

LINCOLN COUNTY LEADER

CHAS. F. & ADA E. SOULE, Pubs.

TOLEDO OREGON

Being made a scapegoat is generally too serious to be looked on as a kid.

Because a man charged with murder pleads guilty is considered good evidence by the lawyers that he is insane.

There is no particularly serious feature about the fact that the growth of golf has increased tramps in the country.

Munkacy has lived and died, and still there are thousands of people who do not know yet how to pronounce his name.

The new bicycle tires that contain a large percentage of asbestos are perhaps intended for the exclusive use of scorchers.

What a blessing it is to die poor! There is left no will to fight over and reputation is secure from vandalism and scandal.

Automobilists and bicyclers may each be strongly prejudiced in favor of their particular wheel fads, but why start running each other down?

Statistics say that \$5,000,000 invested in the United States in the manufacture of playing cards. As much more is invested daily in "playing" cards.

The woman who starved herself to death in treatment of rheumatism had the satisfaction of knowing as she expired that a cure had been effected.

Forty-five trumpeters accompany the King of Abyssinia wherever he goes. Here is one man at least who doesn't have to toot his own horn to be heard of.

Gov. Powers of Maine styles this "the sunset year of the nineteenth century." His excellency should be careful or he may be accused of poaching upon Grover Cleveland's epigrammatic preserves.

Youthful jokers in a Boston suburb caused the death of a prominent doctor by stretching a wire over which he tripped. The wonder is that this variety of "jokes" does not more often lead to fatal affairs.

"Why should women wear hats in church?" asks Editor Richardson in the Atlanta Journal. Why not go to the very root of the matter and inquire why millinery establishments are permitted to exist?

A New Jersey judge has ordered the mothers of bad boys to spank them in court. This will relieve New Jersey fathers of bad boys and at the same time leave the judge secure in his position. There is no bad boy vote.

Now that they have found a shell which will pierce the heaviest armor we may confidently expect to hear that somebody has found a way to make the armor resist it. Thus the game has proceeded from the first, and so it will continue to the end.

It appears that the pie bakers of New York are quite unable to keep up with their orders. They can't find the necessary expert help required and the demand frequently has to go unsatisfied. Which seems to show that this ancient form of dessert is holding its own handsomely against the inroads of the frapped sweets and frothy nothings of the French cookbooks.

"That is the eighth boy," said the matron of a city employment bureau recently, "who has come to-day to engage a cook, laundress or parlor maid. Moreover, each one has made a good selection, stated his requirements clearly, and finished in half the time his mother or sister would have occupied." The new boy is as distinct a product of the age as the new woman. He can make his own bed, sew buttons on his own clothes, manage a bachelor establishment for his father and himself, make out the menus and do chafing-dish cookery, all without losing his rank in school or his prestige among his boy mates.

Brunswick, Me., a place of about 7,000 inhabitants, is probably the first municipality in the United States to undertake forest planting on a large scale, or what is practically the old world institution of a town forest. The town owns a tract of about 1,000 acres of what was once pine land, but long since given over to fire and huckleberries. At a recent meeting of the council \$100 was appropriated to improve this land by planting it to white pine. Seed will be purchased and a nursery established to raise the young trees. At the right age they will be transplanted in rows and set out in the positions they will finally occupy and will then require little more care except protection from fire. The land at present it absolutely unproductive. If the new plan is successful it will not

only be ornamental, but profitable. Town forests are common in Europe and often furnish a large part of the municipal revenue.

There are two facts which will make the year 1900 an epoch-marker in human events: 1. It will be the first time in the history of mankind that sixteen millions of freemen have voted in the choice of their national Chief Magistrate. 2. The man whom they elect will be the first American President inaugurated in the twentieth century, and from his inauguration the progress of the American people will be reckoned during that century. There is indeed no way of indicating the growth of this nation that is more striking than to state the record of a few of its Presidential votes. Abraham Lincoln received a popular vote of less than 2,000,000 in a total vote of 4,680,193. That was only forty years ago. Garfield was elected in 1880 by a vote of 4,449,053 in a total of 9,209,416. The President chosen this year will certainly poll a popular vote of 8,000,000 or thereabouts—four times as many as were cast for Lincoln and nearly twice as many as were cast for all candidates in 1880.

Princess Stephanie, daughter of the King of the Belgians, has written a book on love. In it she tells her readers whom to love, when to love, how to love and where to love. She discusses the conditions that make for love, the chances of various temperaments and characters for inspiring love, and in order to reach as many would-be lovers as possible, the Princess, who has been through a finishing school, writes some of her rules in several languages. This is interesting, but it is labor thrown away. There is no art of loving. It cannot be learned from any book. If it could, of course a young and pretty princess would be an acceptable teacher. But in that case we might improve the situation by starting colleges to train other teachers, and have young people duly instructed on how to love successfully, according to rule and precept. The fact that the author of this book has had a wide experience in Cupid's court does not prove that she is an apt teacher in anything beyond the mere etiquette and outward forms of love-making. Although the story of love is said to be threadworn, it is never told twice alike. No lover can expound its mysteries to another. It is the one unique thing in creation.

In a recent divorce suit in the District of Columbia the wife was given a decree and alimony, but her prayer for the custody of their children was dismissed and the father named as custodian instead. The decision was upon purely economic grounds. The Judge held that a father is the guardian that

the law supplies for the mother. The mothers of bad boys to spank them in court. This will relieve New Jersey fathers of bad boys and at the same time leave the judge secure in his position. There is no bad boy vote.

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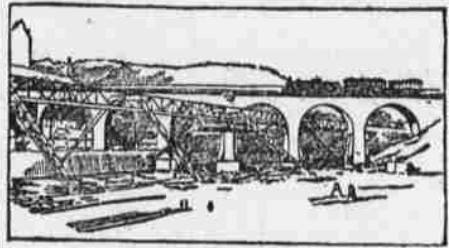
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A SINGLE RAIL RAILWAY.

Novel System Now in Operation Between Two Towns in Germany.

Among the many systems which have been proposed for the construction of a single rail railroad, there is one which has been so far realized that it is today in partial operation, and is in a fair way to be completed. About half the system was in working order some twelve months ago, and the whole line, which covers a total length of 8.3 miles, will be opened to the public during the present year.

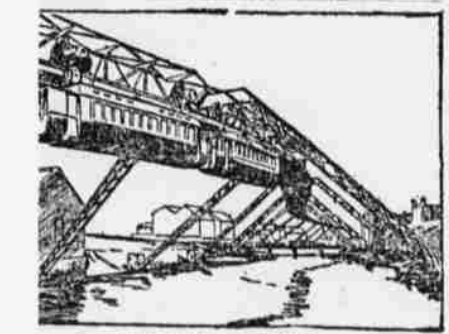
The Langen mono-rail railroad, which forms the subject of our illustrations, is named after its designer, Eugene Langen, who was led to turn his attention to the designing of a single rail railway in the endeavor to overcome difficulties of transportation in connection with some sugar works, of which he was the owner. The railway extends between the towns of Barmen and Elberfeld, in Germany, which are situated in the picturesque Wupper



UNDER RAILROAD VIADUCT.

Valley. The superstructure, or railway proper, consists of a system of latticed longitudinal girders, one vertical and two horizontal, assembled into the form of an I-section, the main girders forming the web of the I, and the lateral girders, which give the necessary horizontal stiffness, serving as the top and bottom flanges of the I. Diagonal tie-rods extend from the upper panel points of the central girder to a connection with the chords of the bottom lateral girder. The last mentioned chords consist of steel I beams, and upon their upper flanges is laid the single T-rail, from which the cars depend and on which they run. The girders, which are generally of about one hundred feet span, are carried upon two different styles of support. Where the railway is located immediately above the Wupper River, the A frame style of pier is used, while in the suburbs of towns through which the line passes the trusses are carried upon large inverted U frames.

The railway throughout its entire length is double-track, with a loop at each terminus. The cars are suspended from two two-wheel motor trucks, which are attached to the roof of the car, one at each end. The motor is carried on the outside of the truck frame, and in position midway between the two wheels, and it receives the current by means of a slip-shoe and a contact wire, which is carried on the bottom of lateral girder, a little to the inside the main supporting I beam. The cars are of 36 horse-power, and the maximum speed, between stations, is at 25 miles an hour. The style of the cars is shown clearly in the accompanying illustration. They accommodate fifty passengers, and the car is divided into first and second-class, and smoking compartments.



CROSSING A RIVER.

Trains are ordinarily made up of cars, but the station platforms are so sufficiently long to accommodate r-car trains whenever the development of traffic calls for them. As each carries its own motor, the speed is not vary with the weight of the train. The system is fitted with an automatic block system, in which the signals are regulated by the car itself, consequently, the headway between the trains may be reduced, if desired, to two minutes. An efficient system of braking is used, the chief reliance being placed upon the Westinghouse pneumatic brake, with which all cars are fitted. The speed may also be controlled by a hand brake, connected up with the fittings of the Westinghouse brake, and also by an electrical brake; while an emergency stop may be made by reversing the motors. The cost of construction of the line is from \$200,000 to \$225,000 per mile, including the foundations and the stations. If we include the cost of the equipment, which provides a sufficient number of cars to allow the trains to start at from two to three minutes intervals, the total cost per mile will be about \$265,000.

BARRIE'S NEIGHBORS

Think He Ridiculed Kirriemuir "Wit Just Writin' Havers an' Nonsense." "Here's the thrums," said an old woman who was laboriously spinning at a loom in her little cottage, with proper scorn, "that Jeems Barrie wrote so muckle about, ye ken," writes Mary B. Mullett of "The Real Thrums of

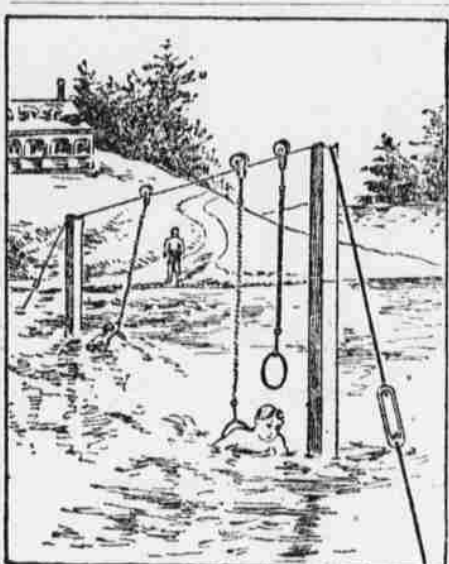
Barrie," in the Ladies' Home Journal.

"The thrums are the loose ends left after cutting the finished web out of the loom, and the old woman looked at us with secret scorn and pity when we gave her a sixpence for a handful of them. They are of no use whatever, and we were given to understand that it is a village grievance against Barrie that he should have called it after something which is 'o' nae manner o' use to onybody.' We went about to all these places, and everywhere the people welcomed us and wondered at us. Their attitude toward Barrie is a queer mingling of respect and resentment, with more wonderment than either. A few of the people think that he has ridiculed Kirriemuir. But most of them agree that the books which have won the hearts of thousands and have brought a fortune to their writer are 'havers an' nonsense,' as one man I talked with put it. But Kirriemuir can't get over that fortune. It is spoken of with big eyes, and the people look curiously at the 'wee black man' who has made a fortune 'wi' juist writin' havers an' nonsense.'"

SWIMMING EASILY LEARNED.

Device Which Will Greatly Aid Beginners in the Art.

That the swimming device illustrated in the accompanying picture will be enjoyed by children goes without saying, and it might also be useful in teaching grown people the art of swimming, which art is somewhat difficult of accomplishment unless an instructor is at hand to support the beginner. By this arrangement the swimmer is allowed free play to propel himself through the water at will, without danger of sinking, and there is nothing to interfere with the free use of the arms and legs. Menzo Gates, of Copemish,



TROLLEY SWIMMING APPARATUS.

Mich., is the inventor, and his idea is to stretch a cable on two vertical posts set at any desired distance apart, with turn bickles to tighten the rope. One or more trolley wheels are placed on the wire to support a coiled spring, to the lower end of which a belt is attached to aid in holding the beginner at the surface of the water, even though he makes no effort to sustain himself. Parents whose boys have a desire to learn to swim can by the aid of this apparatus allow them full liberty of play in the water to their hearts' content without fear of drowning.

BEST AGE FOR MEN TO MARRY.

Not Until They Have Passed Twenty-five Should They Take a Wife.

Edward Bok, writing in the Ladies' Home Journal, on "A Boy for a Husband," contends that "no young man under 25 years of age is in any sense competent to take unto himself a wife. Before that age he is simply a boy who has absolutely nothing which he can offer to a girl as a safe foundation for life-happiness. He is unformed in his character, unsettled in his ideas, absolutely ignorant of the first essentials of what consideration or love for a woman means. He doesn't know himself, let alone knowing a woman. He is full of fancies, and it is his boyish nature to flit from one fancy to another. He is incapable of the affection upon which love is based, because he has not lived long enough to know what the feeling or even the word means. He is full of theories, each one of which, when he comes to put it into practice, will fail. He is a boy, pure and simple, passing through that trying period through which every boy must pass before he becomes a man. But that period is not the marrying time. For as his opinions of life are to change, so are his fancies of the girl he esteems as the only girl in the world to make him happy. The man of 30 rarely weds the girl whom he fancied when he was 20."

Better Times for Drug Clerks.

Gov. Roosevelt has signed the Henry bill, which provides that no drug clerk in New York shall be allowed to work more than seventy hours a week; that they shall be allowed one hour for each meal and have one full day off in every two weeks. Another clause of the bill provides that clerks must not sleep in any store or apartment which does not comply with the sanitary inspection of the health board. The passage of this bill will mean a general overhauling of drug stores throughout the city.

Trying to scale a precipice is but a game of bluff.

WILLIAM C. ENDICOTT.

Was Secretary of War in Cleveland's First Cabinet.

In the death of William C. Endicott, Massachusetts has lost another son who had brought her renown in statesmanship. He was Secretary of War in Cleveland's first cabinet and but few members of that strong body now survive. At an early age Mr. Endicott entered public life as a member of the Salem Common Council. He held a number of political offices until 1873 when he was appointed to the bench of the Supreme Court. Nine years later illness compelled him to resign this position. In 1884, his health being restored, he ran as the Democratic candidate for Governor of Massachusetts. The following year he accepted the position of Secretary of War in Cleveland's cabinet and was considered one of the President's ablest and strongest advisers. When his term expired he retired to private life and had since refused to be identified in any way with politics.



William C. Endicott was born in Salem, Mass., Nov. 19, 1827. At the age of 20 he graduated from Harvard and began the practice of law. His ancestors were among the early settlers of Massachusetts and he was a lineal descendant of the first Governor, John Endicott. In 1888 his daughter, Mary C. Endicott, married the English statesman, Joseph Chamberlain, and this union was a source of great pride to Mr. Endicott. He is also survived by his wife and one son, William C. Endicott.

Great Schemes in Hand.

I'm going to write great poems some day, Exactly when I will not say, Just now some things are in the way; I'll begin—well, a week from Tuesday.

There are pictures, too, I mean to paint; My plans, as yet are a little faint; But my notions are really new and quaint, As you'll see a week from Wednesday.

A drama great I have in mind, As soon as I a plot can find, Striking, original, refined, Perhaps a week from Thursday.

I hope to form a stock concern, Enormous dividends I'll earn, Till coupon bonds I have "to burn," About a year from Friday.

Oh, no—I'll just invent a toy, Some simple gimcrack to give joy To each enraptured girl or boy— I'll work on that next Saturday.

I can't decide which scheme to choose, Each idea seems too good to lose; Meanwhile I'll take my Sunday snooze— To-morrow's only Monday. —Woman's Home Companion.

Sheep in Spain.

In Spain there are some ten million of migratory sheep, which every year travel as much as 200 miles from the plains to the "delectable mountains," where the shepherds feed them till the snows descend. These sheep are known as transhumantes, and their march, resting places and behavior are regulated by ancient and special laws and tribunals dating from the fourteenth century. At certain times no one is allowed to travel on the same route as the sheep, which have a right to graze on all open and common land on the way, and for which a road ninety yards wide must be left on all inclosed and private property. The shepherds lead the flocks, the sheep follow, and the flocks are accompanied by mules carrying provisions and large dogs which act as guards against the wolves. The Merino sheep travel 400 miles to the mountains, and the total time spent on the migration there and back is fourteen weeks.—Spectator.

Chinese Names.

In China there is no fixed nomenclature—even the country itself is without a name—and this lack of distinct and recognized appellations was a frequent source of difficulty. Of personal information from natives there was none obtainable on which any credence could be placed. A Chinaman, unless he be a porter coolie or a boatman, rarely travels or gets during his life more than a few miles in any direction from the place where he was born. When trying to procure information concerning the immediate locality it was no uncommon thing to have a native, and even sometimes men of local position, say, "Oh, I have never been so far away as that;" or, "I have never been across that hill, and so do not know what is beyond."—Harper's Weekly.

Cable Traction in Submarine Boat.

To enable tourists to cross the English channel without the inconveniences of seasickness a Frenchman has designed a submarine boat, to be propelled by cable traction. It will accommodate about 250 passengers and will make the journey in about an hour, and should any accident happen to the motive power the boat may be detached and will at once rise to the surface and may continue the journey in the ordinary manner.

It is easy to do right when sin ceases to be a pleasure.