

OREGON STATE ITEMS OF INTEREST

OREGON FIR FOR PULLMANS.

Millions of Feet Used Every Year for Palace Cars.

Portland—In 18 months Portland has furnished between 40,000,000 and 50,000,000 feet of fir lumber for use in the construction of cars at the shops of the Pullman Car company, located at Pullman, Ill. In the purchase of this material, the company has expended close to \$1,500,000.

These figures are vouchered for by Albert Jones, purchasing agent of the Pullman company, who was sent to the West 18 months ago to buy lumber. The first in use exclusively for siding on boxcars, and, besides the lumber bought here, more is continually being contracted for in other sections. Some of the material is dressed, such as flooring, siding and the like, while more has been shipped rough.

There is no prospective cessation of the buying so far as the pine is concerned, and, while yellow pine is also largely used, that is not being drawn from this locality. In the construction of sleeping and passenger cars, only hard woods are utilized, particularly for finishing the interior. Some material is often left in dry kilns four or five months, subject to slow heat and the air drying process, in order that when fitted in cars it is perfectly seasoned.

Prices of Cattle Advancing.

La Grande—Peter O'Sullivan, who has just returned from a visit to Walla Walla county, says that one of the chief causes for the prevailing prosperity in all sections of that country is the increase in the price of cattle. Representatives of the Pacific Meat company are making large purchases, and Walla Walla buyers are looking for feeders. The range leasing plan has proved very satisfactory, and the forming of separate boundaries for cattle and sheep has resulted to the advantage of the cattle, which come from the range in fine condition.

Apples at the Fruit Fair.

Hood River—The exhibit of apples grown by A. L. Mason, which took the sweepstakes and several other prizes at the Hood River Fruit fair consisted of three boxes taken from 9-year-old trees, planted 63 to the acre. The trees averaged five and a half boxes, and altogether he took 1,141 boxes from his orchard. In the entire field there were only 64 worthy apples during the season and the trees were sprayed six times with arsenate of lead. In the whole yield there were only 64 boxes that were smaller than four tiers to the box.

Wants Passenger Bridge.

Oregon City—For the accommodation of the people of Oswego, the Clackamas county court will be asked to negotiate with the Southern Pacific company to the end that the county may construct an upper deck on the company's railroad bridge to be constructed across the Willamette river at Oswego. The plan of the Oswego people who will petition the county court for this action is to secure for themselves a means of crossing the Willamette river and more direct communication with this city.

Government to Build Dam.

Washington—The secretary of the interior has authorized the construction of the Cold Springs storage dam, on the Umatilla irrigation project in Oregon, by a government force on account of it being impossible to procure satisfactory bids. Plans for this dam were twice advertised and bids twice rejected, the terms asked being considered exorbitant by the department. The work will now be done under the direction of the reclamation engineers. The lowest bid at the last opening was by a Salt Lake City firm, \$339,505.

Institute Arouses Interest.

Myrtle Point—The Farmers' institute and fair, which has just closed, proved a great success. The display of agricultural products convinced all visitors of the agricultural possibilities of the region about Myrtle Point. Dr. Withycombe of the Oregon Agricultural college gave an illustrated lecture on the treatment of the dairy cow. As this is a dairying region, this lecture was well attended and the farmers got many beneficial ideas from the doctor's remarks.

Teachers Are Scarce.

Baker City—Teachers are frightfully scarce in Baker county. The county superintendent, after offering high wages and good positions to the pedagogues of the county, but cannot get enough school ma'ams to fill the positions. As the result the teachers have had an increase in wages from \$35, the average last year, to \$50, which is this year's average. Teachers getting \$30 and over are common rather than teachers with salaries of \$40 or less.

Land Withdrawn From Entry.

The Dalles—The local land office is in receipt of a telegram from the commissioner of the general land office withdrawing from filing or entry, under the coal land laws, all the public lands embraced in the following townships: Townships 6 south, ranges 24, 25 and 26, E. W. D.; townships 7 south, ranges 24, 25 and 26, E. W. D.; townships 8 south, ranges 25, 26, E. W. D.

Much Grain Accumulates.

La Grande—Homer Littleton, foreman of the Chas. Platte warehouse at Alalin, reports that a large quantity of grain has accumulated, owing to the embargo placed against railroad shipments to Portland, on account of the grain-handlers' strike, but that shipments will now be resumed.

Crook County Horses for Alberta.

Pendleton—Thirteen carloads of range horses were shipped from this city to Alberta last week. They are owned by M. R. Cowell, and were taken from the range assigned to Shelby Junction, Mont., but the horses are designed for the Alberta market.

ROCK CREEK'S FINE FRUIT.

Growers Busy Picking Large Crop of Apples and Pears.

Rock Creek—The ranchers along Rock creek have stepped out of the hay harvest into the fruit harvest, and are picking apples and pears. Fruit men are proud of their orchards and claim that Hood River or any other locality in the Northwest can produce no finer fruit or more abundant yields. Fruit is shipped from this section to many important points in the East, and compares favorably with any of the products in these markets. The leading fruit growers are William Head and A. A. Carothers. The former has an orchard of 10 acres, the latter about 20 acres. Mr. Head has picked and shipped about 300 boxes of apples, peaches and pears to Spokane, Walla Walla and Pendleton and other points east, while some was shipped to Condon and Arlington. He estimates he will have 1,000 boxes of winter apples for shipment. Mr. Carothers has shipped 1,000 boxes of fruit and will ship 1,300 more. These gentlemen get the highest prices for their fruit. Fruit grown on Rock creek captured first prize and gold medal at the Omaha exposition a few years ago. The exhibit was made by A. A. Carothers, and was a surprise to orchardists, packers and dealers.

Hops Are On the Up Grade.

Salem—The hop market at Salem has assumed a very active condition in the last day or two, and now every dealer in the city has orders for hops at a slight advance over figures named a week ago. Krebs Bros. has received an order for 1,000 bales at 15 1/2 cents a pound. All other dealers are offering that price. Krebs bought the Clatsop crop of 175 bales at Dallas. Joseph Harris and Catlin & Linn were also buyers on the West side at 12 1/2 cents, while Lachmund & Pincus paid 17 cents for a choice lot bought from a dealer at Dallas.

Higher Than Hood.

Baker City—A discovery has just been made by T. R. Berry, locating engineer for the Grand Ronde Water company. In surveying for altitudes, reservoir sites and ditch lines, Mr. Berry has discovered a mountain peak named Eagle Chief, between Imnaha and the head of Miam river, 40 miles north-east of Baker City, that measures higher than Mount Hood, which is 11,225 feet, and thus becomes the highest mountain in Oregon. Eagle Chief is perpetually snow-capped and is surrounded by a chain of 40 lakes.

Modern Pyramid Builders.

Albany—The Modern Pyramid Builders was launched last week when the first lodge or local pyramid of the order was formed in this city. The local pyramid is the first subordinate branch of the order, and was named Pyramid No. 2, the supreme pyramid being Pyramid No. 1. Fred Fortmiller was chosen chief builder; W. Lair Thompson, scribe, and E. D. Cusick, custodian. The order starts with about 30 members.

To Establish Big Sawmill.

Albany—A sawmill with a capacity of 20,000 feet per day is to be established six miles south of Brownsville by G. B. and E. H. Dickinson, of this city. A contract with the lessees of the land secured requires that the plant be in operation by January 1.

PORTLAND MARKETS.

Wheat—Club, 64@65c; bluestem, 68@69c; valley, 67c; red, 61@62c. Oats—No. 1 white, \$23.50@24; gray, \$22@22.50.

Barley—Feed, \$20.50 per ton; brewing, \$21.50; rolled, \$23.

Eye—\$1.25@1.35 per cwt.

Corn—Whole, \$26@27; cracked, \$28 per ton.

Hay—Valley timothy, No. 1, \$10@11 per ton; Eastern Oregon timothy, \$14@16; clover, \$6.50@7; cheat, \$7@7.50; grain hay, \$7; alfalfa, \$11.50; vetch hay, \$7@7.50.

Fruits—Apples, common to choice, 25@75c per box; choice to fancy, 75c@1.25; grapes, 50c@1.50 per box; Concord, Oregon, 27 1/2c half basket; peaches, 75c@1.15; pears, 75c@1.25; crabapples, \$1@1.25 per box; prunes, 25@50c per box; cranberries, Oregon, \$3@3.25 per box; quinces, \$1@1.25 per box.

Vegetables—Beans, 5@7 1/2c; cabbage, 1 1/4@1 1/2c per dozen; cauliflower, \$1@1.25 per dozen; celery, 50@90c per dozen; corn, 12 1/2c per dozen; cucumbers, 15c per dozen; egg plant, 10c per pound; lettuce, head, 25c per dozen; onions, 10@12 1/2c per dozen; peas, 4@5c; bell peppers, 6c; pumpkins, 1 1/2c per pound; spinach, 4@5c per pound; tomatoes, 30@50c per box; parsley, 10@15c; sprouts, 7 1/2c per pound; squash, 1 1/2c per pound; turnips, 90c@1 per sack; carrots, \$1@1.25 per sack; beets, \$1.25@1.50 per sack.

Onions—Oregon, \$1@1.15 per hundred.

Potatoes—Oregon Barlanks, delivered, 80@85c; in carlots f. o. b. country, 75@80c; sweet potatoes, 2@2 1/2c per pound.

Butter—Fancy creamery, 25@30c per pound.

Eggs—Oregon ranch, 31@32 1/2c per dozen.

Poultry—Average old hens, 12c per pound; mixed chickens, 11@12c; spring, 12c; old roosters, 9@10c; dressed chickens, 14@15 1/2c; turkeys, live, 16@21c; turkeys, dressed, choice, 20@22c; geese, live, 9@10c; ducks, 14@15c.

Veal—Dressed, 5 1/2@6c per pound.

Beef—Dressed bulls, 2@2 1/2c per pound; cows, 4@5c; country steers, 5@5 1/2c.

Mutton—Dressed, fancy, 7c per pound; ordinary, 5@6c; lamb, fancy, 8c.

Pork—Dressed, 6@8c per pound.

Hops—1906, 14@16c per pound; 1905, nominal; 1904, nominal.

Wool—Eastern Oregon average best, 13@15c per pound, according to shrinkage; valley, 20@21c, according to fineness; mohair, choice, 26@28c.

NOBLES FLY COUNTRY.

Stampede of Russian Rich to Refuge in Free England.

London, Oct. 12.—For some time past statements have been made with more or less authority to the effect that some members of the Czar's family were making secret arrangements to leave Russia, should certain eventualities occur, and take refuge in England. These statements have been regarded as part of the inevitable rumors to be expected to arise from the state of affairs in the Muscovite dominions. Investigations by the Publishers' Press correspondent, however, reveal circumstances which point to their truth.

Large quantities of jewels, pictures and furniture have arrived in this country from the imperial palaces in Russia just lately, and have been placed in safe storage. A leading banker told the Publishers' Press correspondent that consignments of property of enormous value had recently arrived there from Russia, under circumstances which point to their truth.

"We have received packets of jewels, costly furniture and numbers of pictures, the value of each of which runs well into five figures," he said. "The owners are very highly placed."

The question put point blank as to whether they belonged to the Romanoffs, the reply was made that it was against the rules to give such information.

A confirmation of the assertion that at least two of the grand dukes and grand duchesses intended to give the terrorists a wide berth, and to find an asylum in England, is found in the fact that inquiries for the best estates and houses in the market are being made among West End estate and house agents by Russian gentlemen, who, while asking for particulars of the most valuable estates, refuse to give the names of the people for whom they are required.

CAR BLOCKADE IN THE EAST

Orders for Thousands Are Given That Cannot Be Filled.

Chicago, Oct. 12.—The congestion of freight traffic has increased so fast within the last few days that railway officials fear they are soon to be face to face with a blockade. Conditions on the Eastern roads which have not only to handle the business which they originate but have the crops of the West pouring in upon them for export, are naturally the worst, but those on the Western lines also are rapidly becoming extremely serious.

With the approach of winter the movement of coal has grown heavier, aggravating the congested conditions which already exist, and traffic men say they do not know what they will do for cars when the year's enormous crop of corn is ready for market, as it will be now in a short time.

A line belonging to one of the big Eastern railway systems had orders for 4,235 cars which it could not fill. The Pennsylvania proposes to give notice that for 36 hours it will receive no consignments from the Pittsburgh district, the object being to get the tracks partly clear of cars which have accumulated on its lines.

BUFFALO PLAGUED WITH SNOW.

Tears Down Wires, wrecks Orchards and Kills Two Men.

Buffalo, Oct. 12.—The storm of snow and sleet which swept over this part of the country last night and today was the worst in many years.

Telegraph, telephone and trolley lines were prostrated in all directions. The damage to the rich fruit belts of Chautauque, Niagara and Orleans counties is incalculable. Whole orchards of peach trees and other small fruits were crushed to the ground by the wet, clinging snow, which fell steadily for many hours.

Tonight the weather is clear and cold, and the lines of communication are being slowly re-established.

Buffalo bore the brunt of the storm. The damage in this city alone is not far from a quarter of a million dollars, and two deaths occurred, which were directly due to the effects of the storm. All night the telephone and electric light systems were paralyzed. The streets were littered with broken wires.

Indians Out On a Big Hunt.

New Westminster, B. C., Oct. 12.—The Stony Indians of Alberta have again broken loose, and are now on a wild game drive along the west line of the Rocky mountains. The game authorities have taken steps to have them pursued and driven out of the country, and a posse has been sent out. These Indians have always given the British Columbia game authorities trouble, as every fall they come into the province through the various passes and hunt for several months at the west foothills of the Rockies.

Patent Tool for Entrenching.

Washington, Oct. 12.—The Navy department has authorized Brigadier General Elliott, commanding the marine corps, to supply marines with 2,000 combination entrenching tools of a new type, which General Elliott has just devised. The tool has a handle about two feet long, to which is hinged a shield shaped blade. This blade folds against the handle in such a manner that it can be readily carried under a belt and it can be so adjusted that it stands at right angles to the handle and is available for use as a hoe or pick.

Wireless Heralds the Charleston.

San Francisco, Oct. 12.—Heralding her approach a thousand miles away, by means of wireless telegraphy, the protected cruiser Charleston came into port this afternoon and went to an anchorage near Sausalito. It was not until late tonight that the quarantine officials completed their examination of the men on board. The Charleston comes here to be the flagship of the Pacific squadron, and will fly the pennant of Rear Admiral Swinburn.

Two More Transports Sail.

Newport News, Va., Oct. 12.—The transport Admiral Schley sailed from this port today, bearing the Seventeenth and Eighteenth batteries of mountain artillery. The City of Washington with the First battalion of the Eleventh infantry sailed tonight.

Editorials

Opinions of Great Papers on Important Subjects.

AVERAGE VOCABULARIES.

300 old spellings are to be taboed in the first order, how many will the second order include and how much of the language will there be left in its received form for old-fashioned people to console themselves with? An uneducated man's vocabulary contains altogether, according to the authorities, only some 300 or 400 words. Italian operas require not over 800 words, and the system of Egyptian hieroglyphs has but 800 symbols. Well educated persons of fair intelligence use, it is said, not over 3,000 or 4,000 words. The Bible of 1611—commonly known as the King James or the Authorized Version—without the Apocryphal portion, has under 6,000 words. Poets, dealing much under abstracts, employ a larger vocabulary. Milton found 8,000 words necessary for the composition of his poems; Pope, 11,000, and Shakespeare, 15,000. These are large figures, compared with the prosy talk of the "average man," who gets along comfortably with 500 words.

Everybody knows or understands a great many words which he never uses. "Dictionary words" include a long list—never heard in speech and rarely seen in print. The number of words, including scientific and art terms, which are not obsolete, that are used by good authors, may reach 100,000. Dictionary makers score a point on their rivals by introducing in large numbers rarely used technical terms derived from Latin or Greek. Slang, colloquialisms, hybrids, special collocations and semi-naturalized words may be used to pad the list indefinitely. Early editions of Webster had but 70,000 words, but Worcester's has 116,000, Webster's Unabridged, 118,000, and Webster's International Dictionary 140,000, while the Encyclopedic Dictionary contains 180,000 words, or, if compounds be included, 250,000. The Century Dictionary, including thenceforth the Cyclopaedia of Names and Atlas, defines 450,000 words and names. It should be added, however, that of this large total 170,000 are to be credited to the Atlas, and a number, similarly large, to the Cyclopaedia of Names—Baltimore Sun.

THE FAMILY PEW.

SOME of the most vivid of the emotions which throng upon the summer pilgrim to the old home were those which awaited him in the family pew of the old meeting house. As he took his seat there, and heard the familiar tone of the organ and the clear, thin voices of the choir, the years melted away, the faces changed, the new carpet faded into the well-remembered swirls of fifty years ago—and he was in truth a child again.

His thought went back to the time when he was allowed to sit on the stool as a concession to his short, restless legs. He tasted again the luscious raisin which found its way from grandmother's pocket to his mouth, and smiled the wistful southernwood of the Sunday nosegay in a neighbor's silk-mittened hand.

It was in that part that he first realized to the full the dignity of trunks. It was there that he was proudly conscious of the moving glances of his friends on his first college vacation. He recalled in a flash the intolerable length of the sermon on that Thanksgiving day!

The pew has sad memories as well as sweet ones. Most poignant of them is that of his mother's funeral and the awful Sunday after it, when no one could bear to take her empty place and the emptiness of it seemed unendurable. Close upon that time followed the Sunday when he made solemn profession there of the faith she had loved so well.

Then came the days of the great war, when the meet-

ing house blazed with flags and thrilled with the music of bugle and drum. The blessing of the volunteers, the prayers for their safety, and the sad, sad series of soldiers' funerals—all these came up to the man's memory in the old pew.

Suddenly out of this dreamland he is called by the stir of the congregation—and is conscious that he has missed the good pastor's sermon. But perhaps God Himself has preached to him out of life's grim struggle—in the vision of some of his own deep experiences and the discovery that they are still potent to arouse the will and confirm the faith with their rich and tender memories.—Youth's Companion.

MILE-A-MINUTE RAILROADING.

ALL the signs point to an eventual electrification of the transportation business of the country, at least except in the case of very long hauls through thinly populated regions. Will this transformation bring with it the practical impossibility of mile-a-minute travel? There seems considerable justification for an affirmative answer. It has been amply demonstrated that the electric locomotive is capable of attaining and maintaining far higher speeds than this. On the Zossen experimental road in Germany speeds of over 125 miles per hour were reached.

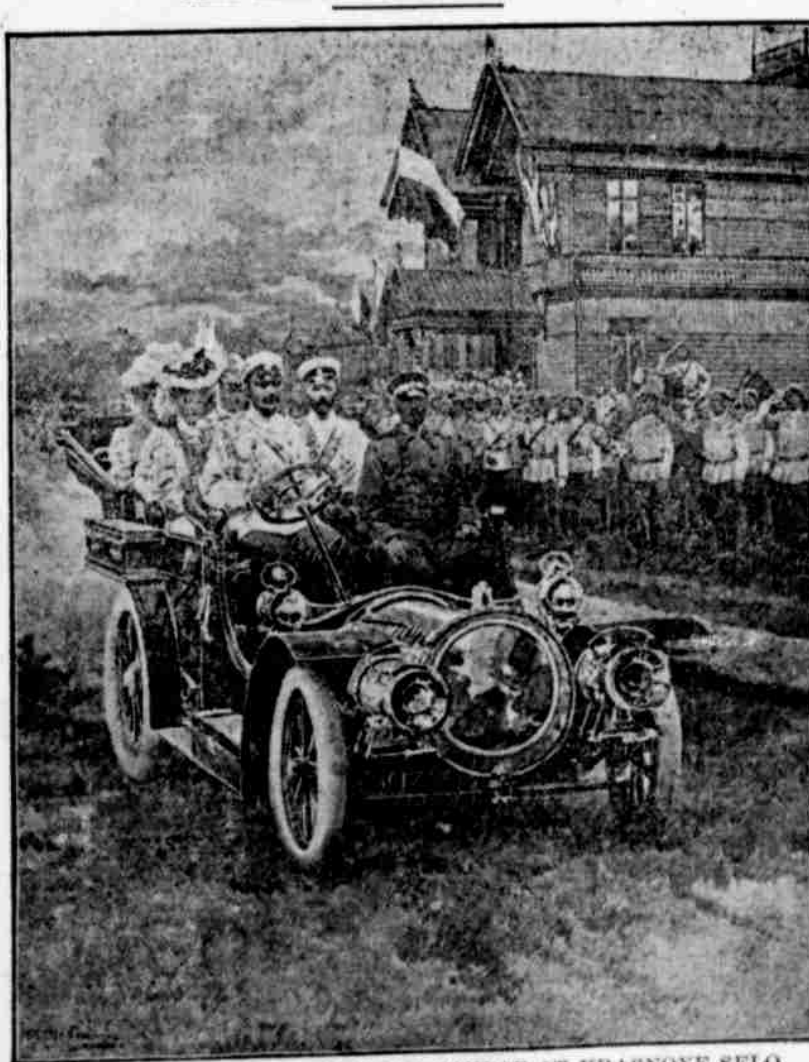
The chief difficulty in the way of operating a commercial line at such enormous velocities aside from the question of cost has to do with the safety of passengers. The rails and cars can be built strongly enough to stand the wear and tear, motors competent to push them at this speed are available, and methods of transmitting current to the motors from an overhead conductor have been perfected. In fact, the realization of a ten-hour train between New York and Chicago seems to require only the development of a protective block system which would render practically impossible the terrible fatalities liable to result from collisions and derailments at these speeds. . . . If the rolling stock could be made accident proof, and the road bed sufficiently straight and solid to do away with the danger of derailment, there seems nothing in the way of a mile-a-minute line, but its cost. How much heavier this would be than in the case of a fifty-mile per hour service is a question on which the early construction of such a line seems to depend.—New York Globe.

HIPPLE'S HYPOCRISY.

THE damage effected by the late Mr. Hipple is not confined to his depositions. The exposure of a hypocrite always endangers the faith in human nature of the grudging and the weak. Mr. Hipple was able to deceive his creditors by parading his religion, by practicing with convincing ostentation the qualities that usually indicate character and principle. But this proves nothing except Mr. Hipple's success at simulation—a success which is not unique, but which, on the other hand, it would be contemptible to consider universal.

Speculations as to our neighbors, our rivals and our enemies' sincerity will always be one of the interesting occupations of mankind. Yet it is a courageous man who makes rigid rules, who is prepared to condemn or affirm on general principles. Mr. Hipple refrained from the Sunday newspaper—he now proves a hypocrite, but that makes the Sunday newspaper neither better nor worse. Unfortunately indeed would it be to weaken one's capacity for belief in one's kind because a knave had a measure of success.—Chicago Post.

CZAR NICHOLAS IN AN AUTOMOBILE.



THE CZAR LEAVING THE RACE COURSE AT KRASNOYE SELO.

The Czar has rarely been presented to English readers as a motorist. A correspondent of London Sphere, however, has snapped him at the military horse races at Krasnoye Selo, which is sixteen miles southwest of St. Petersburg, where the Czar is often seen at the races. This particular view shows the Czar motoring down the race course after the races.

the two visitors who had dropped upon them from another world. The flight's eyes were brighter than usual—that was the only sign she gave that she was not in her own drawing room. Apparently she saw nothing strange or unusual even, but there was really nothing that she did not see or hear or absorb, as few others than the flight can.

Straightway the old woman knocked the ashes out of her pipe. "I reckon you hadn't had nothing to eat," she said, and disappeared. The old man asked questions, the young mother rocked her baby on her knee, the children got less shy and drew near the fireplace, the flight and the little sister exchanged a furrowed smile, and the contrast of the extremes in American civilization, as shown in that little cabin, interested me mightily.

"Yer snack's ready," said the old woman. The old man carried the chairs around the kitchen, and when I followed into the kitchen, the chairs were there, the girls were seated. The chairs were so low that their chins came barely

over their plates, and, demure and serious as they were, they surely looked them from another world. The flight's eyes were brighter than usual—that was the only sign she gave that she was not in her own drawing room. Apparently she saw nothing strange or unusual even, but there was really nothing that she did not see or hear or absorb, as few others than the flight can.

Next Sunday, however, the superintendent announced that any child not pleased with his gift could have it exchanged. Jimmie marched boldly to the front with his.

"What have you there, Jimmie?" "Browning!"

"And what do you want in exchange?" "Blacking!"—Harper's Weekly.

Some people insist on premium stamps with coffins.



"I thought you were thinking seriously about getting married." "I was." "Then why didn't you?" "That's why."—Cleveland Leader.

Glady's—Mamma, what is a "cursory" glance? Mamma—it is the kind of a look which your father gives when he wants to swear, but doesn't dare.

She—Why did Professor Schindler stop playing at Mrs. Lard's musicale? He—He said he had to, because the conversation was not pitched in the same key as his music.—Harper's Weekly.

Miss Jenks—Have you really broken off your engagement to him? Miss Flyte—Oh, yes. I just had to. He was getting too sentimental—began to talk to me about matrimony.—Philadelphia Ledger.

"My good man," said the kind old lady, stopping before cell 41144, "want are you in for?" "Robbin' de guests in a hotel, mum." "Were you the proprietor or head waiter?"—Milwaukee Sentinel.

"That man may seem to you somewhat uneducated, and yet he makes a fine living by his pen." "Why, I would never take him for a writer." "He isn't; he raises pigs."—Baltimore American.

"Jimsby would have had that fat appointment of his yet, if he hadn't lost his head." "What did he do?" "Nothing." "Then how did he lose his head?" "The official ax cut it off."—Baltimore American.

Mr. Titewodd—If I promised you a dollar, and your Uncle Joe promised you twenty-five cents, how much would you have? Tommy Titewodd—I'd have a pretty good chance at de quarter.—Cleveland Leader.

"It's just flashed on me who that young man was that spoke to me just now." "Who is he?" "I forget his name, but I was engaged to him in the mountains before I went to the seashore."—Baltimore American.

Pedestrian—Madam, a boy who I am told is your son has just thrown a stone at me, causing a wound that is very painful. What are you going to do about it? Mother—I don't know. Have you tried arsenic?—New Orleans Picayune.

That Explains—Two small boys at the newboys' dinner put their grimy hands side by side upon the tablecloth. "Mine's dirtier'n yours!" exclaimed one, triumphantly. "Huh!" said the other, disdainfully. "You're two years older'n me!"

"Did your daughter take physical culture lessons while at college?" asked the visitor. "Oh, yes," replied Mrs. Goldrox, proudly. "She's got as now she can elevate her little finger just lovely when she eats soup."—Milwaukee Sentinel.

"Don't you ever get any vacation?" pityingly asked the sleek thoroughbred. "Vacation?" exclaimed the work horse. "I can go out to the table yard and roll over, any day in the week, and I'll bet that's more than you ever get to do."—Chicago Tribune.

No Need for Talking—"Does the baby talk yet?" asked a friend of the family. "No," replied the baby's disgusted little brother; "the baby doesn't need to talk." "Doesn't need to talk?" "No. All the baby has to do is to yell, and it gets everything there is in the house that's worth having."

The minister was shocked when the young lady declined an introduction to some of his parishioners. "Why, my dear young lady, did you ever think that perhaps you will have to mingle with these good people when you get to heaven?" "Well," she exclaimed, "that will be soon enough."—Life.

Markley—Subbuss may be induced to sell his house to me. He says it isn't far out of town, either. Wise—No, only twelve miles from the City Hall. Markley—Why, he told me it was only ten miles by the railroad. Wise—That's true; ten miles by the railroad and he walks the other two.—Philadelphia Press.

"But, Mandy, if you can buy ribbon like that for forty-five cents a yard at the little store up here on the corner, what's the use of going all the way to town, and paying car fare both ways, to get it for forty-two cents? You don't save anything, do you?" "Goodness, yes. Papa always allows me money for car fare."—Chicago Tribune.

CATCHING A GIANT FISH.

The Monster of a Minnesota Lake Taken After a Hard Fight.

The big fish which has caused so much excitement on the part of the fishermen at Ely lake and which has been a prolific source of tall tales, has been caught, says the St. Paul Pioneer Press. At least William Peterson of this place believes that he has captured the monster.

While fishing in the lake Peterson secured a tremendous "strike." He was almost jerked out of his boat by the first angry struggle of the big fish, but being an expert with the rod and reel, soon recovered his equilibrium and began to "play" his catch. The fish tried all the tricks known to the fishy tribe and many new ones. It would set off at tremendous speed, towing the skiff after it at a rate that made the water churn. Then suddenly the line would slacken and Peterson would hardly reel in his line fast enough to keep it taut as the fish came near.

After three hours of hard work, at the end of which Peterson's wrist felt as if it had been kept in a vise for that length of time, he managed to get the fish alongside and run a gaff through its gills. He then took a revolver and shot it. It proved to be a seventy-five-pound muskellunge, and, although it was not seven feet long, as many who had seen the fish claimed it was, Peterson is satisfied that there are few fish in Ely lake its equal.