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7:45 a. m.	Ar.	San Fran.	Lv.	7:00 p. m

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8:00 a. m.	Lv.	Portland	Ar.	3:45 p. m
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LV PM	LV AM		AR PM
4 00	8 00	Port'nd S P Co	3 45
5 09	9 55	Ray's Landing	2 36
5 58	10 50	Woodburn	1 40
7 00	11 47	Silverton	12 20
	5 07	Hubbard	7 40
	6 50	Coburg	6 00

WEST SIDE.

Airlie mail			Portland mail
LV	AM		AR
7 45		Portland P&WV	4 35
10 45		Dundee Junction	2 05
2 00		Sheridan	10 27
4 16		Dallas	8 22
4 55		Monmouth	7 38
5 55		Airlie	6 45
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New Fish Market.

Allen Rhodes has established a new Fish Market on State street, and he keeps a good supply of fish, poultry and game.
Give him a call and your order will be promptly attended to. 8-8

Cheapest, strongest and best. Hood's Compound Extract of Sarsaparilla. Boils, pimples, erysipelas flee before it. Cleanses and enriches the blood. Sold by all druggists.

CRACKER COURTSHIP.

How "Pop" Won the Hand of an Industrious Widow.

Love-Making as Practiced in an Unknown Nook of Florida—The Way in Which Old Man Somers Presented His Case to Mrs. Legare.

Down in this unknown nook characters may be met who would delight those appreciative of the fresh and distinctive in human nature, writes a New York Tribune correspondent from Lady Lake, Fla. Here in the deepest recesses of "the piney woods" are "crackers" who have never penetrated ten miles from the smoky cabins in which they were born, and whose domestic life has been bounded by the live-oak logs, clay walls and palmetto thatch of their cabins. Here they have lived since the time, back in the '30s, when Osceola and his Seminoles were captured by the regulars or driven to the 'gators, moccasins and miasma swamps of the Everglades. Indolence, ignorance, shiftlessness, courage and pride are their more prominent qualities.

Some miles back from this lake is a fertile tract of "high hummock" land on which stands a particularly heavy and luxuriant growth of pine, magnolia and live-oak. In it are several clearings which were made some four or five decades since, by the first "crackers" who came to this section, at the time of their arrival a wild and virgin country, which foot of white man may not have trodden since Ponce de Leon ranged the peninsula in his quest for the fabled fountain of youth.

Three of the clearings are clustered closely together, one owned by the Widow Legare (pronounced Legree), one by "Pop" Somers and the third by "Uncle Billy" Thomas. Uncle Billy has contrived to pass sixty-three years in single blessedness, but during the last eight years he has found engrossing charms in the society of the widow. On the other hand "Pop" has had three wives, the last in the sequence having died a month ago. It is in order to state that "Pop" is a man of individuality, not given to inaction and vain repining when he has suffered a loss. Misfortune has a bracing effect on him and stimulates him to repair his losses. Consequently I was not surprised at the turn a conversation took which I held with him a fortnight after the death of his third wife. Replying to some expressions of sympathy on my part, the old man said:

"Yes, Yank, I've done lost er good housekeeper. So my cabin his in mighty pore ways. So of co'se I've done bin reckonin' for ernuther wife. I haint settled on none yit, as I've done bin right tollerble busy."

For a moment I was speechless. Then, acting on a mischievous impulse, I suggested:

"Have you thought of the Widow Legare? She's capable as a housekeeper and isn't a day more than forty-five."

"I 'lowed," was the reply, "that I mout settle on the widder. But thar ain't no use in bein' in sich a pow'rful rush. Purty soon I'll take er day to hunt fer er woman. Gittin' er wife is like gittin' er mule, and er man should be keerful to git un that'll last and is stiddy and don't 'low fur ter kick."

"Better speak to the widow right away. Uncle Billy may cut in ahead of you."

"I'll resk it, Yank," said the old man. "Ther widder haint brought Uncle Billy ter mite in much as nigh eight years. But I'll speak ter her come week."

Exactly a week later "Pop" saddled his mule and rode to the widow's. He found the buxom matron mending the gourd that hung in her well and—but I will tell the tale in his own words:

"'Mornin', widder. Howdy?' sez I.

"'What do you-uns want?' said she-uns, suspicious-like.

"So I done come right down to it and said: 'I'm reckonin' I 'low fur ter git ernuther wife, and I want ter to take you-uns, if you-uns don't 'low otherwise. What do you-uns think?' sez I, in my peartest.

"'I dunno,' sez she-uns. 'Ain't this sudlent? Lemme think. Thar's dis yere Uncle Billy—'

"'Durn Uncle Billy!' I snapped out, hot like. 'Er right smart critter he is. He's had eight year the start on me and he hain't never done nothin'. I'm a live man wi' four acres cleared land, and three cows and twenty orange trees and er mule. Better say yes, widder. I figger it out that you uns will like it.'

"Wall, she wouldn't just then, but she did two minutes later. Just then the circuit rider done come 'long, and I done told the widder that we'd hitch our hands together right thar and save time and be married wi' it. But she said that thar wasn't no way to be married, and 'lowed she wanted to ride 'roun by Uncle Billy's right away and be married much as nigher fortnight after. Wall, ther widder done mounted ther mule behindt me and we rid er Uncle Billy's, who was so 'gasted (amazed) that he couldn't even cuss."

The wedding took place next day, the circuit rider officiating. My present to the bride was an engraving picturing the story of Young Lochinvar. The bridal journey was taken on muleback.

HOW TO WALK WELL.

Take to Shoes with Low, Square Heels and Ample Toe Room.

A writer in the Phrenological Journal gives the following advice, in an article entitled "How to Walk Well." "A great deal depends," he says, "on shoe leather, if we would get comfort and avoid injury. We are in a lively climate, which does not encourage us to wear the beautiful, sensible sandals of the Greeks and Hebrews. It was the advice of an unforgotten young soldier to our marching volunteers of the civil war, 'Trust in God, but keep your shoes easy.' We must not have errors in our premises; a corn is a fatal error to a walker. Therefore take to square, low heels, wide soles, and ample toe room. Wear loose, short, warm clothes, if the weather be cold, but heavy ones never.

"Light flannel is capital, all the year around. Caps are better than hats, by land as by sea, for the wind can not catch at them. One's stockings are apt to bunch and feel uncomfortable on a long tramp. But if, before starting, you soak your feet, fore and aft, so that they are cased in lather, they will keep cool and easy under you from morning till night. 'Break an egg in your boots!' said James T. Fields, who was a boy all his life. But whichever you do, you will find it a great help and convenience, though the prescription may seem queer to a novice."

Liquor Licenses in Mexico.

In the City of Mexico the income from the taxation of liquors and the license on saloons is very large indeed. Every liquor and pulque shop pays a monthly license. In addition to the license fees on saloons, an octroi, or entry tax, is collected on all pulque coming within the city limits. For the fiscal year just ended this gate tax amounted to the sum of $560,000, or more than $1,500 a day. The pulque shops open at six o'clock in the morning and close at five o'clock in the afternoon, and not one of them has a back door.

UNCLE SAM'S HORSES.

Something About the Government's Four-Footed Stock.

All Animals Are Required to Conform with Certain Regulations—A Horse Generally Lasts Six Years and Is Then Sold by Auction.

Whenever, upon the occasion of any public parade, the cavalry stationed at the garrison at Fort Myer forms part of the procession, the magnificent appearance of the horses excites the universal admiration of the spectators, says the New York Sun. Their size, for they are above the ordinary build, suggests in itself the idea of strength, while the uniformly shaped head and large, prominent eyes tell of the intelligence of the animal. The horse is as much of the cavalryman's outfit as his saber or carbine, and he must needs possess the strength to endure long forced marches, and the understanding to be of the most possible benefit to his rider in fighting by requiring the least attention.

It is said that France expends annually $300,000 in the improvement of her horses, with a view to obtaining hardy-bred animals, whose endurance makes them especially valuable for such irregular services as is required of the Cossacks of Russia, the Uhlans of Germany and our mounted infantry.

The United States does not spend nearly so much, but it secures a class of horses high above the average, and by proper and humane treatment loses but a small percentage of them. Moreover, the animal when it becomes the property of Uncle Sam fares better than its fellows, and ordinarily its life is continued in the service for some years beyond that of the horses of other armies.

Congress annually appropriates about $200,000 to be expended in the purchase of horses. This amount is divided pro rata among the divisions of the army, those on the Atlantic coast not requiring as large a sum as the cavalry on the frontier, where the life of the animal is not altogether one of lazy contentment. In Arizona, especially, the equine mortality is greater than in any other section, and more horses become disabled and unfit for further service. The burning sands and alkali deserts lead to blindness and diseases of the hoof, and the animal has either to be shot or sold. The lack of proper pasturage and food also puts an important figure in the life of the cavalry horse in the remote garrisons of the West, for while his Eastern brother is feeding luxuriantly on a full allowance of oats and corn twice a day and sleeping in a comfortable stable, the Western horse is making a scanty meal on husks and sleeping in a ramshackle building that seems to have been especially constructed for a free circulation of air.

There are nearly 10,000 horses in use by the United States army. Of this number about ten per cent. are sold annually because of their unfitness for further cavalry or artillery duty, and about five per cent. are lost by death. So, in order to maintain the standard, it is necessary to purchase about 1,500 animals every year. When the stock of a garrison needs replenishing the Quartermaster-General's Department is notified. An advertisement inviting bids is inserted in the prominent papers and a contract entered into with the lowest bidder to deliver the horses at the desired point, if, after a suitable inspection by the Secretary of War, they meet the requirements of the standard fixed by the army regulations. The regulations require that the horse shall be a gelding of uniform and hardy color; from fifteen to seventeen hands high; from four to eight years old, and weighing between 900 and 1,200 pounds for a cavalry horse and between 1,050 and 1,300 for artillery horses. There are other requirements necessary, such as the general build of the animals and their health. Whenever it becomes necessary to purchase the half-breed horses of California or Southern Texas the standard of the height is reduced to 14½ hands. Long-legged, close-jointed, long-bodied and narrow-chested horses, as well as those which are restive or vicious, are rejected.

Most of the horses used in the army are purchased in St. Louis and Louisville, although the general rule of late has been to obtain the animals in the neighborhood in which they are desired for use, the idea being to obtain thoroughly acclimated animals. The average cost of a horse is a trifle over $134.

As soon as the purchase is completed the horse is branded with the letters "U. S." on the left fore shoulder, and a complete descriptive list is made of him, which always accompanies him wherever he is transferred. The horses are distributed by the regimental commander, and the riders or drivers are not allowed to exchange them or permit any one else to use them.

With every troop of cavalry a record of the animals is kept, containing the description of every one received and transferred, showing the kind, name, age, size, color, marks, brands, or other peculiarities, how and when acquired and disposed of, the name of its rider and driver, and the use to which it is applied.

The forage ration for a horse is fourteen pounds of hay and twelve pounds of oats, corn or barley, and in special cases of hard service or exposure the grain ration is usually increased three pounds. In localities where good grazing is practicable for a considerable portion of the day, or during seasons when little labor is required of the animals, the ration is usually reduced.

The animals usually last about six years, and at the end of that time are sold at auction, or before if they are disabled so as to be unfit for service. When sold the officer puts another brand on the horse, making it impossible for the horse to be sold to the Government at some other point. Condemned animals do not bring very much. They are worthless for carriage purposes, and are too much worn out to be fit for the more arduous work of street car hauling. They are usually sold to contractors who employ them in hauling small loads. But the army horse does not last long after he drops out of the service. Usually he does not amount to much when the Government has no further use for his services, and his career thereafter is as short as it is uneventful.

Have You Ever Tried It?

Very few people know how many different ways there are of changing a quarter of a dollar. According to a Philadelphia man who had more leisure than business on his hands, there are 315 ways of changing that piece of money. The pieces used are the 25-cent piece, 10-cent piece, 5 cent piece, 1-cent piece, 2-cent piece and the 1-cent piece. To make all the changes without using the same coin twice would require 1 233 1-cent pieces, 614 twos, 378 threes, 184 fives, 59 tens and 9 twentys, making 2,584 pieces, worth $3.75.

A Case for Sympathy.

There is no such animal as a skunk in Japan, nor is there such a word in their vocabulary. The meanest thing a Jap can say about his fellow-man when mad all the way through is to call him a silver fox. An American couldn't live in that country under such a state of affairs.

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In the city of Portland and other prosperous towns are those owned by men or corporations who have the disposition and ability to improve them.

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—IS OWNED BY—

THE OREGON LAND COMPANY!

And this Corporation is determined to

Make It The Most Attractive Addition

To the city of Salem. They have at this time fifteen teams employed and the contemplated improvements have scarcely begun. It is intended to make the drive leading from Commercial street through Riverside and High land additions and around Highland Park

THE FINEST DRIVE IN THE STATE

Of Oregon. The line of the Salem Street Railway Company runs through the middle of this addition, and no lots will be more than two blocks distant from the line. Highland Park will in the near future be

THE MOST POPULAR RESORT

ABOUT THE CITY OF SALEM.

Lots in Highland Additon are High and Dry and Well Located; Most Excellent Drainage

The soil is black and rich. From all points a fine view is obtained of the public buildings and our highest mountain peaks. Arrangements are already being made for the location of two churches in this addition, and a number of residences are soon to be built. Buildings only of the best class will be permitted. Residence lots within the limits of the city of Salem are worth on an average over $1000. We can sell you better lots in Highland addition for one-third of the money, and being directly on the line of the street railway they are practically not half so far from the public buildings and the business part of the town as the majority of the so-called "inside lots."

Buy a Lot in Highland Addition for Three Hundred Dollars,

And let some other fellow pay $1000 for an inferior lot not so well located. With the difference of $700 you can build a beautiful cottage, or put it out at a rate of interest that will buy you nearly two thousand street car tickets every year.

ATTENTION!

We have farms, large and small, lots from $50 up, and houses and lots in all parts of the city. We do a commission business exclusively. If you wish to sell, list your property with us. Suburban tracts a specialty.
PAYNE & BRIDGFORD.

Look at This!

$1

WILL BUY A LOT

Of goods at our store! We carry a full line of groceries, feed, crockery, glassware, cigars, tobacco and confectionery.

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Who Is Going East?

It is an indisputable fact that the handsomest vestibule trains that are now run on the American continent are those on the Burlington Route; leaving from Union depot in Denver, also St. Paul, immediately on the arrival of all through trains from the west. The first and second class coaches are magnificent, the reclining chair cars superb, the Pullman sleepers extremely luxurious, and palace Burlington dining cars. The next time you go east to Kansas City, Chicago or St. Louis, if you mention to the ticket agent that you want your ticket to read from Denver, Omaha, Kansas City or St. Paul, over the Burlington route, you will get it, and you will always be glad of it.

If you go by the way of the Northern or Canadian Pacific, the elegant vestibule trains of "The Burlington route, between St. Paul, Chicago and St. Louis will carry you along the eastern shore of the Mississippi river for a distance of 350 miles amidst scenery that cannot be surpassed; or, if you go via the Union, or Southern Pacific, and your ticket reads via "The Burlington Route," from Cheyenne or Denver, you will pass through all the thriving cities and towns located in what is popularly known as the "Heart of the continent." For further information apply to A. C. Sheldon, General Agent, 80 First street, Portland, Oregon. 3.7tfw

Two Through Trains Each Way

DAILY, VIA

UNION PACIFIC SYSTEM.

Commencing with Sunday, March 2nd, both first and second class tickets will be honored on "The Limited East Mail," trains 3 and 4, as well also on the "Overland Flyers," Nos. 1 and 2.

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The "Overland Flyer" trains are equipped with Pullman palace sleepers and coaches, between Portland and Council Bluffs, and with Pullman colonist sleepers between Portland and Kansas City, daily, without change.

Connections are made at Pocatello with through trains to and from Salt Lake, and at Cheyenne with through trains to and from Denver, Kansas City and St. Louis.

The above trains afford the quickest time between the Northwest Pacific coast and Eastern and southern points.

Detailed time of trains, rates, through tickets, baggage checks etc., can be procured upon application to any agent of the Union Pacific System.

T. W. LEE,
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OREGON PACIFIC RAILROAD

And Oregon Development company's steamship line. 225 miles shorter, 20 hours less time than by any other route. First class through passenger and freight line from Portland and all points in the Willamette valley to and from San Francisco

TIME SCHEDULE. (Except Sundays).

Leave Albany	1:00 P M
Leave Corvallis	1:40 P M
Arrive Yaquina	5:00 P M
Leave Yaquina	6:45 A M
Leave Corvallis	10:35 A M
Arrive Albany	11:10 A M

O. & C. trains connect at Albany and Corvallis.

The above trains connect at YAQUINA with the Oregon Development Co's Line of Steamships between Yaquina and San Francisco.

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STEAMERS.	FROM YAQUINA
Willamette Valley	Saturday Mar 1
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Willamette Valley	Wednesday, Mar 12
Willamette Valley	Friday " 13
Willamette Valley	Thursday " 20
Willamette Valley	Sunday " 22

This company reserves the right to change sailing dates without notice.

N. B.—Passengers from Portland and all Willamette Valley points can make close connection with the trains of the YAQUINA ROUTE at Albany or Corvallis and if destined to San Francisco, should arrange to arrive at Yaquina the evening before date of sailing.

Passenger and Freight Rates Always the Lowest. For information apply to Messrs. HULMAN & Co., Freight and Ticket Agents 200 and 202 Front st., Portland, Or. or to

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Leave Corvallis, north-bound, Monday, Wednesday and Friday at 8 a. m.

Arrive at Portland, Tuesday, Thursday and Saturday at 3:30 p. m.

On Monday, Wednesday and Friday both north and south-bound boats lie over night at Salem, leaving there at 6 a. m.

C. C. HOGUE,
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Twenty-five cents per meal.
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