A GOOD SHOT

Portland Murderer, Who Killed His Wife on Thursday

COMMITTED SUICIDE LAST NIGHT

Riley L. Moss Put a Bullet Through His Heart in a Lodging House, Dying Instantly.

PORTLAND, Or., June 2.—Riley L. Moss, who on Thursday night murdered his wife, Naomi Moss, at Willamette Heights Park, this evening shot and killed himself in the Silver State lodging house, corner of Seventh and Washington streets.

Moss entered the lodging house without having been seen, and going to toilet room, locked the door. The first that was known of his presence in the house was the report of a revolver, which the landlady heard. She telephoned to the police station and an officer soon arrived. Forcing the door in, he found Moss lying on the floor with a bullet hole through his heart.

BOLD STAGE ROBBERS.

Raymond, Cal., June 2.—One of the boldest robberies ever committed in California took place today, when three of the Yosemite Stage & Turnpike Company's stages, a private conveyance and two soldiers were held up by two highwaymen, who were evidently not aware that Major Rucker and Captain E. E. Wilcox, in command of 67 men of troop F., Sixth Cavalry, from the Presidio, were close behind en route to the Yosemite National Park. The holdup occurred at a point where the country is thickly covered with chaparral.

Sergeant Buchanan and another trooper had gone ahead of the cavalry to make arrangements for selecting a camping place. The highwaymen suddenly appeared, masked, and getting a drop on the troopers, took away their guns, and held the troopers till the stages arrived. The robbers handed the drivers of the stage a card reading "Black Kid," and said:

"They fooled me on the big oak flat road, but they can't this time."

The robber then took the hat belonging to T. H. Griffiths of the Southern Pacific Company, a passenger on the stage, and collected $150 from the passengers, after which he ordered the driver to go on.

Each stage was successfully held up, the robbers getting about $350. The mail and express matter were not molested. Among the passengers robbed was Prof. Benjamin Ide Wheeler, president of the University of California.

SLAUGHTERED BY BOXERS.

Tien-Tsin, June 1.—The French Consulate has received information from priests at Pao-Ting-Fu that thirty foreigners, including six ladies and a child, who were attempting to escape from Peo-Ting-Fu to Tien-Tsin in boats, were attacked by over 700 Boxers armed with rifles and spears. Many of the foreigners were wounded. Four were killed outright, but the fate of the remainder of the party is unknown. Having little ammunition, however, it is considered impossible that they could hold out against their assailants.

AT JOHANNESBURG.

Roberts Describes His Arrival at the Boer Metropolis.

London, June 2.—A cablegram from Lord Roberts, dated at Johannesburg, May 31st, but which was not despatched from there until June 1st, has been received by the war office. It says: "The quite satisfactorily, thanks to the excellent arrangements made by Dr. Kraus, the Transval commandant here, and order prevailed throughout the town. Dr. Kraus met me on my occupation of Johannesburg passed off trance to Johannesburg, and rode by my side to the government offices where he introduced me to the heads of the several departments, all of whom acceded to my request that they would continue to carry on their respective duties until they could be relieved of them.

"Johannesburg is very empty, but a good crowd of people assembled in the main square by the time the British flag was being hoisted. A royal salute was fired, and three cheers for the Queen was given."

TWO DISTINCT VEINS.

Daly Defeats Clark in a Big Mining Suit in Montana.

Butte, Montana, June 2.—Judge Knowles, of the United States circuit court, handed down a decision today in the celebrated mining case of the Colusa-Parrott company, owned by ex-United States Senator W. A. Clark, ad the Anaconda Company, controlled by Marcus Daly. The question was of a union of the veins of the Colusa-Parrott and its connection between the 800 and 1000 foot levels of the mine, with that of the Anaconda. The suit was to recover on what the Anaconda people had extracted from the part below the alleged union. The court finds for the Anaconda company, holding there are two distinct veins.

A NEW RABBITRY OPENED.

Fine Shipment of Belgian Hares of Royal Blood, Received By C. D. Minton Yesterday.

(From Daily Statesman, June 3)

Yesterday saw the opening of a new rabbitry in Salem. C. D. Minton, of Englewood, received a shipment of fine thoroughbred Belgian hares from Alameda, California, of the famous Red King, Lord Berlin, Lord Palmerton, Gold Dust, and Richard, strains. He has converted the upper story of his barn into hutches, where he will raise the little beauties. He has several more does coming that will arrive about the middle of the week. These are all fine pedigreed animals and he takes great pleasure in showing them to callers.

"Bogart," the buck at the head of the stud, is sired by Lord Berlin, Jr., he by Lord Berlin.

Mr. Minton has made arrangements with a large rabbitry in Alameda, whereby he can supply any of the leading strains of blood ot the lowest possible prices. Persons contemplating the purchase of Belgians will do well to correspond with him, as considerable money can be saved in the matter of expressage.

Try Allen's Foot-Ease,

A powder to be shaken into the shoes. Your feet feel swollen, nervous and hot, and get tired easily. If you have smarting feet or tight shoes, try Allen's Foot-Ease. It cools the feet and makes walking easy. Cures swollen, sweating feet, ingrowing nails, blisters and callous spots. Relieves corns and bunions of all pain and gives rest and comfort. Try it today. Sold by all druggists and shoe stores for 25c. Trial package FREE. Address, Allen S. Olmsted, Le Roy, N. Y

ANECDOTE OF DANIEL WEBSTER.

How He Got An Expert Witness From a Boston Schooner.

Old Boston schoolboys of 60 years ago realize that no greater change has taken place in Boston than on the wharves, which in 1840 were all open, with no sheds built on them as at the present time, says the Boston Transcript. Vessels in the East India trade were docked at India wharf. W. F. Weld & Co. had their ships docked at Central wharf, Lombard's and Hemenway & Co's ships were at Commercial wharf. Long wharf was lined with vessels in the coasting trade; they had large canvas signs attached to the yards stating the port hailed from and the port they wanted freight for.

At that time there were no steamships, and all transportation was done by sailing craft. For instance, a sign would read: "The schooner Eagle, Captain Smith, will sail on Saturday for Bath, Gardiner and Hallowell." The wharves were a favorite resort with the boys Wednesday and Saturday afternoons. At that time school kept Wednesday and Saturday mornings, and we had the afternoons for vacation. In the morning after school spend the afternoon, and it was generally on the wharves. Five out of 10 boys went to sea after leaving school.

At the head of Long wharf, where the State street block now stands, was an old hulk of a vessel with a house built on its deck; it was fastened to the dock, and this was used by the Hingham Packet company for a storehouse. On the side of the house was a sign, "Hingham Station Packet." It was a standing joke with us to ask the man who had charge if he was the captain and when he was going to sail, as we wanted to ship before the mast.

It was a favorite amusement with the boys to climb up the rigging of ships and "stump" one another as to who would climb the highest. There was one of these boys who could beat us all in climbing; we micknamed him "Monkey Jack." On one of the ships the downhaul of the signal halyards broke short up to the flag at the truck. The captain, pointing to the flag, said: "I will give any boy that will bring that flag on deck a ninepence." We all started up the shrouds, but "Monkey Jack" was up to the royals before we got to the yardarm. When he left school he went to sea, and became master of one of the largest clipper ships that sailed out of Boston.

Captain Mahan of Long wharf had a fine schooner yacht in which he took parties down the harbor. He often invited the boys to take a sail with him. I remember once he told us a story about Daniel Webster, as follows: "About 5 o'clock in the morning I was on deck putting the boat in shipshape order and swabbing up the deck. I was going to take a party down sailing that day. It was raining quite hard. There was an old fellow standing on the wharf, with an old cloak and slouched hat on, under a large cotton umbrella. He hailed me, asked if I was the captain, and said he would like to come aboard. I supposed he was some old farmer from the country who had never seen salt water before, so I said: 'Certainly, come right aboard.' He looked over the boat a spell, and after a while came up to where I was and said: 'Captain, if you were sailing a ship down the harbor and another ship was coming up and the wind was northeast, which side would you sail of the ship that you were going to meet?' I said, 'I would put the helm hard to port and go to the windward.' He seemed to understand, and asked me a great many questions, I thought he was taking up a good deal of my time, and answered him rather short. He thanked me for the information I had given him and bade me good-bye.

"I had forgotten all about the old countryman, when one day, about a fortnight afterward, a constable came aboard and asked to see Captain Mahan, stating that I must appear in court the next day at 10 o'clock as a witness. I could not think for the life of me of any case in court that I knew anything about. You can judge my surprise when I saw Daniel Webster and recognized him as my old friend that asked so many questions. He was laying down the law to the court in great shape, using all the nautical terms in Bowditch's Navigator, and to hear him talk, boys, you'd thought he'd been to sea all his life.

"It appeared that there had been a collision in the harbor and the owners were settling which ship was to blame in court. Daniel Webster was counsel for one of the merchants. He introduced me to the court as Captain Mahan, one of the ablest sea captains that sailed out of Boston. Well, boys, you better believe that I turned red as a lobster, as I was only a skipper of a schooner. I answered all the questions Mr. Webster asked me in regard to sailing a ship, under certain circumstances."

One of the boys said: "Well, captain, who beat?"

"Why, Daniel Webster, of course!"

A Monster Devil Fish

Destroying its victim, is a type of Constipation. The power of this murderous malady is felt on organs and nerves and muscles and brain. There's no health till it's overcome. But Dr. King's New Life Pills are a safe and certain cure. Best in the world for Stomach, Liver, Kidneys and Bowels. Only 25 cents at DR. STONE'S drug stores.

HURLED TO DEATH

ONE FATALITY MARKED LAST SUNDAY'S EXCURSION.

Charles Farrell of Albany, Thrown from the Train Near Turner and Instantly Killed.

The excursion of the Order of Railroad Trainmen, on Sunday, was marked by one fatality, which has cast a gloom over at least one Oregon family. When the second section of the excursion train had passed Turner, and reached a point about a half mile this side of that place, Charles Farrell, a young man residing with his parents in Albany, accidentally fell off the train, while it was running about 18 miles an hour, striking on the left side of his head, and was instantly killed, his skull being fractured, and a grade stake had penetrated his left hip to the backbone. A special train was immediately sent to the scene, and the remains were brought to this city, and an inquest held.

At the examination before Coroner A. M. Clough and a jury composed of J. Q. Wilson, A. H. Forstner, A. S. Slippey, Wm. Warner, John Brauning and L. S. Winters, the facts developing exonerated the railroad company and its employes from all blame in the matter. The following facts were shown by the witnesses:

When the excusion train left Albany, the deceased was seen walking through the train carrying a cane under his arm, and so careless was he with the stick, that several passengers called the attention of the conductor to the young fellow's action, complaining that he would put out the eyes of some one. The conductor's attention was thus attracted to the young man, and it appeared the latter was somewhat under the influence of intoxicants. At Turner, where the train stood for several minutes, Farrell left the train, and, while lying in the grass opposite the depot, he was seen drinking from a bottle. When the train left Turner he boarded the front platform of one of the rear coaches, where a number of people stood. He attempted to enter the car but two men inside the door refused him admittance, and he went down the steps of the car and attempted to pass from the lower front step on the left side of the rear coach to the lower step of the car in front, holding on to the guard rail as he passed from one step to the other. Instead of grasping the guard rail, however, the unfortunate young man had taken hold of the arm of a young lady—the girl had rested her arm on the railing—and losing his hold, the deceased was hurled, head first, to the ground, where he met instant death.

The above facts were elicited from Thomas Jennings, of Roseburg, an eyewitness to the scene; Conductor W. S. Conser and Brakemen H. A. Cleveland, and J. H. Lee, who picked up the remains and brought them to this city; Conductor Charles Milker, in charge of the train; John Hamill, and Harry C. Saltmarch, residents of Albany, who identified the remains. The last named witness testified that he had seen Farrell, the dead man, early on Sunday morning, at Albany, when the young man had taken several drinks of whisky; he also stated deceased had been in the habit of indulging in intoxicants, though never a heavy drinker.

Dr. W. H. Byrd, was also called, and stated the nature of the injuries that had caused death, and gave it as his opinion, death was the result of the fall; that the train had not struck the dead man, but violent contact with the ground was the cause. He also showed the articles found in the clothing, among which were the pieces of a broken whisky bottle.

After hearing the testimony the jury returning a verdict in accordance with the facts, giving the cause of death as accidental, and exonerating the trainmen from all blame.

The remains were sent to Albany on Sunday night, where interment was had yesterday.

A Card of Thanks.

I wish to say that I feel under lasting obligations for what Chamberlain's Cough Remedy has done for our family. We have used it in so many cases of coughs, lung troubles and whooping cough, and it has always given the most perfect satisfaction, we feel greatly indebted to the manufacturers of this remedy and wish them to please accept our hearty thanks.—Respectfully, Mrs. S. Doty, Des Moines, Iowa. For sale by F. G. Haas, Salem, Oregon.

WANT A COOK.—The United States Civil Service Commission announces that it is desired to establish an eligible register for the position of female cook. No educational test will be given, but applicants will be graded upon the elements of age, character as a workman, experience, and physical condition as shown by the information filed in connection with their formal applications. It wil not be necessary for applicants to appear at any place for examination. The age limit is 20 years or over. From the eligibles resulting from this examination, certification will be made for the position of female cook at the Warm Springs Agency school, at a salary of $480 per annum. This examination is open to all citizens of the United States who comply with the requirements and desire to enter the service. All such persons are invited to apply, and applicants will be examined and graded with entire impartiality, and wholly without regard to any consideration save their ability as shown by the evidence submitted in connection with their formal applicants. Under the rules preference in appointment may be given to eligibles who are residents of the district in which the vacancy exists. Persons who desire to compete should at once apply to the United States Civil Service Commission at Washington, D. C., application blank, (form 1093), which should be properly executed and filed with the Commission prior to the hour of closing business on June 30, 1900.

FINE EQUIPMENT.—Some new appliances have just been put in by the Northwest Engraving Co., which makes the plant one of the most complete to be found anywhere for the turning out of good cuts of any kind, and in short order. The work of this company is already going all over the Northwest, and its volume has been large enough all the time to keep the present force very busy. There is no reason now why any one in this territory should send East for half-tone pictures or for line cuts, for they can be had as good here as anywhere in the country, and at prices quite as low, to say nothing of the convenience of securing them at home, saving time and expense in transportation charges etc. The plant of the Northwest Engraving Co., is up stairs in the Statesman building. Mail orders are promptly attended to.

TWO WERE UNITED.

Marriage of Two Estimable Young People, Residents of Marion County Wednesday.

On last Wednesday, May 30th, at the home of Mr. and Mrs. W. H. Hughes, at Fruitland, Oregon, there occurred, about noon, a quiet wedding, Miss Ethel Hughes and Will R. Zwicker, being united in holy matrimony. Rev. H. E. Hornschuch pastor of the German Evangelical church of Salem officiating. Daisy Hughes and Richard Zwicker carried away the honors of bridesmaid and best man. The bride is the eldest daughter of W. H. Hughes a farmer and thresherman of Fruitland, and the groom is a Salem young man well liked by all with whom he is aquainted. Immediately after the wedding the relatives and few friends, who had gathered for the occasion, repaired to the dining room where an excellent dinner was awaiting all. About 2:30 o'clock the wedding party departed for Salem, to the home previously prepared by the groom for himself and wife. In the evening, about 7:30 o'clock, a host of young and old people gathered there and partook of a very delicious supper. Each brought a present of some kind for the newly wedded couple and, indeed, they received a great number of presents principally articles of utility. After supper the young people gathered on the lawn and spent a few hours in sports and games after which they adjourned to the house and sang a few songs and enjoyed a few more games. The party did not break up until a late hour. The visitors voted this time the most pleasant event of the season, and wished Mr. and Mrs. Zwicker the greatest joy and prosperity.

FUTURE OF THE AUTOMOBILE.

An English Prophecy Concerning a Modern Mode of Locomotion.

Motor cars are now with us, says the Public Health Engineer, and we feel so certain of the permanency of their stay that we predict that in 10 years' time the whole of the heavy traffic of our large towns will be conducted by mechanical means, whether for the purpose of propeling omnibuses, railway vans, brewers' drays, water carts, dust carts or the quicker traffic of cabs and tradesmen's carts. And we further say that in 20 years' time it will be forbidden to bring horse-drawn vehicles within three (or perhaps five) miles then of St. Paul's.

DEPTHS OF MINES.

A Lake Superior Shaft Reaches the Record Depth of 4,000 Feet.

The produce of a coal seam 5 feet thick is 600 tons per acre, and taking this as an average thickness, the area of coal annually worked amounts to nearly 33,000 acres, or four times the area of the county of London. With this rapid rate of consumption, anxiety as to the duration of the British coal fields is well founded. Professor Hall estimates that the total quantity of coal within a depth of 4,000 feet still remaining is 81,683,000,000 tons. This estimate is reassuring, although it is not in accord with the less optimistic and divergent views on the question expressed by Professor Stanley Jevons, by the Right Honorable Leonard H. Courtney, by Mr. R. Price-Williams, and by T. Forster Brown. All these estimates are of slight value, owing to the impossibility of prophesying either the rate of increase in production and consumption, or the limits at which mining may be carried on with profit. Early in the last century a shaft 100 feet in depth was an object of wonder, and a glance over the history of the depths hitherto attained clearly shows the remarkably rapid progress that has been made in this respect. At the present time the greatest depth at which in Great Britain mining operations are carried on has been reached at the Pendleton colliery, near Manchester, where the deepest workings are nearly 3,500 feet below the surface.

This enormous depth has, however, been exceeded in other countries, notably in the Lake Superior district, where the Red Jacket shaft of the Calumet and Hecla copper mine has now attained the record depth of 4,900 feet, and in Belgium, where a colliery at Mons is 3,937 feet deep. Depths such as these show that the limit of depth of 4,000 feet adopted by Professor Hull and by the Royal coal commissioners in 1870, though ridiculed at the time, was well within the bounds of possibility. In view of the marvelous efficiency of modern winding engines, no considerations of a mechanical nature need limit the prospective depths of shafts. By far the most important obstacle to very deep mining is the certain and proportionate increase of temperature according to depth. At the Paruschowitz borehole, in Silesia, the deepest in the world, recently put down by the Prussian government to a depth of 6,573 feet, this increase of temperature with depth has been found to be one degree Fahrenheit for 62.1 feet. Taking this as a fair average, a coal seam at a depth of 4,000 feet would be, without the cooling action of an artificial ventilating current, 64 degrees warmer than ground near the surface. —Nineteenth Century.

THE TOUR OF A BILL.

It Traveled Around the World and Made Billy Quigley $8.25 Richer.

"Billy" Quigley, the Battery boatman, announced yesterday that his personal wealth had been increased by the amount of $8.25 through a transaction that involved the sending of a sheet of blue paper around the world and a little further.

The story dates back to August 27th of last year, when Henry Darragh, another boatman, did three days' work running lines for the British ship Bandaneira. He should have presented his bill to Captain Palck of the vessel, but forgot to do so before she sailed from here on September 30th for Shanghai.

A week or two later he found the bill in his pocket and considered it worthless, but Billy Quigley offered to give him $1 for it, and the bargain was closed. Quigley straightway mailed the paper to Captain Palck at Shanghai. His letter left here on January 11th last, reached Hong Kong by the addressee, who put "O. K." on the trans-Pacific mail, and reached the bill, and sent it back. It was then forwarded by Mr. Quigley to the owners of the ship, Peter Denniston & Co. of No. 145 Queen street, Glasgow, Scotland, and on March 31st the steamship Etruria brought back a draft for the amount due—$9.25. This was collected on May 9th.

The bill had traversed a distance of more than 25,000 miles, and the envelopes that carried it bore the postmarks of ports in America, England, Scotland, the Hawaiian islands, Japan, and China.—New York Times.

MALARIAL LORE.

Statements Made by An Expert on the Subject of Mosquitoes.

The man who kills a female mosquito is a public benefactor according to Professor A. Celli as quoted in the Philadelphia Medical Journal. The best time to destroy these carriers of malaria is in the spring. "For every mosquito killed," says the malaria expert, "there will be 200,000,000 less in the following year if eggs are laid four times, and 20,000,000,000 less when eggs are laid five times." Petroleum thrown upon the pools of stagnant water where they lay their eggs destroys the young as soon as hatched, the oil getting into their breathing apparatus when they come to the surface for air. The expert warns persons susceptible to malaria not to sleep in the open air, but to remain indoors at night and in the early hours of the morning. If the windows are open no light should be lit—to prevent the ingress of mosquitos. Windows and doors should be covered with netting.

If one is obliged to be out at night in a mosquito-malarious country, the face and neck should be covered with a veil and the hands with gloves. Turpentine, turpentine soap, iodoform, meathol, and a paste of valerianic acid are good chemical protectives. Senor Celli makes the novel observation that "in a malarial country a patient sick with malaria is a danger to others and should be isolated." He is a source of infection to the mosquitos that bite him, and through the mosquitos he infects his fellow-men. Quinine disinfects the blood, but it is of little use against "certain forms that produce relapses, and of no use against the amoeba which completes the sexual cycle in the mosquito."—Baltimore Sun.

CHICKEN SWALLOWS A DIAMOND.

Owner May Have to Kill 300 Fowls to Find It.

George Foster, an elderly gentleman, who enjoys rural life farming in Richland, Mo., is perhaps in as curious a predicament as ever an elderly man was in. The ring which he has always worn upon the fourth finger of his left hand is minus of the $500 diamond that had graced it for years. The diamond was stolen and eaten by one of 300 chickens. Mr. Foster may have to kill all the chickens to recover the stone, and they are a very fine breed of chickens; yet if he don't kill the chickens it is a certainty he won't get his diamond.

It happened this way: Foster was feeding his chickens. During the operation he was shelling corn from the cob with his fingers. One of the many chickens that clustered about him caught sight of the twinkling jewel. Thinking this more promising looking than mere corn, the fowl pecked at it. The diamond was broken from its setting and the chicken swallowed the stone.

In his astonishment Foster lost sight of the diamond-eating chicken, and now, for the life of him, he cannot locate it. Mr. Foster thinks it is all right to have record-breaking experiences. At the same time, he would like to have his diamond back.

At the present time Foster is in this city visiting William Grassmuck at No. 4059 Delmar avenue. Mrs. Grassmuck was at Foster's farm when the fowl ate the diamond, and witnessed the extraordinary event.—St. Louis Republic.

CUNARD PROFITS.

The Cunard Steamship company accounts for the past year show a profit of £294,856, and a dividend of 5 per cent. on the ordinary shares is proposed.

NEW YORK'S ARMY OF PAUPERS.

The Department of Public Charities of those divisions of the city of New York that are distinguished as the boroughs of Manhattan and the Bronx, during the three winter months, admits about 40,000 persons to the numerous public institutions for the relief of the poor. In the same period nearly 12,000 individuals are assisted by the outdoor poor department. If we were to add the figures for the three other boroughs of the city, and to include the number of persons who are entirely, or partly supported by philanthropies other than public, we would have an aggregate of not less than 100,000 paupers in the great metropolis.

It is common to speak of "the army of the poor;" statistics prove that there is no exaggeration in the phrase. One out of every forty of the population is dependent upon charity. The number of the metropolitan poor is almost equal to the last return of the entire population of the city of Indianapolis, Ind., or to that of the city of Providence, R. I. It is larger by 40 per cent. than the war army of the Boer Republic. It is nearly as large as the combined inhabitants of the Territory of Oklahoma and the State of Nevada. It is nearly twice as great as the number of people in the state of Wyoming when the last census was taken. Greater New York, therefore, has a state of Poverty which, while it is without Senators or Representatives in Congress, is large enough to claim the serious attention of the public, if not to excite the alarm of the thoughtful.—Henry McMillen in Leslie's Weekly.

Fine printing. Statesman Job Office.

TALL AND SHORT SOLDIERS.

Some British service papers cannot see the wisdom of maintaining a standard of height for applicants for the army, except in so far as it may be necessary to exclude positive dwarfs. This opinion is called out by the recent statement by the authorities of the War office that recruits for the artillery are now permitted to be two inches shorter than before the war, but the candidates for the line and for the Army Service Corps get a remission of only a half inch. The Civil and Military Gazette of India protests against the exclusion from the British army of short men. Few men, it points out, are shorter than the Ghoorkas or taller than the Highlanders, yet it says that out of these two comes some of the best fighting material that the British Empire can produce. "If we exclude from the army," it declares, "men built on the short Ghoorka pattern, it would be quite as reasonable to keep out the tall Highlander."

The experience of all nations and all wars has shown that a man's muscular strength and capacity for enduring fatigue have no relation whatever to his height, and, indeed, there are many close students of physiology who insist that short men are, on the whole, stronger than their tall brethren. Such are fond of citing the case of the bluejacket, who, as a rule of height is not so strict in the navy as in the army, is often comparatively short, and yet it would be a rash person, indeed, who would consider the jack tars as weaklings. There is no denying that the mixing of tall and short men in regiments tends to produce grotesque appearances, but this does not say that their fighting qualities would in any way be affected disastrously. If the advocates of harmony in line like Frederick the Great, who was not happy till he got his tall men into one regiment, are not to be appeased, we might classify all the tall men into regiments by themselves, and do the same with the short men and the average sized.—Army and Navy Journal.

BRINDLE COW WAS ON TIME.

Failure of Railway Telegrapher's Scheme to Be Waked at Right Time.

John E. Foley, chief deputy in the office of the United States marshal in Indianapolis, used to be a telegraph operator, and his last service in that capacity was for the Wabash railroad company at the little station of Denver, Ind. He had a night job and a lonesome one, for the inhabitants of Denver were usually in bed by 9 o'clock, and from that time till 1:30 a. m., when he left his office, there was not a soul stirring in the town. The operator was off duty as soon as the 1:30 fast freight passed the station and his report was sent in, but the time dragged intolerably upon his hands and he often fell asleep despite his desire to stay awake. After while he began to take the risk of napping a little during the night, and, as the fast freight was the only train that passed through between 10 o'clock and daylight, he felt himself reasonably sure of being awakened by the noise of the train.

One night as soon as the loungers about the little station had left for their homes, Foley tied a cord to a telegraph pole across the track, just opposite the station window, and passed the other end into the station. To this end of the cord he tied a couple of oyster cans, and then he sat down and viewed his work and called it good. He could now take a nap, he thought, without fear of No. 21 passing by without waking him, for the engine would snap the cord in two and the falling cans would bring him to himself in an instant. So Foley adjusted himself in his chair, placed his feet on the table He was aroused by the falling of the cans about him, and in the confusion he heard or thought he heard the clatter of a rapidly passing train. Looking at the clock he saw it was precisely 1:30, and he sent this message to the chief train dispatcher:

"Number 21 on time."

Satisfied with his experience, Foley gathered up his cans and laid them away for another occasion, and then put out the lights, locked the station door, and turned to go home. At that moment his eys fell on a brindle cow standing by the side of the track and gazing at him in mute astonishment. At the same time he heard the whistle of an approaching locomotive and realized that he had reported No. 21 on time when it was fuly five minutes late. The next day an operator appeared at Denver to take Foley's place, and before night he was out looking for another job, but he still contends that his scheme would have worked had not that brindle cow broken the cord to which the oyster cans were attached.

Must Walk to North Pole.

For years have we struggled to reach the north pole by ship. Through hardship and danger brave explorers have endeavored to reach the coveted spot. The fact that the pole is still a mystery points to the conclusion that our method was wrong, and lends credence to the recent utterance of a learned scientist, that we must abandon ship, copy the Esquimo's customs and walk to the pole. The same commonsense reasons should be applied to health. There is only one road to recovery for sufferers from stomach disorders, and that is through Hostetter's Stomach Bitters. If you have tried to cure indigestion, constipation, dyspepsia, liver or kidney trouble without it, you have simply been on the wrong track. The Bitters will cure you.

FAME'S PATHWAY.

Statesmen are accounted young nowadays if they get into the British cabinet before they are 40. Lord Randolph Churchill became secretary of state for India at the age of 36 and Lord Rosebery at the same age entered the cabinet, while Mr. Balfour was 37 when he joined his uncle's first government. Some of the older men began younger. The Duke of Rutland was a cabinet minister at 34, and the Duke of Devonshire was a secretary of state at 32. Still more precocious—or more fortunate—was the late Duke of Argyll. He had not completed his 30th year when he sat in Lord Aberdeen's cabinet with Lord Palmerton and Lord John Russell. His experience of cabinets not only began but concluded early. He was only 58 when he resigned office in 1881, never again to sit in Downing street.

HEALTH AND VITALITY

DR. MOTT'S NERVERINE PILLS

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