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BREVITIES

WHISPERS ABOUT WOMEN.

Mme. de Lesseps is forty years younger than her husband.

Mrs O'Shea-Parnell is not unknown to the queen who at any rate up to a few years ago was wont to treat her with much consideration and affection.

Mrs. F S Parker, the leader and organizer of the dress reform crusade at Chautauqua, is a beautiful woman always dressed in good taste and a clever speaker.

The probabilities of the Countess Lewenhaupt, Secretary Bayard's widowed daughter, settling down in Sweden where her late husband's family reside increase every day.

Miss Helen Cloake, a full blooded Indian of the Blackfoot tribe, has been appointed by Secretary Noble special allotting agent, and has begun her work in allotting lands to the Tonkawas, on on the Nez Perces reservation.

Miss Ella L. Knowles, of Helena who became a member of the Montana bar two years ago, has not only made a success of her profession, but has further invaded man's domain by becoming secretary and treasurer of a lumber company.

Mrs George F Stagg, of Frankfort Ky, is credited with catching with a hook and line a tarpon weighing 205 pounds, the largest silver king fish ever caught. The fish was taken recently near Fort Myers, Fla, and Mrs Stagg was one hour and twenty-five minutes landing her catch.

Mrs Mackay has at last taken the true course with respect to the celebrated caricature of her painted by the irritable and tyrannical artist, Meissonier. She has hung it in a good light in her London house, and it is regarded with much interest. She is undoubtedly so much handsomer than the picture that she can afford this.

Mrs. Annie Meyer, author of a recently published book on the work of women in the United States, is a beautiful young woman of twenty-four, with a fair face from which her dark brown hair is gracefully rolled back. Mrs. Meyer is a sister of Emma Lazarus, the Hebrew poetess, and was the first woman to take an examination at Columbia college.

RAILROAD JOTTINGS.

The Southern Pacific has decided that it will have nothing more to do with the handbrakes.

About half the railroad which is to connect Jaffa with Jerusalem has been completed. The remainder will be finished within a year.

The Atchison, Topeka and Santa Fe informs the world that a carload of merchandise has been transported from New York to Los Angeles, Cal., in eleven days.

The passenger department of the Pennsylvania lines west of Pittsburg comprises General Passenger Agent Ford, five assistant general passenger agents, six district and fifteen traveling passenger agents.

A director of the Boston and Maine road says the board has taken no action either formally or informally looking to a consolidation with the Boston and Lowell. Neither has any committee been appointed to accomplish that end.

The Pennsylvania Railroad company has completed its great elevated railway station at Jersey City. The roof of this great train shed is 653 feet long, 256 feet wide and 115 feet high. In its construction 4,554,000 pounds of iron and steel were used.

The reported sale of the Chicago Belt line to the Chicago Union Transfer company is denied by President Thomas and other officials of the road. They say the story is entirely without foundation, as no negotiations of any kind are pending for the sale of the Belt line.

Acting Secretary Grant, of the war department at Washington, has declined to grant the request of Mr. W. P. Ramsey, the general manager of the Cincinnati, Wabash and Michigan Railway company, to construct an elevator on the government dike at Benton Harbor Mich.

The Wadena and Park Rapids branch of the Great Northern Railway company has been opened. It will afford an opportunity to explorers of penetrating to the contested sources of the Mississippi river. The branch opens up a magnificent field for sportsmen and a fine agricultural and timber country.

BEHIND THE SCENES.

Mrs. Langtry is said to be an incurable sufferer from catarrh.

James O'Neill, the actor, was intended by his parents for a priest.

Bristow Aldridge, the actor, is one of seven heirs to 2,800 acres of land near Austin.

Leander Richardson is said to be contemplating the publication of a daily edition of The Dramatic News.

Carmencita, the Spanish dancer, who amused New York for more than a year, is on the road with a company of her own.

William Irving Paulding when he died left $20,000 for the production of his play "The Struggle for Life." Frederick Paulding has just brought it out in New York.

Bill Nye's comedy, "The Cadi," has been produced, and is well spoken of. It is laid in Owl Creek, Wyo., where the author really lived for a number of years.

James Madison Morton, the author of "Box and Cox," is an inmate of the London Charter house. Despite his poverty, the venerable dramatist is happy and contented. He reads all the papers and takes a lively interest in the stage of today.

Norfolk Dialect.

The peculiarities of Norfolk speech are many, sometimes not a little puzzling. Two negatives do not make an affirmative, "I haven't no objections, ma'am, to what you say." Here is another fragment of dialogue:

"How do you do" (pronounced "dew"), "John, borl"

"Very well, I thank ye, Mary, mor."

What is "bor," and what is "morl" we ask of etymologists and lexicographers.

"Bor" is the vocative case singular of a defective noun, of which no other case, I believe, exists. We might call it an expletive, a redundancy, not knowing what other function to assign to it. "Mor" is also the vocative singular of the nominative "mawther," a great girl, a young woman, a female hobby-de-hoy. The mother of a sickly and fanciful daughter has been heard to say, "My mawther, she do nothin but eat thapes and dodmans." Thapes are green gooseberries; dodmans, snails.

The grammar of the Norfolk peasantry confounds the first person singular, present tense, indicative mood, with the third person plural of the same. Thus, they say: "My lord have ivver so much money, so he keep ivver so many sarvants and hosses, and drive about in a coach and four. My lady smile ivvery time she speak to me. Tom Noddy, the coachman, live in one of them there housen."—All the Year Round.

Our Deposits of Phosphate.

The phosphate deposits of this country, in addition to their immense commercial value, form a wonderfully rich field for the investigations of the scientist. Their formation undoubtedly extended through many ages. Fossils from the age of reptiles to the age of man are found imbeded within them, and the history of the intervening periods are written in the strata as in a book. The great bulk of these deposits were formed of the excrement of prehistoric animals, and large quantities of the remains of the animals themselves are constantly brought up by the miners. The greater number of these animals belong to species now extinct.

Remains of land animals of every kind, from the great mastodon to the diminutive bones of prehistoric man, are found in abundance. Among the most remarkable of the evidences of the size of the prehistoric animals which these deposits afford are the remains of sharks, which appear to have been particularly numerous. These are not the ordinary sharks of today, but fishes of enormous length. A 30-foot shark of the present time has a tooth half an inch long, but in these deposits thousands upon thousands of sharks' teeth are found which are over six inches in length, and with a width of body in proportion.—Chicago News.

The Earth at Least 90,000,000 Years Old.

Mr. A. R. Wallace, adopting Dr. Haughton's thickness, but assuming the sediment to be deposited along a belt of thirty miles wide around the whole coast line of the globe, finds, with an assumed denudation of one foot in 3,000 years, a period of 28,000,000 years. This, however, on Dr. Croll's assumption of reformation and denudation repeated several times, would be merely a fraction of the time required. Dr. Croll further shows from the evidence of remarkable "faults" in various parts of the world, with "downthrows" ranging from 3,000 to 20,000 feet, the enormous amount of solid rock which must have been denuded off the surface of the earth during the progress of geological history.

He estimates that three miles of rock have been removed since the beginning of the old red sandstone. This would indicate a period of 45,000,000 years. Assuming that the period before the old red sandstone was equally long, we have 90,000,000 years, as the "minimum duration of geological time."—Gentleman's Magazine.

A Large Order.

Artists sometimes find that persons who are abundantly able to buy pictures are not so well able to appreciate the possibilities and the aims of art.

The artist Hoppner related that a wealthy stock broker, with his wife and five sons and seven daughters, once called upon him. The gentleman said: "Well, Mr. Painter, here we are, a baker's dozen. How much will you demand for painting the whole lot of us, prompt payment for discount?"

"Why, that will depend," replied the artist, "upon the dimensions, style, composition and"——

"Oh, that's all settled," replied this person, who evidently followed the excellent plan of knowing exactly what he wanted when he went shopping, "we are all to be touched off in one piece, as large as life, all seated upon our lawn at Clapham and all singing 'God Save the Queen.'"—Youth's Companion.

A Paper Hotel.

There seems to be practically no limitation to the uses to which paper can be applied. To the long list of articles intended for personal use, and in the smaller details of construction in rolling stock, such as wheels, axles, etc., there has been added more extensive application of paper to the needs of everyday life by the building of a hotel constructed of this material.

This novel residence, which is situated in Hamburg, has been made entirely of paper boards, which, it is said, are of the hardness of wood, but possess an advantage over the latter material in that they are fireproof, this desirable end being effected by impregnation with certain chemical solutions.—New York Telegram.

WHAT IMPELS THEM?

Deaf Mutes Have a Fascination for Walking on Railroad Tracks.

"This one makes twenty-two deaf persons that I have a record of who have been killed on railroad tracks since 1874," an old Erie locomotive engineer said after reading the account of Homer J. Higbee, a deaf mute, being run over and killed while walking on the railroad track at Olean. "Deaf people, and especially deaf mutes, seem to have a fascination for walking on railroad tracks, and they invariably walk on the track on which trains are running in the same direction they are walking.

"In 1874 I had been running on an engine ten years, and had never yet had the misfortune to kill any one. I was working for a New Jersey railroad, and one day I sounded my alarm signal to warn a man off the track, as he was walking leisurely along ahead of me and the train was drawing perilously close to him. He paid no attention to the signal, and I gave it to him again, long, sharp and loud.

"He kept right on, and as I was unable to stop the train he was run over and killed. He was a well known resident of Orange country, and a deaf mute. A relative of his told me that he had many times narrowly escaped being killed while walking on railroad tracks, and he seemed to have an irresistible passion for such dangerous pastime.

"Some time after that I went on the Pennsylvania road, and inside of a year killed two men at different times, while they were walking on the track. Both were deaf and dumb. In 1876, during the Centennial, I killed two other deaf persons who had the fatal fascination for railroad track pedestrianism. Then I began to make a study of this queer habit of the deaf, and kept a record of all deaths of persons on railroad tracks that came to my notice through the newspapers, if it was stated that the victims were deaf or deaf and dumb. I have cases from all over the country, and this killing of Deaf Mute Higbee at Olean makes the twenty-second. They are invariably killed in the same way.

"A deaf mute was never known to look back while walking on a railroad track, and he is generally discovered in places where it is almost an impossibility to stop in time to save him. The air brakes have saved a good many deaf railroad pedestrians since they came into use. It is an old saying among railroad men that a deaf and dumb person will go two miles out of his way to walk on a railroad track, and it isn't far from the truth. I would like to have some one give some explanation of this strange phase of afflicted human nature. There is no doubt whatever of its existence.—New York Sun.

Doctors' Incomes.

It is computed that there are about a hundred doctors in New York each of whom has an annual income of $10,000 and over. Only twenty-five of these are to be reckoned among the "and over." A score may make from $20,000 to $30,000 a year. Among them is Dr. Mary Putnam Jacobi, who is reported to earn the largest income of any professional woman in America. Nearing the top of the golden pyramid are some three or four who make as much as $50,000, and at the very apex stand the two famous specialists, Dr. T. Gaillard Thomas and Dr. Salisbury, each credited with an annual income of $100,000—the amount being given with more positive emphasis in the case of the former than of the latter. So it may be assumed that as a money maker Dr. Thomas outranks all his New York brethren.—New York Epoch.

Where He Made His Money.

Years ago a gentleman settled in the south and became very popular in the neighborhood. The county families could never discover how he had made his money, but were satisfied by his solemn assurance that it was not in trade. Nothing could exceed the ordinary gravity of his demeanor, which, indeed, caused him to be placed on the commission of peace, but now and then, without any apparent provocation, he would burst into such a laugh as no one ever heard before, except in one place.

Where they could have heard it puzzled the county families for five and twenty years, but at last he was betrayed unconsciously by his own grandchild, who, after a visit to a traveling circus, innocently exclaimed, "Why, grandpa laughs just like the clown!"—James Payn.

Chinese Hands and Finger Nails.

Chinese, when meeting, bow, their arms to their sides; then, folding each his own hands, raise them in front of the face and shake them gently at one another. The practice is admirable for foreign residents in the far east, for Chinese hands are all flabby and fish-like, and most of them dirty. Besides, the nails even on the right hand are inordinately long and never very clean. Here are the lengths of the left hand finger nails of a Chinese dandy as measured by a very competent authority: Thumb, 2 inches; first finger, 1 3-8 inches; second, 1 3-16 inches; third, 5 1-4 inches; fourth, 4 1-8 inches.—Temple Bar.

The Growth of the Nails.

The growth of nails on the left hand requires eight to ten days more than those on the right; the growth is more rapid in children than in adults, and goes on faster in summer than in winter. It requires an average of 132 days for the renewal of the nails in winter and but 116 during the summer months.—St. Louis Republic.

Vapor Poison and its Antidote

The morning and evening mists that pervade the atmosphere of malarious localities cannot be breathed with impunity. A safeguard is needed to render harmless the dangerous miasmata with which they are impregnated. The surest, safest defense is Hostetter's Stomach Bitters. It is an antidote to the poison which has already been exhaled and born fruit, an adequate preventive of its harmful effects. No preparative for breakers of miasma infested air or drinkers of malaria poisoned water like the Bitters. It completely neutralizes the otherwise irresistible onset of the aerial foe. Settlers on newly cleared land, excavators or canal routes (notably that on the Isthmus of Panama), western pioneers and emigrants—in short, all subjected to malarial influences in air or water find in it a benign remedy, an effectual safeguard. Disorders of the stomach, liver and bowels, "la grippe," rheumatism and kidney complaints are remedied by the Bitters.

The Strange Case of Mr. Norcross.

Two years ago Jacob Norcross was a rich ranchman who lived happily with his family, surrounded by his herds, in the Cascade region at Ashland, Ore. but the winter was severe and storms violent, and when spring came the ranchman's horses and cattle had perished, like the flocks and herds of Job and almost none remained. He still had his ranch and his home and stock to form a nucleus for new herds, but for only a brief time, for first a failure then a fire and then another failure which forced him to pay heavily on notes which he had indorsed took from him the remainder of his store and left him as Job was left after satan's visit.

Then he was bereft of a child, and then following the analogy, of health and strength, and feeble and discouraged and homeless Norcross was forced to go to friends for shelter for himself and wife. This journey was made in a carriage drawn by his only remaining horses, and just before its end while crossing the railroad track, a special train running at an unusual hour struck his team, killed both horses wrecked the carriage, and bruised and wounded Norcross and his wife.

There was seemingly only one thing more to happen to this modern Job, and that happened almost at the end of his journey, when it seemed that danger was over, for at Albany he stumbled fell, and when his wife bent over him he was dead. Perhaps his death was not a misfortune under the circumstances, but it not unfitly ended the series of ills which had its occasion—where? Who can tell where or point out the stages of the evolution of these successive blows?—Springfield Republican.

Work Done in Playing.

A Philistine in art has appeared in the person of Dr Neitzel who has startled the musical world by an extraordinary compilation of figures with regard to the strength required by the ordinary pianist to play the pianoforte works of the modern composer. With this object he has dissected Chopin's beautiful "Funeral March," and Etude No. 12, Op. 25, and has arrived at the following conclusions. That the smallest weight necessary to strike the keyboard in order to obtain a pianissimo effect calls forth a pressure of the finger equal to 110 grams, 200 grams for expressivo and 8,000 grams for fortissimo.

These figures refer to single sounds only. The weight required for striking cords is inverse to the number of notes as four sounds together need only a pressure of 4,000 or 5,000 grams instead of 8,000 grams, given that the strength required for striking one note forte is estimated at 2,000 grams.

Dr. Neitzel calculates that in Chopin's Etude the strength for one passage lasting two minutes five seconds weighs not less than 3,150 kilos. It would have been interesting from this weighty point of view to have known the figures in connection with some of the compositions of the followers of the Wagnerian school but no doubt the doctor will one day extend his labors in this direction, unless he in the meantime tries to ascertain the amount of breath wasted by a flute player in a given number of years.—Galignani Messenger.

The Morocco Dog.

It is probable that we shall have a new dog. The Schipperke has not been a great success. He took well at first, and the fact that he was born without a tail was all in his favor. Then came the distressing rumor that this was not a fact but a fiction, that in truth he has no tail for the same reason that a foxterrier has a short one, and this rumor has robbed him of much of his distinction. Justice was then done for a short time to the Irish terrier, who added hardihood and fidelity to other recommendations. But fashion is capricious, and loves a change. A new dog will have to be brought out, and it has been already discovered.

There is a splendid breed in Morocco, of which the Moors are excessively proud. They like to keep it to themselves, and are jealous of European interference. So jealous are they that until quite lately, no native dog was allowed under any circumstances to cross the frontier. The most strenuous efforts were made to keep the breed at home. It was not allowed to bring the dogs into Tangier lest they might be smuggled across the Mediterranean. The law, though popular, was necessarily too tyrannical in its application. The sultan was petitioned; stringency is to be relaxed. Tangier is to be a free port, and the Morocco dogs are to cross the Mediterranean.—Pall Mall Gazette.

The Bride Stood Behind the Bars.

During a rainstorm and while the Kissimmee jail was moving a negro man and a preacher, armed with a marriage license, appeared at the jail and asked to be admitted. The doors could not be opened, so the man stood on the outside and the woman on the inside, while the policeman held an umbrella over the preacher to protect him from the rain. Then the party on the outside slowly walked after the moving jail while the preacher read the marriage ceremony and made the pair man and wife, the woman putting two fingers through the bars for the man to hold. And thus they joined their right hands and started out in life with a barrier between them. The bride is still alone, as the combination could not raise sufficient money to settle the fines.—Florida Times-Union.

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Handicapping a Bear with Lead.

The greatest trophy yet secured by a party of hunters in this section is the tooth of a gigantic bear, which was killed after an exciting chase of over 550 yards. Mr Shackelford first encountered the beast, and fired twenty-three loads of bird shot into it before it knew what was up. Then it broke and ran, or tried to, but was so loaded down that it began to fag, and fell an easy prey to the destructive Winchester in the hands of the invincible Shackelford. It weighed exactly 637 pounds after the shot had been shaken out.—Jefferson Cor. Atlanta Constitution.

The Coming Line.

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E. C. CROSS, Butcher and Packer,

State St. and Court St.—The best meats delivered to all parts of the city.

To Strawberry Growers.

The undersigned has contracted for large quantity of the Jessie, (newspaper prize winner at Salem strawberry fair) and the Champion Gaff, (best late berry and most profitable late berry in Salem) plants from H. W. Savage, Salem, and J. Albert, Aumsville. Warranted true to name and plants first-class. Catalogue free on application. Address

H. HOEYE,
dw Salem, Oregon.

Health is Wealth!

DR. E. C. WEST'S Nerve and Brain Treatment, a guaranteed specific for Hysteria, Dizziness, Convulsions, Fits, Nervous Neuralgia, Headache, Nervous Prostration caused by the use of alcohol or tobacco, Wakefulness, Mental Depression, Softening of the brain resulting in insanity and leading to misery, decay and death, premature old age, barrenness, loss of power in either sex, caused by over-exertion of the brain, self-abuse or over-indulgence. One box contains one month's treatment, $1.00 a box or six boxes for $5.00, sent by mail prepaid on receipt of price.

WE GUARANTEE SIX BOXES

To cure any case. With each order received by us for six boxes, accompanied with $5.00, we will send the purchaser our written guarantee to refund the money if the treatment does not effect a cure. Guarantees issued only by Geo. F. Good, Druggist, Sole agent, 309 Com. St., Salem, Or.

EAST AND SOUTH —VIA Southern Pacific Route

Shasta Line

CALIFORNIA EXPRESS TRAIN—RUN DAILY BETWEEN PORTLAND AND S. F.

South.				North.
7:00 p. m.	Lv.	Portland	Ar.	8:30 a. m.
9:18 p. m.	Lv.	Salem	Lv.	7:08 a. m.
8:15 a. m.	Ar.	San Fran.	Lv.	8:00 p. m.

Above trains stop only at important stations north of Roseburg, East Portland, Oregon City, Woodburn, Salem, Albany, Tangent, Shedds, Halsey, Harrisburg, Junction City, Irving and Eugene.

ROSEBURG MAIL DAILY.

8:00 a. m.	Lv.	Portland	Ar.	4:00 p. m.
10:52 a. m.	Lv.	Salem	Lv.	1:20 p. m.
5:40 p. m.	Ar.	Roseburg	Lv.	6:00 a. m.

Albany Local, Daily (Except Sunday).

5:00 p. m.	Lv.	Portland	Ar.	10:00 a. m.
7:52 p. m.	Lv.	Salem	Lv.	8:05 a. m.
9:00 p. m.	Ar.	Albany	Lv.	7:00 a. m.

PULLMAN BUFFET SLEEPERS.
TOURIST SLEEPING CARS

For accommodation of second class passengers attached to express trains.

West Side Division, Between Portland and Corvallis:

DAILY—(EXCEPT SUNDAY).

7:30 a. m.	Lv.	Portland	Ar.	5:00 p. m.
12:10 p. m.	Ar.	Corvallis	Lv.	12:50 p. m.

At Albany and Corvallis connect with trains of Oregon Pacific Railroad.

EXPRESS TRAIN—(DAILY EXCEPT SUNDAY)

4:40 p. m.	Lv.	Portland	Ar.	8:20 a. m.
7:25 p. m.	Ar.	McMinnville	Lv.	5:40 a. m.

Through Tickets

—To all points—

EAST and SOUTH

For tickets and full information regarding rates maps, etc., apply to the Company's agent Salem, Oregon.

E. P. ROGERS, Asst. G. F. and Pass. Ag't.
R. KOEHLER, Manager.

THE YAQUINA ROUTE.

OREGON PACIFIC RAILROAD

And Oregon Development company's steamship line. 225 miles shorter, 20 hours less time than by any other route. Direct cross 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 - - - - - - - - 1:30 P. M.
Leave Corvallis - - - - - - - 1:00 P. M.
Arrive Yaquina - - - - - - - 5:00 P. M.
Leave Yaquina - - - - - - - 8:00 A. M.
Leave Corvallis - - - - - - - 12:30 A. M.
Arrive Albany - - - - - - - 12:00 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.

SAILING DATES.

STEAMERS.	FROM YAQUINA
Farallon, Friday	June 5
Willamette Valley, Tuesday	July 7
Farallon, Sunday	"
Willamette Valley, Thursday	"
Farallon, Tuesday	"

STEAMERS.	FROM SAN FRANCISCO
Willamette Valley, Friday	June 5
Farallon, Tuesday	July 7
Willamette Valley, Sunday	"
Farallon, Thursday	"
Willamette Valley, Tuesday	"

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 Kuhn, Hulman & Co., Freight and Ticket Agents 200 and 202 Front st., Portland, Or.

C. C. HOGUE Ac't Gen'l Fr. & Pass. Agt., Oregon Pacific R.R. Co. Corvallis, Or.

C. H. HASWELL, Jr. Gen'l Fr't & Pass. Agt. Oregon Development Co., 304 Montgomery st.

From Terminal or Interior Points on

Northern Pacific Railroad

Is the line to take

To all Points East and South.

It is the dining car route. It runs through vestibule trains every day in the year to

ST. PAUL AND CHICAGO!

(No change of cars.)

Composed of dining cars unsurpassed, Pullman drawing room sleepers, Of latest equipment

TOURIST Sleeping Cars.

Best that can be constructed and in which accommodations are both free and furnished for holders of first and second-class tickets, and

ELEGANT DAY COACHES.

A continuous line connecting with all lines, affording direct and uninterrupted service.

Pullman sleeping car berths can be secured in advance of any agent of the road.

Through tickets to and from all points in America, England and Europe can be purchased at any ticket office of this company.

Full information concerning rates, time of trains, routes and other details furnished on application to any agent or

A. D. CHARLTON,
Assistant General Passenger Agent, 255 Morrison street, cor. Washington, Portland, Oregon.

SHAW & DOWNING, Agents.