

"Proof of the Pudding
Is in the Eating."

It is not what we say, but what the story's
Sarsaparilla does, that tells the story.
Thousands of people give the proof by
telling of remarkable cures by Hood's Sarsaparilla
of Scrofula, Salt Rheum, Dyspepsia,
Catarrh, Rheumatism, and all other
blood diseases and debility.

Hood's Sarsaparilla
NEVER DISAPPOINTS

The prevailing use of electricity has
brought about a large increase in fires,
owing to crossed wires. Ten years ago
there were only 60 such fires, and last
year there were 958.

Improved Train Equipment.
The O. R. & N. and Oregon Short
Line have added a buffet, smoking and
library car to their Portland-Chicago
through train, and a dining car service
has been inaugurated. The train is
equipped with the latest chairs, day
coaches and luxurious first-class
and ordinary sleepers. Direct connection
made at Granger with Union Pacific,
and at Ogden with Rio Grande
lines, from all points in Oregon, Wash-
ington and Idaho to all Eastern cities.
For information, rates, etc., call on
any O. R. & N. agent, or address W.
H. Hurlbert, General Passenger Agent,
Portland.

A New Feature in Western Traveling.
The Pullman Company now operates
a series of sleeping cars via the Rio
Grande Western. The ordinary
sleepers are entirely new, and the
berths, both upper and lower, are fitted
up complete with mattresses, blankets,
sheets, pillows, curtains, etc., with
stoves arranged for making tea, coffee,
etc., requiring no attention to be
rendered by passengers. Uniformed Pullman
porters are in charge of the cars, who
are required to keep them in good order
and attend to the wants and comforts
of passengers. The cars are very hand-
some and commodious, and while not
so elegant, are just as comfortable as
standard or palace sleepers. Both first
and second-class passengers are per-
mitted to occupy these cars on payment
of the Pullman rates, which are less
than half of the rates charged in the
regular Pullman palace sleeping
cars.

The ordinary sleepers are carried
daily on trains via Rio Grande West-
ern Railway between Denver and San
Francisco and Portland. On these
in each week the sleepers are run
through between Los Angeles and San
Francisco, or Portland and Denver,
Omaha, Chicago and Boston.

For additional details, write for copy
of folder to J. D. Mansfield, 255 Wash-
ington street, Portland, or George W.
Heintz, acting general passenger agent,
Salt Lake City.

Climate, Scenery and Nature's Sanit-
arism.
Scenery, altitude, sunshine and air,
constitute the factors which rapidly
making Colorado the health and
pleasure grounds of the world.

Here the sun shines 357 days of the
average year, and it blends with its
clear, electric mountain air to produce
a climate matchless in the known
world. No pen can portray, no brush
can picture the majestic grandeur of
the scenery along the line of the Denver
& Rio Grande Railroad in Colorado.
Parties going west should travel via
this line which is known all over the
world as the Scenic Line of the world.
For any information regarding rates,
time tables, etc., call on or address R.
C. Nichol, general agent, 251 Wash-
ington street, Portland, Or., or any
agent of the O. R. & N. Co., or South-
ern Pacific Company.

A red-hot poker was used by Harry
Hale at Bellefontaine, Ohio, to open
a whisky barrel. He pressed the poker
into the bung, and the barrel exploded
into a thousand pieces, causing fatal
injuries to Mr. Hale.

Statisticians have been studying up
the Spanish Armada, a stupor of the
statement that never in the history of
Europe has so large a force been sent
by sea as that now on its way to South
Africa. The estimate of the number
sent from Spain in 1588 on the 130
ships of the Armada is this: Sailors,
8,050; galleys slaves, 6,985; soldiers,
18,973; volunteers, 1,882; total, 30,
493. But England is sending 49,000
soldiers and followers, without count-
ing the crews of the transports.

Friction in machinery started 295
fires last year.

Mothers will find Mrs. Winslow's Sooth-
ing Syrup the best remedy to use for their
children during the teething period.

Judge Falconbridge, of the high
court of Canada, has ruled that it is not
compulsory for parents to give evi-
dence that may incriminate themselves
in liquor cases.

Dulano bridge and structural iron
workers want the eight-hour day and
\$2.50.



An Excellent Combination.

The pleasant method and beneficial
effects of the well known remedy,
Syrup of Figs, manufactured by the
CALIFORNIA FIG SYRUP CO., illustrate
the value of obtaining the liquid laxative
principles of plants known to be
medicinally laxative and presenting
them in the form most refreshing to the
taste and acceptable to the system. It
is the one perfect strengthening laxative,
cleaning the system effectually,
dispelling colds, headaches and fevers
and yet promptly enabling one to
overcome habitual constipation per-
manently. Its perfect freedom from
every objectionable quality and sub-
stance, and its action on the kidney,
liver and bowels, without weakening
or irritating them, make it the ideal
laxative.

In the process of manufacturing figs
are used, as they are pleasant to the
taste, but the medicinal qualities of the
remedy are obtained from senna and
other aromatic plants, by a method
known to the California Fig Syrup
Co. only. In order to get its beneficial
effects and to avoid imitations, please
remember the full name of the Company
printed on the front of every package.
CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N. Y.
For sale by all Druggists.—Price 50c. per bottle.

DR. RUSSELL'S CURE FOR
RHEUMATISM
CURED WHEN ALL ELSE FAILS.
Best Cough Syrup, Throat Lozenges, etc.
Consumption

ABOLISHING
THE GRADE CROSSING

THIS is the story of how Chicago
dealt with grade crossings, main-
ly condensed from the chronicle
condensed from the chronicle.
Fifteen years ago Chicago was inter-
sected in every direction and at all pos-
sible angles with railroad tracks. Ev-
ery track was laid at the grade of the
streets or alleys it crossed. Accidents
—generally fatalities, for grade cross-
ing accidents rarely stop short of the
death of the victim—were of daily, al-
most hourly, occurrence. Chicago be-
gan to murmur and rebel against the
grade crossing—was determined to
abolish them once for all.

The railroad companies were willing
to elevate or depress the numerous
tracks, but were not willing to under-
go the hardship and expense of the im-
provement. Guards and watchmen
were stationed at the crossings, time
tables were public property, and the
roads saw no reason why they should
be called upon to bear millions of dol-
lars extra expense to remedy the diffi-
culty.

The grade status in Chicago to-day is
an excellent exemplar of what Chic-
ago has demonstrated daily ever since
the first carload of material was dump-
ed in a riot of way.
The roads did not deny that if the
thing could be done it would be a val-
uable thing for both sides, but the roads
also declined to consider the propo-
sition in any guise. They had laid their
tracks under charters and ordinances,
and complied with the laws, and no
body or corporation could disturb their
possession. They sometimes carried
this contention to such an extent as to
battle among themselves to prevent
some rival line from crossing their
rights of way. Work was done on
Sundays and holidays to evade, if possible,
the interference of police or sher-
iff. But these attempts were always
made by a like determination, result-
ing finally in defeat or compromise.

When the roads learned that the
courts had held that the power lay on
the city, under general regulations of
the city, under charter provisions, to
force changes of grade to
meet modern necessities, they asked
what would be expected to do this, a

new fight was commenced, for they at
first absolutely refused to do any such
thing.
It was discovered to the deep disgust
of the companies that they could not
be forced to alter any grade named and
also be forced to foot the bill. Then
the element of the city which seemed
to have entered into the compromise
in 1880, the companies began to spar
with wind and suggest that each side pay
half.
But the city had not inclined to every
round in the fight. It was notified to
begin the work. No exact plan was
adopted, but promises were
furnished by the city engineer as the
basis for the work. The roads might
object to it in any way which seemed
best to them, provided they did it. But
mastery inactivity they did nothing.
The city sent warning after warning
and even threatened to begin the work
itself. Then the last legal act of the
fight was commenced; injunctions were
applied for.

Meanwhile the general managers had
formed an association for mutual pro-
tection. This was held out to be an
association to protect business, pre-
vent rate-slashing, and by concert of
action get all roads into line on a gen-
eral policy. It was really designed to
fight the elevation scheme. But even
injunction-made laws failed them. For
the courts held that the city had the
power to act. It looked along in the
years just before the World's Fair as if
a direct conflict would take place be-
tween the city officers on one hand and
road employes on the other.

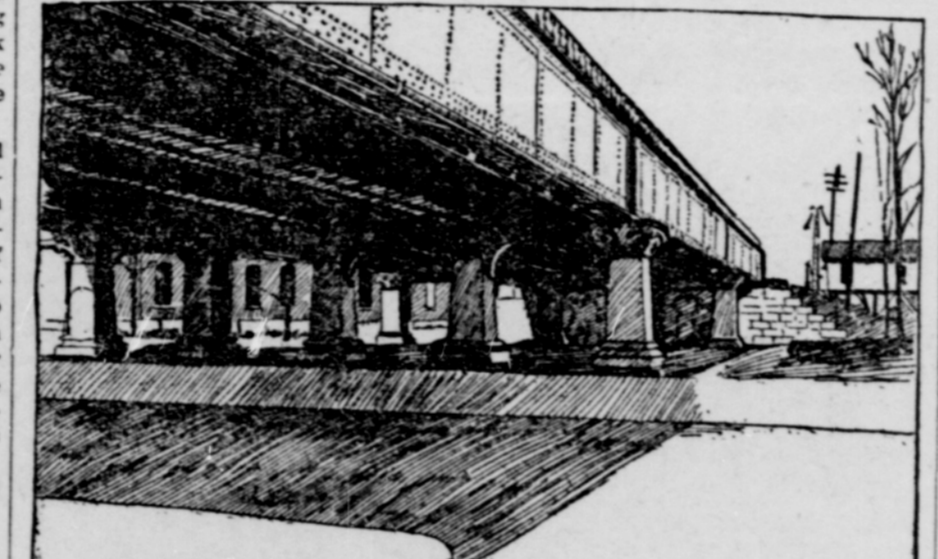
Expert engineers declared that it
would cost as much or more to elevate
or depress the tracks as it had cost in
the original construction of the road.
Road attorneys, using this as a basis,
argued that the hardship on the roads
was so great that even conceding the
power of the city to force action on
the part of the roads, the courts would
force such an extremely high price
for this expense, heavy as it would
be, would be a title when compar-
ed with the loss entailed by the inter-
ruption of traffic. The contentions of
the roads regarding the cost has been
proved to be under rather than over
the actual expenditure. It has cost the
roads about \$30,000 a mile to do the
work. But the alleged loss due to in-
terrupted traffic has been proved to be
but a dream. The roads suffered in-
jury, to be sure, but no line lost a
pound of freight or a single passenger
on this account. The tribunals also
disappointed the legal lights by calmly

got down to business. With every
crossing on grade in the beginning of
the initial year of actual elevation, the
year closed with some fifty miles in
the air and a large number of danger-
ous crossings, especially on the south
side, no longer menaced the people.
Seven years ago every train, freight
or passenger, which entered the city
poked along slowly from the limits to
the depots with very few exceptions.
Ordinances provided that only a cer-
tain speed should be maintained inside
the city limits, that the peril to pedes-
trians or other citizens in the city
might be reduced to a minimum. Some
high rate of speed in the city was
guaranteed at grade intervals for six or
seven miles. Gates were dropped
when the trains were half a mile dis-
tant, and the gangs ratted a mile dis-
tance until after the rushing express
had passed. There is no diminution of
this speed to-day. It is rather increas-
ed, for the trains can run at sixty miles
an hour without running the slightest
risk of killing a citizen at any grade
crossing.

With the World's Fair coming on,
one road saw the advantage of the night
to hurry visitors down to the
grounds. By the time the ceremonies
of dedication in October, 1892, were
all over, the Illinois Central had
elevated its tracks as far south as 63d
street. Like all others, this road found
the whole thing bitterly, but, seeing no
escape, the road accepted the ordi-
nances passed to provide for the work
on its lines. These ordinances are real-
ly plans carefully prepared to obviate
engineering difficulties and enable the
line to elevate or depress the tracks at
the smallest estimated cost. The city
pays nothing, but has enforced its
ordinances until few roads wish to make
the fight any longer.

This beginning inspired the people
and authorities with reason to feel that
the grade crossing would have to go.
It also taught the railroad companies
that all they could do would be to fight
for time; they must all get in the band-
wagon in the end. So when the World's
Fair Mayor was elected it was believed
that considerable progress would be
made. One thing had militated against
progress, and that was that the city
was trying to do too much at once.
The city had been trying to battle the
combined roads as a combination. Ord-
nances were being prepared which
would blankets covering the entire sys-
tem in the city. These necessary failed
from too great complication.

In 1893 a change in plan was inaugu-
rated. It was decided to go to the
roads in detail, taking one or two at a
time. Drawing up ordinances on en-
gineering schedules had been prepared
by the city engineer and the experts of
the roads. All other roads would be left
alone for the time being, the city deter-



SUBWAY, 55TH ST. BOUL. UNDER P. F. W. & C. RAILWAY.

mining to fight the enemy in detail in-
stead of in bulk. The result was ap-
parent, for the roads were tangled up,
and each had its own particular
fight on its hands. The Northwestern
was the second to get to work, for in
1893 plans were submitted for the
elevation of the tracks as it had cost in
the original construction of the road.
Road attorneys, using this as a basis,
argued that the hardship on the roads
was so great that even conceding the
power of the city to force action on
the part of the roads, the courts would
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jury, to be sure, but no line lost a
pound of freight or a single passenger
on this account. The tribunals also
disappointed the legal lights by calmly

FOLIAGE RECALLS BISMARCK.

Branches of Trees Spell Name of Ger-
man Statesman.
Germany's man agreed upon between
still remembered in the fatherland in
many unique ways. Bismarck, it ap-
pears, has left his imprint upon Ger-
many to the extent of controlling the
shape of the trees. This isn't the
pleasantest thing in the world, but
young Kaiser Wilhelm to realize, par-
ticularly when the knowledge is forced
upon him in so abrupt a manner as it
was the other day at Gelsenheim.

The Kaiser was journeying to Aلسع,
On the way he stopped at Monrepos,
Gelsenheim, the greatest fruit nursery
in Germany. The Emperor has rather
a fancy for horticulture, and, indeed,
special hobbies. His host was Baron Von
Lade, proprietor of the orchards. When
the circuit of the orchards and gardens
had been made Baron Von Lade said:
"Now I beg leave to show you my
pride, the finest green tree in the
world." The Kaiser intently con-
sidered to look at the tree and found it
an enormous growth trained to grow in
the outlines of the eight letters of Bis-
marck's name. This very Teutonic
tree had been accomplished by planting
four little trees close together and clip-
ping and training them constantly.

Next to this prize tree was one which
Baron Lade called the "Bismarck cup."
It was ingeniously trained to the form
of a communion cup. These wonders did
not interest the Emperor as the Baron
was obviously vexed.
Indeed, the Baron bethought himself.
He turned to a tiny tree in the adjoin-
ing garden.
"But here, your majesty," he said,
with unction, "is a tree that will help
you and all others. I have called it
"Wilhelm der Grosse." Your majesty
can see that the letters are already
partly formed."

After which the Kaiser went on his
way.
SMALLEST REPUBLIC.
Two and a Half Square Miles, with a
Population of Sixty.
The smallest republic in the world
is that of Tavolara, an island about five
miles long, with an average width of a
little more than half a mile, situated

One of the Michigan food inspectors
who has been making a tour of the
state, says that Michigan's pure food
law is working admirably in dimin-
ishing adulteration. He says that, of late
years, great quantities of imitation
fruit jellies have been sold; these are
made of glucose and corn jelly, colored
to resemble the desired fruit. In one
town the inspector stopped the sale of
imitation strawberry jam, which was
made of corn jelly and glucose, flavored
with strawberry extract, and further
improved by the addition of hayseed.

New Pass in Rocky Mountains.
After numerous hairbreadth escapes a
stumbled onto a new pass. In a like man-
ner, people who believed depression incur-
able are astonished to find that Hostetter's
Stomach Bitters will make the bowels regular,
the liver active, Try it.

An ordinance has been passed in
West Palm Beach, Fla., forbidding fe-
males to enter saunas.

HOW'S THIS?
We offer One Hundred Dollars Reward for any
copy of CATARRH that can not be cured by Hall's
Catarrh Cure.

WEST & TEAL,
Wholesale Druggists, Toledo, O.
WALDRON, FISMAN & MAYNOR,
Retail Druggists, Toledo, O.

TO CURE A COLD IN ONE DAY
Take Laxative Bromo Quinine Tablets.
All druggists refund the money if it
fails to cure. E. W. Grove's signature
is on each box. 25c.

Lightning caused 3,479 conflagra-
tions in 1898.

KILL GERMS OF DISEASE.
The modern way to cure disease is to destroy
the germs. Casco's Candy Cathartic are most
effective germicides, and cleansers. Druggists,
grocers, etc., sell them.

Natural gas was the cause of 94 fires
last year.

VITALITY low, debilitated or exhausted cured
by Dr. King's Kidney and Bladder Pills. Dr. King's
Lectures, Philadelphia, Pa. Dr. King's
Lectures, Philadelphia, Pa.

American shoe manufacturers can
undersell the local producer in South
Africa.

My doctor said I would die, but Pilo's
Cure for Consumption cured me.—Amos
Kaiser, Cherry Valley, Wis., Nov. 23, '90.

Horace Greeley is editor of the En-
terprise at Thornton, Ia.

Lord Kitchener has given Queen
Victoria a large Arabian donkey.

Sponge fruit stains at once with cold
water.

Rev. G. Hay Morgan, of Stamford
England, is both a minister and a
lawyer.

To prevent steel laches and orna-
ments from rusting keep them when
not in use in a box with a little
powdered starch or arrowroot.

Are You Going East?
If so, you should see via
the Great Rock Island route,
and you will get the best.

It has been discovered that what
may be called the first daily newspa-
per was a manuscript letter written by
salariated correspondents and forwarded
by them every 24 hours from London
to the provinces. That was in the
days of the early Stuarts. During the
commonwealth these London letters
were printed in type and circulated
in large numbers. Even so long ago
as 1680 the law of libel was such as to
be characterized by Judge Scroggs as
making any newspaper publication ille-
gal and tending to provoke a breach of
the peace.

Brooklyn hair builders have the
Saturday half holiday and a wage scale
of \$3.25 a day, including Saturdays, on
which the same wage is paid as on the
longer working days.

Lawrence county, in the Black Hills,
claims the honor of producing a greater
amount of gold ore in a day than any
other country in the United States—
4,650 tons, valued at \$40,000.

Day county, S. D., has produced two
crops of oats this season.

BEST FOR THE
BOWELS
CASCARETS
REGULATE THE LIVER

FOR NERVOUS
OVERWHELMED
WOMEN
WEAKLY
DELICATE
PALE
SICKLY
CHILDREN

VIN MARIANI
HAS STOOD THE TEST OF 35 YEARS
EXPERIENCE
ENDORSED BY THE MEDICAL FACULTY
ALL OVER THE WORLD.

Ruptured
truss
hernia
etc.

PHOTO
C. H. WOODARD & CO., 108 Second St., Portland.

The Philosophy of Dead Games.
"Now," said the man who had
yearned for riches, "I will go forth to-
day and risk one more. Success has
attended all my ventures. I have \$9-
90,000. If all goes well today I will
be ten times a millionaire. Then I
will risk no more. Then I will be con-
tent and some one else may step into
the place that I leave vacant." So he
risked again and won the \$10,000 that
he thought he needed in his business;
but the man who lost the money was
not dead game. If he had been dead
game he would have said nothing and
hoped for better luck next time. There-
fore, lacking the qualities that make
for gameness, he jumped upon the man
who had won and thumped him so
hard that he died on the way to the
hospital. There is in the heart of every
man who succeeds here below a soft
spot for the dead game loser.—Chicago
Times-Herald.

A Story With a Moral.
An old sailor once appeared to give
evidence in a case of assault, when he
was asked the following questions:
The Judge—"Where was plaintiff
standing when defendant struck him?"
Witness—"Who are they?"
The Judge—"Don't you know the
difference between plaintiff and defend-
ant?"
Witness—"No."
The Judge—"Well, you are a nice
chap to come here and give evidence!
And you don't know the plaintiff from
the defendant? Where was he when
the man struck him?"
Witness—"About the binnacle!"
The Judge—"About the binnacle!
Where is that?"
Witness—"You are a fine chap
to sit as a judge! And you don't know
where 'about the binnacle' is!"
Its Origin.
"Hoot!" cried the owl ever and
anon.
The fowls of the air and the beasts
of the field stirred uneasily in their
sleep and muttered maledictions.
"Why are they so angry?" asked the
owl at last.

"They are envious, my child," re-
plied the owl, "of my Scotch dialect.
Hoot, hoot!"—Detroit Journal.

The average loss by fire in the United
States has been reduced in 10 years
from \$6,922 to \$1,860. The insurance
loss in the same period was reduced
from \$3,993 to \$1,056.

25c SAMPLE BOTTLE FOR 10c NEXT 30 DAYS
No DISEASE has so baffled the medical
skill of all ages as RHEUMATISM.

and no remedy has ever been known
to cure it until "5 Drops,"
the Rheumatic Cure demonstrated its
wonderful curative power.

It has never failed to cure RHEUMATISM
in any form, Acute or Chronic.

Here is what a Prominent Physician has to say who has had 25
years of active practice of medicine give his testimonial or recom-
mendation to my patients. He says: "I have used '5 Drops' for
many years, and I have never known a case of Rheumatism
which has not been cured by it. It is a reliable remedy for all
ages. I have used it for many years, and I have never known
it fail to cure a case of Rheumatism. It is a reliable remedy for
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