

HERMITS OF GREECE.

RELIGIOUS RECLUSES WHO LIVED IN HOLES IN THE CLIFFS.

They Depended Wholly Upon Charity For Their Sustenance and Remained Always In Their Aerial Caves—The Monastery of St. Stephen.

One of the most curious scenes on the Thessalian frontier is to be found at Kalibaki, some 50 miles by rail above Trikala. The town lies on a plain which is backed by the extraordinary rocks of Meteora, rising precipitously to a great height and commanding the marked attention of travelers. In places the cliffs ascend like a wall to a height of 2,000 feet. They are rough, free from verdure and disfigured by innumerable holes and caves all over their face.

It is these caves and remains of monkish dwellings in them that give the rocks of Meteora the strange, almost prehistoric appearance that has made them famous.

There are several monasteries at Kalibaki. The largest is St. Stephen's.

Unlike the other monasteries, this is reached by a drawbridge thrown across a yawning chasm. This is one of the largest of the monasteries of Meteora and has a guest chamber especially fitted up for visitors—that is to say, there are three iron beds in it, and it is only courteous to surmise that the wadded coverlet and single sheet that go to make up a Greek bed once were new.

The beguemenos is most hospitable. He gives his visitors excellent monastic wine, a dinner of many weird courses and is himself very good company. As usual, there are two churches in this monastery, the smaller of the two possessing some very fair icons set in beautifully carved frames, and one very old picture, dated 1387.

The large church consists of a nave, antechapel, with the body of the church under the dome, which is decorated with the usual half length figure of Christ. Here are seen some of the inlaid ivory and mother of pearl stools and lecterns which at one time were the staple work of the Meteora monks.

All the manuscripts of any value have been removed to Athens. A long building at the right of the bridge contains the cells of the monks, which open into a dark covered corridor. In time of war these monasteries are used as places of refuge.

Not the least curious feature of these unique rocks of Meteora are the holes and caves which literally pepper the face of the cliffs in places.

In many cases these retreats of the hermits of St. Anthony are merely cages. At a distance they look, some of them, like big birdcages hung up against the face of the cliff. As dwellings they are all exceedingly primitive.

The Thessalian hermit did not ask much of life. A rocky floor to lie on, bars or railings to keep him from falling out of his hole, a shaky ladder down which he might now and then descend to earth and a basket and string to let down for supplies were all he needed in addition to his crucifix and other religious necessities.

These aerial caves were occupied in the fourteenth century. Thousands of hermits, judging from the remains of habitations, must at one time or another have sought refuge in these cliffs. Few of them can now be entered, for the ladders have for the most part fallen away.

Seemingly the way a hermit proceeded to make a hole that took his fancy. Up to this he ran a ladder. Then, driving poles into the rock before the cave, he built out a little platform. This he roofed in and surrounded with a wall made of sticks or dried grass. From one platform to another these anchorites ran up their ladders until the whole face of the rock was alive with these hermits of St. Anthony.

After the time honored fashion of religious recluses, the cliff dwelling hermits of St. Anthony depended wholly on charity for their sustenance. Far up in their airy caves they spent their days and nights in prayer and contemplation. When hungry or thirsty, they let down their baskets to the ground, and when these were filled they pulled them up again.

The devout people of Kalibaki believed that these hermits were a special charge upon them and kept them well supplied with bread and water. Every morning men, women and children could be seen tramping to the cliffs to fill the baskets that were let down by the strings from above. And so the hermits were able to live their quiet, lazy lives without a single worldly care.—New York World.

An Opinion of Conkling. The Rev. H. S. Haweis expresses this uncompromising opinion of the late Roscoe Conkling in his book of travels, lately published: "At Bigelow House in New York I dined with Conkling, the crack lawyer, talker and, I should say, characteristic windbag of the period. . . . Conkling seemed to me an insufferably vulgar, loud, clever person—utterly conceited and self centered. . . . Conkling talked through you and over you and all around you and quoted poetry whether you wanted to hear it or not and answered his own riddles and asked questions which he never meant you to answer, being of the nature of Cicero's rhetorical inquiries in the Verrine and Cataline orations. I can recollect nothing that Conkling said—only the abiding flavor of his arrogance and conceit."

Drithel.

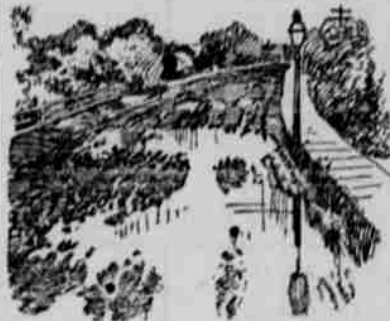
A drink called drithel is popular in the north of England. The cotton hands of Manchester and the factory workers get through nearly 10,000,000 pints of this stuff every year. It is made from hops, hemlock root, parsley and clove and is one of the most dangerous liquors ever brewed. The northern counties pay about \$75,000 a year for the output of drithel.

ROAD DESTROYERS.

Some of the Forces Which Operate to Impair Highways.

A roadbed may suffer disruption by shrinkage of the subgrade. It has been determined experimentally that clay shrinks one-fifth of its bulk in excessively dry weather and increases to a corresponding degree when wet, and that silicious sands and gravels undergo no change in volume. From this it follows that when a way passes over a clay bed, which may become desiccated, injurious results are likely to follow, particularly at a point where the clay abuts a sand substratum which is unaffected by weather changes.

The gradual destruction of a roadbed by the ordinary processes of friction and impact is always to be expected,



AFTER A HEAVY RAIN. (From L. A. W. Bulletin.)

and the rate of wear would seem to depend directly upon the hardness of the road stone used in its construction, and yet so many factors have to be taken into consideration in choosing a road metal that it is found that the question of hardness, important as it may be when combined with other qualities, singly is not of greatest consequence. Quartz, the hardest of our common minerals, used alone does not make a desirable road stone, as its dust is lacking in cementing power, it has a low specific gravity, and is very brittle, qualities we should seek to avoid in selecting a road material.

On the other hand, rocks as soft as limestones and slates are quickly ground to powder and are rapidly carried away by water and wind action. Hardness is of importance in tending to resist the abrasive effect of wheels and the feet of animals, but brittleness promotes crumbling under the impact of blows thereby delivered.

When the way passes through woods or when large trees occur along the roadside, the integrity of the foundation may be disturbed by the force of growing roots. In this connection it will be well for those having charge of beautifying our thoroughfares to plant trees the roots of which lead downward rather than horizontally.

STATE AID FOR ROADS.

The Expense of Highway Improvement Should Be Borne by All.

Roads are used for pleasure as well as for traffic. This use of good roads by town people is greater than the same use by farmers, for the farm population has less of leisure. This is especially true of the women and children. In the country they are busily employed, while the women and children of the town have the leisure for driving and riding. On account of their use of good roads for pleasure town people should help to pay for them.

Thousands of people now use bicycles. Ninety per cent of these wheelmen are town people. They would profit by good roads. This is so plain that they are the foremost advocates of good roads. Profiting by good roads, they should bear a part of their cost. This they can do only through state aid.

Good roads, removing the isolation and dreariness of farm life, would operate powerfully to lessen the movement of farm population to the city—a movement that has been excessive until population is congested in the cities. This would reduce the overcrowding of city industries, leading to steadier employment and better wages, and as a large percentage of population would be engaged in agricultural pursuits, while a lessened percentage would be engaged in other pursuits, there would be a greater comparative production of food products, wool and cotton. The result would be lower prices, and the income of town people, increased by steadier employment and higher wages, would purchase more food and clothing. Surely for this double benefit town people might well pay something.

While there are some just objections to state and county aid in roadbuilding there is no other way in which town people can contribute to the cost of good roads so equitably and efficiently and with so little injustice to themselves and others, and some method of application, beneficial and just to all, can surely be devised.—John M. Stahl.

Bad Roads to Blame.

The Leavenworth Times, in an editorial on the good roads movement, says, after speaking of the importance of good roads to the farmer and ruralist: "In the cities would not the people be healthier, happier, more hopeful, would not life be sweeter and more refined, if there was a more frequent habit of seeking the fields and woods and country villages? Nothing has weaned people from their love of the country so much as bad roads—deep mire during and after rain, thick dust the rest of the time."

Road Notes.

In the whole territory of Alaska there are only 16 miles of roads, according to a recently published statement.

Good roads are comparatively cheap to maintain and to use than poor ones, and the sooner this idea is comprehended on all sides the better it will be.

P. V. Collins, a prime mover for good highways in Minnesota, figures out that the average cost of hauling on the average road in America is \$1 per ton for four miles, while in Europe it is 16 cents for the same load the same distance.

REAL ESTATE TRANSFERS.

Furnished Every Week by the Clackamas Abstract & Trust Company.

Table listing real estate transfers with names, dates, and amounts. Includes entries for James and Lucy Hodges, Elmer and M. S. Dixon, Bissell, Harriett Deaner et al, Canemah, Ellat and M. J. Broderick, Fred Richel, Fred Fruht, Robt and Helen Kelland, Fay Moody to Mrs. Maria Lewis, H and Adda E. Brgont, Cora J and Thos Gibbs, Walter Marchbanks, C C Williams to C A Willey, etc.

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Lost.

A pair of gold spectacles was lost last Sunday, between the postoffice and Mrs. M. E. Barlow's residence. Finder will be suitably rewarded by leaving them at Geo. A. Harding's drug store.

Wall Paper.

Best stock of wall paper in Oregon City latest designs and prices to suit the times at R. L. Holman's, Seventh street, near Main.

"I crave but One Minute," said the public speaker in a husky voice; and then he took a dose of One Minute Cough Cure, and proceeded with his oratory. One Minute Cough Cure is unequalled for throat and lung troubles.

Both Hard and Easy.

Good roads are about the easiest thing in the world to make, once undertaken, but about the hardest thing there is to get officials to take hold of.—Parkersburg (W. Va.) Sentinel.

Wheel Tracks.

According to the statement of the president of the Missouri Good Roads association, the people of that state spent \$490,000 during 1896 for road improvement, while it cost them just \$600,000 for roads supervisors. In other words, it cost the state \$1,090,000 during the year for \$490,000 worth of road improvement.

In France there are 24,000 miles of first class roads built by the government, and about an equal number of miles have been built by the different departments, as well as thousands of miles built by smaller divisions. From the beginning of the work to the end there is a system, and responsibility is assured.

DIZZINESS

is only one of the danger signals that nature uses to tell us that our kidneys are not acting right, and that we are in danger of Bright's Disease and other kidney troubles. When the kidneys are not doing their duty the poison which should be filtered out of the blood through the urine remains in the system, and disease results. This condition can be

CURED

J. Payton, 18 W. North St. says:—I am perfectly willing that my recommendation for Hobbs Sparagus Kidney Pills be made public, for two reasons—first, because it might help others, second I believe Hobbs Pills to be a great medicine. I had pains in my back, side and breast, and was dizzy at times. I used nearly everything I heard of and got no relief. I saw Hobbs Sparagus Kidney Pills advertised at Higgins Bros. Arcade store; I bought a box and before I had finished the first box, I found that they had done me a wonderful amount of good and now my back and sides are free from pain and the dizzy feeling has all left me, and I will be glad to recite my experience to any one. J. Payton, 18 W. North St. Springfield, O.

HOBBS Sparagus Kidney Pills. HOBBS REMEDY CO., PROPRIETORS, CHICAGO, DR. HOBBS PILLS FOR SALE IN OREGON, CITY, ORE., BY C. G. HUNTLEY, DRUGGIST.

The Marketing Point

OF CLACKAMAS COUNTY

The factory towns of the East are noted for affording the best market to the neighboring farmers and gardeners in proportion to the population of any of the towns in that section. The reason for this is that the people of these towns have a fixed income upon which they can always depend, and, as a consequence, they are liberal buyers, paying cash for all their purchases.

As the Great Manufacturing Center of the Pacific Coast

OREGON CITY.

Is Coming to be One of the Best Marketing Towns in the State

This is proven every day by the number of farmers, who are to be seen on its streets selling their produce, who, until just the last few years, sought the markets of other towns. The system of macadamized roads that is being built into all parts of Clackamas county, will enable all the people of this county to share in the profitable market that Oregon City affords. If, as it is sure to do, the demands of Oregon City increase in the next five years as it has in the past five years, this city will rank next to Portland as a market place for

THE PRODUCE

of the Farmer

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