

THE LEBANON EXPRESS.

VOL. III.

LEBANON, OREGON, FRIDAY, MAY 17, 1889.

NO. 10.

SOCIETY NOTICES.

LEBANON LODGE, NO. 44, A. F. & A. M.: Meets at their new hall in Masonic Block, on Saturday evening, on or before the full moon.
J. WASSON, W. M.

LEBANON LODGE, NO. 47, I. O. O. F.: Meets Saturday evening of each week, at Odd Fellow's Hall, Main street; visiting brethren cordially invited to attend.
J. J. CHARLTON, S. G.

HONOR LODGE NO. 38, A. O. U. W., Lebanon, Oregon: Meets every first and third Thursday evenings in the month.
F. H. ROSCOE, W. M.

RELIGIOUS NOTICES.

M. E. CHURCH.

Walton Skipworth, pastor—Services each Sunday at 11 A. M. and 7 P. M. Sunday School at 10 A. M. each Sunday.

PRESBYTERIAN CHURCH.

G. W. Gibony, pastor—Services each Sunday at 11 A. M. Sunday School 10 A. M. Services each Sunday night.

CUMBERLAND PRESBYTERIAN CHURCH.

J. H. Kirkpatrick, pastor—Services the 2nd and 4th Sundays at 11 A. M. and 7 P. M. Sunday School each Sunday at 10 A. M.

R. L. McClure,

(Successor to C. H. Harmon.)

BARBER & HAIRDRESSER

LEBANON, OREGON.

SHAVING, HAIR CUTTING AND SHAMPOOING in the latest and best style. Special attention paid to dressing Ladies' hair. Your patronage respectfully solicited.

T. S. PILLSBURY,



JEWELRY,

BROWNSVILLE, - - - OREGON

BURKHART & BILYEU,

Proprietors of the

Livery, Sale and Feed Stables

LEBANON, OR.

Southeast Corner of Main and Sherman.

Fine Buggies, Hacks, Harness and

GOOD RELIABLE HORSES

For parties going to Brownsville, Waverlo, Sweet Home, Scio, and all parts of Linn County.

All kinds of Teaming

DONE AT

REASONABLE RATES.

BURKHART & BILYEU,

—Scent pencils, composed of scented perfume, are a novelty. They are fitted in silver holders, have a tiny ring attached to them for fastening to the watch chain or chatelaine, and when rubbed on the hands or any part of the dress emit a delicate odor.

—A mineral that resembles coal has been found on a farm at Southwest Harbor, Me. It burns briskly till nearly half reduced, and when burning is as soft and ductile as putty. When burned out the substance is black jet and as hard as flint. Rubbed with a woolen cloth it will give a brilliant polish.

—The millionaire railroad man, Colonel Peters, who recently died at Atlanta, was the first person to bring the Angora goat from the Ural mountains to this country. He was a great scholar, and said to be one of the best-read men in the South. In his youth he was an engineer on a Georgia railroad.

—There was a revival of religion at Moberly, Mo., and among the conversions was that of a man who had been a very hard case. When he went forward in the church to make a profession of his faith he surprised the parson and people by handing to the former a bottle half full of whisky and a slung shot. He said that he proposed to renounce all his evils.

CARE OF FLATIRONS.

How to Keep Them in Good Condition and Always Ready for Use.

It is so easy to keep the flatirons in good condition that there is little excuse for any housewife neglecting them, no matter how busy she may be. Any woman can easily tell at a glance when these articles are well kept. Some housewives will have in their possession irons that have been their mother's before them, and though they have been in constant use for years, are still as firm and smooth as any one could wish. Other women, with the same kind of irons, would, by neglect and carelessness, in a year or two render them unfit to use.

Where there are many starched clothes to be done up weekly, it is a good plan to wash the irons once a week, but where plain clothes and only a few starched are to be done, once a month is enough to wash the irons. Take some clean ammonia soap suds, and with a cloth wash the irons well, afterward wiping with a dry cloth, then put on the back of the stove in a clean place to dry thoroughly. To clean the irons always have a piece of coarse sand-paper, or a handful of coarse table-salt on a piece of wrapping-paper, in which to rub them.

Always have the top of the range perfectly clean ere putting on the irons, and never, if it can be avoided, allow them to get too hot. If such a thing does occur, cool them by setting up on end on the hearth. Some women, when in a hurry, cool irons by plunging them into cold water, which is a very poor plan, and those treated in this way will soon be ruined. Never do this or allow it to be done with your irons, unless you are prepared to purchase a new set. There is also the danger of scalding from the steam that suddenly arises when the iron is first placed in the water. Some housewives black and polish the handles and tops of their irons the same as the stove, but it is scarcely to be commended, as there is always a danger of smearing the clothes.

Don't keep the irons on the stove when not in use, for it is sure to harm the temper of the iron, and don't, if it can be avoided, have irons on the stove when cooking, more particularly when the article cooking is one that is apt to flow or boil over, or while frying. After taking an iron from the stove, when wanted for use, first rub it over a piece of heavy wrapping-paper kept for that purpose, then rub the smooth part with a cloth in which is encased a bit of wax. Rub the iron well over a clean cloth and then it is ready for the clothes. In ironing starched clothes, if any of the starch sticks to the iron always scrape it off with a knife ere putting again to heat on the stove.

It is not always the best plan to keep the irons on a mantel or open shelf, although it is the usual way, for they are sure to be dusty when wanted. It is much better to keep them in a dry, closed place, so they may always be ready for use. An old lady of our acquaintance always used the lower oven of the range, which is called the hot closet, but in her range, at least, was misnamed, as it was a very cool place, and was just the kind of receptacle for any thing that was to be kept dry, such as irons.—Boston Budget.

CURIOS PUNCTUATION.

A Number of Specimens Collected by a Fun-Loving Editor.

The following specimens of curious punctuation are given by the Printers' Register: A man who was suddenly taken sick hastened home while every means for his recovery were resorted to. In spite of all his efforts, he died in the triumphs of the Christian religion." "A man was killed by a railroad car running into Boston, supposed to be deaf." A man writes: "We have decided to erect a school-house large enough to accommodate five hundred scholars five stories high." On a certain railway the following luminous direction was printed: "Hereafter, when trains in an opposite direction are approaching each other on separate lines, conductors and engineers will be requested to bring their respective trains to a dead halt before the point of meeting, and be careful not to proceed till each train has passed the other." A steamboat captain, advertising an excursion, says: "Tickets, twenty-five cents; children half-price to be had at the office." A hotel was thus advertised: "This hotel will be kept by the widow of the former landlord, Mr. Brown, who died last summer on a new and improved

plan." "Wanted, a saddle-horse for a lady weighing about 950 pounds." An Iowa editor says: "We have received a basket of fine grapes from our friend W., for which he will please accept our compliments, some of which are nearly two inches in diameter." "Board may be had at No. 4 Pearl street for two gentlemen with gas." Over a bridge at Atlanta, Ga., is the following: "Any person driving over this bridge in a pace faster than a walk shall, if a white man, be fined five dollars, and if a negro, receive twenty-five lashes, half the penalty to be bestowed on the informer." A newspaper contained this: "We have two school-rooms sufficiently large to accommodate three hundred pupils one above another." Another newspaper, in describing the joings of a convention at Cleveland, said: "The procession was very fine, and nearly two miles long, as was also the prayer of Dr. Perry, the chaplain."

SUBSTITUTE FOR GLASS.

The Numerous Advantages of the So-Called Wire-Wove Roofing.

The introduction of a material combining all the advantages of glass with none of the corresponding disadvantages arising from its brittleness will be hailed with interest by every class of the public, who suffer daily in one form or another from the fragile nature of the article it is now sought to supersede. The transparent wire-wove roofing, which is translucent, pliable as leather, and unbreakable, has for its basis a web of fine iron wire, with warp and weft threads about one-twelfth of an inch apart. This netting is covered on both sides with a thick translucent varnish, containing a large percentage of linseed oil. The process of manufacture is conducted by dipping the sheets into deep tanks containing the composition until the required thickness is obtained; the sheets are then dried in a heated chamber, and after being stored for some time till thoroughly set, are ready for use. The sheets can be made any color desired, and range from amber to pale brown. The roofing is very pliable; and bending backwards and forwards without any injury, readily adapts itself to curves or angles in roofing. The new material is not only waterproof, but is unaffected by steam, the heat of the sun, frost, hail, rain, or indeed atmospheric changes of any kind. Being a non-conductor, buildings, winter-gardens and similar structures remain cool in summer and warm in winter. Owing to its lightness as compared with glass—only half a pound per square foot—considerable economy in the iron or timber framing designed to carry it can be secured, whilst saving in carriage is obtained in addition to safety.

Turning now to the question of cost. Wire-wove roofing is more expensive in first cost than ordinary glass; but the many advantages, both in erection and maintenance, already set forth will, in the opinion of those interested in the question, more than counter-balance the primary additional outlay. A material that requires no glazing, can be cut with scissors and fixed with zinc nails, is an economical one to erect. For churches, passages, staircases, special colored varieties to simulate glass similarly prepared are manufactured. Both the Admiralty and War Office have availed themselves of the advantages to be derived from the employment of the new roofing material; whilst it may be added that the Royal Aquarium at Westminster is entirely covered with it.

A list of the many and varied uses to which the wire-wove roofing may be applied would be a long one; amongst others, may be mentioned: Roofs of cotton mills, explosive and other factories, workshops of all classes, breweries, printing-works, railway stations, exhibitions, cricket pavilions, law-tennis courts, verandas, porches and covered ways, bathhouses, engine-room skylights, conservatories, ferneries, garden-frames and summer-houses, kiosks, stables, loose-boxes for horses and cattle, barns, cowhouses and shepherds' houses, pheasants, poultry-runs, fowl-houses and kennels, skylights, markets, schools, laundries, portable buildings, temporary structures, hospital and military huts, and all other buildings requiring to be light and dry.—Chambers' Journal.

BENEFICIAL INSECTS.

Entomological Information for Horticulturists and Gardeners.

At a recent meeting of farmers in Iowa, Mr. C. P. Gillette, speaking of entomology for the horticulturist, said: "It is utterly impossible to definitely draw the line and say just how much

entomology the horticulturist or farmer should know. There is no limit to the information that one might gain in the study of insects that would be a benefit to him in devising methods of prevention and remedy. I shall not go outside of what may be called the essential knowledge to successful warfare against our insect foes.

"The horticulturist should be able to distinguish, injurious from beneficial species. The majority of insects are vegetable feeders, but there are a great many that feed upon or within the bodies of other insects, causing them to die. These latter are called predaceous or parasitic, and in the main are beneficial, as they destroy many injurious forms. When the lice have been mostly eaten from a plant by the lady beetles, the orchardist, finding many of the latter and few of the former, naturally attributes the damage to the beetles, and proceeds to destroy all that he can see. Nature's check is in this way removed, and the lice increase again and the injury goes on perhaps worse than before. It is not at all uncommon for entomologists to receive these little friendly insects from farmers or fruit growers who report them as doing much damage to some tree or plant.

"The lady beetles, or lady birds, as they are often called, are among the most beneficial of our predaceous insects. Their food consists almost entirely of plant lice and the eggs of insects and they should always be protected. Nearly every one knows these insects in their adult state. They are rather small and are shaped much like a Colorado potato beetle, and are usually decorated with bright white or black spots. Who has not said when a child, Lady-bird, Lady-bird, fly away home? Two other very beneficial insects that I can only mention are the larvae of the Syrphus flies and the beautiful lace-winged Chrysopa. These are most commonly found in colonies of plant lice, of which they devour large numbers."

The rule in England, even in cases where there is no doubt that the sentence will be carried out, allows three Sundays only to intervene between the trial and the execution—so that if a man is tried on a Saturday, he has very little more than a fortnight allowed him to prepare; but where there is hope of a reprieve the delay of the announcement that the man is to die till within a few hours of his execution not only adds a torturing element to his punishment which he has not legally incurred, but it limits the time of his real preparation to the one last agitating day when his friends come to take a final leave of him. The matter is not one of minor importance, as was keenly felt, we believe, by the saintly Abbe Croze, the chaplain of La Roquette, in Paris, who ministered to all the culprits that during a period of twenty-five years expiated their crimes on the guillotine.

The French system of leaving a man in complete ignorance of the time when his execution is to take place until the fatal hour actually arrives told very heavily against that good priest's efforts to bring such criminals as Tropan, Avignon and Billoir to a fit state of preparation for their entrance on the dread eternity. The strange laxity of French prison discipline allowed some of these men to be engaged in playing cards with their jailers till within a few hours of their death, but it may be doubted whether the more decent provisions of our English custom, which dedicates a condemned man's last day to farewell interviews with his friends, can avail to render that brief space of time sufficient for the heavy responsibilities with which it is weighted.

—A New York grocer advertises his business by stenciling his name and address in red ink on every egg he sells.

—Miss Carter, a California school teacher, took half a day off recently and cleaned up \$10,000 in a real estate deal before the sun went down.

—Sharks have become so plenty in the harbor of Havana that a sailor's boots thrown overboard will bring half a dozen of the hungry monsters to the surface to inquire what time the sailor himself expects to tumble in.

—A Scotch preacher in London recently, speaking of the frequent complaint of preachers for being dull, gave his hearers this shot: "The fault is not that we are poor preachers, but because you are mighty poor stuff to preach to."

—A Brewer, Me., woman, while hanging out her wash, discovered what appeared to be a patch in a hem of a skirt and, investigating, found it to be a bill, which she had long before sewed into the hem for safe keeping and forgotten.

Oregonian Railway Co. (Limited) Line.

C. M. SCOTT, Receiver.

Take Effect February 18, 1889.
10 o'clock, a. m.

Between Portland and Coburg 123 Miles.

11:30 a.m.	lv. Portland (P. & W. V.)	ar.	4:40 p.m.
4:16 p.m.	lv. Portland (P. & W. V.)	ar.	11:30 a.m.
6:24 p.m.	lv. Portland (P. & W. V.)	ar.	11:30 a.m.
7:20 p.m.	lv. Portland (P. & W. V.)	ar.	7:31 a.m.
8:27 p.m.	lv. Portland (P. & W. V.)	ar.	6:13 a.m.
10:15 p.m.	lv. Portland (P. & W. V.)	ar.	4:30 a.m.

BETWEEN PORTLAND AND AIRLE, 80 MILES.
Foot of Jefferson Street.

11:30 a.m.	lv. Portland (P. & W. V.)	ar.	4:40 p.m.
2:41 p.m.	lv. Portland (P. & W. V.)	ar.	1:36 p.m.
4:56 p.m.	lv. Portland (P. & W. V.)	ar.	10:42 a.m.
7:00 p.m.	lv. Portland (P. & W. V.)	ar.	8:50 a.m.
7:55 p.m.	lv. Portland (P. & W. V.)	ar.	7:52 a.m.
8:30 p.m.	lv. Portland (P. & W. V.)	ar.	6:54 a.m.

Commutation tickets at two cents per mile on sale at stations having agents.

Connection between Ray's and Fairquartz.

Landings made with steamer "City of Salem." Tickets for any point on this line for sale at the United Carriage and Baggage Transfer Company's office, Second and Pine streets, and P. & W. V. Ry. Office and depot, foot of Jefferson street, Portland, Oregon.

CHAS. N. SCOTT, Receiver O. Ry. Co. (Ld.)

Line, Portland, Oregon.

F. D. McCAIN, Train Dispatcher, Dundee Junction, Oregon.

J. McGUIRE, Supt. O. Ry. Co. (Ld.) Line, Dundee Junction.

General Offices, N. W. Corner First and Pine Streets, Portland, Oregon.

THE YAQUINA ROUTE.

OREGON PACIFIC RAILROAD.

Oregon Development Company's Steamship Line.

225 Shorter, 29 Hours Less Time Than by any other Route.

First-Class Through Passenger and Freight Line

From Portland and all points in the Willamette Valley to and from San Francisco, Cal.

OREGON PACIFIC RAILROAD.

TIME SCHEDULE, (Except Sundays.)

lv. Albany 1:30 p.m.	lv. Yaquina 6:40 a.m.
lv. Corvallis 1:40 p.m.	lv. Corvallis 10:25 a.m.
ar. Yaquina 5:30 p.m.	ar. Albany 11:19 a.m.

O. & C. trains connect at Albany and Corvallis.

The above trains connect at Yaquina with the Oregon Development Company's line of Steamships between Yaquina and San Francisco.

SAILING DATES:

STEAMERS.	FROM S. F.	FR. YAQUINA.
Willamette Valley	December 4	December 12
Willamette Valley	December 17	December 24
Willamette Valley	December 20	

This company reserves the right to change sailing dates without notice.

Passengers from Portland and all Willamette valley points can make close connection with the trains of the Yaquina route at Albany or Corvallis, and if destined to San Francisco should arrange to arrive at Yaquina the evening before the date of sailing.

Passenger and Freight Rates Always the Lowest.

For information apply to C. H. HASWELL, Gen'l P't & Pass. Agt., Oregon Development Co., 304 Montgomery St., San Francisco, Cal.

C. C. HOGUE, Act'g Gen. F. & P. Agt., O. P. R. R. Co., Corvallis, Oregon.

Willamette River Line of Steamers,

The "WM. M. HOAG," the "N. S. BENTLEY," the "THREE SISTERS."

Are in service for both passenger and freight traffic between Corvallis and Portland and intermediate points, leaving company's wharf, Corvallis, and Messrs. Hulman & Co.'s wharf, Nos. 200 and 222 Front street, Portland, Mondays, Wednesdays and Fridays, making three round trips each week as follows:

NORTH BOUND.

Leave Corvallis Monday, Wednesday, Friday, 6 a. m.; leave Albany 9:30 a. m. Arrive Salem, Monday, Wednesday, Friday, 3 p. m.; leave Salem, Tuesday, Thursday, Saturday, 8 a. m.

Arrive Portland, Tuesday, Thursday, Saturday, 3:30 p. m.

SOUTH BOUND.

Leave Portland, Monday, Wednesday, Friday, 6 a. m. Arrive Salem, Monday, Wednesday, Friday, 7:15 p. m.; leave Salem, Tuesday, Thursday, Saturday, 6 a. m. Leave Albany 1:30 p. m. Arrive Corvallis Tuesday, Thursday, Saturday 3:30 p. m.

W. L. CULBERTSON, NOTARY PUBLIC

Collections-Conveyancing MONEY LOANED.

All kinds of legal papers drawn accurately and neatly. Any work entrusted to my care will receive prompt and careful attention. Collections a specialty. **Scio, Linn County, Oregon.**