

HOW LINCOLN CLIMBED.

A Long, Hard Path to Reach a Good Fee Before the Supreme Court.

The lawyer who works his way up from a five dollar fee in a suit before a justice of the peace to a \$5,000 fee before the supreme court of his state has a long and hard path to climb. Lincoln climbed this path for twenty-five years, with industry, perseverance, patience—above all, with that self control and keen sense of right and wrong which always clearly traced the dividing line between his duty to his client and his duty to society and truth. His perfect frankness of statement assured him the confidence of judge and jury in every argument. His habit of fully admitting the weak points in his case gained him their close attention to his strong ones, and when clients brought him questionable cases his advice was always not to bring suit.

"Yes," he once said to a man who offered him such a case; "there is no reasonable doubt that I can gain your case for you. I can get a whole neighborhood at loggerheads; I can distress a widowed mother and her six fatherless children and thereby gain for you \$300, which rightfully belongs, it appears to me, as much to them as it does to you. I shall not take your case, but I will give you a little advice for nothing. You seem a sprightly, energetic man. I would advise you to try your hand at making \$600 in some other way."

He would have nothing to do with the "tricks" of the profession, though he met these readily enough when practiced by others. He never knowingly undertook a case in which justice was on the side of his opponent. That same inconvenient honesty which prompted him in his storekeeping days to close the shop and go in search of a woman he had innocently defrauded of a few ounces of tea while weighing out her groceries made it impossible for him to do his best with a poor case. "Sweet," he once exclaimed, turning suddenly to his associate, "the man is guilty. You defend him; I can't," and gave up his share of a large fee.—Helen Nicolay in *St. Nicholas*.

STAGE EPIGRAMS.

The theater is the chastener of life.—Euripides.

An actor is a public instructor.—Euripides.

The theater is the mirror of life.—Sophocles.

Actors are the only honest hypocrites.—Hazlitt.

The theater is the devil's own territory.—Edward Allyn.

The stage represents fiction as if it were fact.—Betterton.

The stage is the field for the orator as well as the comedian.—Roscius.

A passion for dramatic art is inherent in the nature of man.—Edwin Forrest.

The drama is the most refined pleasure of a polished people.—Dion Boucault.

It is in drama where poetry attains its loftiest flight.—Don Luis I. of Portugal.

The stage is more powerful than the platform, the press or the pulpit.—Anna Dickinson.

A comedy is like a cigar; if good, every one wants a box; if bad, no amount of puffing will make it draw.—Henry James Byron.

Some Big Oysters.

The usual size of the shell of an oyster is three to five inches, but away back in tertiary times there were oysters in California that had shells thirteen inches long and seven or eight inches wide. The animal and shell doubtless weighed fifteen or twenty pounds, since the shells were five inches thick. These oysters have long been extinct, but their fossil shells are abundant. If the oyster farmer could produce individuals of such enormous size now and the flavor were good in proportion to its size we would be most fortunate. In that case a single oyster would be enough for one stew at the church festival.—*St. Nicholas*.

The First Skates.

As late as the sixteenth century skates in England were very primitive, for we learn that the London apprentices used to tie the bones to their feet and under their heels. Writing in 1661, Evelyn speaks of "the strange and wonderful dexterity of the sliders" in St. James' park, "performed before their majesties by divers gentlemen and others with sheets, after the manner of the Hollanders, with what swiftness they pass, how suddenly they stop in full carriage upon the ice."

An Eskimo Dainty.

The greatest treat known to the Eskimo boy or girl is a lump of sugar. Perhaps you think there is nothing very strange in that. The strange part is the very funny way they have of eating the sugar. They roll the sweet morsel in a piece of tobacco leaf. This they place in their cheek and, smacking their lips delightedly, hold it there until it is dissolved. This dainty is called "alooop" and is the choicest morsel known to the little Eskimo stomach.

Different Service.

"Yes, sir," said the soldierly looking man, "I have spent fifteen years of my life in the service of my country."

"So have I," volunteered the low browed individual, offering his hand.

"What were you in for?"—*Houston Post*.

The Way of It.

The Missus—Mary Ann, please explain to me how it is that I saw you kissing a young man in the kitchen last night. The Maid—Sure, I dunno how it is, ma'am, unless yez were lookin' through the keyhole.—*Cleveland Leader*.

Some Cute Sayings By the Little Folks

"HOW do you know that you have a soul?" asked the Sunday school teacher.

"Cause," answered the small boy in whose mind souls and hearts were the same, "I can hear it tick."

"Now, Tommy," said the mother of a small boy as she paused in the disciplinary slipper exercise, "what made you eat the whole of that pie?"

"C-cause," sobbed Tommy, "you t-told me to n-never do t-things by t-halves."

Teacher—How many senses have we, Harry?

Harry—Five.

Teacher—That's right. Now, Johnny, tell me how we may use them.

Johnny—To buy candy with.

Mamma—Johnny, you look as if you had been fighting again. Have you?

Johnny—Yes, ma'am, I had to. Tommy Jones hit me on the cheek.

Mamma—Well, you should have turned the other cheek.

Johnny—I did, and he hit that and socked me on the nose. Then I got mad and licked the stuffin' out of him.

—*Chicago News*.

Pity the Dog.



The Kid—I know I maybe oughtn't to do it, but nature surely intended for things to be hung on dat tail.—*St. Louis Post-Dispatch*.

Why He Didn't.

Governor Elect Guild of Massachusetts, who served in the Spanish war, tells a story of a New York regiment, many of whose members were recruited on the east side. They were spoiling for a fight, and it became necessary to post a sentry to preserve order.

A big, husky Bowery recruit of pugilistic propensities was put on guard outside and given special orders to see that quiet reigned and, above all things, if trouble came his way, not to lose possession of his rifle.

Soon a general row began, growing in proportions as the minutes passed. The soldier walked his post nervously, without interrupting, until the corporal of the guard appeared on the scene with re-enforcements.

"Why didn't you stop this row?" shouted the corporal.

The sentry, balancing his rifle on his shoulder, raised his arms to the correct boxing position and replied: "Sure, phwat could I do wid this gun in me hands?"—*New York Tribune*.

Johannie Was Too Smart.

"No," said the teacher in her usual emphatic way, "like will not produce unlike. You can't grow a turnip from an onion seed. It is an imperative rule. Remember that."

Then Johannie raised his hand.

"Teacher," he hesitatingly said.

"Well, Johannie?"

"You can get milk from a cow, can't you, teacher?"

And then Johannie had to stay an hour after school.—*Cleveland Plain Dealer*.

No Opportunity.

"Yes, I've met Mr. Braney. I never met another man in whose presence I felt so embarrassed. I can never think of anything to say to him."

"You should meet his wife."

"Why? Is she worse?"

"Well, you need never think of anything to say to her. She says it all."—*Philadelphia Press*.

Here We Are Again.

"How could you be a martyr of San Juan hill, as you assert? You are not dead, and you never saw San Juan hill."

"The woman I married was engaged to a man who was killed there."—*Kansas City Times*.

An Interlude.

Mamma—Here, eat this piece of cake and stop crying.

Johnny—Well, I'm—boo-hoo—going to begin again when I get through with the cake.—*New York Press*.

Perfectly Safe.

Little Toto—Mamma, may I go out and look at the eclipse of the sun?

Careful Mother—Yes, dear, but be careful not to go too close.—*Le Journal*.

Two of a Kind.

HE.

If I were only twice my size I might with hope aspire To that supremely glorious prize That sets my heart aflame.

SHE.

Oh, but for my disastrous height, Which daunts the little dear, I'm sure he'd speak this very night The words I long to hear!

MORAL.

So nature's equalizing plan Controls our longings plicant. The big girl loves the little man, And he adores his giant.

—*Life*.

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11:45 A. M. Lv. b	Plumas	Lv.	2:45 P. M.
1:10 P. M. Lv. c	Doyle	Lv.	1:30 P. M.
2:15 P. M. Ar.	Amodie	Lv.	12:50 P. M.
3:00 P. M. Lv.	Amodie	Ar.	11:15 A. M.
3:50 P. M. Lv. d	Hot Spgs	Lv.	11:00 A. M.
7:50 P. M. Ar. d	Madeline	Lv.	7:15 A. M.
1:00 P. M. Lv.	Plumas	Ar.	12:30 P. M.
3:30 P. M. Lv. e	Beckwith	Lv.	10:55 A. M.
4:20 P. M. Ar. f	Mohawk	Lv.	9:00 A. M.

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\$1,250 Reward.

The Harney County Live Stock Association, of which I am a member, pays \$750 reward for evidence leading to the conviction of parties stealing stock belonging to its members. In addition I offer \$500 reward. Horse brand horse-shoe bar on either or both jaws. Recorded in counties Harney, Lake and Crook. Counties. Horses branded when sold. Horses sold to pass through this section will be reported in this office. If not so reported, please write or telephone The Times Herald, Main St., Burns, Oregon W. W. Brown, File, Ore

FOR SALE.

Fine Sheep Ranch in Modoc County
The Examiner has for sale one of the sheep ranches in Modoc county, which is the best range in California. It consists of 500 acres all under fence. It lies along Pitt river for 2 1/2 miles. Besides other buildings there are two houses 1 1/2 miles apart. It is an ideal sheep ranch. If taken quick it will be sold for \$5000.

GRADERS FOR ROADS

POINTS ON MAKING GOOD USE OF THE MACHINES.

Season's Work Should Be Planned in Advance—Value of Having Graders in Use as Soon as the Ground is Dry—Best Way to Work the Machines.

The grading machine is unquestionably the most generally useful of modern roadmaking implements on roads of the class being built in Ontario, Canada. In his ninth annual report, the commissioner of highways in Ontario, Canada, in his annual report, A road grader is a necessity in every township where good roads are being constructed. By their use the cost of grading the roads is greatly reduced and a great improvement in the making and repair of roads is effected. They are of greatest value in townships where gravel and broken stone are not to be had and dependence must be placed on earth roads. At the same time they are none the less a necessity in the construction and repair of gravel and broken stone roads, and even among stumps and stones when properly handled they work in a most surprising manner. It is not their use which it now seems necessary to urge, but rather there is need of guarding against their misuse.

A matter of first importance in making good use of a grader is to plan the season's work in advance. The township road commissioners, councilors or a committee of the council, according to the local system of road management, should go over the roads early in the year and determine what grading is required. This work should be started out according to the definite width and dimensions of roads as required by township regulations. The grader when it commences in the spring should proceed to each place of work consecutively and should be in use continuously until the grading is done for that year.

In some townships it is customary for the grading machines to go here and there over the township without method—one day on one side of the township, next day on the opposite side, then to another distant part, backward and forward, wasting a considerable part of the wages of men and teams in moving from one part of the township to another. By following a well considered schedule the cost of moving the machine between different pieces of work is reduced to a minimum.

Arrangements should be made every spring to have the grader in use as soon as the ground is sufficiently dry. The soil is then in its best condition for manipulation, having been mellowed by frost. The roads are rough and most in need of treatment. Roads which are properly graded early in spring are at once compacted by traffic, and they will remain in their best condition all summer. If the work is left until late in the season clay soils become baked and hardened, difficult to handle and rough when finished. Sandy soils if loosened up late in the year will be much more dusty than if treated early in the spring, when they are damp and readily compacted by traffic.

One of the first essentials in providing that the roads will be properly graded is to select the right man to operate the tractor. He should be active and energetic, with some mechanical experience, one who will take an interest in his work, who will make a study of roadmaking and who will be willing to follow the instructions given him by the township road commissioner or councilor having supervision of the work. When such a man is found he should be engaged from year to year, so that his growing experience will render him more efficient.

The same horses should be used in operating the grader for an entire season at least. "Green" horses are very awkward, will not pull together, waste much time, and even a reliable man as operator cannot under such circumstances perform good work. Horses used continuously become accustomed to the work, to each other, to the driver and will produce much better results.

Some townships instead of horses use a traction engine for certain work. Where one can be rented from a local thrasher it can usually be obtained very cheaply in the early part of the year. Where a considerable stretch has to be graded without turning, as in cutting off the shoulders of old gravel roads, a traction engine is much preferable to horses. It is more steady.

The township regulations as to the width and dimensions of the road should be closely followed in grading. These generally provide for a width of twenty-four feet between the inside edges of the open drains on roads of greatest travel, twenty feet on roads of moderate travel and eighteen feet on roads of least travel. A rise of from one-half an inch to one inch to the foot from the inside edge of the drain to the center of the road is ample crown for a new road after the gravel or stone has been placed on it. More than this is unnecessary and an injury. There is a tendency in the use of graders to crown roads excessively, and this should be guarded against.

Where gravel or stone is regularly used for surfacing roads only such an extent of new road should be graded as can be meted and otherwise completed in the one summer. If this is not done the work of grading has practically to be done over so many cases before gravel can be applied, as the road will be so much cut by traffic and washed out by rains and freshets of the ensuing wet seasons. In addition the road is left in a very soft condition, readily turning it into a deep slough of mud. The ideal method for making a good road for traffic and for conserving the road metal is to roll down and consolidate the grade as left by the grader. On this should be placed a layer of broken stone and this in turn rolled down for traffic.

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