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OLD STAGE DRIVERS. THOSE OF CALIFORNIA LED THE PROCESSION. They Were the Most Reckless and Daring Jehus Known in Any Age of the World—Noted Characters Who Received Large Salaries.

California has had the greatest stage drivers the world has known. Indeed stage driving in its perfection developed there, says a correspondent. The pioneers of the profession came hither from Mexico during the gold excitement. Mexico was the birthplace of American staging of the wild order that prevailed for a generation in California, Nevada, Idaho, Oregon and Washington. For years the Mexican mails had been carried from Vera Cruz on the gulf coast to the City of Mexico in great, ponderous, antiquated Spanish mail coaches, with nine mules in a team and postillion drivers riding the animals. There was not a man in all Mexico at the close of the Mexican war who could drive a six-horse team. Then Don Jose Saratusa got the contract from the government to carry the mails between the City of Mexico and Vera Cruz, and he sent to Troy, N. Y., and to Concord, N. H., for modern coaches and to the mountain districts of New York and of the South for skillful stage drivers.

The chosen Americans came gladly enough, for in those days stage driving was worth only about \$15 a month in the East and South, with short runs and the personal care of the horses in the barn. Don Jose Saratusa gave \$100 a month and furnished each American with a native servant or "soto." The servant was really an apprentice put in by the wily Mexican don to learn the business from the American. Don Jose would fine his American drivers, but he dared not discharge any of them until the "sotos" could learn the trick of manipulating six lines and managing the great brake with the foot. In those days the American drivers caught their first fever of recklessness, perhaps from a desire to frighten the trembling "sotos" and the listless Mexican passengers. Nine mules would pull the big stage up one side of the Rio Prijo Mountains, and at the summit the middle four or swing would be taken out, and down the other side the smaller team would dash—the great back wheels rough-locked with big steel shoes and leaving a streak of fire after them over the rocky road until the descent of the mountain by night time became a spectacular but awful thing, so terrific was the pace which these venturesome American drivers thundered down that Mexican mountain with the mules.

Then the gold fever swept over the land and the best of the drivers fled to get along as best they could. And the American drivers from Mexico came to the golden West and inaugurated such a staging as the world has never seen elsewhere. The example set by these men from Mexico became the criterion of stage driving. The old-time stage drivers were not the common sort. They were the peers of their fellows. They were the best paid and best dressed men in the country; they wore the biggest diamonds and created the most envy in the mining camps. Three hundred dollars a month as a salary and perquisites amounting to several hundred more made the position one of considerable importance. Many of them were men of education and culture, not a few were college-bred fellows from the East. Even when in the later '50s the salary was reduced to \$100 a month the drivers made enough from delivering letters at stations for 25 cents each, at houses for \$1 each, getting commissions on all gold dust carried and percentage on passengers and other things to make large sums every month.

HORSE RESCUED ITS MATE. Told Its Master that an Accident Had Befallen Its Companion. Harry Riley, a young farmer living near Woodstown, pastures his horses in a field through which runs a muddy creek. The other day one of the horses came up in a gallop to the fence surrounding the house and whinnied loudly. Then it wheeled about and ran toward the creek, but no special attention was then paid to it by the family. Again the beast appeared, dashing up over the hill, and neighed frantically at the fence. Farmer Riley went to the horse and patted it soothingly on the nose, whereupon the animal seized him by the coat sleeve and pulled him over against the fence, as if to haul him over it. The horse soon released Riley and then ran a few feet toward the creek, wheeled about and again came back, whinnying excitedly. The strange actions of the horse finally convinced Riley that something unusual was the matter, and when he started to follow it the delight of the beast was manifest. The intelligent animal led Riley to the bank of the stream, at a spot nearly concealed by bushes, and there in the quickmire, with only half its head visible, was the other horse, buried and slowly sinking out of sight. Riley quickly summoned the help of neighboring farmers with shovels and ropes, and after several hours of hard work succeeded in extricating the horse from what would certainly have been its grave had it not been for the intelligence and faithfulness of its mate.—Philadelphia Record.

SHE SOLD SOUVENIRS. Like-wise the Man Who Bought the Little Bits of Wood. They were very busy when she entered the office in Chattanooga, Tenn., but beauty is far better for the eyes

than figures and they all dropped their pens and looked up. "What can I do for you, miss?" said the confidential clerk, glancing at her stunning gown and picture hat. "I am afraid I am intruding on your time," she said sweetly. "Rest assured that you are not."

She opened a dainty little satchel and brought forth several blocks of wood. "Gentlemen," she said, "I am selling these souvenirs of Lookout mountain and Chickamauga battlefields for 25 cents each, the proceeds, after expenses are deducted, to go to a deserving charity. These little blocks of wood of course, possess no intrinsic value, but the memories they call up! If you are Southern gentlemen, and, of course, I know by your appearance that you are Southern gentlemen, you will think of the valor displayed on these fields by the noble sons of our dear Southland every time you gaze upon these little blocks, and a feeling of pride in your ancestry and your native land will swell your hearts with pride."

How much more she would have said can only be guessed at, but, of course, they would. The staff of clerks passed up their quarters like small boys before the circus wagon. "Thank you, gentlemen," she said, bowing herself out. "You have indeed assisted in a noble work." Then came Jimmy, the office boy. "Say, where did you fellows get them little blocks?" he inquired. "Bought them from a lady," responded one. "They are souvenirs from the battlefields of Lookout Mountain and Chickamauga." "Did she have on a pink dress?" "Yes." "Carry a little satchel?" "Yes. Where did you see her, Jimmy?" "Down in Loomis & Hart's furniture factory asking the foreman for little blocks. Told him she wanted them for a child to play with. Say, you fellows don't know Lookout Mountain souvenirs when you see them. Them blocks come outen saw logs."

TOPICS OF THE TIMES

As late as the year 1830 Cleveland had a population of only 1,076. The population of Cincinnati at that year was 24,831.

In the days of Louis XII. French princes were considered so precious that they were not bathed until they were 7 years old.

Six years ago there were only five clubs in the United States Golf Association. Now there are twenty-five associate and 225 allied clubs.

English printers hold a summer picnic which they call a "was goose." The word is four centuries old and means green goose, or stubble goose.

It is generally known to most people that the karri tree, which is now used so largely in paving the London streets, is the giant tree of western Australia.

Publishers have their grievance by reason of the war in the Orient. Missionaries in China have canceled orders for 100,000 religious books because of the trouble began.

"For a penny one can buy twenty times as much nourishment in the shape of oatmeal as can be had in the form of beef." This has the flavor of an oatmeal advertisement.

The West has been taught somewhat by the Orientals. The Chinese taught us the use of tea and gunpowder. This last the early Arab traders used to call Chinese "snow" and Chinese "salt."

The old question of "Where do the pigs go?" has been answered to some extent. It requires an average of more than 20,000,000 pins per day to sustain dislocated shirtwaists, replacing missing suspender buttons, and meet the other needs of the American people.

Along the great Trans-Siberian Railway Line there are sixteen medical stations, with hospitals for the accommodation of 384 persons. There are summer quarters with accommodations for 8,500 persons and winter quarters for the accommodation of 4,580 persons. The total cost of these buildings amounts to \$190,000.

Authors still think there is much in a name. Burton, in his "Anatomy of Melancholy," said many years ago: "It is a kind of policy in these days to prefix a sort of fantastical title to a book which is to be sold; for, as larks come down to a day-net, many vain readers will tarry and stand gazing like silly passengers at an antic picture."

In one of her letters, now made public, Charlotte Bronte writes: "I have read the 'Caxtons,' I have looked at 'Fanny Hervey'; I think I will not write what I think of either; should I see you I will speak it. Take a hundred, take a thousand of such works, and weigh them in the balance against a page of Thackeray."

An automobile that was being driven in Yorkshire, England, managed to engage the attention of two restive horses. The driver deemed it necessary to put the brake on hard to avoid entanglement with the prancing animals. The result was that the machine escaped one danger only to meet one more formidable. The wheels skidded, the motor swerved into a ditch, and the petroleum vessel set fire to the car. In a few minutes it was almost unrecognizable. The owner took the situation philosophically. His machine had cost him \$3,000. He asked a party of men who had witnessed the disaster to make a bid for the motor "as it stood." The response was \$2, and the transaction was completed. It is now said that the purchaser made a good bargain, as the machinery was not much damaged, and could be fitted to another car.

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..EMPLOYMENT AGENCY.. W. T. PHILLIPS. 209 1/2 Stark street, between Front and First. Phone, Oregon, Clay 441.

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