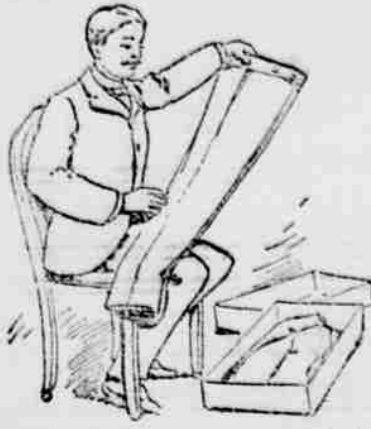


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MONDAY - - - OCTOBER 9, 1899

A CHILVARIK LITTLE NATION

Every person, whatever may be his attitude on the general question in controversy between England and the Transvaal, must admire the heroism of the Orange Free State. This diminutive nation of 48,000 square miles and of 78,000 white inhabitants—or about the size of Louisiana in area and Arizona in population—has determined to make the Transvaal's cause its own, and to ally itself with that country if war comes with England. It is considerably smaller than the Transvaal, which has an area of about 119,000 square miles, and 140,000 white inhabitants—or, approximately, like New Mexico in area and Montana, as it was in 1890, in inhabitants. In combination the population and resources of these two little states are infinitesimal compared with those of the gigantic enemy which they stand ready to fight.

Of course the reason why the Orange Free State goes to the assistance of the South African republic is the community of race and political interests between them. The old Hollander and French Huguenot elements, which constitute the Boers of the southern part of the African continent, comprise the larger ingredient of the inhabitants of the Free State, as they do of the voting population of the South African republic. There is a fear among the Free State's population that the overthrow of the Transvaal's government through defeat by England would be followed by subversion of their own independence, and that both countries would be reduced to the status of British dependencies. Hence they believe that in assisting President Kruger's country they are fighting their own battles. The first shot which is fired on the Transvaal's frontier will thus start the army of the Free State in motion to the aid of its brethren against what it conceives to be the common enemy.

Whatever may be the result of the war, if it takes place, a good share of the world's plaudits will go to the little republic to the south of the Transvaal. The Free State as well as the Transvaal will feel that its liberty is at stake, and, as it will be on its own ground, and as the greater part of its male population between 18 or 20 years of age and 50 or 60 will be under arms, the war, if there is a war, will not be ended in two or three weeks. The fact, too, that the aborigines in both the Free State and the South African republic outnumber the whites several times, and that there is danger that they may rise against the whites if war takes place, adds to the difficulties and enhances the heroism of the plucky little nations. For the time being the southern part of the

African continent is a decidedly interesting part of the world.

Jimmy McGraw is a little old Irishman who lives on a farm near Hays City, Kansas, and he was an actor in a thrilling deed of which many stories have been written. He was the color bearer in a New York regiment. In a forward movement against some Confederate breastworks he got away ahead of the line with his flag. His colonel shouted: "Bring that flag back to the line!" Without stopping, Jimmy yelled over his shoulder: "Bring yer d—d line up to the colors!" And the line did come to the colors and Jimmy now wears on his breast a medal voted him by congress.

EARLY TRAVEL BY RAIL.

Letter of a Lady Who Took Train When the Locomotive Was in Its Infancy.

"Traveling is now so easy, and used to be so difficult, that it is hard for us to realize that the introduction of so useful an improvement as the 'iron horse' was not immediately and universally welcomed; but it was not. In an old family letter are recorded the impressions of an early traveler by rail, after her first journey behind a locomotive.

"The speed is very terrifying," she wrote, "and the clattering and jolting inconceivably unpleasant. The atmosphere is less chilly than I expected; but, on the other hand, there is so much soot and grime upon everything, even shortly upon the faces and hands of the travelers. Then the appalling screeches proceeding from the locomotive engine, which it gives out on coming to a stop and at other times are most distressing and discordant.

"It is a method of travel with but one advantage, a saving of time; and with more disadvantages than can be enumerated, beginning as they do with danger, and concluding with dirt. 'Between cities of large population, whence the necessities of business force men to hasten to and fro, and for the carrying of goods and merchandise, the railroad is no doubt destined to fill a useful position. But that it can ever be employed for ordinary travel, after public curiosity is satisfied, by individuals of leisure and good personal habits—by gentlemen and gentlemen, in short—or even by cleanly and comfortable people not gently bred, unless in cases of necessity, I cannot believe."

It is easy to sympathize with this dainty lady's dislike of grime and noise, but what would she have said could she have lived to ride in a parlor car, dine at a flying buffet, or sleep away a journey of 300 or 400 miles, secluded in a comfortable berth?—Youth's Companion.

Hospital Supported by Scraps.

At Munich there is a hospital which is entirely supported by the sale of old steel pens and nibs collected from all parts of Germany. They are made into watch springs, knives and razors.—N. Y. Journal.

Horses for Sale.

A good four-horse team, and six five months old, harness, good farm wagon, and spring hack. A bargain. For particulars address, C. H. LUTHER, Oct 3-14 Hood River.

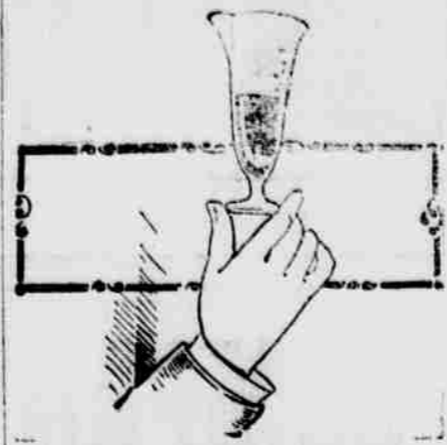
Chester H. Brown, Kalamazoo, Mich., says: "Kodol Dyspepsia Cure cured me of a severe case of indigestion; can strongly recommend it to all dyspeptics." Digests what you eat without aid from the stomach, and cures dyspepsia. Butler Drug Co.

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Fast Mail 11:30 p. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	Fast Mail 3:15 p. m.
Spokane Flyer 3:45 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	Spokane Flyer 5:00 a. m.
8 p. m.	FROM PORTLAND, OREGON STEAMSHIPS. For San Francisco—January 22, and every five days thereafter.	4 p. m.
8 p. m. Ex. Sunday	Columbia Ry. Steamers. To ASTORIA and Way Landings.	4 p. m. Ex. Sunday
Saturday 10 p. m.		
6 a. m. Ex. Sunday	WILLAMETTE RIVER. Oregon City, Newberg, Salem & Way Landings.	4:30 p. m. Ex. Sunday
7 a. m. Tues, Thurs. and Sat.	WILLAMETTE AND YAM-HILL RIVERS. Oregon City, Dayton, and Way Landings.	3:30 p. m. Mon, Wed. and Fri.
6 a. m. Tues, Thurs. and Sat.	WILLAMETTE RIVER. Portland to Corvallis, and Way Landings.	4:30 p. m. Tues, Thurs. and Sat.
11 p. m. daily	SNAKE RIVER. Riparian to Lewiston.	LEAVE LEWISTON daily

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No. 22, through freight, east bound, does not carry passengers; arrives 2:50 a. m., departs 3:30 a. m.

No. 24, local freight, carries passengers, east bound; arrives 1:30 p. m., departs 2:15 p. m.

No. 21, west bound through freight, does not carry passengers; arrives 5:15 p. m., departs 9:30 p. m.

No. 23, west bound local freight, carries passengers; arrives 3:15 p. m., departs 3:30 a. m.

For full particulars call on O. R. & N. Co.'s agent The Dalles, or address: W. H. HURLBURT, Gen. Pass. Agt., Portland, Or.

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