

**PREHISTORIC MINING.**

Some of the Ancient Mines to Be Found in North Carolina.

Clouland, N. C., on the top of Ronne Mountain, is said to be the highest habitation east of the Rockies and the most elevated summer resort on the continent, looking down a mountain, hill top and valley, with the scene below sometimes spread out over fifty thousand square miles, and sometimes the world shut out and nothing visible but storm and cloud far below.

Long before the time of the races at present known, this country was alive with active industry. From the hotel on the one side, you look over inexhaustible veins of iron, and, on the other, over one thousand mines where prehistoric laborers dug out the mica that is found in the stone graves scattered all through the Mississippi valley. There has never been a mica mine found that did not bear traces of having been worked by these people. The mica is found in veins of feldspar from four to ten feet in width, between walls of granite gneiss. Imagine a quantity of plaster of Paris made into a thin paste, then a supply of bricks and of wheat poured into a crevice in the granite dipping an angle of seventy-five degrees; this would represent a mica vein. The plaster of Paris is the feldspar, the bricks the mica, and the wheat the garnets and quartz crystals. The largest blocks of mica are fourteen inches by eighteen; about one-tenth is merchantable, the rest rotten and too small. These mines have been worked for thousands of years, and by skilled workmen with excellent tools.

"A brief description of one of these prehistoric mines will not," remarks a correspondent, "be uninteresting. It is about twelve miles from here and three miles southeast of Bakerville. The mine is in a hill or mountain spur; it was worked on an open earth, out seventeen feet long, and, in some places, eighty-five feet deep. At first, the sides were evidently perpendicular, but it was worked for such a vast period of time that the rock sides disintegrated and wore away until they assumed a natural slope. As the sides wasted, the debris was carried out at the top and thrown over the side. This was carried on through so long a period that the bottom or under side of the dump has become crystallized to a thickness of nearly two feet. At the bottom of the drift, when it was cleaned out a few years ago to work, the rubbish had accumulated to a depth of about ten feet, and on that was growing a white oak with five hundred and twenty-three rings of annual growth. Imagine the immense period of time all this shows to have elapsed since this mine was first opened."—*Midland Industrial Gazette.*

**GOOD STORIES.**

A Follow-My-Leader Game That Was Very Disastrous.

Several "sheep-men" from the Inland Empire were gathered around the stove at one of the hotels discussing the prospects for mutton this winter and wool next spring and the profits to be made by driving sheep to the Willamette to winter, and at last they got to telling stories about sheep.

One told about the captain of a schooner who had a band of sheep on the deck of his vessel. As he was turning and twisting the wheel to keep the schooner on her course the old man, who headed the flock, taking umbrage at his motions, came up behind him and at one fell swoop butted him over the wheel. The enraged captain seized his woolly assailant and threw him overboard, when, presto! away went the whole flock, popping over the rail, one after another, into the sea. Boats were lowered and with much labor a portion of the flock was saved.

Another told a story which illustrated the name follow-my-leader trait in the character of sheep. At a port on the sound one evening just after the deck hands had got all the freight stowed away, there came down five hundred sheep to be put on board. All hands were vexed because of the delay and trouble connected with shipping them, but finally a pen was made of hurdles between decks and a gangway rigged, and in the dusk all was ready to take the sheep on board, and they were started down the gangway. The first one, as he struck the deck, saw an opening in the other side of the boat, across which a hurdle had been placed. Instead of going along to the corral prepared, this sheep made a running jump, cleared the hurdle and landed in the salt chuck alongside. Every one of the band followed suit, and in a short time five hundred sheep were struggling in the water. The captain, having seen the last one go down the plank, yelled out: "All right down there?" An answer came back: "All right, sir; send them down." "Send them down," roared the captain, "haven't you the sheep down there?" "Not a sheep, sir," was the reply, and investigation showed that there was not a sheep on the boat. The captain could not delay any longer and so steamed away, and only a small number of the sheep ever got ashore.—*Portland Oregonian.*

"My hands are awfully cold," said the pretty girl suggestively on the last quarter of a starlit sleigh ride. "Why didn't you bring a muff with you?" asked the practical young man prosaically. "I did!" she snapped, but she wouldn't explain where the muff had gone to, and he has been wondering ever since just what she meant.—*Somerville Journal.*

**HEALTHY RIVALRY.**

How a Patriotic St. Paul Boy Conquered His Mother's Wrath.

"Why, what in the world have you been doing?" demanded a St. Paul mother of her hopeful as he came in looking as if he had been caught between two cyclones.

"Oh, thunder, ma, I'm all right—you orter see the other feller."

"Thomas Rutherford! have you been fighting again?"

"Yes, but I licked."

"That makes no difference, I shall have to punish you."

"Oh, hold on now, ma, you don't know 'bout it."

"I don't want to know about it."

"Yes you do. You see there was a boy come down from Minneapolis and we gotta talk 'bout the two places and blowin' a little and I said we had fifty cases of the mumps in St. Paul and blamed if he didn't up and say they had seventy-five in Minneapolis and—"

"Did you go for him then, my son?"

"You bet I did, ma. I waded right into him and give him the daisiest sluggin' he ever got and choked him till he said there wasn't a single mump in his blamed old town."

"Did you? That's right, my child, I'm proud of you. You shall go to the circus when it comes."—*Estelline (D. T.) Bell.*

**NOT POISONOUS.**

The Funny Mistake Made By a Good Parson in a County Jail.

One never likes to be laughed at under any circumstances, but the minister mentioned in the following incident probably laughed himself over the mistake he had made. He certainly did if he had any sense of humor. He was visiting recently the jail at Vinton, to minister to the spiritual wants of the prisoners.

On entering the jail he met two men in the corridor who looked as if they might need a little good counsel. Being a prompt, outspoken man, the minister went straight to business, first addressing the elder of the two men, when something like the following dialogue occurred:

Minister—How long have you been in here?

"About two hours."

There was a short pause. The clergyman looked at him curiously for a moment; then he turned to the younger man and said:

"How long have you been in here?"

"I came in with him," pointing to the elder man.

Another pause ensued, and another question was fired at the elder of the two:

"What are you here for?"

"Well, I came here to fix the gas-pipes," was the prompt answer. "Do you object?"—*Youths' Companion.*

**SALISBURY STEAK.**

A Not Unpalatable Dish Which Contains All the Strength of the Beef.

The Salisbury steak is made by taking the best slices of the "round" on the beef, and chopping it with dull knives. The object is not to cut, but rather pound the meat. By thus treating it, the pulp comes to the top, and the tough, fibrous portion remains below. This pulp is scraped off and made into cakes, like sausage cakes, or into the shape like a good-sized steak, and gently broiled on a gridiron. It has been found that meat gently cooked is more digestible than raw. The fire must be good, so that the meat may be rapidly broiled, that is, be cooked on the outside and almost raw inside.

A little salt and pepper and a small amount of butter added make a not at all unpalatable dish, and one which contains all the strength of the beef, with the tough, indigestible portion entirely separated. This diet is used exclusively in chronic cases by physicians professing to treat according to the Salisbury method. They use but few drugs, and what they use are mainly tonics. The diet is used not only in diseased digestion, but diseases of liver, kidney, stomach, bowels, nerves, etc., and remarkable results are said to have been obtained.—*N. Y. Medical Times.*

**THE BUSY BEE.**

The Peculiarities of the Queen, Drones and Honey-Bees.

A swarm of bees contains one queen, thousands of workers, and in the summer season a limited number of drones. The queen is the only fully-developed female in the swarm, and usually lives from four to six years. The queen has a sting, yet may be handled with impunity, for, except in combat with a rival queen, she will not use it. The working bee is much smaller than the queen, and on it devolves all the labor of the swarm. It possesses an instinct which is but very little inferior to the reason in the human family. The drone is the male bee, and swarms should not be permitted to raise a large number of these non-producers, as it takes a great deal of honey to support them in idleness for several months. The natural increase of the honey-bee is very imperfectly understood. The queen lays all the fertile eggs in the swarm. A high temperature will forward, while low temperature will retard the maturing of the brood. The controlling of swarming is now perfectly understood, and it is important that the beekeeper should become acquainted with the best method.

**Northern Pacific Railroad**

Is the line to take To All Points East and South.

It is the DINING CAR ROUTE. It runs Through VESTIBULED TRAINS EVERY DAY IN THE YEAR to

**ST. PAUL**  
—AND—  
**CHICAGO.**

(No Change of Cars.)

Composed of DINING CARS unsurpassed, PULLMAN DRAWING ROOM SLEEPERS of latest equipment.

**TURIST SLEEPING CARS.**

Rest that can be constructed, and in which accommodations are both free and furnished for First or Second-Class Tickets, and

**ELEGANT DAY COACHES.**

A CONTINUOUS LINE connecting with ALL LINES, affording DIRECT and UNINTERRUPTED SERVICE.

Pullman Sleeper reservations can be secured in advance through any agent of the road. THROUGH TICKETS to and from all points in America, England and Europe can be purchased at any Ticket office of this Company. Full information concerning rates, time of trains, routes and other details furnished on application to any agent, or

**A. D. CHARLETON,**

Assistant General Passenger Agent, No. 121 First St., Cor. Washington, PORTLAND, OREGON.

**Oregonian Railway Co. (Limited) Line.**

C. M. SCOTT, Receiver.

To Take Effect June 23, 1889. 10 o'clock, p. m.

Between Portland and Coburg 123 Miles.

8:30 a.m.	lv. Portland (So. Pac. Co.) ar.	3:45 p.m.
12:10 p.m.	Silverton	12:10 a.m.
2:45 p.m.	West Seilo	10:30 a.m.
3:45 p.m.	Spicer	9:32 a.m.
5:01 p.m.	Brownsville	7:42 a.m.
6:50 p.m.	Coburg	6:30 a.m.

BETWEEN PORTLAND AND AIRLIE, 80 MILES. Foot of F Street.

7:30 a.m.	lv. Portland (P. & W. V.) ar.	6:20 p.m.
9:22 p.m.	Lafayette	9:22 a.m.
12:10 p.m.	Sheridan	2:17 p.m.
2:11 p.m.	Ballas	12:07 p.m.
2:35 p.m.	Monmouth	11:22 a.m.
2:55 p.m.	Airlie	10:25 a.m.

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

Connection at Mt. Angel with stages for and from Willhoit Mineral Springs.

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.

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

Line, Portland, Oregon.

HENRY W. GODDARD, 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, 20 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 1:00 p.m.	Lv Yaquina 9:45 a.m.
Lv Corvallis 1:40 p.m.	Lv Corvallis 10:35 a.m.
Ar Yaquina 5:20 p.m.	Ar Albany 11:30 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.	FM YAQUINA.
Willamette Valley	July 11.	July 16.
Willamette Valley	July 21.	July 26.
Willamette Valley	July 31.	August 6.

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. HAWWELL, Gen'l Frt. & Pass. Agt. Oregon Development Co. 304 Montgomery St., San Francisco, Cal. C. C. HOGVE, Agt. Gen. F. & P. Agt. O. P. R. R. Co., Corvallis, Oregon.

**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, 5 a. m. Arrive Portland, Tuesday, Thursday, Saturday, 2:30 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 8:30 p. m.

**MUCH THE NEWEST,**

Nobbiest and Largest Stock of

**CLOTHING**

In the County, is now to be Seen on the Counters of

**--L. E. BLAIN,--**

Of Albany, Oregon.

When you want to "dress up," we would be glad to show you through and make the right price.

Merchant Tailoring a specialty. Mr. E. A. SCHEFFLER is an expert, and has charge of this department. We guarantee satisfaction.



**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.

**O. P. COSHOW & SONS, REAL ESTATE**

**INSURANCE AGENTS, BROWNVILLE, OREGON.**

Collections made, conveying and all Notarial work done on short notice.

**LEBANON**



**Meat Market, Ed Kellenberger, Propr.**

Fresh and Salted Beef and Pork MUTTON, PORK, SAUSAGE, BOLOGNA and HAM Bacon and Lard Always on Hand Main Street, Lebanon, Or.

**BANK OF LEBANON, LEBANON, OREGON.**

Transacts a General Banking Business ACCOUNTS KEPT SUBJECT TO CHECK.

Exchange sold on New York, San Francisco Portland and Albany, Oregon. Collections made on favorable terms.

**G. T. COTTON,**

DEALER IN

**Groceries and Provisions.**

**TOBACCO & CIGARS,**

SMOKERS' ARTICLES,

**Foreign and Domestic Fruits,**

**CONFECTIONERY**

Queenware and Glassware.

Lamps and Lamp Fixtures.

PAY CASH FOR EGGS. Main St., Lebanon, Oregon.

**SCO LADN CO., SCIO, OREGON.**

Buy and Sell Land,

**LOAN MONEY**

**Insure Property.**

NOTARY PUBLIC.

Any information in regard to the cheap Land in the garden of Oregon furnished

If any dealer says he has the W. L. Douglas shoes without name and price stamped on the bottom, put him down as a fraud.



**W. L. DOUGLAS \$3 SHOE FOR GENTLEMEN.**

Best in the world. Examine his \$3.00 GENUINE HAND-SEWED SHOE. \$4.00 HAND-SEWED WELT SHOE. \$3.50 POLICE AND FARMERS' SHOE. \$3.50 EXTRA VALUE CALF SHOE. \$2.50 WORKINGMAN'S SHOE. \$2.00 and \$1.75 BOYS' SCHOOL SHOES. All made in Congress, Button and Lace.

**W. L. DOUGLAS \$3 SHOE FOR LADIES.**

Best Material. Best Style. Best Fitting. If not sold by your dealer, write W. L. DOUGLAS, BROCKTON, MASS. Examine W. L. Douglas \$2 shoes for gentlemen and ladies.