

Lebanon Express.

FRIDAY MARCH 15, 1895.

STATE AND COAST.

Taken From Our Exchanges Through-out the Northwest.

Toledo has no barber, the city barber having gone elsewhere.

The spring run of salmon has begun jumping already in Rogue river.

The salary system has saved Baker City \$3,663.28 in two months.

A movement is on foot to establish a free ferry on the Willamette at Corvallis.

The steamer Alcatraz is unloading 50 tons of track iron at Marshfield for the Coos bay railroad.

La Grande has adopted an ordinance punishing the sale of scandalous publications by fine and imprisonment.

The state university students are collecting the native flowering plants of Oregon and putting them out in the campus.

Scales & Son, of Combs Canyon, Umistilla county, have 8000 sheep this spring on their range. It takes 15 dogs to herd them.

The new creamery company at Albany have elected officers, and is receiving handsome subscriptions toward sites for the creamery.

Florence is jubilant as the presence there of three contractors who are figuring on the \$20,000 contract for improving Siuslaw harbor.

The 8-year-old son of Mrs. S. M. McLane of Lyons, while chopping wood a few days ago, cut three fingers off of the left hand of his 5-year-old brother Robbie.

Lane county towns have lost population the past year, while the county districts show a corresponding increase. Hard times send the people out in the country to work.

Dennis Crowley, one of the pioneers of the Kalamath county, has become totally blind, this great calamity being caused by snow-blinding two years ago this winter.

Wm. C. Knighton, one of Salem's architects, has prepared plans for a \$5,000 residence for Judge L. Flinn of Albany, to be erected on his property at the corner of Fifth and Vine streets. The structure will be two stories with an attic and seven foot basement.

The Salem Statesman intimates that Secretary of State Kincaid contemplates refusing to draw warrants for the holdover commissioners. This would make these officials plaintiffs in an action to test their right to hold over, and would in a measure throw the burden of proof upon them.

At the Dayton school meeting a resolution was adopted setting aside the action by which bonds to the amount of \$8,000 were voted to build a brick schoolhouse. A proposition is now before the district to vote bonds to the amount of \$4,000 to build and furnish a four-room frame building. The vote on this proposition will be taken on the 25th.

A large amount of beet seed for experimental purposes was distributed among Union county farmers last season. The results are satisfactory, the percentage of sugar being about 18. Some amounts raised were: C. E. Davis, 47 tons and 69 pounds per acre; C. C. Bidwell, 57 1/2 tons. A. J. Good-brow, 75 tons; and John Fraser, 51 tons and 480 pounds.

The contractors on the government reclamation work at Corvallis have arranged to procure the rock from the mountains near Detroit, on the Oregon Pacific railroad. It was intended to ship by river from Rogue Vista, but the low stage of water has caused the contractors to change their plans, and they will ship by the Oregon Pacific railroad 10 carloads a day until the work is completed.

THE WEATHER ON MARS.

Visible Evidences of a Warm Spell on the Planet.

An Extensive Thaw Observed Which Indicated a Summer Season in the Southern Hemisphere of Our Neighboring World.

Among the most interesting observations of Mars during the recent opposition were those relating to the gradual disappearance of the snow cap surrounding its southern pole. The disappearance was due, of course, to the fact that it was summer in the southern hemisphere of Mars, and the polar snow melted more and more rapidly as the sun rose higher upon them. Yet, although the reason was plain, and because it was plain, one could not watch the process without experiencing a strange feeling that amounted almost to awe. It is quite easy, says the Scientific American, to think disjunctly of the possibility that some things may go on in other worlds just as they do in this one as long as your eyes have not confirmed what is in your mind; but when peering through a telescope you actually behold such occurrences, the effect is startling. It is like coming suddenly in broad daylight upon the scenery of a dream. On June 1 the snow around the south pole of Mars was 2,400 miles across. A snow cap of proportionate dimensions on the earth would, in the northern hemisphere, extend as far south as St. Petersburg, the southern point of Greenland and Mount St. Elias in Alaska. By July 1 the diameter of the snowy area had diminished to about 1,500 miles. On August 1 it was only 1,100 miles and on August 31, the date of the summer solstice in the southern hemisphere of Mars, the snow cap was but 500 miles across. But heat accumulates in a Martian summer after the sun has begun to decline, just as it does upon the earth, and accordingly the melting of the snows continued after the solstice was passed. At the end of September the diameter of the snow-covered region was only about 350 miles, and at the opening of November it was less than 200 miles.

Now comes a curious fact. About the middle of October it was reported that the polar snow cap of Mars had vanished; some of the most powerful telescopes failed to reveal a trace of it! Yet it is not probable that it had actually entirely disappeared. The explanation of the apparent disappearance is no doubt to be found in the fact that as the snow area diminished it left the pole uncovered by receding to one side, for previous observations have shown that on Mars, as on the earth, what may be called the "pole of cold" does not correspond in location with the pole of the planet's axis. Schiaparelli's observations in 1877 and 1879 showed that the center of the snow cap during its minimum in those years was displaced toward that side of the pole corresponding to an arcographic longitude of about 40 degrees. With the other side of the planet turned toward the earth the snow cap would have been invisible, being, so to speak, hidden behind the pole. This is apparently just what occurred in the middle of October last. The south pole was then free from ice, and the center of the snowy region was displaced, as in 1877 and 1879, along the meridian of 40 degrees. But it was on the other side of the planet which was at that time presented toward the earth during the best hours for observation, and consequently no polar snow was seen; not because it had no existence, but because it was concealed.

It is probable, however, that at its minimum the snow cap was exceedingly small, perhaps less than one hundred miles in diameter. No such rapid and extensive disappearance of snow and ice ever occurs upon the earth, although the advocates of an open polar sea may find encouragement in the fact that the uncovered south pole of Mars corresponds in color and general appearance with what are believed to be the water areas of that planet, while what remains of the snow cap in such circumstances rests apparently upon a mass of land, perhaps no more than an island rising out of the polar ocean. Owing to the larger eccentricity of its orbit, the extremes of temperature on Mars are greater than upon the earth, although the total amount of the solar heat received by the planet is less than half as much as we get. But more important than these differences is the rarity of Mars' atmosphere, which has been so clearly demonstrated by the recent spectroscopic observations of Prof. Campbell. It may not be scientific, but it is certainly human to ask whether it is probable that human beings resembling ourselves were included in the field of view of our telescopes last autumn, while we watched the southern snows of Mars sparkling to the sun and melting away at its ardent touch. If such beings are there they must exist in an atmosphere less than one-quarter as extensive as the earth's.

House Unearthed Near Pompeii.

A valuable discovery has been made at Pisanella-Settefini, near Pompeii, on the property of a certain M. Vincent de Procco. A house has been unearthed which was covered at the time the city was buried, and it is said to be in a more perfect condition than any building yet discovered. It contains several large apartments, and three bathrooms with the basins in sculptured marble, and with leaden pipes ornamented with bronze faucets. The three rooms correspond, says a writer, in describing the discovery, to the "calidarium, tepidarium, and frigidarium, which were always to be found in ancient houses of the first class. In consequence of the eruption of Venus, A. D. 79, the Pompeian houses brought to light heretofore have been roofless, almost without exception. Fortunately, however, that on the property of M. de Procco is perfect, and archeologists are happy over that fact. The roof measures almost forty-four feet in length."

STAGE COACH DAYS.

How People Traveled in the Middle States Forty Years Ago.

Forty-two years ago last New Year's day the last through United States mail arrived by stage coach from Baltimore at Wheeling, W. Va., says the Baltimore Sun. John E. Reeside, now a resident of Baltimore, was in charge of the stage which made the last trip, arriving in Wheeling New Year's day, 1853.

Mr. Reeside's father, the late James Reeside, was a pioneer in this travel. The son entered the same business when about fifteen years old, and continued extending stage-coach lines westward until they reached the Pacific coast. Railroads followed in the wake of the coach lines and took away their business of carrying passengers and mails.

Probably the most interesting of Mr. Reeside's experiences were in connection with the national road, or "old pike," projected by the national government in 1804. This road extended from Cumberland, Md., westward over the Alleghenies to the Ohio river. It was the main artery of travel for passenger, mail and freight traffic until the Baltimore & Ohio railroad took its place.

From Baltimore to Cumberland the turnpike was older, having been constructed by private persons and companies.

"The stage-coach headquarters in Baltimore," said Mr. Reeside, "were at old Barnum's hotel and the Fountain inn, which stood on the site of the Carrollton hotel. The coaches used were open at the front and sides, with seats for eleven passengers besides the driver. All seats faced the front of the vehicle. Saddlebags, which were carried in that time for baggage, were hung on the posts supporting the top of the stage. A small rack behind for trunks was seldom used. A tin lantern, with a tallow dip, placed over the driver was used at night.

"Four strong horses drew these coaches, with relays every ten or twelve miles at stages or stations, from which probably came the name of the vehicle. The average rate of fare was six cents a mile. At first travel was only in the daytime, with stops over night at the numerous excellent inns or taverns which lined the road.

"One of the great obstructions to travel along the road were large droves of cattle, sheep and hogs being driven from western plains to eastern markets. The cattle especially, with their long horns pointed toward the oncoming coach, made a formidable obstruction.

"The two hundred and seventy-two miles from Baltimore to Wheeling were first made in four days, with nightly stops. The best stage coach time was afterward reduced to fifty hours by the old Eclipse line, established by James Reeside."

Mr. Reeside is probably the only surviving stage coach contractor of national prominence. He is a native of Cumberland. Samuel Lurcan, said to be the oldest living stage coach driver, now lives in Cumberland.

TERRAPINS AS PETS.

Easily Tamed and May Be Taught to Do Certain Tricks.

The latest fad in the way of domestic pets is the diamond-backed terrapin. They can be found now in artists' studios, men's smoking-rooms, and even in the ladies' boudoirs, says the New York World.

The terrapin is a most convenient pet so far as feeding him is concerned. You can train him to eat almost anything in the way of meat, or if you do not give him anything to eat at all for a year or so it does not appear to distress him to any great degree. It only increases his wakefulness and activity. At first he will only feed in water, and will eat nothing but hard or soft shell crabs and clams. He is especially fond of the former. After a time, however, as he becomes more domesticated, he will readily devour cooked beef or mutton chopped up fine, and will learn to take it out of your hand.

When first introduced into the domicile the diamond-back is very restless. He seems to want to investigate every possible corner of the house. But no soon as he has taken the bearings of his quarters he subsides into a condition of quiet content and will allow you to try to teach him tricks. Everybody who possesses a diamond-back speaks of the readiness with which they can be tamed.

A well-known New Yorker declares that he has succeeded in teaching his terrapin to do the danse du ventre. But this cannot be verified.

EXTRAORDINARY VITALITY.

The Longevity of Toads and Frogs Said to Be Surprising.

The persistence of life in frogs is very long. Spallanzani preserved some frogs in a mass of snow for two years. They became dry, stiff and almost friable, but a gradual heat brought them back to life. Valpian observed a return of life in frogs and salamanders that had been poisoned with curate and nicotine. In both cases the animals in question had been for several days in the condition of endavors. Toads have been shut up in blocks of plaster, and then, having been deprived of all air except what may penetrate through the material, and of all sources of food, resuscitated several years afterward. The question presents one of the most curious problems that biological science has called on to explain. The longevity and vital resistance of toads are surprising. Besides the experiments we have cited, nature sometimes presents some already made, and vastly more astonishing. Toads are said to have been found in rocks. Such cases are rare, but it would be as unreasonable to doubt them as to believe in some of the miraculous explanations that have been made of the matter. The phenomenon is marvelous, it is true, but it is supported by evidence that we are not able to contest; and skepticism, which is incompatible with science, will have to disappear if rigorous observation shall demonstrate it.



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THE GREAT LIVER, KIDNEY AND CONSTIPATION CURE.

The Manager of our Company is a practical physician and chemist, and nothing will pass through his hands without being first tested and proven fully up to the standard.

We ask you to procure a bottle of

LIVERINE

from your druggist. If he does not have it in stock, ask him to send to the ANCHOR S. CHEMICAL Co., Lebanon, Oregon, or to any wholesale drug house, where it is to be had in any quantities desired.

LIVERINE is pleasant to take. Any child will take it with a relish. Even a babe will not refuse it.

The properties of LIVERINE are mildly laxative in small doses and actively purgative when taken in full doses. It acts on the liver as no other compound does—mildly, thoroughly, without creating nausea, vomiting or griping. The latter quality has made it a general favorite with women before and after confinement.

LIVERINE is also an excellent KIDNEY COMPOUND.

A genuine renovator of the system without leaving any bad after effect.

LIVERINE has to equal for the relief of INDIGESTION, caused by defective action of the Liver or obstructed Kidneys.

LIVERINE cures sour stomach, bilious and sick headaches, bitter taste in the mouth, dizziness, roaring ringing in the ears, liver coughs, pain and soreness in the stomach, jaundice, and all other affections of the human system caused by defective LIVER.

LIVERINE is a positive and certain cure for chronic

CONSTIPATION

or diarrhea caused by derangement of the Liver. Pain in the back, acute pain or aching in the hips, running down the thighs and legs, a heavy sediment in the urine, pain or soreness in the bladder, pain in passing urine are permanently cured by the proper use of LIVERINE.

After taking LIVERINE for a time it frequently communicates a bright, healthy glow to the urine, proving that the bile is being eliminated through the kidneys as it should be.

A continued use of LIVERINE increases instead of destroying the appetite. By its wonderful tonic effect it differs from other preparations by the dose not having to be increased by long taking. It may be taken by young or old with perfect safety.

LIVERINE is a purely VEGETABLE preparation, and has been submitted to the test of some of our best physicians, who speak in its praise.

The dose for an adult is from a teaspoonful to a tablespoonful three times a day, before meals. Dose for a child one year old 20 to 30 drops, increased or decreased as required.

Some of the most prominent people of this city and Albany have been taking LIVERINE for two months past, and are loud in its praise.

ANCHOR S. CHEMICAL Co.

SHILOH'S CURE, the great Cough and Croup Cure, is in great demand. Pocket-size contains twenty-five only 25c. Children love it. Sold by N. W. Smith.

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First-class cedar posts for sale cheap. Call on or address Walter Brown, Albany office, at Frenchie's jewelry store or see in A. Wickham at Lebanon.

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BASIGR & WHIDBEE, Proprietors.

We carry first class meat, such as Beef, Mutton, Veal, Etc. and will endeavor to treat all customers fair.

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Express trains leave Portland daily:

6:15 P. M.	Lv. Portland	Ar. Albany	4:20 A. M.
10:20 P. M.	Lv. Albany	Ar. Albany	4:25 A. M.
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The above trains stop at all stations from Portland to Albany inclusive; also Tangent, Halsey, Halsey, Harrisburg, Junction City, Irving, Eugene and all stations from Roseburg to Ashland inclusive.

Roseburg mail—daily:

8:30 A. M.	Lv. Portland	Ar. Albany	4:20 P. M.
12:45 P. M.	Lv. Albany	Ar. Albany	12:30 P. M.
5:30 P. M.	Ar. Roseburg	Lv. Albany	7:00 A. M.

Local passenger trains—daily (except Sunday):

8:30 A. M.	Lv. Albany	Ar. Albany	10:40 A. M.
9:20 A. M.	Lv. Albany	Ar. Albany	9:40 A. M.
4:30 P. M.	Lv. Albany	Ar. Albany	6:45 P. M.
5:20 P. M.	Lv. Albany	Ar. Albany	5:50 P. M.

Dining Cars on Ogden Route. Pullman Buffet Sleepers

Second-Class Sleeping Cars Attached to all Through Trains.

West Side Division. Between Portland and Corvallis.

Mail trains—daily (except Sunday):

7:30 A. M.	Lv. Portland	Ar. Albany	5:35 A. M.
12:45 P. M.	Lv. Albany	Ar. Corvallis	1:00 P. M.

At Albany and Corvallis connect with trains of Oregon Pacific railroad. Express train—daily (except Sunday):

4:30 P. M. Lv. Portland Ar. Albany 8:25 A. M. 7:25 P. M. Lv. Albany Ar. Albany 5:50 A. M.

