blowing freshly at twenty miles an hour, he would want to take his furs and mittens, for by the time he had reached an elevation of 1000 feet the thermometer would register nearly 40 degrees lower, and the wind

would be blowing a 40-mile-an-hour hurricane. Such is the tale brought down by the automatic registering instruments sent up from Blue Hill by Professor Rotch.

This information may prove serviceable when Professor Langley perfects his flying machine; for it is evident that he will have to provide steam heat even in summer if he takes to the upper road. The increase in the velocity of the upper currents also may be an important consideration to the coming machine; for if it is blowing in a favorable direction it will add forty miles an hour to the speed which the machine develops. On the other hand, if it is blowing in an adverse direction the aeronaut will have to dodge the current or overcome it.

The transition from heat to cold does not take place regularly as the distance from the earth increases. At first the person going up would find the air growing warmer. The rise in temperature would go on at the rate of one degree for every 183 feet, until about 1000 feet had been attained, when the rise would be suddenly increased. Then the hot air would gradually be left. The difference between day and night temperatures is found not to prevail above a thousand feet from the ground. The light, fluffy clouds of a summer day float about three-quarters of a mile from earth, and are soon left behind by the scientist's kites. Above the clouds the air is found to be very dry.

The atmosphere, like the ocean, is found to be filled with currents, some of them are what might be called "fixed" currents, like the gulf stream, while others are ephemeral wanderers. Thus it might be possible, when cruising in the cold gales five or six miles from the earth, to run into a narrow river of warmth which had found its way upward from the earth. The directions of the currents are also found to be variable. While a stream of air may be flowing in one direction on the earth's surface, another stream a mile above it may have a very different trend.

These explorations have thrown light on the origins of cyclones. These manifestations are caused, it is found, by the higher temperatures attained by a body of air, with reference to the air surrounding it. The superheated air has a disposition to rise, leaving a vacuum, into which the cold air rushes from all sides. The cold air thus rushing in acquires a whirling motion as water poured sideways into a washbowl, hence the funnel-shaped cloud and the destructive pivot.

Comparatively nothing is known of the thermal and other conditions which prevail in the upper equatorial airs. Scientists would like to know how high the trade winds blow, and how much faster away from the surface of the ocean. There are few clouds in these climatic belts and clouds have furnished about all the data in past years on these questions. By watching clouds it is possible to get an idea of the direction and velocity of air currents; but they natur-

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ally furnish no information as to temperature.

As it was a kite which furnished the first data as to the electrical phenomena in the air, so there are a number of phenomena still to be explored in this branch of aerodynamics, and which it is expected the use of kites will obtain. Among these are the aurora, and the electric waves which are set in motion by the new wireless telegraphy.

TEXAS PHOTOGRAPHERS.

Fort Worth, Texas, Sept. 29.—The Photographers' Association of Texas began its sixth annual convention in this city today with an attendance including several score of the leading photographers of the state. Papers on the latest discoveries and improvements in photography and practical demonstrations are included in the three day's program. In conjunction with the meeting there is an elaborate exhibit of the finest specimens of the art of photography.

FIRE UNDERWRITERS.

Chicago, Ill., Sept. 29.—The annual convention of the Fire Underwriters Association of the northwest, met at the Auditorium hotel today. Nearly 500 fire insurance special agents, representing many large companies in the northwestern states, were present. After reports of minor officers and of the standing committees, the convention listened to the annual address of the president, reviewing the work of the last year and forecasting the future of the fire insurance business. The afternoon was taken up with the reading and discussion of several papers on questions of importance to the underwriters. The convention will continue and conclude its sessions tomorrow.

"I could never understand," the old fog, "what is the attraction in automobiling." "Perhaps," replied the beginner with the bandaged head, "it's the attraction of gratulation."

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