

MORE RAILROAD GOSSIP.

Wm. Reid Talks about Starting Grading on the Tillamook Railroad from Hillsboro.

(From the Telegram)
Telegraphic intelligence received in Portland last evening stated that a week from Monday a right of way for the Portland, Nehalem & Tillamook Railroad would be had from Hillsboro to a point 10 1/2 miles west, and just as soon as this is secured the force under Chief Engineer Davis will begin running lines to establish the grade. When the stakes have been located for the first five miles, which will occupy about a week, the graders will be started from Hillsboro.

Five years ago the company had a right of way granted from Hillsboro, stretching away toward Tillamook through a dense timber belt, but the directors of the road have no intention of attempting to hold the grants to the agreement of that time, though eight miles of the line then located was graded. Chief Engineer Davis is now working from Nehalem, establishing the grade from the bay to a point 10 1/2 miles from Hillsboro, from where the Nehalem and Tillamook lines are to form a junction. Owing to the fact Hillsboro is Washington County's seat, the promoters are more desirous of building from there, and it is not expected the question of making Cornelius the terminus will have to be considered.

The provisions of a law passed at the last session of the Legislature compels the Southern Pacific to haul the cars of the Portland, Nehalem & Tillamook to Portland on a through terminal rate; in fact, the same measure forces all lines in the state to haul the cars of the company to any point in Oregon, but the only assistance wanted is to have the freight reach Portland without having to pay the local rate and the expenses of transferring the freight from the cars of the new lines of those of the Southern Pacific. The Harriman interests fought the new road's plans for several years, and had it not been for that fact the line would have been built three years ago.

One of the directors of the road is reported to be preparing to build a \$50,000 brick hotel at a point between Tillamook and Nehalem, and it is expected the locality will become a popular summer resort. The excellent coal deposits at Nehalem will provide business for the road, and cedar logs and shingles will form other lines of commodities, together with creamery and dairv stuff from both points and vicinity. Excellent fruit is raised on the coast, but heretofore not in shipping quantities, as there was no inducement for orchardists to grow because of the lack of transportation facilities.

A special meeting of the Hillsboro board of trade, was called Thursday at the City hall to meet Mr. Wm. Reid, representing the Portland, Nehalem & Tillamook Railroad Co., relative to getting the right of way for the railroad from Hillsboro to Banks. The meeting was presided over by Mayor Cornelius and was attended by many business men of Hillsboro, and representatives, farmers and land owners in the country to be traversed by the proposed line. Mr. Reid gave the proposition of the company and many speeches in favor of the plan were made by those present. The railroad company proposes to build a road from Hillsboro to Tillamook with branches to Astoria, and Vernonia, at once, and ask the people of Hillsboro to give the right of way through the city and the farmers along the proposed line, the right of way through their land free of charge.

The deeds of this right of way is not to be given until the line is in operation and trains running.

The mayor of Hillsboro was instructed to appoint a committee of seven, including himself and W. Taylor Hill, of Mountaineer, to secure right of way and report a week from Monday. The time is short but the contract has been let for the building of the road and the company is desirous of beginning operations immediately.

The directors of the company will furnish a guarantee that they have the funds and are in a position to complete the road according to the above statement.—Hillsboro Independent.

Deafness Cannot be Cured
by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever, unless cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous services.
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IN BEHALF OF THE LOBSTER.

United States Fish Commission to Increase Supply of Him in the Future.

If the lobster—which comes near to being the national sea food—is not preserved it will not be the fault of the United States fish commission. The commission has worked with exceptional industry this year to increase the number of lobsters in the waters off the New England coast, and there are signs that some progress is being made, although the demand is growing, says the New York Mail and Express.

The great trouble about cultivating lobsters is that if you put 12 lobsters—little fellows—into a vat, and one happens to be a little older than the others there will be but one lobster in the vat at the end of a week. This one lobster will be the oldest of the outfit, and the other lobsters will be in him.

The lobster appreciates to the fullest extent the sweetness of his own meat, and in addition there are many species of fish that feed upon the lobster. So, between the fondness of the human race, the fishes of the deep and lobsters themselves for lobster meat the government has had a hard time to prevent the extermination of the species.

The latest systems for hatching and cultivating lobsters, however, are proving a success, and there is expected to be a gain in the supply in the next few years. It may be noted that crabs, both hard and soft shell, are also high extermination from the same causes that get the lobster into trouble. Crabs and beer are quite the thing in Washington in the summer-time, but during the present season the crabs have been dispensed with because the supply was not equal to the demand.—N. Y. Mail and Express.

GUNS PLACED ON SKATES.

Novel Contrivance of Warfare Suggested to Wintry Climate Used by the Canadian Artillery.

It is proverbial that necessity is the mother of invention, and certain it is that our Canadian cousins are not wanting in the latter capacity. In no direction is this fact more strongly in evidence than in their method of mounting their field batteries for winter use, says the London Mail.

During the winter months, when the whole country is frequently covered to the depth of several feet with a bed of treacherous snow, it is, of course, impossible to move wheeled artillery and ammunition wagons. As, however, intending invaders are by no means given to confining their efforts to summer campaigns, it became necessary to devise some means of getting over the difficulty. Happily, Canada had in the person of Artillery Maj. R. W. Kutherford a soldier of no little resource.

By a most ingenious design he has made it possible to mount the guns, gun-limbers, wagons and wagon-limbers upon a species of "bobsleigh," the whole arrangement being joined up by traces in the ordinary way by an operation occupying at the outside under five minutes.

The change from summer to winter guise can thus be made immediately a fall of snow has rendered the roads impassable for wheeled traffic, while the advantage in superior mobility over an unprepared enemy would be enormous, as the practically noiseless motion of the sleighs would bring the guns well into range without betraying the slightest hint of their approach.

WOMAN BURIED ALIVE.

Young Lady Seized with Catalepsy, Interred, and Suffocated in Her Casket.

A letter received in Paris from Buenos Ayres records the death of Mlle. Cambaceres, a descendant of the famous French general and a member of one of the leading families in the Argentine capital, under most distressing circumstances, says a Paris correspondent of the New York Herald.

The unfortunate young lady had just turned 18 years of age, and her birthday was celebrated by a grand reception. All her friends came to offer their congratulations and brought presents.

In the evening Mlle. Cambaceres went up to her room to dress for the opera. She was in the act of putting on her hat, when she fell to the ground, apparently dead.

The funeral took place within 24 hours, as under municipal law a corpse must not be kept longer, on account of the heat and the danger of decomposition.

A few days afterward someone started the theory that Mlle. Cambaceres had been poisoned, and the authorities ordered the body to be disinterred and a post-mortem examination made. When the coffin was opened it was found, to the horror of every one, that the veil which covered the face of the unfortunate girl was torn and her face scratched all over. From these facts it appeared clear that Mlle. Cambaceres had been buried alive and had torn the veil and scratched her face in her struggle to get out of the coffin.

The case, though not reported in the press, has produced a most painful impression in Buenos Ayres, the more so as Mlle. Cambaceres was very pretty and beloved by all who knew her.

Apple Fritters.

Peel the apples and slice thinly. Take a quart of flour, two eggs, half a cupful of sugar and enough sweet milk to make rather a thick batter. Stir in the sliced apples and fry till brown in boiling lard. Sprinkle with sugar as soon as taken from the kettle.—Albany Argus.

OLD-TIME POST OFFICES.

Some Points of Advantage About the London Mail Established in 1677.

The postmasters were free from all public offices, from liability to quarter soldiers, and they received gazettes free of postage, "wherewith they advantage themselves in their common trade of selling drink, and they have their single letters free to London."

The rates of postage in 1677 were comparatively low. A single letter—i. e., a letter consisting of one sheet of paper only—could be sent for any distance up to 80 miles for 2d., and beyond 80 miles for 3d. A letter weighing an ounce cost 8d. for 80 miles, and 1s beyond, says London Notes and Queries.

The mails were dispatched from London about midnight on Tuesdays, Thursdays and Saturdays, and were due to arrive in London early on Monday, Wednesday and Friday mornings. They were carried on horseback at the rate of five miles an hour, and they were liable to a detention of not more than half an hour at each postoffice (stage) on the road. England was divided into six runnings, or roads, viz: West, Bristol, Chester, North, Yarmouth and Kent, starting from Plymouth, Bristol, Chester, Edinburgh, Yarmouth and Dover, respectively.

ELEPHANT GREAT IN CRIME.

The Animal's Intellectual Powers Are Most Apparent in His Schemes for Revenge.

Few more impressive confidences can be imparted than one in which a Hindoo describes how he knows his elephant intends to destroy him. It is all so seemingly trivial, and yet in reality of such deadly significance. His story is so full of details that prove the man's profound understanding of what he is talking about that one remains equally amazed at the brute's power to disseminate and its intended victim's insight into the would-be murderer's character. And yet, from the psychological standpoint, an elephant never gives any other such indication of mental power as is exhibited in its revenge.

That patient, watchful, implacable hatred, often provoked simply because a man is in attendance upon another animal (for it is the rule with tuskers to detect their next neighbors), speaks more conclusively of a high intellectual guide than all stories, true or false, that have been told of their ability. Such concentration and fixedness of purpose, such careful, unrelaxed vigilance, such perfect and consistent pretense, and when the time comes, such desperate, unhesitating energy as homicidal animals exhibit, are impossible without a very considerable, although in this instance, very irregular, development, says Outing.

ANCIENT POLITICAL "RINGS."

Monopolists Flourished Centuries Ago in Rome and Egypt as They Do To-Day.

The evil of monopolies and rings was known to the ancients, Aristotle, referring to them in his "Politics," and then, as now, it was found necessary to hold them in check by legislation. The monopolist was in Roman law called a Dardanarius, and published under the Lex Julia de Annona, says London Answers. Monopolies of clothing, fish and all articles of food were prohibited by Emperor Zeno under pain of confiscation and exile; so that it is certain that the "rings" of the ancient days were as mischievous as those of to-day. At Athens a law limited the amount of corn a man might buy. The earliest recorded instance we have was a corn "ring."

There is an ancient tradition that the king who made Joseph his prime minister and committed into his hands the entire administration of Egypt was Apepi. Apepi was one of the shepherd kings and ruled over the whole of Egypt, as Joseph's Pharaoh seems to have done. The prime minister, during seven years of remarkable plenty, bought up every bushel of corn beyond the absolute needs of the Egyptians and stored it. During the terrible famine that followed, he was sure to get his own price, and bartered corn successfully for the Egyptians' money, cattle and lands, and taking one-fifth for Pharaoh, made him supremely wealthy. It was not merely a provident act, but a very politic one, his policy being to centralize power in the monarch's hands.

Man Can't Afford Both.

The president of Vassar college says marriage is becoming unfashionable, because so few people think they can afford it, and the Chicago Record-Herald asks: Is this to be regarded as another slap at the panama hat.

Rosand Studies the Map.

Mr. Gross' victory has made M. Rosand brush up on the geography and nomenclature of the United States, says the Chicago Record-Herald, even if it has served no other good purpose.

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