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THE COLORADO DESERT.

The plain is not of vast extent laterally. Black and purplish mountains are always in sight, and spurs of them cross the course. Boulders and pebbles are scattered thickly on top at first, among patches of bunch grass; then the jaws of the black and purple mountains open, near Seven Palms, and show the genuine white sand desert, strewn with boulders still, but bare of vegetation, and varied with dunes and large hills of clean sand. One expects a glimpse of blue water between the dunes at every moment, as if riding to Coney Island or Long Branch. We traverse a singular depression, which is below the level of the sea for a hundred miles, at its lowest point nearly 300 feet. At Dos Palms, in the very bottom of the pit, a board shanty saloon, covered with inscriptions in an amateurish lettering stands alone at a little distance from the track. Surely the keeper of it must consume his own drinks, and lead a melancholy existence unprecedented among barkeepers. No, a horseman in Mexican accoutrements dashes across the plain—though where he should dash from, and how he should be riding anything but the mummy of a dolphin or a sea-horse here, in the very bottom of the sea itself, is a mystery—and pulls up there, and enters. And it further appears that from this place a stage starts every other day for points on the Colorado river, and for Prescott, the remote capital of Arizona Territory. This is but a faint survival of a bustle which once reigned before the day of the railroad, when the route of the southern overland mail was hither, and long trains of immigrant and freight wagons, carrying water in casks for two and three days' supply, passed continually over these wastes east and west.

Nothing could appear more depressing, on general principles, than such a country, but as a matter of fact it is entertaining instead. It is a stimulus to the curiosity, and ends by having a real fascination. One would not wish to be abandoned alone in it without resources, it is true, but he does not tire of looking at it from a car window. Its blazing dryness is in its favor. It is disinfected and preservative. Perhaps there can never be the most poignant extreme of sadness in scenes without the element of decay by dampness. It is chemical and not botanical processes that are principally going on. Wonders of almost any sort may be expected.

Is paper to be the rail of the future? This question is seriously asked by the Boston Journal of Commerce, and answered by that paper as follows: It is well known that one of the best materials for car wheels is paper. It is now stated that paper can be utilized for the manufacture of rails, in place of steel, which has almost displaced iron. It is said in favor of the new material the cost per mile will be less by one-third than that of steel, and it will last much longer, being almost indestructible. There is no expansion or contracting from heat and cold, consequently no loose or open joints; and, being so much lighter than steel or iron, the rails can be made longer and connections perfectly solid, making the road as smooth as one continuous rail. The adhesion of the drivers of the engine to this material will be greater than that of steel, consequently the same weight engine will haul a larger load. There will be a great saving of fuel, and the smoothness of the rail will lessen the wear and tear of rolling stock. The rails are made wholly and entirely of paper, and so solid that the sharpest spikes cannot be driven into them. The action of the atmosphere has no effect on it, will neither rust nor rot, and, with paper wheels and rails of the same material, our palatial trains will glide over the prairie at the rate of 60 miles an hour with as little jolt and jar as on an ocean steamer.

The Oregon Short Line.

J. W. Morse, general passenger Agent of the Union Pacific, has issued a circular to agents of his line calling attention to some facts in connection with the Oregon Short Line, as follows: The line begins at Granger W. T., 876 miles west of Omaha. Bearing to the northwest, it crosses the southwestern part of Wyoming and southern and central sections of Idaho, and heads directly towards the rich farm lands and immense timber belts of Oregon and Washington. It is now completed from Granger to Shoshone, I. T., 321 miles. En route it tunnels the Uintah mountain range near Ham's Fork, W. T., and passes through the noted mountain health resort of Soda Springs. At McCammon it joins the Utah & Northern, and for twenty-three miles follows that track, diverging again to the west at Pocatello, I. T. Twenty-eight miles west it crosses Snake river over the American Falls, a cataract of no mean proportions. Westward along the valley of the Snake river the track laid upon an air line to Shoshone—eighty-two miles of road as straight as a line, as solid as the rock on which it lies, and nearly as level as the line along the Platt Valley. Shoshone is about twenty miles distant from the great falls of the same name, and well named the Niagara of the west. The river pours an immense volume of water over a precipice two hundred feet in height, situated in a remarkable canon, whose perpendicular walls, rising hundreds of feet above the falls, add a further feature of interest and of wild beauty. Shoshone is also the junction of the Wood river branch, on which several miles of standard gauge railway have already been laid, and which will be completed to Hailey, the commercial center of the Wood river mining region, within sixty days.

Hemlock Bark.

There are produced annually in North America 100,000 barrels of hemlock bark extract, of which a single Boston firm produces 72,000 barrels. They own nine extract works and operate twenty-three tanneries. All the tanneries of the United States consume annually 1,250,000 cords of hemlock bark produced in nine states. As the yield of bark is about seven cords to an acre of hemlock timber the yearly consumption implies the clearing of 178,000 acres. In the main, the bark is stripped from trees cut for timber; and as the demand for this timber exceeds the supply, the supply of both timber and bark is threatened with speedy exhaustion.

That portion of Clatsop county covered by the Astoria land grant contains some magnificent forests of hemlock. There never was such a coin as a "bit" in the United States. The Spanish coins formerly circulated freely in the south, and one of them, of the value of 12½ cents, was generally known as a "bit." This custom, spread throughout the west, and forty years ago this coin, if the pillars on the face of it were fresh and unworn, was called a "long bit," but if worn smooth it was called a "short bit" and was worth but 10 cents. The American dimes also came to be called "short bits."

Not long ago we happened to be seated at the same table at a hotel with Doc. Palmer, County Attorney of Taylor county, Ky. Everybody there knows the Dr. who lives in Louisville, Ky., and everybody likes him. We soon introduced a favorite subject in that section, and, as usual, found an instance of the powerful efficacy of St. Jacobs Oil, the Great German Remedy. Mr. Palmer said: "I had a bad attack of rheumatism in the left shoulder. I applied St. Jacobs Oil and was permanently cured. On another occasion I was attacked with neuralgia, and, profiting by my former experience, became doubly indebted to St. Jacobs Oil for a cure of that most excruciating torment. I recommend it to everybody I see suffering with that class of diseases."

The following from the Sacramento Record-Union expresses the sentiment of all decent people on the Pacific Coast: "It is a fact that the associated press wireacres of the east have sent to this coast more news reports, more details and more words about the funeral of a miserable and disreputable 'plug-ugly' prize fighter, who died in a drunken brawl in a rum-hole, than they have of the death and preparations for the funeral of Alexander H. Stephens, one of the most striking figures in our national history. In the name of common decency what do the news-mongers of the great east base their estimate of the tastes of this people upon?"

Two troops of cavalry from Fort Assinaboine, one company of infantry and a party of Indian scouts left that post to-day under an order of District Commander Roger to interrupt the Northern Crows, now riding down the Marias river, in Northern Montana. A dispatch to-night says the Crows are retreating for the north as fast as they can.

The wreck of the C. L. Taylor which was recently towed to Port Townsend, will probably be broken up. Her cargo of 80,000 feet of lumber was saved in good condition. A libel against the vessel has been filed by C. C. Bartlett, owner of the pilot boat Hunter, which put a man on board the Taylor after that vessel had been abandoned.

Teamsters for logging camps in this vicinity are demanding and receiving better wages this season than they did last. From \$90 to \$120 per month are now the figures given us by one teamster, who says the demand for teamsters is in excess of the supply.—Coos Bay Mail.

A dispatch from Cairo states that Belmont, Mo., "is twenty miles under water," and that the people have fled to the hills. This speaks well for the height of the hills.



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SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.
A. VOGELER & CO.,
Baltimore, Md., U. S. A.

A case pending in the United States district court in New York, will help determine the responsibility for disregarding government signals. A tug took two barges in tow, and, in spite of the warnings of the signal service and the protests of the captains of the barges, put to sea. The barges were lost, and the decision will form a precedent.

A. S. Bush, of Shoalwater Bay, says that there is at present a great demand for oysters at that point, his own shipments amounting to 450 baskets per week. It is his opinion that the oyster crop has not been injured by the past cold weather.

A LETTER FROM GERMANY.

St. Louis, January 9, 1882.
Very esteemed sirs:
The praise your Liver Pills have called forth here is wonderful. After taking one and a half boxes of your genuine Dr. C. McLANE'S LIVER PILLS, I have entirely recovered from my four years' suffering. All who know me wonder how I, who, for so many years, had no appetite, and could not sleep for backache, stiffness in my side, and general stomach complaints, could have recovered.
An old lady in our city, who has suffered for many years from kidney disease, and the doctors had given her up, took two of your Pills, and got more relief than she has from all the doctors. Yours truly,
J. VON DER BERG.

BEWARE OF IMITATIONS.

The genuine are never sugar-coated. Every box has a red wax seal on the lid, with the impression: McLANE'S Liver Pills.
The genuine McLANE'S LIVER PILLS bear the signature of Dr. C. McLANE and Fleming Bros. on the wrapper. Insist upon having the genuine Dr. C. McLANE'S LIVER PILLS, prepared by Fleming Bros., of Pittsburgh, Pa., the market being full of imitations of the name McLANE, spelled differently, but of same pronunciation.
If your storekeeper does not have the genuine DR. C. McLANE'S CELEBRATED LIVER PILLS, send us 25 cents, and we will send you a box by mail, and a set of our advertising cards.
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