My son, what are you thinking about?

That you are the biggest fool in town, papa.

Why, my son?

Because you spent so much for this suit of mine. I could have got one just as good at Ben Forstner & Co.'s and had enough money left to buy a whole toy shop besides.

Largest stock in city. Sold at cut prices.

B. FORSTNER & CO.

BREVITIES

ODDS AND ENDS.

Great Britain has 58,000 women trade unionists.

Missouri has 23,000 square miles of coal fields.

There is only one sudden death among women to every eight among men.

The British war office has given 30,000 worn out helmets to the Salvation Army.

The United States mint in San Francisco is the largest one of its kind in the world.

One-third of the crime committed in London is perpetrated on Saturday nights.

Cheapside street, London, is traversed by 13,000, and Mansion House street by about 22,000 vehicles daily.

Harvard college is 225 years old and has graduated 17,000 students. A little more than half of them are living.

The temple of Hom-mon-ji, at Ikegami, begun in 1282 and finished in 1307, is one of the most famous religious structures in Japan.

The right to vote at the age of eighteen is one of the especial privileges of the young men in Venezuela. Another is the fact that the girls are allowed to marry at fifteen.

It is estimated that 100,000 Americans visit Europe every year and leave there $100,000,000. No other country on the face of the globe could stand such a strain and not feel it.

The Dominion senate has passed a bill abolishing the dual language system in the northwest territories, though French is allowed to be used officially, if necessary, in territorial courts.

The lowest body of water on the globe is the Caspian sea. The level has been gradually lowering for centuries and now it is eighty-five feet below the level of its neighbor, the Black sea.

In person and attire the scrupulous cleanliness of the Malay women is proverbial throughout the orient. Twice daily she bathes, changes her garments and washes and rinses her luxuriant black hair.

Thirteen years ago a student in Berlin was mobbed in the streets for appearing on a bicycle. Now the German Union of Bicyclists, which has just held its eighth annual conference at Breslau, has 14,000 members.

BEHIND THE SCENES.

Tony Denier, retired pantomimist, is living quietly in Chicago.

Jennie Yeamans says she has been married (on the stage) 369 times.

During her American tour Mrs. Langtry will produce Sims and Buchanan's "The Trumpet Call."

Mme. Agar, the French actress who died in Algiers not long ago, is said to have been the best Phædre the world ever saw.

Lord Tennyson has signed a contract to write a play for Augustin Daly's company, a part to be written especially for Ada Rehan.

A "Players' Club" has been formed in Syracuse, N. Y. Its originators are amateur actors, but many professionals are numbered among its members.

The friends of Annie Russell, one of the best ingenue actresses America has produced, have given up hope that she will ever be well enough to go on the stage again.

Mme. Modjeska's new play, "The Tragic Mask," deals with the closing scenes in the life of Marie Antoinette. This actress was announced to appear at St. Petersburg shortly before she returned to this country, but it is said that the Russian authorities interfered, owing to their bitterness toward all natives of Poland.

The new theater in Pittsburg has a lobby tiled with onyx and a gallery containing 600 pictures. The newel posts at the stairways are surmounted with bouquets of electric flowers. There are 1,226 electric lights on the stage and seats for 2,500 people in front of it. Every seat is two feet wide and the rows are a yard apart. The ushers are ten boys in pages' costume.

The season of 1890-1 was a very unprofitable one for the London theaters. Depression marked it from start to finish, and the record is one long list of failure, pecuniary loss, dullness and bad plays. One after another theater changed hands, and the number of houses closed, either from bad business or for lack of tenants, was almost unprecedented in theatrical annals. On every hand complaints were made of the loss of money sustained by managers.

WHISPERS ABOUT WOMEN.

The greatest beauty at Saratoga Springs the past summer is generally conceded to have been Miss Carrie Stevenson, of Baltimore.

Mrs. Angell, the wife of the president of the University of Michigan, is a woman of various acquirements and accomplishments and of unusual force of character.

Pauline Mason, the widow of Stevens T. Mason, the "boy governor" of Michigan, is now practicing medicine in Toledo. She declares that she is a grandniece of the Emperor Paul of Russia.

Mme. Dr. Hempin has been refused by the authorities of the University of Berne, Switzerland, the office of private lecturer of international and comparative law solely on the ground that she was a woman.

Mrs. Mary Gallagher, of South Bethlehem, Pa., says she is 108 years old and is able to dance a jig with the same agility that a young man could perform the feat. Mrs. Gallagher is apparently good for some years to come. Her sight is good and she is not required to wear glasses.

TURF TOPICS.

A Vermont trotter that has been winning some races lately is called Split Ears.

In the free-for-all pace at Pittsburg not long ago that great performer, Johnston, made his heats in 2:12, 2:11 and 2:13.

A new pacing phenomenon at Independence, Ia., this week, was the 3-year-old stallion Manager, who not long ago covered a mile in 2:11¼.

The death of that veteran horseman, Hon. W. L. Scott, of Erie, Pa., voids ten nominations in the Stanley Produce stakes of 1893. The senator had paid fifty dollars to the O. J. C. as a first installment on his subscription.

In the death of Hon. William L. Scott, the American turf sustained a great loss. Always an enthusiastic sportsman, Mr. Scott's importation of the French horse Rayon d'Or had a marked effect on American blooded racing families.

Never before in the history of the trotting turf has there been a quartet of 2-year-olds on the turf in one season that could compare with this season's quartet. Monbars, 2:20; Arion, 2:21; St. Lookout, 2:26, and Ralph Wilkes, 2:21¼.

The Horseman says that in justice to the American trotting horse his breeders and patrons should organize an unprecedented trotting meeting at Chicago during the World's fair year, and that it is none too early to begin to discuss the matter with a view to practical action.

A. A. Bonner says that while Allerton's 2:09¼ mile was very fast, the Independence course is kite shaped and several seconds faster than the circular track at Cleveland, where Maud S. made her record. He believes that Allerton will beat Maud S.'s record before the year is over. He thinks that Allerton should trot over the Cleveland track in order to ascertain how near he is to Maud S.

CHATS ABOUT MEN.

Secretary Proctor has given $5,000 to endow a free bed in the Mary Fletcher hospital in Burlington, Vt.

Jules Simon, the celebrated French economist, detests tobacco, and says that he is an inveterate enemy of alcohol.

The Duke of Hamilton is said to draw a neat little rental of $150,000 per annum from his tenantry in the Island of Arran.

Sir Henry Hawkins, who is one of the clearest headed judges of the court of queen's bench, is a sporting man, a capital judge of horses and a member of the Jockey club.

Justice Field says that he is a great admirer of the judicial robe, and that he thought that judges were as much entitled to this mark of their high station as officers to their uniforms.

Deacon Price, of Manchester, Mass., has had a longer experience as a school teacher than any man on record in this country. He is eighty-three years old, and in his time has taught more than 1,700 pupils.

The house which Benedict Arnold occupied when a young man in New Haven is still standing. He was a compounder of drugs, and the sign which swung before his little shop is preserved by the New Haven Historical society.

Adolph Sutro, the man who made a large fortune out of tunnels, is trying to rival the ancient Romans with the magnificence of his bath. Acres of sea are to be inclosed with granite walls, paved and tiled and covered with glass, the tides being admitted through suitable channels in the living stone.

RAILROAD JOTTINGS.

In a mile of English railway there are about 2,112 sleepers.

The railroads of the United States carry 1,500,000 passengers and 2,000,000 tons of freight every day in the year.

It is said that the Lake Erie and Western will, in the near future, use the Wabash line for entrance into Fort Wayne.

The building of the Indiana Midland into the Brazil coal fields is not rushing forward with great rapidity, and consequently the road will not derive much benefit from it this year.

The employees of the Ohio and Mississippi shops at Washington, Ind., have organized a fire department, and the company has purchased 1,500 feet of hose and two carriages for its use.

The Illinois Central expects to place twenty new locomotives and 1,500 new freight cars on its line between Cairo and New Orleans by Feb. 1, 1892. Of the freight cars 400 will be improved fruit cars, 100 flat cars and 1,000 box cars.

Within a few months it is expected that the first single rail and saddle track railroad will be built in Oregon. Work on the first locomotive has commenced at Portland. Mr. Mahana, the inventor, is confident that the trial of his system will result in success.

In New York the supreme court holds that when a passenger, while passing from the smoking car, where he went to smoke, to his seat on another coach on a moving train, is thrown off by the breaking of the coupling between two cars, caused by the negligence of the railroad company, the company is liable.

AROUND THE THRONES.

The queen regent of Spain is not a beauty.

The German emperor has six children living—one dead.

The Prince of Saxony has a watch set in the horn of his saddle.

When Queen Victoria has her photograph taken she stands upon a small stool to increase her height.

The Empress Elizabeth's gorgeous new palace at Corfu will have a high lighthouse near it, shining with electric lights of 12,000 candle power. In the grounds about the palace there will be 25,000 rose bushes and many fine cactus plants.

TO ELEVATE THE MONKEYS.

A Scheme for Producing an Aristocracy of Intellect Among Simians.

A man of large means, who resides in Washington, has declared his intention, privately, to devote $100,000 to a very original purpose. The idea is that no satisfactory opportunity has ever been afforded for the development of the intellect of the brute. Intelligence, like bodily qualities, is susceptible of improvement through breeding, as every one knows who has thought about the evolution of the dog from the wolf by artificial selection. This rich man proposes that monkeys or apes shall be taken as subjects for experiment, simply because man understands those animals better than he does others.

Let fifty of them, half males and half females, be placed in a paddock suitably provided with separate quarters for the sexes. Then have them breed pair by pair, as shall be directed by those who superintend. Some of them will develop certain abilities more conspicuously than others. For example, certain individuals will exhibit a superior understanding of the commands addressed to them or will show a greater dexterity in the handling of objects. Those which appear stupid are to be expelled from the colony, their places being filled by fresh recruits. When a male and a female are found who exhibit the same sort of aptitude in any direction they are to be mated. This process, carried on for generations would necessarily result in the development of superior characters until finally, after the lapse of twenty-five years perhaps, there would almost certainly be apes or monkeys far higher in the scale of reason than any known up to the present time.

These putative cousins of the human race have already exhibited a mental and even mechanical capacity sufficient to give ground for great hopes of possible development in point of intellect. Chimpanzees have been taught to bring things to the table, and the big Langur baboon of India is commonly used in that country today as a servant for working the punkah fans, with which flies are kept away from dinner tables. Explorer Stanley has given an account of apes which carry torches at night.

This is believed by scientists to be an absurdity, because all the anthropoid and simian tribes are too afraid of fire to render such a thing possible. It is a fact well known that gorillas, while they will gather about a deserted campfire for the sake of warmth, will never think of keeping the embers alight by adding fuel. Nevertheless, every book on natural history relates many an instance illustrative of these creatures' thinking powers, and there is no question that it could be greatly improved by the process of judicious breeding. Even a pig can be taught to count up to ten.—Washington Evening Star.

How the Treasury Is Guarded.

The treasury watch is composed of seventy veteran soldiers, who are cut into three squads, dividing every twenty-four hours into three equal watches of eight hours each. The men wear no uniforms, and would not impress the casual visitor to the treasury during the hours when the public is admitted. The guards go unarmed during the day, but at night carry a large 42-caliber six chambered revolver, which is too large to be concealed in a pocket and must be carried in the hands all the time. Every one who passes the treasury at night may see pacing to and fro in the lofty area between the granite pillars and the wall of the building solitary figures.

A person cannot approach within a hundred feet of the building without seeing a guard. Such a watchman, silent and martial in bearing, guards each of the four entrances to the treasury. The guards who traverse the corridors at stated intervals touch electric buttons to announce their presence in certain parts of the building. All this system of interior watchfulness was the work of Secretary Folger, who during his term in office lived in constant dread of an attack on the treasury.—Indianapolis Journal.

What a Pallium Is.

The pallium is a white woolen band about two inches wide and long enough to be worn around the shoulders and be crossed in front. It is made at Rome from the wool of two lambs which the sisterhood of Santa Agnese offer every year on the occasion of the feast of their patron saint, while the Agnus Dei is sung at mass. The pallium has crosses worked upon the white wool in black, and ornaments are attached to the ends.

It is sent by the pope to every newly appointed archbishop, and the origin of its use for this purpose dates back to a very early time in the history of the church. It is mentioned in an ecclesiastical document of the time of Pope St. Mark, who died in the year 336, and an Eighth century mosaic represents Pope St. Leo in the act of receiving a pallium.—Milwaukee Wisconsin.

When the Drum Failed to Scare.

The cicada, by using a drum at the base of the abdomen, produces a remarkable sound, sufficient to even frighten off an enemy, yet I once saw a big wasp bearing off a big cicada larger than itself, despite the "zeeing" and drumming of the victim.—St. Paul Dispatch.

John London Macadam, the inventor of the road that bears his name, labored for years to perfect his ideas, and although the English parliament voted him $30,000 it hardly covered his outlay. His monument is the roads of England.

SHE WAS DIPLOMATIC.

A Selfish and Annoying Traveler Involuntarily Gives Up His Seat.

The east bound Jersey Central train on which I was coming to town the other day was crowded, and several ladies were standing in the aisle. Being as young as I look, unlike my neighbor, I gave up my seat.

A garrulous, middle aged man who occupied the outside seat next to me, seemingly stung by remorse and mayhap shame, but too selfish to give up his seat, said to the lady who was standing near him:

"Madam, I would gladly offer you this seat, but I really am a much older man than I look."

Pause for a polite refusal of that which was not proffered. But the lady took no notice of him.

"Under ordinary circumstances I contend that no man should retain his seat and allow a lady to stand. But you would hardly believe that I am well nigh on to sixty-one, would you? Yet such is the fact. People, particularly passengers, often take me to be no more than forty at the most, and consequently think I ought to give my seat to the ladies; but that is my misfortune."

No response.

"I presume that you yourself are at present the victim of your youthful appearance just now."

He thought he noticed a faint smile, but of this history makes no record.

"I feel confident that I am old enough to be your grandfather," continued the wily talker, "and besides I had one foot cut off and was shot in the other in 'our late unpleasantness,' and have contracted rheumatism, so that I can hardly stand, and it takes me half a day to walk a mile, and I know that under such circumstances you will pardon my seeming impoliteness."

Still no recognition.

"I fear lest I appear rude and bold in thus addressing you, a stranger, but owing to my extremely youthful appearance and the fact that I retained my seat while you, madam, were standing, I felt that some explanation was due you, and I hasten to make it."

The lady turned her head away.

"Believe me, I assure you, that if I were not so heavily and unfortunately handicapped"——

Just then the conductor passed by. The lady whom that human hog had had the audacity to try to engage in conversation in attempted excuse for his hoggishness without the slightest indication that she had noticed or heard him, said to the conductor:

"Please, sir, eject that man. He has been annoying and insulting me, as these people will prove."

"That is true," said another lady who was a victim of this species of bipeds.

So the garrulous hog was hustled into the smoking car at a rate which showed that his battle scarred feet were well heeled, to the satisfaction of all eyewitnesses.

He had no sooner been lifted out of his seat than the lady whom he had been addressing ensconced herself in it. And thus the human hog had after all involuntarily given her his seat. Diplomacy sometimes pays.—New York Herald.

How a "Sandwich Man" Lived.

As a touching instance of the sufferings of the poor, and the small sum on which life can be supported when the wages admit of nothing more luxurious, I make no apology for giving the diet sheet of a "sandwich man." It was published in the record of the London City mission. He only earned seven shillings a week, and, acting on Mr. Micawber's excellent advice and keeping well within his income, spent 6s 10d. His week's food cost 2s 1 1-2d; six days' lodging, 2s; soap, 1 1-2d; washing, 4d; medicine, 2d; shaving, 1d, and a pair of boots or some other article of clothing, 2s. His daily food allowance of 4 1-4d was thus distributed: Dinner, 1d; supper and breakfast, bread, 1 1-4d; butter, 1d; tea and sugar, 1d. Soon after the production or this curious balance sheet he died in Guy's hospital. He once earned ten pounds a week.—National Review.

Keep a Cat.

The best way of ridding a house of rats is to fill all the holes that can be found with pounded glass and seal them with plaster of paris and tin if you wish. Then thoroughly clean the premises and see that there are no garbage pails left about to attract rats, and secure the services of a good cat. Treat her kindly, confine her as much as possible to the basement of the house, so she will keep these intruders away, and there need be no trouble. In a large hotel or boarding house the amount of refuse food about draws rats, but there is no excuse for their presence in a small house if there is a good cat around.—New York Tribune.

A Familiar Quotation.

The line "Though lost to sight to memory dear" has never been placed, in spite of the most persistent research. It was no doubt the title of a ballad or a pleasing line in it, but the name of the author remains unknown. It has been stated that it was found engraved upon a bracelet fashioned in the Seventeenth century.—Philadelphia Ledger.

The postmaster general says that 7,900,000,000 pieces of mail matter are distributed by the postal cars every year. Over 8,000,000 pieces of mail are deposited every minute of the year in the letter boxes and postoffices of the land.

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9:18 p. m.	Lv.	Salem	Lv.
8:15 a. m.	Ar.	San Fran.	Lv.

Above trains stop only at following 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.
10:52 a. m.	Lv.	Salem	Lv.
5:40 p. m.	Ar.	Roseburg	Lv.

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. Agt.
R. KOEHLER, ...

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 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, Or.

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

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, 121 First street, cor. Washington, Portland, Oregon.

SHAW & DOWNING, Agents.