SMUGGLERS' TRICKS.

New Pier Rule of Custom House Puts Them to Their Wits' End.

Some of the Latest Dodges Tried by Schemers to Cheat the Government Out of Duties—Sharpness of the Officials.

The new rule excluding the friends of passengers from those parts of steamship piers which are required for the examination of baggage is defended by the custom house inspectors as lessening the opportunity for smuggling, and in connection with this many good stories are told of ingenious attempts to rob Uncle Sam of his duties, says the New York Mail and Express.

Among others the case is cited of Albert E. Emanuel, who, on August 1 of last year, was met at the North German Lloyd pier by a woman representing herself to be his wife. While his baggage was being examined Inspector Timothy Donohue saw him put a bracelet on the woman's wrist. Donohue remonstrated and the two were detained. It was a hot day, and Emanuel had his handkerchief in his hand. He said to the woman: "You're perspiring. Here, wipe your face!" at the same time handing her his handkerchief. If the couple had not been under surveillance it is probable that the action would have excited no suspicion, as it was done quite naturally. Donohue, however, was watching them, and he reached out and snatched the handkerchief, remarking: "I'm rather warm myself." Pinned to a corner of the handkerchief was a diamond brooch valued at about $1,000. The man was arrested, tried and convicted. He had declared that he had brought in only a lot of stationery, on which he paid $47.70 duty.

Down at the barge office they tell of a smuggler who was met upon his arrival last summer by a crowd of 13 relatives, who formed a solid wall around him and his baggage. While the inspectors were busy elsewhere he passed around the circle of his kindred everything of value which the trunks contained. They hid the laces under their coats and put on the jewelry.

It was not many months ago that a wealthy Detroit clothing merchant, while waiting for his baggage to be examined, was detected passing a valuable diamond ring to a woman who had met him at the pier. It was the only thing he was trying to smuggle, and he had purchased it for the woman, but it was a flagrant attempt to defraud the government, and the merchant had to pay a fine, besides losing the ring.

A few years ago a passenger was met most effusively by his brother-in-law, who clasped him in his arms and kissed him. After greetings had been exchanged and inquiries made regarding the health of the various members of the family, the brother-in-law started to leave the pier. This excited the suspicion of an inspector, who asked in surprise why he must go so soon.

"I have another engagement," said the man, nervously. "I cannot wait for the trunks to be examined."

He was compelled to wait. A search of his pockets brought to light a pair of diamond earrings valued at $450.

SIZE OF RAIN DROPS.

Exact Dimensions Ascertained by a Meteorologist of Paris.

The Paris Meteorologist Faideau has undertaken the laborious task of measuring the dimensions of rain drops, says the New York World.

He finds that the largest are about one-sixth of an inch, the smallest one-five-hundredth of an inch, in diameter.

They are larger in summer than in winter, and larger in hot than in cold climates. At the moment of condensation of the water vapor to the liquid state great numbers of extremely small drops are formed in close proximity. As they fall they come together, and coalesce in consequence of mutual attraction, and so what we call rain drops are formed.

The size of the drop when it reaches the earth depends on the height from which it has fallen. Now, in summer the lower strata of air are warmer than in winter, and therefore clouds are formed at a greater height where conditions are favorable for rapid condensation. The drops falling from these high summer clouds have more time to grow, and therefore become larger than the winter drops.

In winter, as is well known, clouds often exist very near the ground. The velocity with which rain drops fall depends according to Faideau, both on their size and on the wind, which makes them fall obliquely. Other things being equal, a drop of medium size, say one-fiftieth of an inch in diameter, may strike the ground with a velocity of some 13 feet a second, while a very large drop, measuring one-sixth of an inch, may attain a speed of 38 feet a second.

Why Women Fight Seasickness.

"Are women more subject to seasickness than men?" An Atlantic captain replies: "Yes, but, on the other hand, they stand it better. A woman struggles up to the point of despair against the—what I might call the impropriety of the thing. She isn't so much tortured by the pangs as she is worried by the prospect of becoming disheveled, haggard and draggled. She fights against it to the last and keeps up appearances as long as she can hold up her head."

AGE LIMIT FOR CARRIERS.

End of the Period of Activity as Set by the Post Office Authorities.

We notice with interest and satisfaction that it has been decided to raise the age limit established by the civil service rules for the admission of applicants for employment in the postal department as clerks and letter carriers. Heretofore no applicant for employment as a letter carrier who had passed the age of 40 years has been received, but this will not be the case hereafter. It was the opinion of the postmaster general, an opinion in which his associates in the cabinet concurred, that it was not reasonable to restrict admission to the service in the capacity of letter carrier to persons of 40 years of age or less, and it was accordingly decided that both for clerks and letter carriers the age limit should be extended to 45 years, says the Philadelphia Inquirer.

It was a judicious and discriminating conclusion. There has of late years been a marked tendency to close the door of employment against men who had just reached or who had barely passed what is considered middle age. There are many corporations who will not take into their employment anyone who has passed his fortieth year, and this disposition threatened to extend until the middle-aged man who for any reason found himself obliged to secure work in some fresh field of activity would be unable to get anything to do. The step which has just been taken in the case of post office clerks and letter carriers indicates the inception of a reaction against this movement. We hope that it will extend. A man who is in the forties is still in the prime of life, and in most cases he continues capable of valuable service for at least a decade longer.

HOW TO JUDGE OF TOBACCO.

A Hard White or Light Gray Ash Said to Be the Sign of a Good Cigar.

Color, burn and texture are the three things which the grower of tobacco has chiefly to consider. At present the trade calls for a light cinnamon-brown shade, which must be uniform, not mottled. The leaf when rolled on a cigar and smoked must leave a white or light ash, which does not flake off and fall into one's bosom or over his waistcoat; and it must not "coal"—i. e., have a black, charred ring just behind the ash on the burning cigar. This is sure to give a bad flavor and taste. The leaf also must burn freely, and when lighted hold firm for a reasonable time. It must have a soft, silvery texture, glossy surface and the elasticity of a piece of kid, so that it may be drawn smoothly and closely about the cigar. Flavor is not wanted in Connecticut tobacco, for if there be much of it it is sure to be bad. Perfect burn, color and texture can be got in the northern climate, but a delicate and agreeable flavor has not yet been obtained. Flavor is conditional upon soil and fertilizers. It is desirable, therefore, that the leaf be neutral, without taste, as far as may be. We get the flavor wholly in the Cuban filler. To obtain these qualities of leaf is the problem of the grower—a much more complicated one than meets the ordinary farmer.

GREAT BEAUTIES.

Many Handsome Faces Are Found Among the Women of Cashmere, India.

Many of the women of India, and especially those of Cashmere, are beautiful. In a typical Hindu beauty the skin is just dark enough to give a rich, soft appearance to the complexion, says a London journal. The features are regular, the eyes wild and black and shaded by long silken lashes, the hands and feet are small and well formed, the demeanor is modest, the manner is gentle, the voice low and sweet. There are fine-looking women among the middle class Hindus, as well as among the upper ten, and even among the lower class the faces are often very pleasing. Many a Hindu woman who has, perhaps, little pretensions to beauty of face, has, nevertheless, the step and carriage of a princess, and if one is not too fastidious about perfection of eyes and mouth and nose her figure as she walks down the street with her load on her head is truly a beautiful sight.

File On Alligator's Teeth.

A remarkable operation was performed by a dozen keepers on a 13-foot alligator which is kept in the Bronx zoo at New York. The alligator, which is a powerful animal, showed signs of fierceness for some time. He wound up one morning by killing an eight-foot companion in the same tank. Then it was decided that the big one's teeth should be cut. A rope with a sling was lowered over his head and drawn taut; the tail was similarly treated. Each one of the legs was next secured in a like manner. By patience and repeated trials a lasso was got into the ponderous jaw. The alligator gave a bite and the rope parted like thread. Then a wire rope was secured. This was finally got into place.

Sticks were pried between the jaws to keep them from clashing together. Thus held, the reptile lay helpless and the work of sawing off some of the longest and most dangerous teeth was soon accomplished.

The Uganda Railway.

The Uganda railway is laid as far as mile 489. The line will be laid to the Victoria Nyanza by November next.

Allopath and Homeopath Together.

About a dozen hospitals in Massachusetts have both allopathic and homeopathic physicians on the staff.

THE LUMBER SUPPLY.

There Is Plenty of It Left in Our Pine Forests.

Although Exports and Consumption Have Been Increasing Year After Year There Is No Present Prospect of Exhaustion.

"The Lumber Trade of the United States" is the title of a monograph just issued by the treasury bureau of statistics, Washington. The lumber industry and trade, it finds, has within quite recent years changed from a small scale of production to one in which machinery, a large outlay of capital and a far-sighted policy of development of properties are becoming controlling factors. This change is due partly to the growth of domestic demand and partly to the fear of prematurely exhausting our timber resources.

The existence of surplus capital looking for new fields of investment has had a tendency to eliminate the small scale lumbermen and the policy of European states in rigidly limiting the annual cut of lumber to something like the rate of increase in the growth of forest, has forced European lumber consuming interests to come to the United States and Canada, especially for hardwoods and lumber for building purposes. As a result the foreign lumber trade of the United States has grown enormously. Within quite recent years it has developed from a local to a world-wide commercial movement.

In the foreign trade the Atlantic ports, the gulf ports and those on the northern Pacific coast have shared most liberally. More lumber is now being shipped from these ports and from the country as a whole than at any previous time in the history of the country. The total exports of timber, lumber and manufactured wood for the fiscal year ending June 30, 1900, amounted to $50,591,968, showing a balance of almost exactly $30,000,000 of exports of this class over imports. About half of these imports came from Canada, consisting mainly of planks, boards, logs and shingles. Another principal feature in our timber imports is the tropical timber, including Cuban mahogany and cedar and mahogany from Central and South America and Africa.

The wooded area of the United States, according to the United States geological survey, is 1,094,496 square miles, or 37 per cent. of the land area. From this standing supply of timber it is estimated that from 1,820,000,000,000 to 2,300,000,000,000 of board measure feet of lumber are available. The annual lumber cut has been estimated for the year 1899 at 40,000,000,000 of board measure feet; that is, we cut approximately two per cent. of our national timber resources annually. Of this cut 13,000,000,000 are credited to the lake region, 10,000,000,000 to the southern states, 6,000,000,000 to the northwest and north Atlantic states, 5,000,000,000 to the central states, 4,000,000,000 to the Pacific states and 2,000,000,000 to the mountain states, according to the New Orleans Lumber Trade Journal. These figures are, however, only an approximation on the part of those familiar with the industry as a whole, yet they indicate that our timber supply is not disappearing at an alarming rate, provided the destructive waste of forest fires can be prevented.

The timbered territory of the country covers five different sections, from which commercial distribution is made. Beginning with New England, the output of Maine is still the leading feature of this section, and the middle states, from the Adirondacks and northwestern Pennsylvania, still supply a considerable market of more or less local character. The greatest areas of standing timber are found in the southern states, where the long leaf and the short leaf pine and the cypress are the leading features. In the lake region of the northwest, including Michigan, Wisconsin and Minnesota, we have the largest output, where the white pine and hemlock are the leading features. The Pacific coast section includes the pine and fir forests of Washington and Oregon and the red wood of California as the leading kinds of timber. The Rocky mountain states are as yet of subordinate commercial importance compared with the southern, northwestern and Pacific states.

A comparison of southern exports of timber, lumber and manufactures thereof with the total from the United States shows that southern ports furnish 88 per cent of the sawed timber exported, 81 per cent. of the hewn timber, 74 per cent. of the logs, etc., 68 per cent. of the boards, deals and planks, 77 per cent. of the joists and scantlings, 51 per cent. of the staves, 75 per cent. of all other lumber and 19 per cent. of the manufactured lumber—a remarkable exhibit of the progress which southern lumber products have made in our foreign trade.

Sawed Out a Tiger.

An officer of the Bengal lancers, who was veiled in a tiger skin, "he course of a game in which [illegible] extend [illegible] by the tiger of his cart and shook him till he became unconscious. On recovering he heard a strange noise at a little distance, as if somebody was sawing vigorously. It was the tigress herself. He slowly turned around and gave a furtive glance in that direction. He could hardly believe his eyes. There was the tigress slicing off with a well very much between her legs [illegible] most violently and making the most piteous grimaces. The [illegible] dawned upon him. With a flash of [illegible] the operation of shaking [illegible] snuff-box had fallen open from [illegible] pocket and the tigress had received the contents thereof full in her face.

PUNGENT PARAGRAPHS.

Merchant—"I want this ad. where everyone will see it." Solicitor—"We charge higher rates for space on the baseball page."—Baltimore World.

"I understand you made money in that stock deal." "Yes, I came out on top." "How did you manage it?" "Got in on the ground floor."—Philadelphia Press.

Sunday School Teacher—"Now, Tommy, you may give your conception of 'the future state.'" Tommy—"Please, ma'am, it's a territory."—Philadelphia Record.

"Billinger is a little too captious." "What's the matter with him?" "He prayed for rain and then grumbled because the water wasn't iced."—Cleveland Plain Dealer.

Mrs. Y.—"Before we were married, you used to swear that you loved me." Mr. Y.—"Well?" Mrs. Y.—"Er—well—I—I think it's time you stopped swearing."—Philadelphia Bulletin.

"I don't understand your radical change of views. When you were studying for the ministry you were pronounced against eternal punishment." "Yes, but I wasn't married then."—Denver Times.

First Policeman—"Why is the street so blocked? Nobody told me about this procession. What is it?" Second Policeman—"It's the reporters of the city going to see a naval officer who won't talk."—Boston Transcript.

A Philosopher—Wife—"There's a burglar down in the cellar, Henry." Husband—"Well, my dear, we ought to be thankful that we are upstairs." Wife—"But he'll come up here." Husband—"Then we'll go down in the cellar, my dear. Surely a tenroom house ought to be big enough to hold three people without crowding."—Boston Traveler.

A Great Railway.

The Chicago, Milwaukee & St. Paul Railway owns and operates over 6,600 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Minnesota, South Dakota, Missouri and the Upper Peninsula of Michigan.

It owns and operates all equipment in service on its lines including Sleeping Cars and Dining Cars, maintaining an excellence of service unequaled on any railway in the world.

It has been a Pioneer in the Northwest and West in the use of the block system in the operation of its trains, in the lighting of trains by electricity, heating by steam and many other progressive methods, which have added safety, comfort and luxury to travel. It is always the leader in that direction.

The Pioneer Limited Trains between Chicago, St. Paul and Minneapolis have the costliest and handsomest Sleeping Cars in the world and the best Dining-Car service.

Time tables, maps and information furnished on application to C. J. Eddy, General Agent, 134 Third St., Portland Ore.

"THE MILWAUKIE."

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago, "The only perfect trains in the world." Understand: Connections are made with All Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric lights, steam heat, of a verity equalled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

For rates, pamphlets or other information, address,

J. W. Casey, Trav. Pass. Agt. Seattle, Wash. C. J. Eddy, General Agent, Portland, Or.

BRIGHT'S DISEASE

The largest sum ever paid for a prescription, changed hands in San Francisco, Aug. 30, 1901. The transfer involved in coin and stock $112,500.00 and was paid by a party of business men for a specific for Bright's Disease and Diabetes, hitherto incurable diseases.

They commenced the serious investigation of the specific Nov. 15, 1900. They interviewed scores of the cured and tried it out on its merits by putting over three dozen cases on the treatment and watching them. They also got physicians to name chronic, incurable cases, and administered it with the physicians for judges. Up to Aug. 25, 87 per cent of the test cases were either well or progressing favorably.

There being but thirteen per cent of failures, the parties were satisfied and closed the transaction. The proceedings of the investigating committee and the clinical reports of the test cases were published and still be mailed free on application. Address John J. Fulton Company, 420 Montgomery st. San Francisco, Cal.

NOTICE OF INTENTION TO WITHDRAW INSURANCE DEPOSIT.

In accordance with the requirements of the laws of the State of Oregon, relative to insurance companies, notice is hereby given that

The Lancashire Insurance Company of Manchester, England, desiring to cease doing business within the State of Oregon, intends to withdraw its deposit with the Treasurer of said State and will, if no claim shall be filed with the Insurance Commissioner within six months from the 22nd day of July, 1901 withdraw its deposit from the State Treasurer.

The Lancashire Insurance Company,
By Mann & Wilson
Managers for the Pacific Coast.
Dated at San Francisco, this 15th day of July, 1901.

NOTICE TO CONTRIBUTE.

To Arche Leelewis:

Notice is hereby given by the undersigned, your co-owners in the placer mining claim situated on Rogue river, in Josephine County and known as the "Horseshoe" mining claim, located by Charles H. Ewing, May 21, 1896, the notice of which is recorded at page 436, Vol. 9, of the Miscellaneous Mining Records of Josephine County, Oregon; that unless you contribute and pay to said undersigned co-owners within ninety days from the date of the first publication of this notice, the sum of Seventy five Dollars, ($75.00) the same being your proportion of the cost of annual labor done on said claim in order to protect the title thereto during the years 1898, 1899, 1900, your one-fourth interest therein will be forfeited to your co-owners.

W. E. Beckner,
E. G. Francis.

Sept. 26, 1901.

NOTICE TO CREDITORS.

The undersigned having been appointed executor of the estate of Joseph Kessler, deceased, by the County Court of Josephine County, all persons having claims against said estate are hereby notified to present the same to me at Grants Pass, Josephine County, Oregon, with the proper proof and vouchers, within six months from the date of this notice.

Dated this 24th day of July, 1901.

H. T. Kessler,
Executor of the estate of Joseph Kessler deceased.

WHAT SHALL WE HAVE FOR DESSERT?

This question arises in the family every day. Let us answer it to-day. Try Jell-O, a delicious and healthful dessert. Prepared in two minutes. No boiling! no baking! simply add boiling water and set to cool. Flavors:—Lemon, Orange, Raspberry and Strawberry. Get a package at your grocers to-day 10 cts.