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SELECTIONS
A NEW STYLE OF PASSENGER CAR.

Changes That Will Be Made to Insure
Greater Safety for Travelers.

The competition of the eastern rail-
ways on passenger business has become
largely a question of time and attractive
equipment. Rates have fallen to so low
a basis that the public hardly expects
concessions in this direction except in
isolated cases. The force of public
opinion, however, is constantly driving
the roads to the adoption of means for
increasing the safety and comfort of
travelers. One of the most recent in-
ventions pointing to this end is the pas-
senger car designed by Leslie P. Farmer,
recently the general passenger agent of
the New York, Lake Erie and Western,
and now the passenger commissioner of
the Trunk Line Association. The novelty
of the invention is the substitution of
side openings in the center of the car
and the abolition of the end platform
and steps.

The car is entered through double
doors at the center, the car door itself
being just above the platform of station,
while the steps up to the floor of the car
are wholly within it, and extend close
to the aisle or passageway. Door open-
ings at each end of the car are provided,
but only for passage by vestibule from
one car to another. The cars will be so
close together that vestibules are not
positively needed. Among the advan-
tages on the side of safety in the new
style of car is that, with the center side
doors closed, it will be impossible to get
on or off the car when it is in motion.

The riding of passengers on platforms
is impossible, and it is not necessary to
shoo the son of a well known merchant
while attempting to get from one car to
another on a rapidly moving train. The
steps are four feet wide, and the cars
can be more easily emptied than in the
case of the present style. As a rule, nine
men out of ten in a passenger car will
crowd to the front end in getting off,
even if they thereby traverse a distance
of two-thirds of the car's length.

With side openings the stream of pas-
sengers pouring out would be directed
from and to the center of the car, there-
by facilitating the emptying of the
car with more comfort to passengers.
The gradual rise of the steps from the
station level to the floor of the plat-
form affords convenience to the aged
and feeble persons and children. The
passage directly from the covered
steps to the station platform also enables
rain to be avoided, as it is impossible to
raise umbrellas when passengers on ordi-
nary cars, with open platforms on each
side, make their exit, while the new in-
vention also averts the danger involved
in the slippery steps by wet and ice which
the open steps suffer from in rainy or
wintry weather.

Not a small advantage maintained for
the new car is that it shuts off the drafts
rendered necessary when in the ordinary
car the brakemen open both end doors
and yell out the names of stations in in-
telligible language. Brakemen being
wholly within the car, perhaps their an-
nouncements may be more easily dis-
tinguished. At least they will be de-
prived of the excuse of saying that half
of their remarks were blown by the wind
through their whiskers.

The steps and station platform will be
well lighted in the new car without a
special outside light. The seating ca-
pacity is also increased above that of the
common car by two seats. Heaters,
brakes, toilet rooms, etc., are all inclosed
in the new style. It is expected that
three cars made after Mr. Farmer's de-
sign will soon be placed for trial upon
one of the branches of the Erie road.
—New York Tribune.

Palaces of Various Kinds.
Away back in the misty past, when
the porcelain makers of China combined
and erected their famous "Palace of
Porcelain," they little thought of the ex-
ample they were setting for coming gen-
erations. The ice-bound Russians first
took the hint, and erected the first of the
"Ice Palaces," an example followed by
Montreal, Quebec, St. Paul and other
boreal American cities, who thought to
boast their prospects by advertising the
fact to the world at large that they were
situated within the circle of the shadow
cast by the north pole. With a more
practical eye to business the people of
the south erected the "Cotton Palace" at
New Orleans, followed closely by the
"Corn Palace" at Sioux City, Ia.

Since the last named unique erection
"palaces" have sprung up all around,
like toadstools in damp weather. Ne-
braska has her "Sugar Palace," Creston,
Ia., her "Hay Palace," Pueblo, Colo., her
"Mineral Palace," Ottumwa, Ia., a "Coal
Palace," and last but not least the "Flax
Palace" at Forest City, Ia., in which an
exhibition of the resources of that sec-
tion of the state is now in progress. If
this "palace" business is carried much
further we may expect to hear of a
"Gold Palace" on Wall street, an
"Oyster Palace" on the shores of the
classic Chesapeake, or a "Yam Palace"
in Georgia.—St. Louis Republic.

Dancing Men Only.
The proprietor of a hotel at Allegheny
Springs this season advertised to take
dancing young men at a dollar a day, as
there were so few young men to dance
with the young ladies. They came from
every quarter of the land, and from
every occupation perhaps. When they
tired of the ball they would go out on
the veranda to smoke. "Gentlemen,"
said the proprietor severely, "you are
here to dance; go back to the ball room."
On one occasion the weather became
so cold that a distribution of blankets

Abstracts of Titles, Tillamook, Ore.

TALES OF THE TURF.

Mr. C. J. Hamlin is said to have re-
fused an offer of \$50,000 for the trotter
Prince Regent. Prince Regent reduced
his record to 2:16 1/2 the first time he started
in a race in 1890.

E. V. Hayden, of Minneapolis, Minn.,
who bred, raised and developed the fa-
mous pacing stallion Roy Wilkes, is the
fortunate owner of three full sisters of the
great horse, and also his dam. The
fillies are reported to be good individ-
ually.

An authority on turf matters says that
there is no age in the horse's life when
outs is not a good feed for him. A
young colt may be taught to eat it
very early, and it is absolutely neces-
sary when the mare's milk begins to fail,
or it becomes time to wean him.

A handsome gold medal, engraved
with the portraits of Director and his
best time, 2:17; Direct, 2:16 1/2, and Mar-
garet S. 2:19 1/2, has been presented to Mr.
Salsbury by the state board of agricul-
ture of California for the best trotter and
progeny at the state fairs for the past
three years.

The chestnut gelding Trouble, one of
the greatest steeple chase horses of his
day, is now owned by Superintendent
William Puckett, of the Saratoga track.
Trouble's daily task is to assist another
horse in drawing the harrow that keeps
the track in order. The old fellow now
looks sleek, fat and contented.

An experienced horseman claims that
colts should be trained to walk. The
walking gait will make less lanky horses
and less unsound ones. Walking horses
will keep in much better condition on
the same food, and get there almost as
soon, if not sooner. The horse hard
driven walks very slow, and so loses time.

One of the sensational trotters of 1890
was Pamlico, a horse that, beginning
the season with a record only a fraction
of a second better than 2:30, trotted
one of the best races of the campaign,
winning a third heat in 2:16 1/2, and then
taking the fourth and fifth in better
time than 2:10. Pamlico's dam is by
Daniel Lambert.

California has produced 42 trotters in
the 2:20 or better class; Canada, 3; Con-
necticut, 3; Illinois, 9; Indiana, 11; Iowa,
5; Kentucky, 39; Maine, 6; Massachusetts,
5; Michigan, 23; Minnesota, 1;
Missouri, 3; New Jersey, 8; Maryland,
1; Nebraska, 1; New Hampshire, 1; New
York, 60; Ohio, 11; Oregon, 1; Pennsylv-
ania, 1; Rhode Island, 3; Tennessee, 7;
Vermont, 1; Wisconsin, 5.

THE GENTLER SEX.
Miss Winnie Davis' engagement with
Mr. Wilkinson has been severed.
The Mary J. Holmes of England (Miss
Edna Lyall) is only 20 years old.
Miss Catherine Weed Barnes, a grand-
daughter of Tharlow Weed, is an ac-
complished student of photography.

Miss Helen Mathers, who wrote "Com-
ing Thro' the Rye," believes that there
is nothing so good for the complexion as
rain.
Rhoda Broughton is 50 years old, white
haired and sunny faced. She has writ-
ten twenty-two books, but only ten of
them have been printed.

Mrs. Oscar Wilde, Countess Wald-
grave, Lady Mount Temple and Lady
Sandhurst are the patronesses of a chil-
dren's dressmaking establishment in
London.

Mount Tacoma, Washington, rises to a
height of 14,444 feet, and only twenty-
nine persons have climbed to its summit,
of whom Miss Fay Fuller, of Tacoma, is
the only woman.

Mrs. Custer, the widow of the Indian
fighter, is a black haired woman of me-
dium height and graceful presence. Her
complexion is ruddy, and she is the picture
of health and youthfulness.

Kutjoroff-Hannu, a Mohammedan
young woman, is the first Mohammedan
woman who has received an M. D.'s
diploma, and the state has granted her
special permission to practice her profes-
sion.

Lady Randolph Churchill, formerly
Miss Jennie Jerome, is a capital mus-
ician and, did any reverses come to her,
she could support herself and family
with the proceeds that her paintings
would command.

A daughter of Gen. Rosecrans is an
Ureline nun, who until recently was
assigned to the convent at Santa Rosa,
Cal. Fifteen years ago she was one of
the most charming and most popular of
the society ladies of Cincinnati.

ARMY AND NAVY NOTES.
The Atlanta's machinery will have a
thorough overhauling at the Norfolk
navy yard.

REAL ESTATE. Farms and town property for sale on easy terms.

LANDING THE SHORE END.

An interesting description of how a
Cable is secured on Land.

We stemmed off and anchored as near
in shore as we could get, opposite the
place intended for the landing place. All
was now activity on board. No sooner
were we at anchor than a couple of boats
were dispatched for the beach, with a
party of men and the necessary tools
and implements for use on shore. On
board both picking up and paying out
gear were being made ready for action,
as they both played their part in land-
ing the shore end; huge coils of rope and
a number of collapsed air balloons made
their appearance from below.

These balloons were inflated with air
to their full diameter of three or four
feet, and the quarter deck of the Dal-
matia began to assume the appearance
of a giant's toy shop. Meanwhile the
shore party had been at work, and a
beach two large "spider sheaves," or
skeleton iron pulleys. These were placed
some two or three hundred yards apart,
forming two angles of a parallelogram,
of which the bow and stern sheaves of
the ship made the other two.

A rope was now carried from the stern
of the ship to the shore, and passing
round both spider sheaves, brought back
to the ship and taken over the bow
sheave to the picking up gear. The cable
was made fast to the rope and paid out
slowly over the stern, the picking up
gear meanwhile heaving in on the other
end of the rope, and so hauling the cable
gradually ashore. The rope was wound
four or five times round the big drum of
the picking up gear, steam was turned
on, and the drum, rumbling and rever-
berating, hauled the rope in. Aft the
cable was wound four or five times
round the paying out drum, also revolved
by steam in order to ease the strain,
which, with about a mile of rope out be-
tween the ship's stern and her bow, is
something considerable.

As the cable leaves the stern of the
ship the air balloons become ap-
parent. At intervals of about fifteen or
twenty yards one is securely lashed to
the cable, and in this way the cable is
floated from the ship to the shore, and
not dragged along the bottom to run the
risk of being damaged by rocks. An-
other advantage is that, if the cable is
sagged by a cross current or tide, it can
readily be straightened by stopping the
paying out and heaving in at the bows.
—Herbert Laws Webb in Scribner's.

Dr. Talmage's First Pair of Boots.
I have seen many days of joy, but I
remember no such exhilaration as that
which I felt when I mounted my first
pair of boots.

To appreciate such an era in life one
needs to be brought up in the country.
Boys in town come to this crisis before
they can appreciate the height and depth
of such an acquisition.

I felt that robust schoolboys could no
longer strike me across the cheek, and
when I turned cry, "What are you look-
ing at?" Nay, the time was past when
worse than any possible insult could
happen, and that was for anybody to
come under the chin and call me
"bub."

I do not think there is any law, human
or divine, demanding that a boy should
submit to the school bully. I remember
with what deep satisfaction, after Jim
Johnson had knocked my hat in the mud
and spat in my face and tore my new
coat, I felt called upon to vindicate the
majesty of my new boots. That, how-
ever, was before I had any idea of be-
coming a minister.—Dr. Talmage in New
York Journal.

A House in a Bottle.
Some years ago a blind boy residing in
Chicago constructed a miniature house
inside an ordinary four ounce medicine
bottle. The building was made up of
forty pieces of wood, all neatly fitted
and glued together. It would have
puzzled a man with two good eyes to put
the pieces in the bottle without the task
of putting them together. As wonder-
ful as the above may seem it is only a
part of the remarkable achievements of
this sightless lad.

After completing the house to his satis-
faction he set about fastening the cork
in the bottle, but how he accomplished
the startling feat has ever remained a
mystery. Inside the bottle below the
neck a small wooden peg was driven
through the cork, which extended far
enough on each side of the stopper to
prevent it being removed from the bot-
tle. The boy is unable to explain the
astounding piece of ingeniousness.—St.
Louis Republic.

Wages of Cincinnati Teachers.
A principal of a district school gets
\$1,000 salary; an intermediate principal,
\$2,100; the high school principals, \$2,000,
and the superintendent, \$4,500. There
is but one man in the city getting as low
as \$750. The superintendents of music
and drawing get each \$2,100, and the
principal of the normal \$2,000, or \$10
per day.

The average daily wages of the teach-
ers is \$1.18, or \$200 per year. They teach
six hours per day, and get from 35 cents
an hour up to \$2.50. In other words,
some of the principals make more money
in one hour than many workmen do in
two days.—Cincinnati Times-Star.

A Banyan Grove.
Near Gifford station, on the Staten
Island railroad, there is a peculiar piece
of woodland, a spot where the roots of
the trees all attach themselves to the
trunks at four feet to six feet above the
level of the ground, giving to the stumps
an odd, spidery appearance. The soil of
the vicinity is very porous, which lends
weight to the opinion that the banyan
like grove has been formed by the action
of frost and water.—St. Paul Republic.

Cleaning Lamps by Machinery.
A machine for rapidly cleaning the
sides of miners' safety lamps has been

TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION.
United States Land Office, Oregon City, Ore., Nov. 12, 1890.—Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim to the land described in the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," which said land is situated in the State of Oregon, and is more particularly described as follows: Section 25, Township 12 N., Range 7 E., and 1/4 of sec. 34, and 1/4 of sec. 35, T. 12 N., R. 7 E., and 1/4 of sec. 36, T. 12 N., R. 7 E., and 1/4 of sec. 37, T. 12 N., R. 7 E., and 1/4 of sec. 38, T. 12 N., R. 7 E., and 1/4 of sec. 39, T. 12 N., R. 7 E., and 1/4 of sec. 40, T. 12 N., R. 7 E., and 1/4 of sec. 41, T. 12 N., R. 7 E., and 1/4 of sec. 42, T. 12 N., R. 7 E., and 1/4 of sec. 43, T. 12 N., R. 7 E., and 1/4 of sec. 44, T. 12 N., R. 7 E., and 1/4 of sec. 45, T. 12 N., R. 7 E., and 1/4 of sec. 46, T. 12 N., R. 7 E., and 1/4 of sec. 47, T. 12 N., R. 7 E., and 1/4 of sec. 48, T. 12 N., R. 7 E., and 1/4 of sec. 49, T. 12 N., R. 7 E., and 1/4 of sec. 50, T. 12 N., R. 7 E., and 1/4 of sec. 51, T. 12 N., R. 7 E., and 1/4 of sec. 52, T. 12 N., R. 7 E., and 1/4 of sec. 53, T. 12 N., R. 7 E., and 1/4 of sec. 54, T. 12 N., R. 7 E., and 1/4 of sec. 55, T. 12 N., R. 7 E., and 1/4 of sec. 56, T. 12 N., R. 7 E., and 1/4 of sec. 57, T. 12 N., R. 7 E., and 1/4 of sec. 58, T. 12 N., R. 7 E., and 1/4 of sec. 59, T. 12 N., R. 7 E., and 1/4 of sec. 60, T. 12 N., R. 7 E., and 1/4 of sec. 61, T. 12 N., R. 7 E., and 1/4 of sec. 62, T. 12 N., R. 7 E., and 1/4 of sec. 63, T. 12 N., R. 7 E., and 1/4 of sec. 64, T. 12 N., R. 7 E., and 1/4 of sec. 65, T. 12 N., R. 7 E., and 1/4 of sec. 66, T. 12 N., R. 7 E., and 1/4 of sec. 67, T. 12 N., R. 7 E., and 1/4 of sec. 68, T. 12 N., R. 7 E., and 1/4 of sec. 69, T. 12 N., R. 7 E., and 1/4 of sec. 70, T. 12 N., R. 7 E., and 1/4 of sec. 71, T. 12 N., R. 7 E., and 1/4 of sec. 72, 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1/4 of sec. 273, T. 12 N., R. 7 E., and 1/4 of sec. 274,