

IN PARAGRAPHS.

An ocean cable lasts twelve years.

The Great Eastern is broken up. She was 691 feet long.

Kansas has a collection of 1523 North American birds.

Gray, the oldest piano-maker in the United States, is dead.

The wall at the French frontier has already cost \$675,000,000.

The cars propelled by compressed air run eight miles per hour.

Not including Alaska, Brazil is a little larger in extent than the United States.

The United States bought over \$2,000,000 worth of eggs from Canada last year.

The largest crop of oats from one acre—over 134 bushels—was raised this season.

A sand pump near Boise City, Idaho, recently brought up a flint idol from a depth of 320 feet.

Union carpenters at St. Louis get from \$2.80 to \$3.25 for eight hours; non union, \$2.50 for ten.

At Toronto the bricklayers must give their bosses six months' notice of any change in wages or hours.

In Austria carpet workers get from \$2.40 to \$4.80 per week; women, \$1.60 to \$2.70; children, \$1.10 to \$1.50.

Thread from a common nettle was made so fine that sixty miles of it weighed two and a half pounds.

There has been an increase of 60,000 spindles in the cotton manufacture in Maine during the past two years.

Carpenters at Gorlitz, Germany, won a strike to abolish the custom of "showing papers from the last employer."

Senator Beck is still an invalid, and his physicians tell him he must do little or no work during the present session of congress.

It is only fifty years since Dr. Elizabeth Blackwell, who calls herself the grandmother of the medical women, took her degree.

Mr. Carlisle is billed as the principal speaker at the New Year's eve banquet of the Massachusetts Tariff Reform League in Boston.

A. P. Benson, of Excelsior Springs, Missouri, has just had removed from his skull a minie-ball, which had lain imbedded there since the battle of Cedar Creek in 1864.

Recently published statistics show that granite quarried and manufactured in Vermont last year, and the production of iron, gold and copper, amounted to \$7,000,000.

Probably the only postoffice in world without a postmaster is one in the Strait of Magellan. It consists of a small cask chained to the rocks, at which vessels of the various nations stop to take out mail and letters.

Jeff Davis' eldest daughter married J. Addison Hayes, a Memphis banker, about ten years ago. They now live in Colorado, and have three children. Mrs. Hayes is described as a lovely specimen of womanhood—a tall, fine figure, a loving countenance, dignified but affable manners. She is most agreeable in conversation.

The biggest locomotive in the country is on the Erie road. It has six drivers five feet eight inches in diameter, 130,400 pounds, and measures fifty-two feet four inches on the track, tender excluded. It has hauled eight cars, vestibule pattern, a distance of eight-eight miles, in two hours and four minutes, making four stops. Its cylinders are 20x24, and its boiler extends the full length of the locomotive, with a fire box eleven feet four inches in length.

A father sued an English school-master for assault, because he had caned his boy on the hand. The magistrate before whom it was first tried thought that the father was right, for the reason that caning on the hand was attended by a risk of injury, and there were "methods of corporal punishment quite as available, efficacious, and not necessarily attended by any risk, which the defendant might have used." The higher court, though, decided that it was not actionable.

An able and devoted young clergyman not long ago declined a flattering call to a certain church. Shortly afterward a friend asked him why he had not accepted the call. "On," he replied, "the church is in such a bad way that I

am afraid it will soon die." "You surprise me," said his friend. "I was under the impression that many of its members were wealthy." "That is just the trouble," said the clergyman, "all its members are wealthy; there is not a poor man in it, and a church with no poor people is in my opinion a moribund church."

A Chicago newspaper recently questioned a large number of prominent people to learn how they would run a daily paper if they owned one, and received a great variety of answers. Some were for and some against Sunday papers, baseball news, sporting news, religious news, illustrations; and, in fact, there was a decided difference of opinion upon almost every question. The wisest answer of all was from a successful banker, who replied that if he were the managing editor of a newspaper he would resign and let some one take his place who knew something about the business.

It has been discovered that the pig is grossly maligned with regard to his "pig-ness." Instead of being ready to eat anything, he turns out to be the most fastidious of animals. Experiments have been made, both in France and Sweden, which show this to be the case, and in the latter country the record tells that out of 575 plants the goat eats 444 and refuses 126; the sheep, out of 528 plants, eats 387 and refuses 141; out of 494 plants the cow eats 276 and refuses 218; out of the 474 plants the horse eats 262 and refuses 212, and the pig out of 243 plants, eats 72 and refuses 171.

The floating vegetable-gardens of China are prepared in April on bamboo rafts ten or twelve feet long by half as wide, the poles being lashed together with interstices of an inch. Each raft is covered with an inch of straw; then with two inches of adhesive mud which receives the seed. The rafts are moored to the bank in still water, and require no further attention. The straw and soil soon give way, the roots drawing support from the water alone. In about twenty days the rafts become covered with the creeper Spumosa reptans, whose stems and roots are gathered for cooking, and whose blossoms present a very pretty appearance in autumn. In some places marshy land is profitably cultivated in this manner. Floating rice-fields are similarly constructed, the mud being held by a layer of weeds. They furnish the ripened crop in from sixty to seventy instead of the usual one hundred days, and may be depended on when the neighboring land fails either from drouth or flood.

A FABLE—THE FREE TRADE ASS.

It was a careworn beast of burden, who had a long but narrow pasture on the highway, and he looked over the fence and addressed a well fed horse in a rich meadow—

"My equine friend, open the bars and let me in, and I will assist you in lowering the surplus."

"A surplus does not worry me as much as a deficit would," remarked the horse, as he stowed away some more clover.

"But look at the blessed law of competition, and how it would equalize the burden of mastication," said the stranger.

"There is no competition about it," remarked the horse. "I am in the meadow and you are in the road."

"But," remarked the stranger, "don't you think a few more feeders would stimulate business?"

"Without doubt, when the feed got low," slyly remarked the horse.

"Well, but this fence was only a war measure, and now we are at peace; why not take it down?" the stranger sighed.

"The fence works tip-top, and feed gets longer every year; jog along my friend."

And the stranger picked another thistle in the road and moved along. He was a free trade ass, with ears like a pair of cavalry boot legs.—Goshen Democrat.

MOTHERS!

Castoria is recommended by physicians for children teething. It is a purely vegetable preparation, its ingredients are published around each bottle. It is pleasant to the taste and absolutely harmless. It relieves constipation, regulates the bowels, quiets pain, cures diarrhoea and wind colic, allays feverishness, destroys worms, and prevents convulsions, soothes the child and gives it refreshing and natural sleep. Castoria is the children's panacea—the mother's friend. 35 doses, 35 cents. 3-16-2y.

R. L. Taylor, the barber, now shaves for 15 cents.

**Children Cry for
Pitcher's Castoria.**

**Children Cry for
Pitcher's Castoria.**



1890. Happy New Year. 1890.

A Year of Great Things for

CORVALLIS.

All Aboard! The Wheels of Progress Well Oiled!

The Train of Improvements will be Successfully Engineered by Public Enterprise, who arrived here two months ago, and after a careful examination of the Proposed Route

Reports it clear of all obstructions, save in some sections small relics of mossbackism. To guard against the possibility of danger or detention from this source, Public Enterprise has provided his train with a patent appliance known as Public Opinion, which is a specially constructed car weighing 1000 Tons, run by electricity, and has given universal satisfaction in all cases, crushing out mossbackism wherever found.

This Splendidly Equipped Train will Start from the Depot Grounds Of

The Corvallis Street Railway Co. in Job's Addition

Running the entire length of this beautiful property, past Central Park, thence to Belmont, the great railway addition, which will soon be placed on the market, continuing over the route of the Corvallis Street Railway to Main street, passing

THE LARGE NEW FLOURING MILLS
Also the Works Recently Purchased for the Large Foundry and Factory for the Manufacture of Farm Machinery.

The train pulling out into the open country will follow the route now being established by the Engineers' Corps for the water canal which will be begun this year, and furnish ample water for the many factories sure to come here. Upon reaching Junction, the train will be attached to the California express, and passengers landed in Corvallis early in the fall.

Tickets for the Entire Trip Will be Free to Purchasers of Lots and Blocks in Job's Addition.

Which are sold at \$100 and \$125 per lot cost, or in easy installments. Regular fare to all others. Upon return in the fall the Overland Express will stop at Belmont, and the owners of lots in Job's Addition and Belmont will provide an elegant dinner for the railroad officials from the profits made on their investments before starting.

You will make a Great Mistake if You fail to make This rip. Maps, Plats, etc., and full particulars, together with Prices of Lots in Job's Addition, to be had of **RALSTON COX, MANAGER,** Corvallis, Oregon.

OVERLAND TO CALIFORNIA

VIA
Southern Pacific Company's
LINE.

THE MT. SHASTA ROUTE.

Time Between
ALBANY and SAN FRANCISCO
35 HOURS.

California Express Trains Run Daily
PORTLAND and SAN FRANCISCO.

SOUTH.		NORTH.	
Lv Portland	4:00 p. m.	Lv San Francisco	7:00 a. m.
Lv Albany	8:35 p. m.	Lv Albany	8:45 a. m.
Lv San Francisco	7:45 p. m.	Ar Portland	10:45 a. m.

Local Passenger Train, Daily, except Sunday
Lv Portland 8:00 a. m. Eugene 9:00 a. m.
Lv Albany 12:30 p. m. Lv Albany 11:35 a. m.
Ar Eugene 2:40 p. m. Ar Portland 3:40 p. m.

Lebanon Branch.

8:20 p. m.	Lv Albany	Ar 6:30 a. m.
9:06 p. m.	Ar Lebanon	Lv 5:45 a. m.
1:50 p. m.	Lv Albany	Ar 9:25 p. m.
2:36 p. m.	Ar Lebanon	Lv 8:40 p. m.
7:30 a. m.	Lv Albany	Ar 4:26 p. m.
8:22 a. m.	Ar Lebanon	Lv 3:40 p. m.

—Pullman Buffet Sleepers.—

TOURIST SLEEPING CARS.

For accommodation of second-class passengers, attached to Express Trains.

The S. P. Co.'s Ferry makes connection with all the regular trains on the East Side Division from foot of F street.

West Side Division.

BETWEEN PORTLAND AND CORVALLIS.

Mail Train. Daily Except Sunday.

LEAVE.		ARRIVE.	
Portland	7:30 a. m.	Corvallis	12:25 p. m.
Corvallis	1:30 p. m.	Portland	6:30 p. m.

At Albany and Corvallis connect with trains of the Oregon Pacific Railroad.

Express Train. Daily Except Sunday.

LEAVE.		ARRIVE.	
Portland	4:50 p. m.	McMinnville	8:00 p. m.
McMinnville	8:45 a. m.	Portland	9:30 a. m.

THROUGH TICKETS

to all points

South and East via California.

For full information regarding rates, maps etc., call on company's agent at Corvallis or Albany.
E. P. ROGERS, Asst. G. F. & P. Agent.
R. KOEHLER Manager

THE
YAUQUINA ROUTE.

Oregon Pacific Railroad and

Oregon Development Co.'s

STEAMSHIP LINE.

235 Miles Shorter; 20 Hours Less time than by any other route. First class through passenger and freight line from Portland all points in the Willamette valley to and from San Francisco, Cal.

The Oregon Pacific steamboats on the Willamette river division will leave Portland, south-bound, Monday, Wednesday and Friday at 6 a. m. Arrive at Corvallis on Tuesday, Thursday and Saturday at 3:30 p. m. Leave Corvallis, north-bound Monday Wednesday and Friday at 8 a. m. Arrive at Portland Tuesday, Thursday and Saturday at 3:30 p. m.

On Monday, Wednesday and Friday, both north and south-bound boats lie over at night at Salem, leaving there at 6 a. m.

TIME SCHEDULE (except Sundays.)

Leaves Albany 1:00 p. m. Leaves Yauquina 4 a. m.
Leave Corvallis 1:40 p. m. Leave Corvallis 10:35 a. m.
Arrive Yauquina 5:30 p. m. Arrive Albany 11:10 a. m.

Oregon & California trains connect at Albany and Corvallis. The above trains connect at Yauquina with the Oregon Development Co.'s line of steamships between Yauquina and San Francisco.

This Company reserves the right to change sailing dates without notice.

N. B.—Passengers from Portland and all Willamette valley points can make close connection with the trains of the Yauquina route at Albany or Corvallis, and if destined to San Francisco should arrange to arrive at Yauquina the evening before date of sailing.

Passenger and freight rates always the lowest. For information apply to D. W. Cummings, freight and ticket agent, Corvallis, or to C. E. ROGUE, Acting Gen. F. & P. Agent, Oregon Pacific Railroad Co., Corvallis, Or.

C. H. HANWELL, Jr., Gen. F. & P. Agent, Oregon Development Co., 304 Montgomery St., S. F., Cal.

GREAT OVERLAND ROUTE!

NORTHERN PACIFIC
—Railroad—

Two fast trains daily! No change of cars!

Shortest line to Chicago and all points east, via ST. PAUL and MINNEAPOLIS.

The Northern Pacific railroad is the only line running Passenger trains, second-class sleepers free of charge, luxurious day coaches, Pullman palace sleeping cars, palace dining cars meals 75 cents.

See that your tickets read via the Northern Pacific railroad and avoid change of cars.
Leave Portland at 10:40 a. m., and 2 a. m. daily; arrive at Minneapolis or St. Paul at 5:05 p. m. third day.

PACIFIC DIVISION—Trains leave Front and G streets daily at 11:05 a. m. and 2 a. m.; arrive at New Tacoma at 6:15 p. m. and 8:30 a. m. connecting with company's boats for all points on Puget Sound.

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