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is acknowledged to be the most thorough cure for Nasal Catarrh, Cold in Head and Hay Fever of all kinds. It opens and cleanses the nasal passages, allays pain and inflammation, breaks the sores, protects the membrane from colds, restores the sense of taste and smell. Price 50c. at Drugists or by mail, ELY BROTHERS, 66 Warren Street, New York.

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Through trains on the O. R. & N. will run via Umattils, Watta Walls and Pendleton. Through sleepers, first and second-class, will run in connection with the Union Pacific, the same as heretofore. A through first-class sleeper Portland to Spokane, connecting with the first-class sleeper to St. Paul, and a through tourist sleeper Portland to St. Paul, will run in connection with the Great Northern railway.

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# THE YANKEE BIRD.

FACTS About the Origin of the Christmas Turkey.

Our Barnyard Gobbler is Not the Direct Descendant of American Stock, But a Relative Imported from Mexico.

Among the luxuries belonging to the high conditions of civilization exhibited by the Mexican nation at the time of the Spanish conquest was the possession by Montezuma of one of the most extensive zoological gardens on record, says the Washington Star. It embraced nearly all of the animals of that country, with others brought at great cost from distant lands. It is stated by historians that turkeys, called by the Spaniards "turkey," a kind of peacock, were furnished in large numbers as food to the beasts of prey in the emperor's menagerie.

At that time the bird had been domesticated and reared in Mexico for hundreds of years. It was carried by the Spaniards to the West Indies, whence it was taken to Europe early in the sixteenth century. Before long it became in Europe highly appreciated for its flavor. Being known to be of foreign origin, a report gained ground that the fowl had been obtained from Turkey, that being a region little known in western Europe. In this way it obtained the name by which it has since been designated.

People coming to the United States from Europe brought this Mexican fowl to the United States, and the progeny of the stock thus imported and fetched back to the continent whence it was originally derived furnishes Yankee tables to-day. In fact, the contemporary turkey of the barnyard did not belong here originally. It is not derived from the wild turkey of the United States, which is quite another species, with dark meat on the breast and other differences plainly distinguishable. On the other hand, the wild Mexican turkey has white meat on the breast and resembles our tame turkey in all other points.

There are two species of wild turkey in North America. One is confined to the eastern and southern parts of the United States, while the other is native to the Rocky mountains, parts of Texas, New Mexico, Colorado, Arizona, and extends along eastern Mexico southward. Zoologists were long puzzled as to the origin of the bird, and for a long time endeavored to account for the marked difference in color and habits between the wild and domestic birds of the country. That a domesticated fowl should acquire white meat through domestication would seem indeed surprising.

In its wild state the Mexican turkey derives nourishment from plants and insects, subsisting with its feet for food. It is very shy. The birds live in families like wild geese, keeping sentinels on the watch when the flock is feeding. They are so heavy that they are not fond of flying, and take to the swift dog cannot overtake them in running. The female lays from three to twelve roundish red-spotted eggs, and hatches them out in thirty days. In Yucatan and northern Guatemala this bird is replaced by a third species, less in size, but more striking in appearance, the tail having spots some what like the "eyes" in the tail of a peacock.

POINTS ON SNAILS.

Nothing Meteoric But Much That Is Interesting in Their Career.

The Smithsonian institution has hit upon something extraordinary in snails. The creature may be slow, but they hold the record over all other animals for prolonged vitality under adverse conditions, says the Providence Journal. Stories of toads dug out of rocks in which they had been imprisoned for ages are apocryphal; but recent discovery has established the credit of this humble mollusk as No. 1 in the longevity of life.

Only the other day a specimen from an island off the coast of Lower California, included in a collection with part of the Smithsonian collection, was found to be alive. It had no food or water for more than 40 years. When placed in the tank with moist earth it protruded its feet, began to move about, and seemed to be as well as ever. Some time ago a snail of a different species, gathered in Mexico, reached the Smithsonian institution and was preserved in a box. They remained unharmed for two years and three months, at the end of which time they were put into a jar of glass with some olive-oil and a small quantity of tepid water. Pretty soon they waked up and appeared quite active.

Land snails, which are sometimes found alive in logs of mahogany from Honduras, possess equal endurance. Specimens carried from Egypt to Paris, packed in sawdust, have arrived unharmed. Other kinds have been experimented with by shutting them up in pill boxes and dry bags for years, but they have survived. The limit of their vitality is yet to be ascertained.

Land snails in cold climates bury themselves in the ground or under dead leaves in winter; in tropical regions they become torpid during the hot season. When about to start in on a period of sleep they seal up their shells with a close-fitting door, which sometimes is a shield of thin, porous, spongy material, and in other cases an opaque substance as thick as a visiting card. Behind this the animal constructs other walls, which serve like so many partitions to protect it against prolonged cold or dryness.

It is believed that just as the seeds of plants are distributed by winds, so likewise the eggs of snails are scattered about on the breeze. They are very prolific animals. One of the great land snails of the tropics, which live on trees and with a pointed beak, lay eggs that look strikingly like those of pigeons, being quite as large. The eggs are deposited among decaying vegetation, the heat of decomposition hatching them.

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See Francis W. Poole, Pastor Central Pres. Church, Hudson, Mont.

Ely's Cream Balm is the acknowledged cure for eczema and other skin diseases, and is an injurious drug. Price, 50 cents.

# SUNSET BLUES AND REDS.

How the Gorgeous Colorings of Twilight Skies Are Produced.

Observers of the gorgeous sunsets and afterglows have been most particularly struck with the immense wealth of the various shades and tints of red. Now, the glowing colors are due to the presence of dust in the air, there must be somewhere a display of the colors complementary to the reds, because the dust acts by a selective dispersion of the reds.

The small dust particles arrest the direct course of the rays of light and reflect them in all directions, but they principally reflect the rays of the violet end of the spectrum while the red rays pass on almost unchecked. Overhead deep blue reigns in awe-inspiring glory.

As the sun passes below the horizon, and the lower stratum of air, with its larger particles of dust which reflect light, ceases to be illuminated, the depth and fullness of the blue most intensely increase. This effect is produced by the very fine particles of dust in the sky overhead being unable to scatter any colors unless those of short wave-lengths at the violet end of the spectrum. Thus we see, above, blue in its intensity without any of the red colors, says the Popular Science Monthly.

When, however, the observer brings his eyes down in any direction except the west he will see a blue mellowing into blue-green, green and then rose color. And some of the most beautiful and delicate colors are formed by the air cooling and depositing its moisture in the particles of dust, increasing the size of the particles till they are sufficiently large to stop and spread the red rays, when the sky glows with a strange aurora-like light.

LIGHTNING ON SHIPBOARD.

The Vessel Had No Conductors and the Captain Was Knocked Down.

"My father was walking the poop of his vessel in Sydney harbor, and as it was rather a close, warm evening, the awnings were furled," says a writer in the London Tit-Bits. "It was thundering and lightning. He had just got aft and turned around when he saw something exceedingly bright drop before him, and he was knocked down. In falling he struck his head against the rail, which stunned him for a minute.

"When he got up he found that the front part of his legs were severely scorched. Two of the planks in the deck were charred about an inch deep for a length of seven feet, and the main royal mast of a ship lying about a quarter of a mile astern was broken off, though whether by the same stroke he could not tell.

"When the deck was repaired my father then the charred portions, and he still has them to show to anyone who doubts his story.

"The ships that were struck by the lightning had no conductors on their masts. Most ships have them now. In the ship on which I served, my time was had a platinum rod on each truck, with wire conductors passing through glass insulators down the buelcays.

"On the least sign of thunder the ends of these wires were thrown over the side. On dark nights when there was any lightning, the points of the platinum rods used to have a blue light glimmering on them, and the effect was very weird and uncanny."

THE VESTIBULE TRAIN.

An Arrangement Which Saves the Health of the Railroad Conductor.

Much has been said about the advantages and comforts of the magnificent vestibule trains that run over the great railroads of this land. A new idea was advanced by a veteran railroad man, who is posted on all matters connected with railroad affairs.

"The vestibule train is a great advantage," said he, "to the railroad conductor.

It has always been noticed, says the New York Mail and Express, that conductors become sooner or later afflicted with liver trouble, and consequently kidney disease. This was largely due to the fact that they were compelled continually to pass through their long trains in the line of their duties. They were this moment in the hot, perhaps overheated cars, and the next were passing over the platform, exposed to the cold, which was increased by the speed of the train. These continual and sudden changes of temperature have always been found to be very hard on the health of the conductors, making the disease I have mentioned very common.

The vestibule arrangement saves the trainmen, as well as the passengers, from such dangerous exposures as they pass from one heated car to another in these raw, wintry days.

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Just What Miners Want.

All who are, or expect to be, interested in mines will be glad to know that Henry N. Copp, the Washington, D. C. land lawyer, has revised Copp's Prospector's Manual. The mineralogical part of the work has been almost entirely rewritten by a Colorado mining engineer who has had years of experience as a prospector, assayer and superintendent of mines and United States surveyor.

The book is a popular treatise on assaying and mineralogy, and will be found useful to all who wish to discover mines. The first part of the work gives the United States mining laws and regulations, how to locate and survey a mining claim, various forms and much valuable information. The price is 50 cents at the principal book stores, or of the author.

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# AN ENGINEER'S STORY.

He Plugged His Engine to Avoid a Collision with a Passenger Train.

"One of the worst scares I ever had in my life was when I was running on the F & R road," said an engineer to St. Joseph (Mo.) News reporter at the Union Depot, a gang of engineers were seated on the mixed train, and among other things was a car-load of coal-oil in barrels. At that time we had no tank-cars, and the oil was not so high test as at present. It was between nine and ten o'clock in the evening and at dark as a stack of black cats with their eyes punched out. It was a pleasant evening just cool enough to be enjoyable. I was leaning out of my cab window smoking my pipe and keeping a bright lookout ahead. The old engine was pounding along merrily, as though she enjoyed the run, and I felt thinking of Molly and the little ones at home. Suddenly we swung around a curve on a side hill and a head-light flashed in my face. I did not wait for a second look. I pulled the whistle and the old machine fairly shrieked. I plugged my engine, for we had no air-brakes then, and I went off, shouting to my fireman as I did that my eyes and listened for the crash, but it did not come. I looked up and the way car had stopped opposite me, while the passengers were poking their heads out of the windows of the coach behind it, asking, 'What's the matter?' I scrambled up the fill and ran to the head of the train, and there I found that the head-light I had seen was on a lawn where a summer-night festival was in progress. There were several head-lights there, but this was placed in such a manner that the light shone full on the track, and looked exactly like an approaching engine as we swung around the curve. It was many a long day before I heard the last of 'plugging' my engine to avoid a collision with a lawn party."

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