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THE RAILROAD MAP.

The great mass of humanity that is continually jostling along the busy walks of life may be fully aware of the power that is wielded by railroad corporations. Thousands of people know that a railroad can revolutionize the entire business of a country and turn a wilderness into a city; yet how few of them understand that a bald-headed general passenger agent can in a few moments move mountains, plains, states and rivers as easily as if they were figures on a chess-board. Those who have never witnessed a general passenger agent building the outlines of a new map for his road, have missed one of the most soothing scenes of life.

Let the little school boy stop rubbing his sore nose and glance for a moment at the railroad map, and note how powerful is the brain of man. Let the old and dignified merchant cease thinking about business, take one look and become enlightened. Here is the map. Do you see that straight red line? Yes? Well, that is the railroad. See how straight it runs. Look here and you will see where San Francisco is situated. If you notice you will find that it is just across the street from New Orleans, and is looking the latter city square in the eyes. They never knew how close they were to each other until they saw the new map. Now, there is Shreveport. It is about three or four miles from New Orleans and in speaking distance of St. Louis. The general passenger agent next year, if there is such competition, will move Shreveport down a few miles and consolidate it with the upper limits of New Orleans, and make San Francisco walk away from the Pacific ocean and settle down somewhere east of the Rocky mountains. Don't smile, please; you don't know what the general passenger agent can do when he gets started.

He can go to work and leave out such a city as Astoria, and in great big letters write Kalama all across the mouth of the Columbia, and fool people that way. He doesn't lie, he only forgets.

Did you ever see the general passenger agent making a map? No? Well he takes a ruler and draws a straight line from one point to another. That point represents his railroad. He then moves a couple of states and dozen towns out of the way so as to make room for his road. Sometimes he gets Arkansas away down in Florida, but he can't help it. After he has got the states fixed and the towns located, he draws a regular spiral coil all over the map. If it is not crooked enough to suit him he rubs it out and draws another. This is the opposition railroad.

This map when completed is given to the passenger agent, who tells the traveler that it is absurd to buy a ticket by the other road when he can make an air line route. He shows the passenger how crooked the other route is and how straight is his own. The passenger buys a ticket, and then is presented with a map.

The poor ignorant passenger, deserves sympathy, for the reason that the oftener he studies the map the more thoroughly convinced he is that in his youth he was misinformed concerning the geography of the United States. He does not dream for a moment that when an opposition road is a great deal shorter the general passenger agent draws his line that much straighter, even if he has to go on and purchase a carpenter's "straight-edge" to do it with. The actual course of the road may be as crooked as an old ram's horn, and may go winding all over two or three states, but the passenger sits down in the train, looks at his map, and believes firmly that he is traveling ahead as straight as a rifle barrel. He remembers with satisfaction that when he bought his ticket the man behind the counter smiled at him and said, "As the arrow darts so do we run."

Lumber.

Carson's new steam saw mill has begun operations at New Tacoma, W. T.

A new mill is being constructed in Kittitas valley, Yakima county, W. T.

A new steam planing mill is being erected in Pomeroy, W. T. The new mill on Burnt Bridge creek near Vancouver, W. T., is now ready for business.

A new saw mill is going up among the fine cedar trees of Brush prairie, Clark county, W. T.

A lumber, lath and shingle mill has just been completed in Pleasant valley, Baker county.

The new mill of the Yamhill Lumbering Co. has commenced work and turns out 25,000 feet per day.

A saw mill at Canby, Clackamas county, is working on a contract for 80,000 railroad ties.

The mill at South Bend, Pacific county, W. T., is turning out 50,000 feet per day and cannot fill orders.

St. Helens, Columbia county, Oregon, will have two new mills and a sash and door factory this spring.

A new saw mill with a daily capacity of 15,000 feet will soon be completed at Summer, Pierce county, W. T.

A saw mill has been built on Assotin creek, W. T., twenty miles from Lewiston, which will be a market for its product.

A cedar tree was recently cut on Johns river, W. T., measuring ninety feet in circumference and containing 16,000 feet of lumber.

The Fort Benton Boom and Lumber Co. and the Montana Lumber Co., of Billings, were recently incorporated in Montana.

A mill with a daily capacity of 15,000 feet will be built on Elk river, Curry county, in the spring. Port Orford is the shipping point.

During the past season the twenty-six logging camps at Whatcom county, W. T., employed 215 hands, and cut 50,000,000 feet of logs, valued at \$300,000.

There is a general complaint of the scarcity of lumber for building purposes, though new mills are going up on every hand and old ones are running night and day.

The New Tacoma Furniture Co. has begun work on its new sash, door and furniture factory at that place. A saw mill will soon be put up by the same parties.

Wadhams & Elliott's new steam mill on the Chehalis river, near Chehalis, W. T., is 36x120 feet and cost \$20,000. They have 1,500,000 feet of logs in the Newaukum river.

A large furniture factory is nearly completed at Sellwood, one of Portland's new suburbs, and a saw mill to utilize timber standing on the town site will soon be built.

In 1882, Dean & Co.'s mill at Marshfield, Coos county, ran 301 days, cut up 18,867 logs, and manufactured 13,111,235 feet of lumber, 2,332,000 laths, and 228,000 broom handles.

The Olympia Manufacturing Co. has been incorporated at Olympia, W. T., to build and operate a steam mill in that city for manufacturing laths, shingles, doors, sash, mouldings, etc.

The Goldsborough Creek railroad Co. has been incorporated with a capital stock of \$50,000, to build a logging railroad in Mason county, W. T. Two and one-half miles will be built this season.

Blackman Bros. & Co. are constructing a steam saw mill at Shoshone City with the present capacity of 15,000 feet per day. It will soon be enlarged and manufacturing machinery be introduced.

Hanson & Co., of New Tacoma, W. T., have probably the largest gang-saw in the world. It weighs 35 tons and has a capacity of 100,000 feet of one-inch boards per

day. The steel shaft is eleven inches in diameter.

The catch boom to be built on the Missouri at Benton will be 275 feet long, and have five piers 16x32 and ten feet high. They will be connected by heavy timbers secured together with chains and wire ropes. The swinging boom will be 350 feet long.

A mill to cut 20,000 feet per day will soon be built ten miles south of Dayton, W. T. Within a radius of sixteen miles from that city there will be running this season twenty saw and shingle mills, which will cut on an average of 135,000 feet per day.

The rush for timber land has been very great all through Western Washington this season and continues unabated. It is estimated by mill men that the stumpage of a good quarter section favorably situated is worth \$15,000. It costs about \$500 to get it from Uncle Sam.

E. D. Smith began the first logging on Snohomish river, W. T., in 1863, and has since cleared 1,900 acres, getting 40,000,000 feet. The best he has averaged is 75,000 feet to the acre, though the lands vary exceedingly in the amount of merchantable timber standing on them.

Two new logging railroads have been completed near Olympia, W. T. One of them is three miles in length and uses horses for motive power. The other is a narrow gauge laid with thirty-pound iron; is equipped with the most improved locomotives and cars, and will open up about 5,000,000 feet of the best quality of logging timber.

A logging railroad and timber chute are being constructed at Ankeny's landing on the Columbia below Cathlamet. The road will have iron rails and will be operated by a fifteen-ton locomotive. It will be extended gradually into the vast timber forests of the river. It terminates on the river bank at the top of a bluff 700 feet high, down which a course of reversed railroad iron will be constructed to guide the logs in their descent to the river.

From \$3.50 per 1000 feet in 1879, the price of logs on Puget sound has advanced steadily season by season to \$7.00, and the demand is greater than ever before. The number of men engaged in the woods has increased three fold in three years. There is one mill that cuts 180,000 feet of lumber daily, another 150,000 and another that will soon handle 250,000 feet. Foreign shipments vary from 3,000,000 to 7,000,000 feet per month, while coast wise shipments reach 15,000,000 feet. The home demand is supplied by about two dozen mills cutting from 2,000 to 50,000 feet per day, and the market is in a chronic state of exhaustion.—West Shore.

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When the doctors find them out they re-christen the whole lot. This is done by charging a gun full of Greek and Latin words and firing into the old complaints.

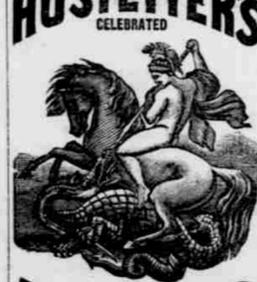
Where the shot hits the name sticks. The sick are frightened when they are told that these words are the matter with them and think something new and awful has got them.

MOTHERS, READ.

Once—About nine years ago I had a child two years old. The doctor told me that I had attending her could not tell what ailed her. I asked him if he did not think it was worms. He said no. However, this did not satisfy me, as I felt convinced in my own mind that she had. I obtained a bottle of Dr. C. McLANE'S VERMIFUGE between four of my children, their ages being as follows: Alice, 8 years; Charles, 7 years; Emma, 6 years; John, 5 years. Next comes the result: Alice and Emma came out all right, but Charles passed forty-five and Johnny about sixty worms. The result was so gratifying that I spent two days in showing the wonderful effect of your Vermifuge around Ulen, and now have the worms on exhibition in my store.

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