

AUTOMOBILE APARTMENTS.

CHICAGO, Feb. 9.—Apartments for automobiles, with elevators to take the machines up to each floor, is the novel conception of LaVerne W. Noyes.

Mr. Noyes yesterday instructed his architect to prepare drawings for a seven-story apartment building on his lot at Elm street and Lake Shore drive, one of the most exclusive residence districts in Chicago, which will cost in the neighborhood of \$250,000.

Each apartment will contain all the equipment of a garage. Huge elevators will take the automobiles and chauffeurs from the street to the various floors.

The garages will be complete in every respect, down to facilities for washing, oiling, and repairing the autos. There also will be separate apartments for the chauffeurs, and closets in which the auto clothes and goggles will be kept.

Glasgow is still disturbed over the suppressed report of its street railroad directed to Mayor Dunne, of Chicago. Evidently they don't know anything about municipal ownership over there except to have it.

THE PEARL WORKERS.

A Bethlehem Industry Which is Five Hundred Years Old.

The chief industry of Bethlehem of Judaea is that of the mother-of-pearl workers.

The shells are brought from the Red sea and in the hands of native artisans are polished and carved, the larger into elaborate designs. The smaller are cut up for rosaries and crosses. The work is all done by hand, and the methods are amazingly primitive to a spectator from the home of steam and electric power. But the results are extraordinary. The largest shell we saw was carved in scenes from the birth of Christ, the agony in the garden and the crucifixion, and had the general effect of delicate frostwork. Under the magnifying glass every detail was seen to be perfect in outline and in finish. It was executed to order for a wealthy American and was to cost \$100.

About 150 people make a living by this industry, which is 500 years old. In the shops the workmen sit upon the floor, their benches in front of them. The air is full of whitish dust, and the light admitted by the single window and the open door is so dim that the exquisite tracery of the wrought shells is a mystery even before the visitor notes how few, simple and crude are the instruments employed.—Marion Harland in Lippincott's.

THE CALM BAD MAN.

He is More Dangerous Than the One Who Blusters.

The bad man of genuine sort rarely looked the part assigned to him in the popular imagination. The long haired blusterer, adorned with a dialect that never was spoken, serves very well in eastern fiction about the west, but that is not the real thing. The most dangerous man was apt to be quiet and smooth spoken. When an antagonist blustered and threatened, the most dangerous bad man only felt rising in his own soul, keen and stern, that strange exultation which often comes with combat for the man naturally brave. A western officer of established reputation once said to me while speaking of a personal difficulty into which he had been forced: "I hadn't been in anything of that sort for years, and I wished I was out of it. Then I said to myself, 'Is it true that you are getting old and have lost your nerve?' Then all at once the old feeling came over me, and I was just like I used to be. I felt calm and happy, and I laughed after that. I jerked my gun and shoved it into his stomach. He put up his hands and apologized. 'I will give you a hundred dollars now,' he said, 'if you will tell me where you got that gun.' I suppose I was a trifle quick for him."—St. Louis Post-Dispatch.

Roof Dogs of New York.


There are dogs in New York that never set foot on the street. They belong to the janitors in the downtown buildings, and their runways consist of the roofs of the buildings in which their owners live and adjoining roofs on the same level. That is a rare day when the office worker on looking out of the sixteenth story window does not see half a dozen dogs romping about upon the roofs beneath him. There is one advantage at least in being a roof dog—the dog catcher has no errors for him.

MORE COMFORT THAN EVER.

On Sunday, December 17th, the Denver & Rio Grande railroad will inaugurate a daily line of standard and tourist sleeping cars between Denver and Los Angeles in connection with the new Clark road. Both cars will leave Denver daily at 9:30 a. m., and arrive at Salt Lake City at 1:35 p. m., the next day. At this point the cars will be held over until midnight, thus allowing through passengers the privilege of a stop-over of ten hours and a half in Salt Lake City. Eastbound, these cars will leave Los Angeles at 3 p. m., and arrive at Salt Lake City at 6:30 a. m., second morning where they will remain over until 3:50 p. m., thence to Denver where they will arrive at 4:20 the following afternoon. This stop-over at Salt Lake City of the regular line of sleeping cars promises to be an attractive feature for transcontinental travelers.

A woman worries until she gets wrinkles, then worries because she has them. If she takes Hollister's Rocky Mountain Tea she would have neither. Bright, smiling face follows its use. 35 cents, Tea or Tablets. Sold by Frank Hart.

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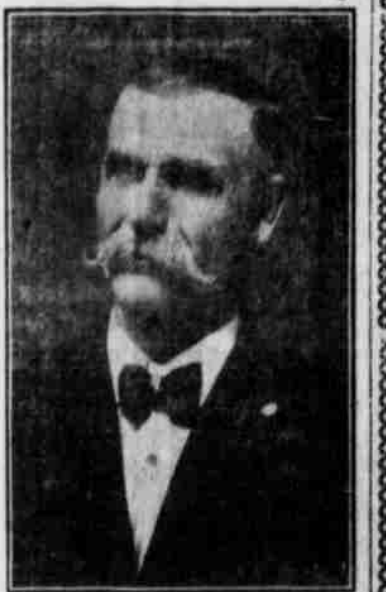
LOST AND FOUND.

LOST—Handkerchief with small pocket-book; please return to the Astorian office. Address "A."

NOTICE FOR BIDS.

BIDS WILL BE RECEIVED AT THE office of the Columbia River Packers' Association for the construction of Eureka Cannery at Eagle Cliff. Plans and specifications can be seen at the Association office. Bids will be opened at 10 a. m., Saturday, February 10th. Right is reserved to reject any or all bids. Columbia River Packers Association.

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