

SELECTIONS

WORK OF THE WINDS.

Moving Sand Dunes That Bury Villages and Shoal Sounds.

The prevailing winds from a little west of south have ripped the heterogeneous sands on Hatteras just south of the cape, on Shackleford at its southwest extremity and on the southwest side of Smith's Island. These wind ripples, started in sands exposed by the removal of a strip of forest next the shore, have grown in size to great sand waves, which are advancing on forests, fields and homes. As the sand wave has advanced it has taken up several feet of the loose soil over which it has passed, undermining houses, laying bare the roots of trees and exposing the bones of the dead in the cemeteries.

Diurnal winds from the sea have piled the sands into small wandering dunes and hillocks and even sometimes into sand waves, which are marching steadily inward and shoaling the waters of the sounds. At Nag's Head a large hotel, constituting a solid obstruction, soon had a sand wave built up a short distance in its rear until the level of its roof was reached, when the wave moved forward and engulfed the hotel. In the immediate neighborhood two cottages suffered a similar fate. Here the land gained on the sound 350 feet in ten years.

On the northern end of Hatteras Island a fishing village had been similarly buried, while the sand had entirely crossed the island at several places north of the cape. This movement of the sand was started just after the civil war by the cutting of trees next the shore for ship timbers, and the section is still known as the Great Woods, though not a stick of timber stands upon it today. Pamlico sound for two miles from the Hatteras shore is growing steadily shallower from the deposit of blown sand.

On Smith's Island a pilot's village, has been buried beneath the sand wave for a number of years, but this has been quite recently resurrected, and its houses are again occupied. On Currituck, below Caffey's inlet life saving station, the sand has advanced entirely across the land, and one man, moving before the advancing sand, has at last built his house on piles in the sound.—National Geographic Magazine.

FOOD ON A WARSHIP.

Vast Improvement in Mess Conditions in Recent Years.

The United States government seems to have solved the culinary problem much more satisfactorily than many private individuals, both as to cleanliness and celerity. In the navy, on board the battleship Missouri, for instance, the cooked part of an ordinary meal for 700 men can be served in four minutes, as is demonstrated every day.

The first requisite in the preparation of food on board a man-of-war is cleanliness, and probably none of the managers of the higher class hotels or restaurants is more rigid in this regard than are those in charge of the general mess on a battleship such as the Missouri. Under the old system, says Paymaster George P. Dyer, U. S. N., in the "Proceedings of the United States Naval Institute," the gear was not really clean. A man of the lower ratings, too often selected on account of his inability to do anything else, looked after these duties. His meager allowance of water served out from the galley was hardly more than lukewarm after carrying it to his mess and putting a few dishes through it. He had then to dry his gear with a towel which, being used for all sorts of odd jobs, cleaning tables and what not, the most strenuous efforts of the master at arms could not make him keep clean.

In February, 1904, a dishwashing machine was installed on the Missouri and human hands do not now come in contact with the dishes during the process of washing. The soiled ware in wide meshed wire baskets is passed through two waters. The first, which is kept in violent agitation, is made so strong with lye soap or other compound that the grease is cut from the ware as it is immersed. The second water is kept at boiling heat, and in rinsing dissolves any remaining dirt, besides heating the ware so that when taken from the water it quickly dries itself through evaporation. By this means the gear is rendered antiseptically clean and the use of dish towels is avoided. The knives and forks, which will not dry thoroughly by themselves, when taken from the machine are wiped with clean, folded towels.

Among the imperative galley orders are:

No stale food; time all food to be ready at time for serving out.

No cold food; serve out all warm dishes hot. Take every precaution to keep cold dishes as cold as possible after coming from icebox.

Inspect coffeepots and mess pans and refuse to serve into any but scrupulously clean ones.

While it is not claimed that anything like perfection has been reached, there has certainly been a striking improve-

ment in mess conditions during recent years.—New York Tribune.

Insanitary Cafes.

Undoubtedly it was the purpose of the inventor of the cafe to provide a vessel admitting of ready covering. But how few persons in control of either private or public dining places avail of this easy opportunity of excluding dust from the water decanter. It is comparatively rare, even at the better appointed Manhattan hostilities, to find the aqua bottle stoppered, although the neck be adapted to accommodate an ordinary size of cork. In fashionable restaurants use of water pitchers on tables has long been considered vulgar, principally from the viewpoint of style, but partly because of the idea that they serve as dust accumulators, yet the cafe goes unprovided without attention.—New York Press.

Fiber of Silkworm 1,195 Yards.

Authorities and popular works differ greatly in their estimates of the length of the fiber in the cocoon of the domestic silkworm, Bombyx mori. Published statements of the length of this fiber could be cited which range all the way from 1,100 feet to eleven miles. Even so good an authority as the Encyclopaedia Britannica places it at 800 yards. Recent measurements made in the division of entomology show that with certain Milanese yellow cocoons raised in the United States from eggs purchased from France the fiber varies in length from 888 to 1,195 yards.

Cocaine Evil in India.

The cocaine habit is assuming alarming proportions at Delhi. The evil has spread to rich and poor, to Hindus and Mohammedans and even to women and children. Between 800 and 1,000 vials of poison are sold daily in the city. Not a few young men and even ladies belonging to well to do families consume from four to six vials a day each. Coolies and persons engaged in menial professions also have not escaped contagion. Even beggars seem to prefer cocaine to food.—Paisa Akbar, Lahore.

French Advice to the Czars.

You (the czars) do not read your French history sufficiently. At the present moment you are behind Louis XVI. The duma is clamoring for Mirabeau-Barnave-Lameth-Chapelier cabinet. It is really time to send for Necker, and you are still at Calonne. Catch up with husband of Marie Antoinette as soon as possible. Do more. Go beyond him. It will be the best and surest way not to make history repeat itself.—Paris Radical.

Handwriting and Health.

Slanting handwriting has just been proved to be responsible for the ailments of more than 50 per cent of our young people. As both the steel pen and the slanting writing originally came from England, we exclaim with all our hearts, "Let us keep the pen by all means, but send back the bad habits brought in its train to the place whence they came!"—Paris Petit Journal.

Jackson in Triumph.

After the battle of New Orleans, says Thomas E. Watson in his magazine, when the victor had been crowned with laurel in the cathedral and acclaimed like a demigod through the streets, it was of his mother that he spoke to the officers whom he was about to disband—their glorious work being done. "Gentlemen, if only she could have lived to see this day!" As you follow the narrative of Andrew Jackson's career, you will hear him say many things that you will not approve, will see him do many things which you cannot applaud, but when you recall that at the very top notch of his success and his pride his heart stayed in the right place and was sore because his mother could not be there to gladden her old eyes with the glory of her son you will forgive him much in his life that was harsh and cruel and utterly wrong.

The Benefit of Exercise.

Exercise does for the body what the mountain side does for the stream of water. When the water runs down the mountain side it is a babbling brook, leaping out into the air now and then, throwing itself into spray, exposing itself to the air and sunshine and the waters are crystal pure. In the valley or on a level plain the waters may form stagnant pools and get covered over with slime of all sorts and inhabited by all kinds of filthy creeping things. Some people let themselves get into the condition of that stagnant pool and then wonder why the frogs croak in their brains and why the birds do not sing instead. When a person gets into the condition where the body is like a stagnant pool a radical change must be made in his life. He must begin by getting vitalized, new blood into all his cells and tissues.—Good Health.

Had Noticed It.

Church—Did you know that pigs were afraid of water?

Gotham—Well, I noticed today on a car, when it began to rain, all the end seat hogs got up in the middle of the car.—Yonkers Statesman.

Developing the West.

The rush of settlers westward has increased the traffic on all western lines, especially those to the Far West and Pacific Coast. This means additional equipment to handle freight and passengers.

For the year 1906, the Southern Pacific Company has ordered 60 chair cars, 10 baggage cars and 6 diners—3 of these diners being for the Southern Pacific Co. and three for the Central Pacific.

There has also been ordered for the freight department 1250 box cars, 750 are for use of Southern Pacific and 500 for Central Pacific; 100 flat cars, of which 60 are for the Southern Pacific and 40 for the Central Pacific; for handling meats and fruits they have ordered 300 refrigerator cars, 150 for the Southern Pacific and 100 for the Central Pacific.

In addition to the above orders, there have been ordered 11 of the Atlantic type locomotives, and 6 of the Pacific type; also 32 consolidation locomotives and 23 switch locomotives. Of the above locomotives, the southern Pacific will use 9 of the Atlantic, 6 of the Atlantic, 6 of the Pacific, sixteen of the consolidation, and 16 switchers, the balance to be used by the Central Pacific.—Sunset Magazine.

When two strong men come to blows even if they are well matched, it is not a pleasing sight, but if the man who gets the worst of it will use DeWitt's Witch Hazel Salve he will look better and feel better in short order. Be sure you get DeWitt's. Good for everything a salve is used for, including piles. Sold by Brewer Drug Co.

Rates for the Oregon State Fair.

The Corvallis & Eastern Railroad will make a round trip rate of one and one-third fare for all parties desiring to attend the Oregon State Fair at Salem.

Tickets will be sold on the 9, 10, 11, 12, 13, 14 and 15 of Sept. and will be good for return on or before the 17th.

For further particulars apply to nearest Agent or conductor.

J. C. Mayo,
General Passenger Agent.

When you have a cold it is well to be very careful about using any thing that will be constipating. Be particularly careful about preparations containing opiates. Use Kennedy's Laxative Honey and Tar, which stops the cough and moves the bowels. Sold by Brewer Drug Co.

A Secret Standard.

A small boy and his smaller sister of a West Philadelphia family were being interviewed by an admiring visitor. She asked the boy how old he was, but he had an attack of shyness and could not tell. His sister, however, did better and announced that he was six years old. "Six years old!" exclaimed the visitor. "What a big boy! And how tall are you?" This stumped both the children. The visitor expressed surprise that a six-year-old boy could not tell his height, and even the little sister hung her head in shame. Then the visitor gave it up and talked of other things, but soon the little girl edged around to her and whispered, "You mustn't tell mamma," she said, "but Rob is just tall enough to reach the jam on the pantry shelf."—Philadelphia Record.

A Ten Mile Fog Horn.

A new fog horn signal has been installed in the lighthouse at the Needles, Isle of Wight. It consists of reed trumpets blown by compressed air. It can be heard ten miles. This is a distinct advance on the existing fog bell, the warning note from which does not penetrate more than three miles. When a fog descends the new apparatus can be started instantaneously from air vessels held in readiness and charged at 100 pounds pressure. The duration of the blast is five seconds in every fifteen.

Cheap Dressing.

The contract system of supply, the London Mail remarks, is being extended to every branch of the public's necessities. A London firm for \$100 a year, received in installments, if desired, will supply one dress suit, one lounge suit, one morning suit, one flannel suit, one frock coat suit, two overcoats, one winter, one summer. A Manchester firm supplies other clothing, hosiery, shirts, gloves, etc., for a fixed quarterly sum.

Safe and Warm.

Antiseptic methods are becoming popular with the country barbers in England. A man dropped into a village shop the other day and was shaved. Then came a wash by a sponge whose odor suggested the morgue. The victim's face was burned like fire. "What on earth have you got on that sponge?" he demanded. "Ah," answered the villager proudly, waving the sponge in the air. "That's carbolic acid. It's so safe!"

Chamberlain's Cough Remedy

Acts on Nature's Plan. The most successful medicines are those that aid nature. Chamberlain's Cough Remedy acts on this plan. Take it when you have a cold and it will allay the cough and relieve the lungs, aid expectoration, open the secretions and aid nature in restoring the system to a healthy condition. Thousands have testified to its superior excellence. It counteracts any tendency of a cold to result in pneumonia. Price 25 cents. For sale by Staton Pharmacy.

Reduced Summer Excursion Rates.

Newport, Yaquina Bay, Breitenbush Hot Springs from All S. P. and C. & E. Points.

On and after June 1 1906 the Southern Pacific in connection with the Corvallis & Eastern railroad, will have on sale round trip tickets from points on their lines to Newport, Yaquina and Breitenbush at very low rates good for return until October 10, 1906.

Three-day tickets to Newport and Yaquina, good going Saturdays and returning Mondays are also on sale from all East Side points, Portland to Eugene, inclusive, and from all West Side points, enabling people to visit their families and spend Sunday at the seaside.

Season tickets from all East Side points, Portland to Eugene, inclusive, and from all West Side points, are also on sale to Detroit at very low rates with stop-over privileges at Mill City or any point east, enabling tourist to visit the Santiam and Breitenbush Hot Springs in the Cascade mountains which can be reached in one day.

Season tickets will be good for return from all points until October 10. Three-day tickets will be good going Saturdays and returning Mondays only. Tickets from Portland and vicinity will be good for return via the East or West side at option or passenger. Tickets from Eugene and vicinity will be good going via the Lebanon-Springfield branch if desired. Baggage on Newport tickets checked through to Newport; on Yaquina tickets to Yaquina only. Sunday excursions to Newport on the C. & E. will begin June 10 or 17 and run every Sunday thereafter, leaving Albany at 7:30 a. m. leave Corvallis 8 a. m.

S. P. trains connect with the C. & E. at Albany and Corvallis for Yaquina and Newport. Trains on the C. & E. for Detroit will leave Albany at 7:30 a. m., enabling tourists to the Hot Springs to reach there the same day. Trains from and to Corvallis connect with all east side trains on the S. P. Full information as to rates, time tables, etc., can be obtained on application to J. C. Mayo, Gen. Pass. Agt. C. & E. R. R., Albany; A. L. Craig, G. P. A., S. P. Co., Portland or to any S. P. or C. & E. agent.

Rates from Kingston to Newport, \$4.50. To Yaquina \$4.00.

Timber Land, Act June 3, 1878.—Notice for Publication.

United States Land Office, Portland, Oregon, August 14, 1906. Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, Charles C. Hall, of Portland, county of Multnomah, State of Oregon, has this day filed in this office his sworn statement No. 7020, for the purchase of the S. 1/4 of the NW. 1/4 of Section 20 in Township No. 8 South, Range No. 2 East, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Portland, Oregon, on Tuesday, the 30th day of October, 1906.

He names as witnesses: Charles Moore and Ralph L. Hall of Buena Vista, Oregon, Otto Herring, of Mehama, Oregon, Franklin Herring, of Stayton, Oregon. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 30th day of October, 1906. ALGERNON S. DRESSER, Register.

Timber Land, Act June 3, 1878.—Notice for Publication.

United States Land Office, Portland, Oregon, April 17, 1906. Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, Errol G. Martin, of Portland, county of Multnomah, State of Oregon, has this day filed in this office his sworn statement No. 6880 for the purchase of the S. 1/4 of NW. 1/4 and SE. 1/4 of SW. 1/4 of Section No. 8 in Township No. 10 S., Range No. 2 East, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Portland, Oregon, on Thursday, the 11th day of October, 1906.

He names as witnesses: Robert F. Louden, Robert Louden, A. G. Lefler and W. H. Petrie, all of Portland, Oregon. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 11th day of October, 1906. ALGERNON S. DRESSER, Register.

Timber Land, Act June 3, 1878.—Notice for Publication.

United States Land Office, Portland, Oregon, August 3, 1906. Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, James R. Barnes, of Seio, county of Linn, State of Oregon, has this day filed in this office his sworn statement No. 7068 for the purchase of the Lots 4, 5, 7 and 8, of Sec. No. 15 in Township No. 3 S., Range No. 1 E., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the County Clerk at Albany, Oregon, on Tuesday, the 23rd day of October, 1906.

He names as witnesses: John Wesley and Harry S. Johnson, of Seio, Oregon, Otto Herring, of Mehama, Oregon, Judson J. Barnes, of Seio, Oregon. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 23rd day of October, 1906. ALGERNON S. DRESSER, Register.

O. R. & N.

OREGON SHORT LINE

AND UNION PACIFIC

Three Trains to the East Daily

Through Pullman standard and tourist sleeping cars daily to Omaha, Chicago, Spokane; tourist sleeping cars daily to Kansas City; through Pullman tourist sleeping cars (personally conducted) weekly to Chicago, Kansas City; reclining chair cars (seats free) to East.

HOURS

PORTLAND TO CHICAGO
No Change of Cars

DEPART FOR	TIME SCHEDULES from Portland Ore.	ARRIVE FROM
Chicago Portland Special 9:15 a.m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	5:25 p.m.
Atlantic Express 8:15 p.m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	7:15 a.m.
St. Paul Ex. Mail 6:15 p.m. via Spokane	Walla Walla, Lewiston, Spokane, Walla Walla, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East	8:00 a.m.

River Schedule

For Astoria, way points and North Beach—Daily (except Sunday) at 5 p.m.; Saturday at 10 p.m. Daily service (water permitting) on the Willamette and Yamhill rivers.

For further information, ask or write your nearest ticket agent or

A. L. CRAIG,
General Passenger Agent
The Oregon Railroad & Navigation Co., Portland, Oregon.

Corvallis & Eastern R.R.

TIME TABLE NO. 31

Trains from and to Yaquina

No. 1—	Leaves Yaquina	7:00 A.M.
	Arrives Corvallis	11:15 A.M.
	Arrives Albany	12:15 P.M.
No. 2—	Leaves Albany	12:45 P.M.
	Leaves Corvallis	1:45 P.M.
	Arrives Yaquina	6:00 P.M.

Trains to and from Detroit

No. 3—	Leaves Albany for Detroit	7:30 A.M.
	Arrives Detroit	12:30 P.M.
No. 4—	Leaves Detroit	1:00 P.M.
	Arrives Albany	6:40 P.M.

Trains for Corvallis

No. 8—	Leaves Albany	7:55 A.M.
	Arrives Corvallis	8:35 A.M.
No. 10—	Leaves Albany	2:30 P.M.
	Arrives Corvallis	3:10 P.M.

Trains for Albany

No. 5—	Leaves Corvallis	6:30 A.M.
	Arrives Albany	7:10 A.M.
No. 9—	Leaves Corvallis	12:40 P.M.
	Arrives Albany	1:25 P.M.
No. 7—	Leaves Corvallis	6:00 P.M.
	Arrives Albany	6:40 P.M.

Regular Sunday Trains

No. 5—	Leaves Corvallis	6:30 A.M.
	Arrives Albany	7:10 A.M.
No. 11—	Leaves Corvallis	11:30 A.M.
	Arrives Albany	12:15 P.M.
No. 7—	Leaves Corvallis	6:00 P.M.
	Arrives Albany	6:40 P.M.

Trains for Albany

No. 8—	Leaves Albany	7:55 A.M.
	Arrives Corvallis	8:35 A.M.
No. 12—	Leaves Albany	12:45 P.M.
	Arrives Corvallis	1:30 P.M.
No. 6—	Leaves Albany	7:35 P.M.
	Arrives Corvallis	8:15 P.M.

All of the above connect with Southern Pacific company trains, both at Albany and Corvallis, as well as trains for Detroit, giving direct service to New York and adjacent beaches, as well as Breitenbush Hot Springs.

For further information apply to

J. C. MAYO,
General Passenger Agent.

B. H. COLES, Agent, Albany.

H. H. CRONISE, Agent, Corvallis.

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