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SELECTIONS

AUTUMN IN LITTLE ITALY.

Everybody Trying to Live as if the East River Were the Mediterranean.

Little Italy is making hay while the sun shines, because the swarthy southern colonists know that presently days must come when the sun will no longer shine. He that visits Little Italy and looks upon it with unsympathetic eye will see only a few tall tenements of the familiar type, a few small frame houses scarcely higher than the fences that separate their yards and a succession of great, reddish brown gasometers.

But there are other things besides in Little Italy. First of all, there is color. Between One Hundred and Ninth and One Hundred and Twelfth streets, First avenue runs near the East river, so that the inhabitants always have a glimpse of restless blue waters overarched with restful blue skies. Then, no resident of this region is content with garments of one hue. The modistes of Little Italy are not ashamed to produce a bonnet with four out of the seven prismatic tints, and as for kerchiefs, they are of every imaginable hue. The very infants in arms are clad in red, green and blue. Even the vegetables seem to be chosen with an eye to color. There are the reddest of red peppers, the gayest of red and green tomatoes and the most vivid of melons.

Everybody in Little Italy tries to live as if the climate of New York were that of the Mediterranean shore. That is the key to Italian life in this city. Tenement houses are not to the Italians the dreadful human pigeon holes that they seem to persons of other nationalities, because the Italians pass very little time within doors. The sidewalk is the common reception room for the whole neighborhood. Old women knit, young folks make love and babies are suckled on the sidewalk. When the noon meal has been eaten workingmen while away what is left of their nooning at cards in the open air. The banker sits in front of his door. The baker works with doors and windows wide open and dries his tempting dainties on the sunny window sill. Thick necked, darkskinned little Pepita, who will be a mother at fifteen, a grandmother at thirty and a wrinkled crone at forty, plaits her black locks in the sunshine, and wonders how soon Pietro, playing marbles over the way, will be old enough to think her more interesting than a top or glass alley.

Everybody wears earrings, from the old woman, whose cheap finery seems a part of herself, to the child of two, whose neck is so short that the dangling jewels actually touch its shoulders. There is everwhere the soft touch of the south. It takes away from the tenement houses a little of their ugliness; it half hides the squalor of hut and hovel; it closes one's eyes to the filth. Everybody loves to bask in the sunshine. Even the willful climate of New York bends to the soft persuasion of these southern ways, and one is glad that a Lombardy poplar on Ward's island waves in full sight a sweet encouragement to the Italian imagination.—New York World.

The Temperament of Genius.

An eminent literateur has raised the old question of the celibacy of writing men. He says to the matrimonially minded virgin, "Don't marry a man of genius." So and on much the same grounds has the author of "Virginibus Puerisque" spoken. To quote him, "The practice of letters is miserably harassing to the mind; and after an hour or two's work all the more human portion of the author is extinct; he will bully, backbite and speak daggers."

But the doctors differ. A day or two ago I was talking to one of the most eminent and also one of the busiest of our literary men. I asked him what portion of life he thought most enjoyable. "That in which I am hard at work," he answered, without a moment's hesitation. "And does it not make you feel nervous and irritable?" was my next query. "Not at all," he replied; "on the contrary, a spell of composition exhilarates me. I never feel depressed or gloomy except when idle." One fancies that Sir Walter Scott did not make a bad husband, and he worked about as hard as most men. Depend upon it, the marriage of a literary man is as much of a lottery as any other wedding.—London Globe.

Electric Lights in a German Train.

One of the express trains running between Berlin and Frankfort has been fitted with the electric light. Each coach has two distinct storage batteries, and the lamps are on two distinct circuits, so that in case of accident to one circuit or on changing the batteries the carriages shall not be left entirely without light. The storage cells are especially designed to stand rough handling, and have a capacity of 200 ampere hours. Each battery supplies current to four eight-candle-power lamps for the compartments, and to one five-candle-power lamp in the lavatory. The batteries, which weigh six hundredweight each, are placed in boxes underneath the carriage floor, and can be taken out and replaced very rapidly.—Exchange.

How the Czar Dismissed a Minister.

Ignatieff, lately prime minister of Russia, has just taken up his residence in Prague. The story of his dismissal is interesting, as it illustrates the autocracy of the czars. Ignatieff one day presented some papers to his imperial master, saying, "Your majesty may sign these without reading them, as they are not of much importance." The czar handed the papers back, with the answer: "Keep these for your successor. I never sign papers without looking at them."—San Francisco Argonaut.

Ground bone is an excellent fertilizer. It is insoluble in water, but becomes decomposed in the ground. The finer it is ground the more readily it decomposes.

SINGING SHAD.

Queer Fish That Are Said to Serenade Residents of Cape May.

The singing shad has been seen and heard in lower Delaware bay this year. It hasn't been seen in large quantities, of course, for the appearance of this odd fish in these waters is a rare occurrence. But few of the singing shad have enchanted the fishermen. They come from the south, and only when the wind has died down and the water is quiet. They come in schools, emitting musical notes as they swim along. The sounds they make are soft and something like those of an æolian harp. It is hard to express, or rather imitate, on paper, the melody they sing. It runs something like this: "Wee ho, he hi do de; wee ho, die di dum."

This sound cannot be made with any effect, except when the shad travel in schools. The singing of a single shad is too feeble to be heard above the ripple of the water. Captain Arnold, one of the oldest and most truthful of South Jersey fishermen, said the other day that he had heard the singing shad a number of times in his piscatorial career. They are rare, of course, so far north as this. Even when they do come only old fishers are apt to hear and distinguish them. We know about them and are more or less on the lookout for their occasional arrival. They really belong off the coast of Bolivia and Chili. There they are quite common. All sorts of fairy tales are narrated about them by South American fishermen. The singing shad also breed in Japanese waters. The fishermen of Japan are delighted when they strike a school of singing shad. They follow them up reverently, because they believe the fish are inspired. They throw them food and never catch or eat them.

The singing shad is different from the common back or roe shad. It is not so large and there is a slight difference in the formation of the mouth. Only an expert fishermen can tell when he has caught one of the finny songsters. Old fishermen regard the musical shad as prizes and do not send them to market unless they are paid a very high price for them. It is estimated that they travel in schools of about 500. Their singing is pleasant at first, but soon grows monotonous, owing to the fact that it is a constant repetition of the same few sounds. Whether many of these peculiar fish ever go on up the Delaware or move on to New York and mingle with the plain every day Hudson river shad is not known. They lose their identity when they get in with other fish, and it is doubtful if they ever sing alone.—Baltimore American.

A Duty to Children.

The body may be looked on as a living machine, delicate and complicated in structure, made to run a hundred years or so, but liable, by bad management, to be disarranged and brought to untimely destruction.

All continuous physical transgression, however innocent it may seem, is followed by a like retribution. Such is the punishment which overtakes multitudes who overwork their brains and underwork their muscles; of not a few who waste vital energy with anxiety, fret and unstinted care; of many who overlook the great law of their physical being that makes daily recuperation depend on the interchange of work and rest. Even ministers of the gospel not unfrequently allow well meant faithfulness to end in a fatal mental strain.

One of the signal facts connected with many forms of physical transgression is its tendency to weaken the vital stamina of the transgressor's offspring. The least a child can ask of its progenitor is a fair chance of life. To squander the vital inheritance of one's offspring is vastly worse than to squander its large ancestral estate.—Youth's Companion.

The Famous Stonehenge.

Stonehenge is a famous ruin of great but uncertain antiquity, situated in the center of a plain near Amesbury in Wiltshire, England. At present it is merely a confused mass of mosscovered stones, which must be closely inspected in order to trace out the original form, which was two concentric circles of huge upright stones, inclosing two elipses, the whole surrounded by a circular ditch and embankment, the wall being fifteen feet high and 1,010 in circumference.

There is much difference of opinion among antiquarians as to what the original building, monument or dike was used for. Many eminent scientists believe it to be the remains of a Druidish temple, erected long before the Roman invasion of Britain.—St. Louis Republic.

Electricity and Deafness.

The extent to which electricity is being used in legitimate medical practice is rapidly on the increase, and many of the new devices for applying it have distinct merit. An apparatus for the cure of deafness comprises a battery, a belt, an electrode supported on the belt and shaped to rest on the ear, an opening on one side to receive the ear and connections between the electrode and the battery. This provides a convenient and efficient mode of receiving the current, which can be applied in currents of finely graduated strength.

A Consistent Litterateur.

Emma—Such an odd combination is Captain Bullseye! A writer and a crack shot!

Edward—Yes, but he is consistent. He never uses anything but a magazine rifle.—Pittsburg Bulletin.

LUCKIEST SHIP AFLOAT.

No Danger Ever Troubles This Nautical Mascot.

There is a vessel now lying at San Francisco that attracts a great deal of attention by her queer rig and old fashioned appearance. She is the British four masted bark Omeo, belonging to Melbourne. The old craft has quite a history and was formerly a steamer. She was built in 1858, in England, and is 789 tons. During the civil war she was used as a blockade runner and made a number of trips to Charleston, escaping capture more than once from the Federal war vessels.

The last trip she made was a remarkable one. She passed the gun boats that were blockading the harbor, and then orders were given by the flag ship to keep a sharp lookout for her when she attempted to leave, and to catch her at all hazards. The days went by until six weeks had passed, and the officers were beginning to think that the steamer had given them the slip and made away without their knowing it, when one night rockets were seen from the cruisers as if some one was signaling on shore.

A bright lookout was kept for the slippery blockade runner, and just before daylight she was seen well in shore, passing out. She was loaded to the guards with cotton, and had several hundred bales piled on deck. Half a dozen steamers started after her at once, and it seemed as if she would be caught at last. But she managed to reach open water without coming in range of the guns of the warships, and in a few hours had distanced all but one of her pursuers.

This was one of the new gunboats, a screw steamer of great speed; and as the two flew through the water the American captain had the satisfaction of noting that slowly but surely he was overhauling the heavily laden blockader. The captain of the British steamer also perceived that the gunboat was gaining on him, and he knew that it was only a question of time, unless something turned up to prevent it, when the American would be on his way to New York with the cotton steamer in tow.

He looked at his deckload, which was worth thousands of dollars in Liverpool could he land it there, and then looked at the American, which was slowly crawling up on him, until every minute he expected to see the puff of smoke from her bow gun. He decided that the deckload must go. But there was great danger of crippling the steamer should he drop the big bales over the side, as one of them might be caught in the propeller, and then ship and cargo would go to New York without a doubt.

In order to prevent this, a long stage was rigged over the stern and the bales rolled out on it before they were dropped into the sea. The plan worked first class—in fact, better than the bold Englishmen had dared to hope. Bale after bale was dropped overboard, and soon a long line of them floated on the water right in the road of the American steamer, and no attention was paid to them by the officers of the gunboat until a crash was heard and in a few seconds her engines stopped. The captain went down in the engine room to learn what was the matter, and a short investigation showed that the gunboat was helplessly crippled.

One of the bales had been caught by the propeller and its contents wound around the shaft in a second, and to their chagrin the rich prize slipped through their fingers when they were nearly alongside. After the war the Omeo went to Australia, and for a number of years ran from Melbourne to New Zealand, and was then turned into a sailing vessel. She is regarded as the luckiest ship afloat, as well as one of the fastest, as, in spite of her queer rig, very few can outsail her.—Detroit Free Press.

The Opportunity That the Colleges Lost.

In the early decades of the present century the predominance of classical studies was not indeed unnatural. But conditions were changing. James Watt and succeeding inventors had inaugurated a revolution in industry more complete, if less dramatic, than that effected in politics by their contemporaries. Thousands of men were to be replaced by machinery, new industries were to be created, nations to be brought closer together, the conditions of existence to be ameliorated—all by men consciously or unconsciously studying applying science.

Nowhere were these changes to operate more powerfully than in the United States. What would be the effect on our education? Would the colleges realize their opportunity and by co-operating in this great improvement emphasize and strengthen their right to the intellectual leadership of the nation? Had they previously occupied themselves more with things and less with forms they might conceivably have taken the tide at the flood. Being what they were, they could not.—Professor H. W. Tyler in Forum.

"Doing" Palestine.

A woman who has been to Europe says an opportunity is never lost to gibe the meteoric flight of the "tourist." She heard a story of two young men doing Palestine. They drove to the pool of Bethesda. They descended from the carriage. "This," said the guide, "is the pool of Bethesda."

"Ah," commented one of them, "pool of Bethesda. Chalk it down, Gus, we've seen the pool of Bethesda. By the way, guide," as he turned and dived into the carriage, "who was Bethesda?"—New York Times.

Traced by Hair.

"Once upon a time," said a microscopist, "a bold robber from Denmark made sacrilegious entrance into a church in Yorkshire, England, and got away with some of the holy vessels. He was caught and was condemned to be flayed alive, his skin being subsequently nailed to the church door for the purpose of affording an example to evil doers and to give an agreeable object of contemplation to the good people who flocked to the sacred edifice for worship on Sundays. That was about a thousand years ago, and after awhile the human hide was torn off by bits, all traces of it being removed, save for small fragments which still peep out from under the edges of the broad headed nails by which it was stretched.

"Such, at all events, has been the tradition in Yorkshire, and it happened a few years ago that an inquisitive person sent a scrap of leather to an eminent expert in microscopy, giving no account of it, but merely requesting to know what kind of skin it was. The professor brought his microscope to bear upon it, and presently found some hairs scattered over the surface, which, after carefully examining, he declared to be human hairs, such as grow on the naked parts of the body. Furthermore, he stated that the person who had owned them was of fair complexion. This was very interesting, inasmuch as after the lapse of ten centuries it was proved possible, not only to distinguish human hair from that of any other animal, but actually to determine the race of the man to which it belonged, the Danes being light haired."—Washington Star.

Men with a Thirst for Blood.

At the slaughter houses in the eastern part of the city there is a set of men who call regularly of mornings for their glass of warm blood. At first it is liable to make them sick, and the taste must be acquired for it. So the habit grows until it cannot be thrown off. Ordinarily a person is not likely to begin the habit, the slaughter house people say, without some reason, and in this respect it is something like the opium habit, for its use is begun as a stimulant. There is a young man living in the eastern part of the city who is a striking example of this. He is a consumptive, and some one recommended warm blood for him. The only place where this could be conveniently gotten was at the slaughter houses, and he at once made them a visit. The first day he only drank a few sips, turning sick at the stomach.

After that he continued the quaffing of blood until now he is said to have a thirst for it just the same as some men have for other beverages. There are scores of such persons who indulge in the bloody cup, and if placed together they would form a regular little colony. The slaughterers have plenty of the warm blood on hand and they never refuse to satiate the thirst of their visitors, some of whom have become such topers that they can drink two pints at a time.—Louisville Courier-Journal.

Surnames in Maryland.

The eastern shore of Maryland has been so little disturbed by immigration that the region numbers comparatively few surnames, so that at various times it has been necessary to resort to odd but very ancient devices to distinguish between men bearing the same name. The commonest device is the patronymic, by which of two men bearing exactly the same Christian and family name one is distinguished from the other by the addition "of William," "of Thomas," or "of John," as the case may be, the meaning of the phrase being "son of William, Thomas or John."

Another device once commonly employed was to couple with the name an adjective to indicate some physical peculiarity, as "long" to indicate a tall man, "black" to indicate a dark man, or "red" to indicate a ruddy man. Occasionally the distinguishing word is uncomplimentary. "Devil" is not an unusual prefix to the Christian or surname of a man having a reputation for vice or recklessness. A man bearing one of the best known names in Maryland carried to his grave this prefix.—Chicago Herald.

Lord Carmarthen's Ready Wit.

One of Lord Carmarthen's future constituents once asked the youthful candidate his opinion upon some abstruse question of which he knew nothing. "Let him alone!" cried another derisively; "don't you see he's nothing but a baby?" "What do you think?" reiterated his inquirer, heedless of the interruption and determined to have an answer. "I think," said Lord Carmarthen, with ready wit, "that it is high time for all babies to be in bed;" and so saying he gathered up his papers and disappeared from the platform.

Again—and this last anecdote is so well known as to have become well nigh historical—at a crowded meeting just before his election he was interrupted by the question: "Does your mother know you are out?" "Yes, she does," was the instant retort, "and by Tuesday night she will know I'm in." His prophecy proved correct and he headed the poll by a large majority.—San Francisco Argonaut.

The Acme of Isolation.

He—Such a fearful dream as I had last night, dear! I thought I was so utterly and absolutely alone that the dread sense of isolation awoke me.

She—Poor fellow! What and where did you seem to be?

He—I dreamed I was an oyster in a church supper stew.—Pittsburg Bulletin.

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Albany Local, Daily (Except Sunday)

5:00 p. m.	Lv.	Portland	Ar.
7:52 p. m.	Lv.	Salem	Lv.
9:00 p. m.	Ar.	Albany	Lv.

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.
12:10 p. m.	Ar.	Corvallis	Lv.

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

EXPRESS TRAIN—(DAILY EXCEPT SUNDAY)

4:40 p. m.	Lv.	Portland	Ar.
7:25 p. m.	Ar.	McMinnville	Lv.

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. Agent. 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. 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 ...
Leave Corvallis ...
Arrive Yaquina ...
Leave Yaquina ...
Leave Corvallis ...
Arrive Albany ...

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 ...
Willamette Valley, Tuesday ...
Farallon, Sunday ...
Willamette Valley, Thursday ...
Farallon, Tuesday ...

STEAMERS. FROM SAN FRANCISCO.
Willamette Valley, Friday ...
Farallon, Tuesday ...
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 Messrs HULMAN & Co., Freight and Ticket Agents 200 and 202 Front st., Portland, Or.

C. C. HOGUE, Act. Gen'l Frt. & Pass. Agt., Oregon Pacific R. R. Co., Corvallis.

C. H. HASWELL, Jr. Gen'l Frt. & Pass. Agt. Oregon Development Co., 304 Montgomery st.

From Terminal or Interior Points the

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 sleeper reservations can be secured in advance through 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, No. 121 First street, cor. Washington, Portland, Oregon.

SHAW & DOWNING, Agents.