

LINCOLN COUNTY LEADER

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TOLEDO.....OREGON

Some farmers are smaller potatoes than they raise.

When money begins to talk people sit up and take notice.

With the numerous courts in session these are trying times.

The multiplication table doesn't satisfy a small boy's hunger.

Jealousy is the trading stamp given with each case of true love.

Mankind is divided into happy people, unhappy people, and the Gould family.

To choose friends for their appearance is no worse than to judge books by the cover.

By writing the story of his life and sufferings himself, Mr. Rockefeller cleverly forestalls Murat Halstead.

Dr. Koch's cure for the "sleeping sickness" is good medicine to "try on" the boy whose job is the early chores.

These "mysterious" murders which are startling Paris would be easy to understand if they were not done in French.

The Japanese government denies that it is in sore need of money. This may make it easier for Japanese tax-dodgers to sleep well.

"The nation," says John G. Woolley, "is awake." Yes. It is even sitting up and noticing things, as old man Castro has found out.

Houston, Texas, has a woman who declares that she wouldn't marry the best man living. Perhaps he ought to be congratulated.

King Alfonso may as well give up the hope that he and Queen Victoria will ever be permitted to move into a fashionable flat.

According to Mark Twain, "a mine is a hole in the ground owned by a liar." Mark also has evidence that other business enterprises are owned by the same party.

Human nature is a funny thing, and after Anna Gould has had her second bitter lesson with fake "noblemen," there will be plenty of her country people sorry for her.

It is mortifying to learn that Aunt Carrie Nation was fined \$25 and costs a day or two ago for scolding. Things have come to a pretty pass if Aunt Carrie can't express herself in her customary voice and manner without being punished for it.

Many of the colleges and universities are in no-license towns. Leland Stanford is the largest non-sectarian institution to enforce prohibition within the university domain. Intoxicants are forbidden in boarding houses and fraternity buildings. Similar restriction has long obtained at several colleges which are under the control of influence of the churches.

The feeling of China for this country is unusually friendly, and it is for statesmen to maintain and promote the sentiment. How far the ancient East can ever be an extension of the course of empire that for ages has taken its way westward is a problem that time alone can settle. But America and Asia can be friends and commercially intimate without trenching too far on race and social traditions, habits, tastes and tendencies.

The statue of Gen. Francis E. Spinner, made under the direction of an association of women employes of the government, is to be erected opposite the Spinner home in Herkimer, New York. General Spinner was treasurer of the United States from 1861 to 1875, and when the clerks of the Treasury Department resigned, during the Civil War, to enlist in the army, he recommended that their places be filled by women. He carried his point against considerable opposition, and thus opened the door to self-support for many women. He was notable also as the inventor of a peculiar signature which appeared on all the national paper currency, and was the butt of the newspaper humorists for years. But he will be remembered longest as the man who called on the women to take the places left vacant by the men who went to the front to fight.

Baron von Sternburg, German ambassador to the United States, in an address at the University of Illinois, once showed that all the great leaders of nations, such as Frederick the Great and K'ang-Hi, the greatest Chinese

emperor, have taught the same principles of citizenship. He drew an interesting parallel between the teaching of K'ang-Hi in the "Holy Edicts" and the public utterances of President Roosevelt. It is a truth familiar to all students of comparative literature that under similar conditions men of moral purpose have much the same ideas. Devout scholars have always delighted in the fact that the noblest sentiments of Greek philosophy are not unlike those of the Bible. That a modern man should preach what was preached by the ancients only bears out Lowell's epigram that the best things obligingly got themselves said several thousand years ago.

There cannot be a near woman in fact, but imagination draws the picture of one for us now and then when a scientist or philosopher undertakes to tell woman what will happen if she keeps doing things said to have been unknown to her grandmother. A woman is always a woman, although she may not choose to hew to the line fixed by ancient custom. All men are men, even though some of them may be called mollycoddles. Women are taking away men's jobs, and it is said by observers that they are going to keep doing so and enlarge their holdings in that line. The president of Bryn Mawr college for women says that women "are steadily taking possession and driving men before them," and, furthermore, they "will be compelled by economic causes beyond their control to stay in them after marriage." Our grandmothers in their red checked days milked the cows, and no one would have dared to hint that a milkmaid was unwomanly because of her skill. They husked corn, too, and when the good man was away fed the stock. American women have always taken up man's work from time to time and put it aside when the need was over. If for economic reasons they are better at typewriting, telephoning, telegraphing and bookkeeping than men, they are none the less true women when they do this work.

Professor Ross gives the most startling picture of the near woman when he dips into the future and sees what industrial occupations will do for women. He says "there will be a reversion to the type of masculine women, squat, flat chested, broad backed, low browed creatures, working in the fields and factories side by side with men." We shall be compelled to admit that such "creatures" would be "near women," according to our modern ideals. On the other hand, President Elliott says, "The higher education ought to fit women for the single occupation of bearing and educating children, and it is the most intellectual occupation in the world." So the true woman has a chance to remain herself in spite of the education which makes her man's dangerous competitor. Perhaps the industrial woman of Professor Ross and of the president of Bryn Mawr will emulate the educated woman in the matter of attention sometimes to the bearing and educating of children. In that case the jewel of womanhood need not depart from women who work, and the talk of "reversion to the type of masculine women" is only a bogey.

A Good Old World.

When the sun comes out,
An' the clouds go 'way,
An' the little children
Come out to play,
An' the grass looks green,
An' the cat sits curled
On the gate post, ain't it
A good old world?

When the mocking bird
Sings a lilting tune,
An' the air is liker
The first o' June
Than midwinter air,
Ain't your griefs all furled,
An', honest, ain't it
A good old world?

When sorrow comes,
An' your head droops low,
An' you've come to know
All a chap can know
Of grief, an' your hopes
Are in darkness hurled,
An' a friend comes, ain't it
A good old world?

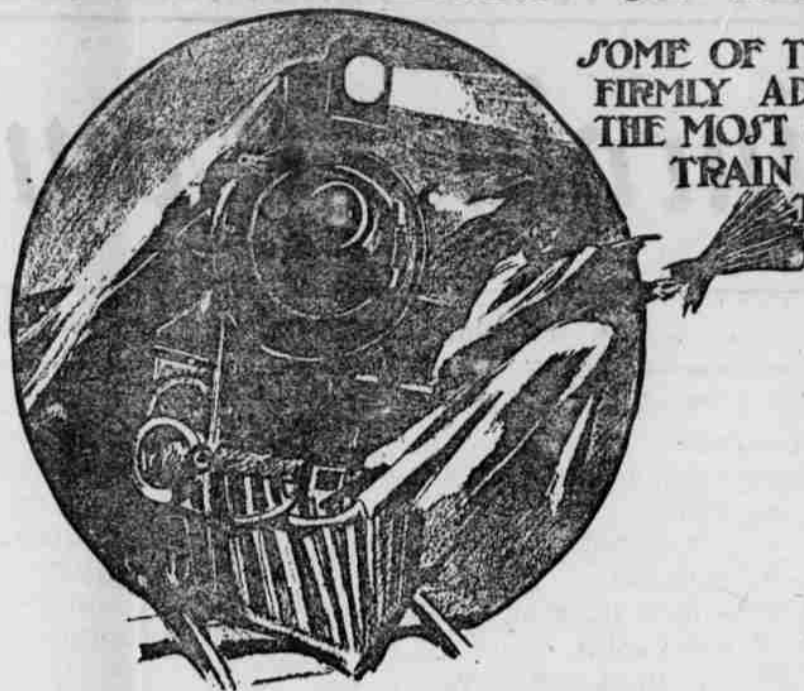
It's a good old world—
It's a good world, yes!
For the hope an' love
An' the tenderness
That comes when a chap
By rough fate is hurled
In a hopeless heap
It's a good old world!

For the little babies
That laugh and run,
For the cat a-napping
Out in the sun
On the high gatepost
In a soft heap curled,
For the singin' bird,
It's a good old world!
—Judd Mortimer Lewis.

No Share in the Fun.

"What are you crying for, my little boy?"
"Boo-hoo! Pa fell downstairs!"
"Don't take on so. He'll get better soon."
"Sister saw him fall all the way. I never saw nuffin!"—Answers.

SUPERSTITIONS OF THE RAILROAD.



SOME OF THE BELIEFS
FIRMLY ADHERED TO BY
THE MOST COURAGEOUS
TRAIN MEN AND
TRAVELERS.



Perhaps the most superstitious class of people in the United States are the otherwise hard-headed, keen-witted railroad men. They are fatalists by circumstances of a life of constant danger. Death is a commonplace; accident and injury all in the day's work and line of duty. Contempt of death, akin to that of the fanatic Mussulman, but without the allurements of the black-eyed houri paradise, is bred by familiarity, the never-ending risk of life and limb, as told in the grim statistics of railroad fatalities. Many bloody campaigns of great wars show fewer casualties than the annual death and accident report of the Interstate Commerce Commission. This makes life cheap and its risk and sacrifice for so much per diem an incident. The railroad man lives in an atmosphere of the fatal chance and nerve-teasing uncertainty. Death may be speeding toward him and around the curve ahead; the next pounding of the massive drivers may strike a broken rail; the tower signal man makes his awful errors in an almost unvarying average; the landslide and the tampered switch are entirely beyond prevision. And it is this dominancy of chance, of the unprovided, the unexpected, the unforeseen, utterly baffling human ingenuity, that makes the average railroad man as superstitiously fatalistic as a whirling dervish or a warrior of the Mad Mullah.

This environment of the fatal chance, emphasizing human futility and powerlessness, creates a rich soil for omen, charm and fetish, and few railroad men can be found who are not inoculated with the virus of protecting superstition. Press them closely, and seven out of ten will confess it in a half shame-faced, half defiant way.

For instance, it is considered most unlucky among engineers to take an engine out for its first run Friday or on that fatal day to put the finishing touches to it in the shop.

Trainmen, particularly brakemen of the old school, believe it is bad luck if

a woman is the first to enter the train at the beginning of the trip. They will resort to ruse or diplomacy to avert such an invitation of accident. They will stop a woman with slow inquiries about her ticket or destination in order that a masculine foot will be the first to ascend the steps. It is also considered bad luck for the train to permit a cripple or a hunchback to enter first. A one-armed man among passengers upon a train is also viewed with suspicion as an omen of accident.

Sometimes a careless fireman will let the engine bell toll. Such an untoward accident means that some member of the engineer's family will soon die. Old time engineers will not count the number of cars in a train as it rounds a curve. It is considered bad luck.

As would naturally be expected from the wide prevalence of the number 3 superstition, it occupies an important place among railroad men's omens. It is the firm conviction of almost all railroad men that when one man is killed or injured in railroad work two other fatalities or accidents will follow in rapid succession. It is considered unlucky, before two or three days have elapsed, for a railroad man to take the place of another who has been killed in an accident.

Engineers see an omen of death upon the trip if the headlight of their engine accidentally goes out as the engine is leaving the roundhouse.

A left-handed engineer is viewed as a hoodoo by many trainmen. It is believed his presence in the cab invites disaster, and old-time firemen and brakemen seek transfer to other trains as soon as a left-handed engineer is put on their run.

Trainmen dislike the presence of a corpse in the baggage or express cars, just as sailors object to carrying a corpse on board ship. But it is considered particularly threatening to load the coffin on a train with the feet of the dead person toward the engine. In a recent wreck in North Carolina a corpse was almost incinerated and many persons were killed. It is the firm belief of trainmen on the South-

ern that the body was loaded in the fate defying way.

But the railroad man is not alone in his belief in omens and charms. The passenger also has a pet lot of superstitions that defy logic and the persuasion of common sense. The belief that the wearing of a white flower or a white ribbon protects travelers from accident is fairly widespread. Some believe that burning coffee just before leaving on a journey is better than an accident policy, and in certain sections of the South some very pious people will not undertake a railroad trip without first tying a copy of the sixteenth psalm under the left armpit. Putting a wisp of straw in the bottom of the trunk is believed not only to protect the baggage from loss, but also insure the safety of the owner. Women sometimes pack their stockings in the trunk in a mystic circle, as a protection from accident. There is a superstition that it is unlucky to lock the trunk before it leaves the house, and with more apparent reason, it is particularly portentous if the trunk lid falls upon you while you are packing.

If a traveler loses his hat out of a car window there is compensation in the knowledge that it means good news from home. If a passenger happens to pass a derailed or wrecked locomotive, it is the sign that he soon is to come into possession of hidden wealth. To see a crow feeding on a carcass is another lucky omen for a traveler.

If dust blows in a person's eye while on his way to catch a train it is a sign of accident on the trip. It is considered an ominous encounter for a person hurrying to a train to meet a spectacle-wearing negro. It is also unlucky for a traveler to cut his finger nails just before starting on a journey; disgrace will overtake him, and if a traveler leaves home in a carriage for the station it is simply inviting disaster for his family or friends to watch him out of sight. To insure the safe return of a nervous traveler it is only necessary to tie an Irish knot in his handkerchief, but if he loses the knotted piece of linen he had better end his misery by immediate suicide.

Here is an incantation which Pullman conductors declare will insure slumber on a sleeping car to even chronic insomniacs, if repeated several times with the eyes focused on the tip of the nose:

"A sleeper is that on which the sleeper which carries the sleeper runs; therefore, while the sleeper sleeps in the sleeper the sleeper carries the sleeper over the sleeper into the sleeper which carries the sleeper, and jumps off the sleeper by striking the sleeper in the sleeper, and there is no sleeper in the sleeper."

LOSES PRESENCE OF MIND.

Guest, Though Forewarned, Puts Hostess in a Predicament.

An amusing anecdote was told by a young matron the other day apropos of absent-minded persons. She had been married only a short time and was giving a luncheon to some of her mother's friends. She was particularly anxious to have everything go off well, that her reputation as a housekeeper might be established. The little menu was made out after much consultation with the new French cook. She had trimmed the table with her own hands and all was in charming readiness, when at the eleventh hour an old school friend arrived from out of town and asked if she could stay for luncheon. It was most inconvenient, but the warm-hearted bride welcomed her.

"Stay, by all means, dear Amy," she said. "But there is one condition. Please do not take any chaudfroids. There was not enough chicken and the cook has only just told me. These French people are so economical. But, after all, if you and I both say 'No' to them, they are sure to go around. Don't forget, dear."

Amy promised faithfully and went upstairs to prepare for the party. The guests arrived promptly and the luncheon began with an excellent melon for each. The hostess, having been warned against too much food, especially as there was to be bridge afterwards, had cut out all the extras and limited her dishes to the melons, a cheese soufflé and the chaudfroids. The last she refused when they came her way and trembled at the small amount on the dish. There was not even any extra aspic jelly, but she reflected with relief that there would be just enough when Amy refused. Then, to her horror, she saw her absent-minded friend not only take one, but two, upon her

THE RENAISSANCE OF THE KNICKERBOCKER.



plate. The waitress had not sufficient presence of mind to halve the remainder, so two women went without any. "And I am sure," added the narrator, in conclusion, "that they all went home hungry. Why, I blush even now when I think of that luncheon."—New York Tribune.

COAST ABOUNDS IN FISH.

Pacific Region Will in Time Supply the Whole Country.

The extensive coast line of the territory seems everywhere abundant with halibut, which has become almost a luxury in the East. There the fishing is done at great hazard and at long distances from markets, while in Alaska the fisherman leaves his home in the morning and returns in the evening with the fruits of his labor.

A little off the coast of Alaska and in many places among the numerous islands along the shores there exists great cod banks. These are little known and while they are now fished to some extent it might be said the industry is wholly in its infancy. When we consider the enormous extent of these banks as compared with those off the New England coast and the very few fish now taken on them as compared with the large numbers taken on the Atlantic it can readily be seen to

what an extent this fishery can also be expanded. Here also the element of safety is greatly in favor of the industry on the Pacific coast. At present, in a small way, both halibut and cod are shipped clear across the continent to Boston and New York. With better and cheaper facilities the markets of the United States will soon be opening up to the Pacific.

The salmon fishing is now wholly done for canning and in a small way salted. The extent to which this part of the industry has grown is more familiar to the world than any other. During the last few years the fresh fish industry has made inroads even on the cannery supply and mild cured salmon is now being shipped all the way to Germany for smoking. During the last winter buyers from German houses in Hamburg have appeared in Alaska towns and eagerly taken all the product they could secure. This is but a beginning, and development in time in the way of improved means of transportation will extend the shipping of salmon fresh from the waters of Alaska to all parts of the world.—Pacific Coast Monthly.

Perhaps a few more people would try to be good if they didn't bump into so many others who overdo the thing.