

Railroad Time Table

Arrival and Departure of Passenger Trains

Woodburn-Springfield Branch WEST SCIO	
North.....	7:55 a m
".....	12:20 p m
South.....	12:50 p m
".....	6:24 p m
Corvallis & Eastern MUNKERS	
Albany.....	*7:35 a m
".....	10:55 p m
Mill City.....	10:15 a m
".....	*6:32 p m

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CRUDE MINING IN COLOMBIA.

Natives Used to Pan the Streets of Quibdo For Platinum.

Under the primitive mining conditions of today the Choco district of Colombia stands second only to Russia as a producer of platinum. Most of the gold and platinum exported are obtained by native women, working two or three hours per day. They use the antiquated ground sluicing process as a preliminary to get rid of the coarser gravels and then with their "bateas" separate the metals from the sand and gravel.

The batea is a wooden pan, shaped like a very shallow inverted cone, eighteen inches in diameter and three inches deep at the center, with two small handles or knobs on the rim. The women handle the bateas with great dexterity, throwing off the gravel and sand by a rotary motion and leaving the gold and platinum dust in the common center.

Another method of mining that is extensively employed by these women is diving into three or four feet of water for the sand and gravel containing the metals and bringing it up in the bateas. This method is usually more remunerative than the sluicing process.

The gold workings have existed for centuries, but little has been done in the development of the district. The river gravels were being washed by the Indians long before the advent of the Spaniards, and this region furnished much of the gold that was carried back to Spain. In those days the value of platinum was unknown, and when the Indians brought the metal down to the Spanish headquarters in Quibdo the platinum was thrown away.

Large finds of this discarded metal have been made recently in Quibdo, and frequently the earth excavated for foundations has yielded sufficient quantities of platinum to pay for putting up the building. The natives were beginning to pan even the streets, thus uncovering large amounts of mud, which was injurious to health. A decree was therefore promulgated in 1913 prohibiting any further washing of earth in the streets of Quibdo.—Argonaut.

Tune For Tune.
Frederick the Great made generous presents to all musicians except flute players. He played the flute remarkably well himself. A famous flutist once asked permission to play to the king, hoping that Frederick would show his appreciation of his skill by some valuable gift. Frederick listened attentively while he played a difficult piece. "You play very well," he said, "and I will give you a proof of my satisfaction."

So saying he left the room. The musician waited, guessing at the probable nature of the proof. Presently the king returned with his own flute and played the same piece. Then he bade his visitor "Good day," saying, "I have had the pleasure of hearing you, and it was only fair that you should hear me."

Cecil Rhodes and His Clothes.
Cecil Rhodes was not much of a dresser. When premier of Cape Colony he usually wore a flannel suit which badly wanted cleaning and a dilapidated slouch hat. His successor in office, Sir Gordon Sprigg, who wore a black frock coat even in the hottest weather, once made an effort to enforce the wearing of "respectable" dark clothes in the Cape parliament. But Rhodes would not have it. He said in parliament that if he could not help to legislate in comfortable clothes he would not help at all, and he thought that members would agree with him. They did.

Russian Marriages.
The celebration of a Russian marriage sometimes extends over three days. At the wedding festivities the bride is expected to dance with the men one after another until she drops with sheer fatigue. It is a matter of pride with her to keep going as long as possible, and it is not unusual to find a bride dancing gaily after three days and three nights of vigorous frolic. When a girl is dancing with a man she always holds his pipe. It would be regarded as extremely rude if a man should continue to smoke his pipe in such circumstances.—London Tit-Bits.

FREAK OF A WRECK AT SEA.

Singular Drift of a Ship That Was Cut Completely in Two.

In June, 1897, the German steamship Trave and the ship Fred B. Taylor were in collision about 100 miles southeast of Nantucket, and the Taylor was completely cut in two, so that the bow and the stern parts floated apart. That was a singular thing in itself, but the subsequent behavior of the divided halves was more singular still. Since they floated in a part of the ocean that is much frequented each section of the Taylor was sighted more than a score of times by passing vessels within a few weeks after the accident, and the compilers of the pilot charts at Washington took advantage of that fact to trace the different courses carefully.

Contrary to all probability, the severed parts of the wrecked ship immediately began to drift in opposite directions. The bow started off toward the southwest, while the stern drifted toward the east. Finally the bow began to follow the outline of the coast, keeping about 100 miles away, its course turning rapidly southward to correspond with the sharp bend in the shore line at New York bay. On Aug. 26 it was 100 miles east of Cape Henlopen, at the entrance to Delaware bay, and some 400 miles from the spot where the collision occurred.

In the meantime the stern, after starting toward the east, turned northward, passed Boston 100 miles off the coast on July 9, and having approached within a few miles of Matinens island sheered off to the west and went ashore at Wells beach, on the coast of Maine, on Aug. 7. The length of its wandering course was about 450 miles.

Why did two parts of the same ship thus move in nearly opposite directions? It appears that the shape of the stern portion of the wrecked vessel was such as to present a much larger area to the wind than the bow portion offered. The latter was little influenced by the wind, but obeyed the drift of the ocean water. Between the gulf stream and the American coast there is a current of relatively cold water that flows from the north, and it was this current that carried the bow of the ship along the coast toward the south.

The stern, on the other hand, rising higher out of the water, was seized by the winds, whose general course was from the southwest and south. They prevailed over the ocean current and sent the stern drifting farther and farther north.—Youth's Companion.

The Whole Business.
A very young housekeeper went to market to purchase a spring chicken. After selecting one and inquiring the price she said: "Isn't 3 shillings rather high? The poultier in our road only charged me 2s. 9d. the other day." "With the feet on?" asked the salesman. "No. I believe, now you mention it, the feet were cut off," she replied, with some hesitation. "I thought so," said the man at the stall. "When we sell a fowl here, ma'am, we sell it feet and all."—London Telegraph.

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