

COUNTY OFFICERS.

Judge T. F. Ryan, Clerk of Courts Elmer Dixon, Sheriff J. J. Cook, Treasurer J. P. Randall, Assessor Jacob Shadt, School Superintendent W. B. Rowland, Surveyor Ernest Bands, Coroner M. C. Strickland, Commissioners S. F. Mark, J. H. Morton, J. R. Scott, E. H. Cooper, J. F. Jack, Ed. Dodman, Mrs. G. M. Strango, J. J. Curtis.

OREGON CITY OFFICERS.

Mayor C. D. Latourette, Recorder Bruce C. Curry, Chief of Police C. E. Burns, Treasurer H. E. Straight, City Attorney A. S. Bradley, Street Commissioner W. H. Howell, Supt. of Water Works J. C. Rowley, City Engineer H. H. Johnson, Councilmen R. Koerner, J. W. Powell, Frank Busch and F. Schueler, First Ward, E. E. Chapman, C. G. Huxley, A. W. Mills and Fred Metzner of Second Ward.

CORVALLIS & EASTERN R. R.

Table with columns for destination (Yaguina, Albany, Corvallis, Detroit) and departure times. Includes a 'TIME CARD' section with specific train times.

Job Printing at the Courier-Herald. H. L. WALDEN, T. F. P. A., J. TURNER, Agent, Albany, O.

EAST AND SOUTH VIA THE SHASTA ROUTE OF THE SOUTHERN PACIFIC CO.

Table showing train schedules for the Shasta Route, including destinations like Portland, San Francisco, Ogden, Denver, Omaha, Chicago, Los Angeles, El Paso, Fort Worth, and New Orleans.

DINING CARS, OBSERVATION CARS.

Table listing dining and observation cars for various routes, including Roseburg Mail Daily and Corvallis Mail Daily.

O.R.&N.

Large table with columns for 'DEPART FOR', 'TIME SCHEDULES', and 'ARRIVE FROM'. Lists various routes and destinations like Salt Lake, Denver, St. Paul, Chicago, Spokane, and Portland.

DIRECTORY CHURCHES.

First Congregational, corner Main and Eleventh streets—Rev. E. S. Hollinger, pastor. Services 10:30 a. m. and 7:30 p. m. Sunday school after morning service. Prayers meeting every Wednesday evening at 7:30 p. m. Prayer meeting after P. S. C. E. every Sunday evening at 6:30 p. m.

SOCIETIES.

List of All Societies in this County With Meeting Place and Date. OREGON CITY. Falls City Lodge No. 129 of A. O. U. W.—Every Saturday evening in A. O. U. W. hall on Seventh street.

GREENBACKS or Government Money.

At close of our Civil War in 1865, there appeared in the London Times the following: "If that mischievous financial policy which had its origin in the North American Republic during the late Civil War in that country, should become indurated down to a fixture, then that government will furnish its money without cost. It will have all the money that is necessary to carry on its trade and commerce. It will become prosperous beyond precedent in the history of civilized nations of all the countries will go to North America. THAT GOVERNMENT MUST BE DESTROYED OR IT WILL DESTROY EVERY MONARCHY ON THIS GLOBE."

PEN, CHISEL AND BRUSH.

Mr. Watts, R. A., who is over 80, is going to devote himself to sculpture for a time, the subject to be a life size statue of the late poet laureate, Lord Tennyson.

THE HORSE RECORD.

Trainer Charles Olcott is sharpening up old mascot, 2:04, at Jewettville and will have the pacer out next season.

A. C. Lohmre, Portland, Or., won a bronze medal at the Omaha exposition for the best exhibit of hand turned horse-shoes.

Dr. Scott, Centerville, Ia., has a 2-year-old colt that has license to step. The youngster is by Litchheart, 2:08 1/2, out of the dam of Strathberry, 2:04 1/2.

The Santiago de Cuba Jockey club will hold a three days' meeting, commencing Washington's birthday. The Cubans are anxious for the success of the venture.

An epidemic of influenza has broken out among the horses in the vicinity of Lexington, Ky., and many valuable mares are slipping their foals in consequence.

Mocking Boy, 2:08 1/2, by Mambrino King, is being driven on the road in Sidney, N. Y., by his owner, Mr. Gregory. He is credited with being the best road horse in the city.

J. C. Ogilvie has the ice track at Aylmer ready for the horsemen, and the clubhouse and judges' stand are completed. The buildings will all be well heated and lighted with electricity.

Axhorn is a son of Axtell that will be out next season. This one is out of Gelety, by Jersey Wilkes, grandam Nemesis, dam of Nemoline, 2:12, and has shown a mile in 2:21 1/2, trotting.

H. Eugene Leigh has repurchased the Le Belle stud, comprising 100 acres, Lexington, Ky., at an advance of \$24 per acre. Colonel Milton Young purchased the farm some months ago, paying \$101 an acre.—Horseman.

FOOD THAT INJURES.

THINGS THAT AFFLICTED PERSONS SHOULD NOT EAT.

If You Have a Tendency to Gout, Shun Meat as You Would Torture. A Little Advice to the Great Army of Sufferers From Dyspepsia.

A physician, writing in the Philadelphia Inquirer on "Foods and Their Effect on the Human System," says: "That out of sorts feeling from which most of us suffer half the days of our life is usually due to our eating things we shouldn't. Although we are constructed on the same model, scarcely any two people have exactly the same kind of heart, liver and other organs, and as a result nothing is truer than the saying that 'One man's meat is another man's poison.'"

Meat, for instance, is a slow poison to a number of individuals. If there is a gouty strain in your family, you are storing up future torture for yourself every time you eat a chop or piece of beef. Gout is simply the result of too much uric acid in the blood, and meat is full of the material from which uric acid is made.

You may think that so long as you have not to sit in an easy chair all day there is no need for precautions in diet. But the first symptoms are always mild, and if you feel irritable and unable to settle down to work you had better be careful how much meat you eat. Englishmen are said to be the worst tempered people on earth. They are also the most gouty, and there can be no doubt that they are the greatest meat eaters.

Nothing is more nourishing than sugar, yet it is absolutely poison to those who are prone to diabetes, and any one inclined to corpulency should regard it as a natural enemy. Two lumps of sugar per day in excess of the quantity required by the body would add 40 pounds to a man's weight in five years—that is, of course, if he had the sort of constitution that easily puts on flesh.

But it is not sugar alone which is injurious to diabetics and stout people. The former should not look at porridge, rice, beet root, Spanish onions, port wine, rum or ginger beer; the latter should take neither soup, beer, potatoes nor trache, while gouty people should not touch peas or beans.

If any near member of your family has St. Vitus' dance or epilepsy, you should eat meat very sparingly and grapes not at all, while you might as well think of committing suicide as frequenting the barroom.

For dyspeptics it is impossible to say what food is good, because everything is bad. White bread remains undigested for hours, brown bread is most irritating and injurious, vegetables are converted into gases and painful acids, and most kinds of meat are too heavy. The dyspeptic, in fact, ought never to have been born.

However, since the sufferer from dyspepsia must eat, let him follow this rule, and it may bring relief: Eat a little of everything, but eat sparingly, never leaving the table with a sense of having eaten sufficient; eat slowly. Masticate all food thoroughly and never drink while eating. If he must drink, let him drink after he has finished eating.

No doubt the majority of people see no connection between their ailments and the breakfast or dinner which they have enjoyed. But there are many persons who are so severely affected by particular articles of diet that there is no question about the fact that some kinds of food are more or less poisonous to us all, although we may not suffer very greatly after eating them. An acquaintance of the writer's, for example, falls into convulsions if he eats a single strawberry, and even the odor of strawberry jam in the neighborhood of jam factories almost throws him into a fit.

The writer knows a lady whose heart comes to a stop if she eats an egg. Of course she never intentionally eats one now, but frequently on taking a piece of cake or some kind of pudding or sauce containing eggs she swoons.

Many people get cramp in the stomach from eating honey, and more than one death has resulted from this cause. Others are made violently sick by the smell of apples, and a patient of the writer's has often avowed that even the sight of bees often seemed to suffocate him, while another had to give up drinking milk because it produced intense inflammation of the eyes.

Many kinds of fish cause serious illness. Lobsters and crabs produce most painful itching in some people, and the writer has known several who after eating salmon felt a horrid taste in the mouth, and soon after suffered so badly from headache as to be compelled to go to bed.

These latter are the extreme instances of injury from food, but they prove that thousands of people suffer in a less degree, and that probably no one can lunch or dine without swallowing something poisonous to his system.

KEELY AND HIS SECRET.

Inventor Admitted Use of Delicate Secret Tubes.

THEY CAME FROM CONNECTICUT.

Keely Unwittingly Told Charles H. Cramp Where He Secured Hollow "Wires" With Which to Run His Motor—Veteran Shipbuilder Says the Experiments Indicated Compressed Air Power.

John W. Keely admitted to Charles H. Cramp, a shipbuilder of Philadelphia, that hollow rods were used in the conduct of his experiments with his motor.

"Recent exposures," said Mr. Cramp the other day, "have demonstrated that compressed air was probably the agent employed, and Keely certainly had machinery powerful enough to compress air to any degree that he could possibly have needed for anything he did. The trick of lifting the heavy weight at the end of a lever was never done to my satisfaction. A register recorded the weight, and registers can be set to do anything."

"He had a pump built at the old Morris works that was, I have been told, of the most powerful description, and with it and his big iron sphere he could have collected all the energy any of his experiments demanded. He had only to supply tubes enough to get his force through, and I am satisfied they were there in profusion."

When some capitalists were considering the advisability of putting a large amount of money into the motor scheme several years ago, Mr. Cramp was selected as a member of a committee to visit Keely's laboratory and make an investigation. After a year's efforts this committee succeeded in entering the sanctum and witnessed some of the experiments.

"When our committee went to the laboratory," said the shipbuilder, "we agreed not to ask Keely any embarrassing questions. We had heard that such a course had been pursued by others, and every time he got angry, usually retreating when forced into a corner behind this sort of a statement: 'Gentlemen, you are here as my guests. I did not bring you here to insult me.' Therefore we decided to simply look him along the way he wanted to go and not try to corner him."

"His condition during our visit was remarkable. He was evidently expecting the usual cornering process, and when it did not come he grew nervous. Great beads of perspiration stood out on his forehead, and he was visibly excited. I watched the machine closely and was impressed with the number of so called wires of varying thickness that led to it. I picked up a piece of alleged wire and was struck by its lightness. Then I made up my mind that he was merely using some well-known force like compressed air through tubes."

The Dalles, Portland and Astoria Navigation Co's

Strs. Regulator & Dalles City Daily (except Sunday) between

The Dalles, Hood River, Cascade Locks, Vancouver and Portland

Touching at way points on both sides of the Columbia river.

Both of the above steamers have been rebuilt and are in excellent shape for the season of 1899. The Regulator Line will endeavor to give it patron the best service possible.

For Comfort, Economy and Pleasure, travel by the steamers of The Regulator Line. The above steamers leave Portland 7 a. m. on Dalles at 8 a. m., and arrive at destination in ample time for outgoing trains.

Portland Office, Oak St. Dock. The Dalles Office, Court Street. A. C. ALLAWAY, General Agent.

"STEVENS FAVORITE" RIFLE.

It "Takes Down."

22-inch barrel, weight 41 pounds. Carefully bored and tested. For .22, .25 and .32 rim-fire cartridges.

No. 17. Plain Open Sights, \$6.00

No. 18. Target Sights, \$8.50

Ask your dealer for the "FAVORITE." If he doesn't keep it we will send, prepaid, on receipt of price. Send stamp for complete catalogue showing our full line, with valuable information regarding rifles and ammunition in general.

J. STEVENS ARMS AND TOOL CO., P. O. Box 1417, CHICPEE FALLS, MASS.

Parcel Carrier and Child's Seat FOR BICYCLES

Fastens to Front or Rear Axle and to Crown or Stays.

Rest and Seat Annex Co 308 Hawthorne Ave., Portland, Ore. FOR SALE BY THE TRADE

50 YEARS' EXPERIENCE PATENTS

TRADE MARKS DESIGNS COPYRIGHTS & C.

Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. Handbook on Patents sent free. Oldest agency for securing patents. Patents taken through Means & Co. receive special notice, without charge, in our

Scientific American.

A handsomely illustrated weekly. Largest circulation of any scientific journal. Terms, \$5 a year in advance. Single copies 10 cents. Send for our free catalog. Sold by all news-dealers.

MUNN & Co. 341 Broadway, New York

SISTERLY CITIES.

Boston denies the charge that the low and vulgar grip has struck the town, but it admits there are a few cases of "bronchial pneumonia."—Kansas City Times.

Buffalo and Detroit both persist in holding national expositions in 1901. Perhaps the president made a mistake in discharging the peace commission so soon.—Syracuse Herald.

Boston's big railway station is smaller than that of St. Louis, and far less attractive in an architectural sense. One glance at the pictures of the two structures settles the artistic point.—St. Louis Republic.

A St. Louis Sunday newspaper prints almost a page under the heading "Hi to Market Artistically." This effort to beautify with delicate touches an everyday home industry should meet with the approval of every true disciple of culture and refinement.—Kansas City World.

The Congregational ministers of St. Louis assert that the prevalence of the footpad and thug on the streets is the reason of the small attendance at the evening services. The footpad would probably be men enough to lay it to the sermon.—Minneapolis Journal.

THE HONEY MAKERS.

An apiary is best located on the south or east side of a slope. Worthless queens may be detected by the broods they produce. Foundation for comb honey must be made very thin and of the best quality of wax.

We can be more successful in increasing the stock of bees by managing to have a surplus of queens early. It is necessary as soon as possible to unite all weak colonies that will be unable to build up into strong ones.

In many cases to make the most out of bees it will pay to sow a patch of buckwheat and clover especially for them. It is a heavy load of honey to allow bees to manufacture their own comb. The more economical plan is to buy foundation.

Care should be taken to save all young brood and the brood combs or those containing brood, putting them together in the center of the hive. When the bees are kept in ordinary hives and wintered out of doors, shading during the latter part of the winter will be beneficial.—St. Louis Republic.

RAILWAY TIES.

Traveling 50 miles an hour, a locomotive gives out 22,500 puffs. On German railways freight brings in 68 per cent of all receipts and costs only 33 per cent of all expenses. The length of the world's railways is more than 17 times the circumference of the earth at the equator.

The Railway Age statistics of new railroad building in the United States in 1898 show 3,918 miles as against 1,890 miles in 1897, 1,848 miles in 1896, 1,803 miles in 1895, 1,949 miles in 1894, 2,635 miles in 1893 and 3,192 miles in 1892.

UNGALLANT FRANCE.

So there is to be no woman's department at the great exposition in Paris next year. The French don't sympathize with that sort of "newness."—New York Sun.

France will have no woman's department in the 1900 affair. Some of the ladies connected with the exposition in Chicago may resent this. But France has had trouble enough.—Washington Star.