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A. R. General Lyons Post, No. 58. meets second and fourth Saturdays of each month. R. B. MILLS, Commander.

S of V. General Sheridan Camp, No. 5, meets first and third Satur-days of each month. Jas. Conklin, Capt. T. E. Furnish, 1st Sergt.

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### TRAVELERS' GUIDE.

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Stage leaves Eugene Mondays, Wednesdays and Fridays at 6 a. m. Passengers arriving in Florence the Fort Sumter makes day following at 10 a. m.

Mondays, Wednesdays and Fridays to the wind than anything I ever saw at 3 p. m., and arrive the next day before. The fort was an accompled except by an old soldier, who showed me all aloud some of the poems, after explaining the Scottish dialect.

Round trip - - - \$9.00 ed a little further. 'Pretty lonesome here, eh, sergeant?' 'Very, indeed,' an-Tickets for sale at E. Bangs's game, fish and fruit in season. Best livery barn, Eugene, and at Hurd I brevetted him a grade higher every

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# THEAD.SIGN PAINTER

# ATES CHAPTERS

-When the Becs Objected-Let a Far

er Blow His Steam The experience of a sign painter at

over the place. 'Have a drink, corporal?' ing the Scottish dialect. Single fare - - - \$5.00 said I to him after awhile. 'No objections,' said he, and we walked and talkswered the old duck, warming to me as

> "'Ah,' said I, 'it's a tough old biz, the army, ain't it, lieutenant?' 'Faith, and it is, upon me life,' said he.

"Well, I brought my flask out again and pressed it upon him. 'Now, look here, captain,' said I, 'you don't mind me painting a sign around the old fort. do you?' 'Not a bit, my son. Paint as Single trip \$3.00. Round trip \$5.00 much as ye plaze,' he answered quite willingly, and away I went to work,

finishing the lettering before sundown. "That little business nearly got me into trouble, and I left Charleston in a For Passenger and Freight Rates hurry. Nearly as bad was the time I was painting on a beehive. I was walking along the railway track with my pots and brushes and saw the hive, which was in A1 position, bound to be seen by everybody in the trains. I stole up to it and slathed on the paint, taking care not to make much noise. Buz-z-z! One little fellow came to look at me, then another, then another and then a score or more all at once. They didn't seem to object-in fact, seemed to admire the richness of the coloring-but in slinging my leg over the top of the hive I upset my can of turpentine, and not one bee in the crowd would listen to a word of reason. I was laid up for a week or two after that, but I can't be quiet long. It ain't in me to be still. I'm an out and out Yankee, and it warms my heart to be off with the paints, and it ain't in-

cumbent upon me now. He added this with a complacent and pregnant glance at his massive watch chain and jeweled sleeve buttons, which

indicated no little prosperity. "When anybody gets his back up at me, I just let him blow his steam off, and then "Down in Maryland one day I was painting a fence, and a fellow working in a field near by hollered out: 'Hi! Git away from that yar fence!' I let on not to hear him. 'You git now!' the old

and dabbed away as industriously as ever. 'You won't, won't yer?' said he, and then he came for me with a pitchfork in his hands. Folks in Maryland are generally pretty much in earnest when they are mad, but I didn't move an inch. He'd have lifted me like a piece of toast if I had, and instead of a toast it would have been a roast for me.

"I looked as mild and innocent as l could, shaped out the letters and held my head back now and then as if to study the effect. 'Don't you like it?' said I as he got up to me. Well, he met me with some high seasoned expostu-lations; but, as I told you, I never interfere with a man when he's blowing off steam; it isn't safe. The pitchfork did not look salubrious, but I held to my work, and as I was finishing it he began to cool off and at the same time to take an interest in the sign. 'Got a family?' said I. 'Yes,' said he. 'Young ans, too, maybe.' 'Yes,' said he again. Well, now,' said I, 'ain't you ashamed of yourself to let your temper get the better of you in this way? Think of the bad effect on your children. But I'll paint it out.' 'No, leave it on, stranger; I like it,' he answered, and we went over to the house together, which proves

that when a man's blowing off it's best not to sit on the safety valve.
"I went up the Mississippi with old
Captain Leathers in the Natchez, with her smokestacks painted crimson to signify that they would be burned red hot before she would be passed, and at the first landing I set to work on all the rocks. The old captain was immensely tickled with the idea. 'Look at the darned Yank!' he cried to the passengers. 'How long before you start, cap?' shouted I. 'We'll wait till you get through,' he answered, and he did the same thing at every other landing. But the newspapers have made such an outcry against the desecration of nature, as they call it, that a law forbidding it has been passed in some of the states, and, on the whole, rock painting is discouraged by our patrons, who think it spoils the sale of their articles."-Chi-

# cago Times-Herald.

A Woman of Nerve. Mrs. Louis Kirshoffer of Orange, N. J., is a woman of nerve. The other day a hound belonging to her husband went mad, broke his chain and made a dash at one of Mrs. Kirshoffer's sons. He tore the boy's clothes, but fortunately did not bite hard enough to break the skin. Mrs. Kirshoffer rushed to her son's aid, and the dog turned on her and bit her, but her clothes were too thick for him to break the skin. She then picked the dog up by the collar, carried him to the cellarway, threw him down the steps and closed the door. Mr. Kirshoffer came home later and shot him.

A Mine. The poor young man was trying to win the rich young woman.

"Be mine," he implored. "What kind of mine?" she responded; "gold mine?"—Detroit Free Press.

A cultivated reader of history is domesticated in all families. He dines with Pericles and sups with Titian .--

# WHITTIER'S BOYHOOD.

The Quaker Poet Had but Scant Instruc-

In his boyhood Whittier had scant instruction, for the district school was Advertise on the open only a few weeks in winter. He had but few books; there were scarcely 30 in the house. The one book he read and read again until he had it by heart almost was the Bible, and the Bible was always the book which exerted the assengers arriving in Florence the ay following at 10 a. m.

"You see, I got a darky to take me over from Charleston in one of those little boats that they sail down there closer the boats that they sail down the boats the boats that they sail down the boats the

Whittier begged to borrow the book, which was almost the first poetry he had ever read. It was this volume of Burns which set Whittier to making verses himself, serving both as the inspiration and the model of his earlier poetic efforts. The Scottish poet, with his homely pictures of a life as bare and as hardy as that of New England then, first revealed to the American poet what poetry really was and how it might be

made out of the actual facts of his own That book of Burns' poems had an even stronger influence on Whittier than the odd volume of The Spectator which fell into the hands of Franklin had on the American author whose boyhood is most like Whittier's. Franklin also was born in a humble and hardworking farily, doing early his share of the labor and having but a meager education, although always longing for learning. It is true that Irving and Cooper and Bryant did not graduate from college, but they could have done so had they persevered, and Emerson and Longfellow and Hawthorne did get as much of the higher education as was then possible in America. But neither Franklin nor Whittier ever had the chance; it was as much as they could do to pick up the merest elements of an education. -Professor Brander Matthews in St. Nicho-

# OUTNIMRODS OLD NIM.

The Petaluma Pot Hunter Tells a Story of a Wondrous Chase. Frank Timins, the Petaluma pot hunter, had the floor, and the crowd

breathlessly awaited a thrilling story of the chase. "You want a story of the chase, ch?" speated Timins. "Well, I'll tell you repeated Timins. about the greatest bit of chasin I ever did in my life. I wuz out huntin one day fer quail with my ole muzzle loadin shotgan, when three quail jumped up out of a bush right ahead of me. One

the other straight ahead, but I got 'em all three. "Killed three quail going in different directions with a muzzle loading shotgun?" repeated one of his listeners in-

credulously. "Yep; that's what I done." "Your gun must have had three bar-

rels then. "Nop; only two " "How did you do it?" "Well, I killed the one that went to the right with the right barrel; then, quick as a flash, I killed the one that went to the left with the other barrel; then I took after the one that went straight ahead and knocked the stuffin

out of it with the ramrod." "I wouldn't believe that if I told it myself," declared one of the assem-"Huh! That ain't nothin. I killed

six quail with one barrel once, and they wuz all flyin in different directions.' 'Run 'em all down?" "Nop; never moved out o' my tracks. When they all started out o' the same banch of grass, I held the gan away over to the right, and as it went off I swep' it aroun to the left. The result was that I slung shot in every direction, same as you can sling water outen a pan, and a little of the shot ketched ev'ry one."-

# San Francisco Post.

Tides In the Atmosphere. Distinct tides in the atmosphere, corresponding to those of the sea and produced twice daily by lunar attraction, have been traced by M. Bouquet de la Grye in the barometric records of stations removed from powerful local disturbances. The recorded observations of Erest, St. Helena, Cape Horn, Batavia and Singapore give positive evidence of a regular ebb and flow according to the moon's position. The effect is slight, but measurable, the greatest atmospheric tide at Brest being shown by a movement of one-quarter of an inch in a water barometer, which is equivalent to about one-fiftieth of an inch in the mercury barometer. The tide seems to bear about the same ratio to the weight of the atmosphere that the sea tide bears to the depth of the ocean.

# Three Books.

A leading literary light in one of the best known woman's colleges says that there are just three books that everybody should know by heart-"The Arabian Nights," "Alice In Wonderland" and "Mother Goose." "A thorough knowledge of those masterpieces," she says, 'will do more toward cultivating the imagination than any other process that I know of. And I regard imagination as the most important of all mental faculties." This is in direct and significant opposition to the ideas held by many parents and teachers that fairy tales are injurious reading for the young.-New York Sun.

#### Repartee From a Statesman. For once in his career the incorruptible alderman from the S'teenth ward

lost his temper. "I can lick you," he roared, "with one hand tied behind me!" 'You can fight better with one hand behind you," vociferated the high mind-

# COST TO RUN A SHIP.

THE BIG ST. LOUIS REQUIRES \$80,000

FOR THE ROUND TRIP. Bill For Breakage Is No Small Affair. Salaries of Officers and Men Are Small, but Some of Them Get Large Fees.

and to Europe and back reaches into the thousands. A transatlantic liner is on board is conducted on the same scale of lavishness that is found in a fashionable Fifth avenue hotel.

Clement A. Griscom, Jr., son of the president of the line controlling the St. Clement A. Griscom, Jr., son of the prominent in the laying of its foundations, and such forces have contributed and continued their influences ever World reporter covering the expense of her voyage to England and back. He figured for some time and then said that the expenses of the round trip of a Stockbridge. Jonathan Edwards here steamer like the St. Louis average between \$60,000 and \$80,000, according to The voyage between the two ports

takes a trifle more than seven days, making the daily cost of operating in the busy season something like \$5,500. No single individual on the St. Louis gets a large salary. The captain heads the list, getting about \$5,000 a year. Captains on smaller passenger steamers only receive \$3,000 a year. The chief \$1,500, and the bulk of the heavy work really falls on his shoulders. The secoud officer's pay ranges from \$900 to \$1,200, according to the size of the ship, while the third and fourth officers only get from \$600 to \$900. All of these men have to perform duties of a responsible kind, and as there are no bonuses attached to their work it can be

seen that they are not overpaid. 410 men. Two hundred of these are in the engineer's department, and all of the engineer's department, and all of them are directly under the authority of the high The stoward's device. Wendell Holme, lived for years at Pittsfield. Catharine Maria Sedgwick of the chief. The steward's department is the next largest, numbering 170 in all. The sailors, including the deck officers, number but 40.

The engineer's department is the most expensive on the ship, owing to the immense coal bills. The St. Louis burns more than 500 tons a day, or about 4,500 tons the round trip. means an expenditure of \$15,000 alone. The salaries of the men, the engineering supplies, including the thousand and one things needed for the vast machinery of a great ship, will require an ex-

penditure of \$5,000 every round trip.

The chief engineer draws \$3,000 a
year, and his immediate assistants reshotgan, when three quail jumped up out of a bush right ahead of me. One flew to the right, one to the left and about \$30 a month, and the furnaces of the St. Louis require 180 of them work-

ing in different shifts. The purser, who is a most important fixing his pay figured on the large in the sand close to the seas bonuses he receives for changing money 000 a year, but he makes another \$2,000

in fees and sometimes considerably The ship's surgeon only receives \$900 a year for the same reason. He is brought in contact with numerous real and fancied invalids of the wealthy brought in contact with numerous real and fancied invalids of the wealthy class, and although no one is compelled to fee him few fail to do so, and a big, popular ship like the St. Louis is worth

to him at least \$3,000 to \$4,000 a year. The steward's department is one of for a round trip cost in the neighborhood of \$12,000, and the salaries of the steward's men amount to \$3,000 more. The stewards are the least paid of any on the ship, for the reason that in the fees of the passengers they collect a consider-able sum annually. All the pay they get is \$20 a month, but they take in \$40 a month in tips. The seasick man and woman are always willing to give their

last cent for some little service. The chief steward receives \$1,500 a year and also comes in for his share of the tips, as it is within his power to place many delicacies in the way of the

liberal tourist. The chief cook is a great man on the ship, almost as great as the captain, and in all makes \$3,000 a year out of his job. The breakage and wear and tear on the ship and its furniture are very heavy, requiring an expenditure in incidentals of about \$5,000 each round trip. There are countless things to be replaced, and a comparatively little thing like the washing of the ship's linen means an expenditure big enough to support a man

for a year in the lap of luxury. Here are some odd facts about the St. Louis: There are fully 1,000 tons of piping of various kinds in the ship. The condensers will pump up at least 50,-000,000 gallons of cool water a day. The furnaces will consume no less than 7,500,000 cubic feet of air an hour. The boiler tubes, if placed in a straight line, would stretch nearly 10 miles and the condenser tubes more than 25 miles. The total number of separate pieces of steel in the main structure of the ship is "Sir, if you expect to be treated like a not less than 40,000, and the total number of cubic feet of timber used in the construction is more than 100,000. The ward to repeat the admonition.—Henry total number of rivets is not far from L. Dawes in Century.

# 1,250,000. - New York World.

A Suspicious Title. In Chicago-"The scoundrel addressed a letter to me 'John Smith, B A.,' exclaimed the city father wrathfully. 'What of it?'

'What of it? What does 'B. A. 'stand "Bachelor of arts. He thought you were a college graduate." "Oh, that's it, is it? I thought it

Smoothing irons were first used in ed alderman from the Umpty-second France, and are supposed to have been ward, "than you can any other way. a French invention, being introduced in It's your customary position, b'gosh!"-- the sixteenth century.

Times-Herald.

# BERKSHIRE PEOPLE

#### The Spiritual and Intellectual Forces Are Strong Among Them.

And this region, so favored by nature, owes much of its character and in-terest to its history as well. Settled lat-She Burns \$15,000 Worth of Coal-The er than the seacoast, the western part of the state was in its beginnings made up of more varied elements than the castern. From the valley of the Connect-The cost of running a big ocean grey-tain gaps into that of the Housatonic; the hills attracted settlers from the flat and sandy lands of Cape Cod, while the really a floating hotel, and everything Dutch from New York have left in name and character their impress upon the Berkshire people of today. Spiritual and intellectual forces were largely

Missionary zeal, represented by such names as Eliot and Sargeant, founded spent the years which represented the prime and fullness of his powers. Ephraim Williams, the fighter in the French and Indian war, dying on the battlefield, left his fortune to plant and endow the college which bears his name. Mark Hopkins, Berkshire born and bred, another Arnold of Rugby, set his stamp upon a whole generation; throughout its history soldiers, saints and scholars have both represented and impressed its life. The reasonings of officer of a ship like the St. Louis gets Jonathan Edwards, which for good and evil have had so great an influence upon theological thought, found their most powerful expression in his treatise on the will, which was written while he lived in Stockbridge. Lenox heard the last public utterances of Channing; his successor, Orville Dewey, born 100 years ago (1794) at Sheffield, long made that place his home, and there, too, were born the two Barnards, one the presi-The crew of the St. Louis numbers dent of Columbia college, the other the soldier scholar of our civil war. Oliver drew around her at Stockbridge and Lenox a distinguished circle of the best literary society of our own country and many cultivated wanderers from the old world. Fanny Kemble here made for years her home. Longfellow, Lowell, Hawthorne, Herman Melville, Beecher, G. P. R. James, George William Curtis, Matthew Arnold and others lingered among and loved the beauty of these hills, where plain living and high thinking have found noble expression in the past and where here and there they still survive, spite of the inflowing tide of wealth and luxury that floods the

Berkshire of today. -Arthur Lawrence in Century. Trees That Die When Men Live Near Them The deaths of nearly all the pine trees in Asbury Park give rise to an interesting question as to whether or not it is true that this tree is so wild by naperson on board, does not get much in ture that it will not endure domestica the way of salary, as the company in tion. It is the breed of pine that grows which this seems to be true. Asbury and performing the little services which | Park is built upon a former sea beach the wealthy traveler does not hesitate to pay for liberally His salary is only \$1,- of the great forest that reaches from Eatontown, back of Long Branch, to Cape May. This forest is called "The Pincs." sassafras and hickory trees and hollies

and laurels. The pines still flourish in the woods behind Asbury Park, but in the town a large fraction of the few that remain are sickly and dying. Thousands have the costliest on the ship. The provisions died and been cut down since the tree embowered town was built in the woods a quarter of a century ago. The villagers say they die because it kills them to have human beings walk beside them. They say that even in the forest the pines that stand beside the footpaths are the first to die. Others credit their destruction in the village to the shaking of the earth by the heavy trolley cars and steam railway trains, and still others declare that manuring, watering and topsoiling the sandy ground is what has done the damage. The truth is yet to be determined, but certain it is that they are dying fast, and that already Asbury Park has lost most of its noblest ornaments. - New York Sun

#### Mr. Hamlin was a true gentleman Panctilious himself in the observance of all the requirements of gentlemanly intercourse, he was equally exacting of every courtesy due him from others. He permitted no man to be rude to him or to assume the attitude of a superior. On one occasion one of the able men and

Rebuked by Hannibal Hamlis

leaders of the senate, distinguished for a self conscious, lordly air in his deportment, in the change of seats which occurs once in two years in the senate chamber had gained a seat by the side of Mr. Hamlin and began at ouce to practice upon him those little exactions and annoyances which he had been accustomed to impose upon others. After a few days of yielding to these encroach-ments Mr. Hamlin turned and in a tone that did not require repetition, said, gentleman, you must prove yourself one." There was never occasion after-

# A Real Tribute.

"That bicycle suit of yours," said the fiance, "is the most hideous article of wearing apparel man ever gazed upon. Honestly, it's a wonder that it doesn't cause cases of hysterics every time you uppear on the street."

He paused for a reply, but she had drooped her blushing head and said not a word. She could not speak. The eloquent compliment to her skill teant 'boodle alderman.' "-Chicago in designing a successful bicycle costume had overwhelmed her with joy .--

Chicago Record. The annual rainfall in the Atlantic states is 36 inches; in the southern, 55; in the western, 26; in the Pacific, 48.