Mrs. Bromble then jumped up,
And said she wanted to know, know,
If he would do the work in the house,
And she would follow the plough, plough.

And you must milk the spotted cow. For fear she will run dry, dry; And you must feed the little pigs That lie within the sty, sty.

That stands within the frame, frame ; And you must watch the fat in the pot, That it does not fly in the flame, flam

Mrs. Bromble took the whip,
And went to follow the plough, plough;
Mr. Bromble took the pail,
And went to milk the cow, cow.

And rumpled with her nose, nose; She kicked old Bromble against the shins. The blood ran down his toes, toes.

That lay within the sty, sty; He hit his head against the bear The brains began to fly, fly. He went to feed the speckled hen,

For fear she would not lay, lay : And he forgot the spool of yarn His wife span yesterday, day. He went to put the milk in the churn,

That stood within the frame, frame And he forgot the fat in the pot, And it all flew in the flame, flame He looked east, he looked west, He looked toward the sun, sun; He thought it was a very long day, And his wife would never come, come.

Mrs. Bromble she came home,
She saw him look so sad, sad,
She wheeled herself all round and round,
Saying—she was glad, glad.

RAILROAD MEN.

We copy the following interesting gossip about a large, distinct, and peculiar class of men, from the Troy Times. It

The recent terrible catastrophe at New Hamburgh has called public attention to this class in a manner which suggests a brief allusion to its various elements. When any one enters this branch of service he will soon find that he is a member of a very interesting community—one having its opinions, its rules and its customs peculiar to itself. Even the water-boy may feel his pre-eminence over other youth, and so can the bookboy or news-agent, who in good times can make his \$10 or even \$15 per week. Then there is the brakeman, of whom there is one to every pair of coaches, or in other words, half a man to each coach. To him there is no music like the steam whistle-at one time the long and distressing shrick blowing for a station, and then the short puff or signal for braking. This brings him to his lever, and with a wrench that throws his body into all manner of contortions he fetches the roaring train to a halt. These fellows have all the dignity of a craft. They are known as "Jack," or "Bill," or "Charley," and when passing at full speed they will greet each other on different trains by a gesture peculiar to themselves, being a gentle motion of the hand like one beating time. The brakemen formerly received only \$25 per month, but of late years their pay has been raised to \$40. This they increase by running on extra trains, by means of which they often make \$10. A good brakeman may hope in time for promotion, and if not here he may go West, where they often are put into important positions. The risks of this employment are very considerable, but not vithstanding this there is always a rush for every vacancy. The great misforsipation. Brakemen could save money if they chose, and indeed I knew one young man in the employ of the Central a few years ago who by strict economy laid the foundation of a handsome prop-

erty. THE CONDUCTOR. The importance of this officer is not to be expressed by mere words. On the daily twenty trains which traverse the Hudson River and Central, each conductor holds a trust of life and death importance. He is, like the captain of a ship, the supreme commander of his train, and from the time he takes charge of it, either at Buffalo or Syracuse, or at Troy or New York, his word is law until he brings it to its destination. During this time he is required to maintain incessant vigilance, every station he can be notified by telegraph of any change or dangers on the line. He is held responsible to a certain degree for all accidents, and must on such occasions vindicate himself or lose his place. To illustrate, I may state that a train was delayed by various detentions, and before reaching Albany a slight accident occurred. It was said that the conductor had fallen asleep, and on that charge he was dismissed. Another illustration is that of a conductor of a train bound from Syracuse to Albany, who was desirous of making a speedy trip to Troy, and consequently left the train at Schenectady in charge of the baggageman and took the Troy Express. This took place at 4 o'clock in the morning, when it might escape notice, but it was discovered by the su-perintendent, and a dismissal followed. Freight conductors are allowed to sleep because their duties are more tedious, but they are held responsible for many casualties. Some time ago an expensive carriage was sent on a platform car to its destination, but a severe gale of wind blew it off, and as this took place at night, it was not noticed until a long time after it occurred. This was also the ground of a dismissal. The conductors of passenger trains are the means by which the company comes in contact with the travelling public. On this account each one is expected to exhibit good dress and polite manners, and this he must maintain under all circumstances. His position would be a pleasant one were it not for the frequent attempts at imposition to which he is subjected. One class of impostors are those who beg their passage, or who attempt in any other way to evade payment—a class much more abundant than the reader may suppose. A conductor allows no one to ride free unless he has a pass regularly issued by some authorized officer of the road, the violation of this rule being a just ground for dismissal. It is often very unpleasant to put a man off, but it is inevitable, and that is the conclusion of the matter. However, there is a very great difference in the who are you? I ain't a boy. I'm a manners of railway conductors, some of member of the West Virginia Legislawhom are repulsive, while others are ture." The lady went into a swoon, nor courteous and kind-hearted. One of the could she be aroused till the fat man

who has in this manner won a host of friends among the travelling public.

LAWS OF BAILWAY LIFE. I have referred to these, and may again speak of them as rigid in the extreme. Such is the grade of subordination from the President, General Superintendent, Division Superintendent, station agents, etc., that all orders must be obeyed without question. There is but one law for all, and that is obedience; and there is one penalty, discharge. The railroad man is therefore under a daily risk of losing his berth, and what in others might be a trifling neglect, becomes in his case unpardonable, since it may cost human life. It is a rule, closely adhered to, that no man shall commit a blunder a second time, or in other words, the opportunity will not be permitted him. This rule admits of no amelioration, and hence, while no man is discharged without cause, yet the oldest man on the road may be removed at any time with cause, and without hope of restora-tion. This rule, like the sword of

Damocles, is always overhanging them. AFFINITIES AND FRIENDSHIPS. There are very strong ties uniting this class, and they have a peculiar espirit du crops, which shows itself on all suitable occasions. Whenever business slackens so that a smaller number of men can perform the daily service, instead of waiting to be discharged they mutually abate their time, and sometimes each man will lay off for a week. A general loss is submitted to rather than to have its whole weight inflicted on one of the fraternity. Whenever one of their num-ber dies, a badge of mourning is worn by the whole as a token of respect for at least thirty days. The same spirit is also exhibited by many kind offices shown each other, and this feeling is very much to their credit.

RAILROAD BENEFIT SOCIETY.

The Central and Hudson River consolidated roads have a very useful society of a mutual character, whose title is given above. The terms of union are two dollars entrance fee, and then an assessment of one dollar on the death of any member, for the benefit his family. When Major Priest's brother, who was freight agent at Little Falls, died, his widow received \$580 from this society. Doc." Simmons was also a member, and as the number has increased, his widow will receive about \$800. It has been a matter of surprise that Simmons did not jump from his engine. To this it may be replied that a first-class locomotive is of such strength as to dash to pieces many powerful obstacles, and in several instances engineers have knocked off and overrode impediments which they did not discover in time to stop. Simmons was a man of great nerve, and thought that perhaps he migh dash through in safety. In addition to this it must be remembered that to leap from an express train under full speed is exceedingly dangerous, especially at night. Hence it is a wonder how the fireman escaped. Railway men generally agree that it is unsafe to leap from a train whose speed exceeds fifteen miles per hour, but when danger threatens they must take their chance. In that case the leap should be forward, starting from the lowest step, and should be made so as to strike on the heels.

RAILWAY CREWS. A railway train has a fixed crew (as it is called,) the conductor being the captain. Add to this an engineer, a fireman, and two brakemen, and the number is complete, unless you have an extraordinarily long train. There are eighty-five crews in the freight business on the Central, and about ninety in the passenger business. Having referred to the rates ings one-third by running "extras," as it is termed. That is to say, the regular stint affords them sufficient overtime for overwork. This is a source of much encouragement to railroad boys, and without it there would be little inducement to incur the incessant danger which attends this mode of life.

RATES OF PAY.

Conductors of passenger trains receive \$90, while freight conductors are paid \$65 per month. Engineers earn \$100, and firemen \$65. Baggagemen's wages are \$60, and brakemen we have referred Station agents receive from \$60 to \$100, and ticket sellers about the same figure, although the latter in some instances add to this the earnings of a telegraph operator. Among the oldest in point of service in the Central are E. S. Foster, of Albany, and Major Priest, Assistant Superintendent of the Eastern Division. The Major has worked his way up from the lowest rank, and has learned almost every duty up to his present station. He may be considered one of the leading men of Little Falls, where he lives, and he has been for several years Superintendent of the Baptist Sabbath-school in that place. Another G. T. B. Fonda, station agent at Fonda

since the road opened. Railroad men are a class that live by the rules laid down. They take the time-bill and the printed instructions as ticed on them by rogues oblige them at who show the signs of good-breeding will be treated respectfully. They are and the act was worthy of a muse equal to that of Tennyson.

A Sleeping Car Story. Two members of the West Virginia Legislature lately took the sleeping cars to go to Grafton. The cars were crowded, and the two had to sleep together. One was fat; the other was lean; the fat man snored, and the lean man therefore lay awake. At about midnight the insomnic legislator could no longer stand the stentorous breathing of his mate, and arose and sat by the fire. An old lady entered, and wanted a place to sleep. "Go to my berth," said the sar-donic lean one, "I left my little boy asleep there. I shall sit up. I must think of legislative things." So the lady went to the berth, disposed of useless clothing, and lay down. Presently the "boy" kicked. Then the lady patted him on the back and said, "Lie still, sonny; pa said I might sleep along with you." "Oh, ho!" roared the bison —a boy no more but a bison. "Thunder! most agreeable and gentlemanly of this class is Nicholas Witbeck, of West Troy, lean one impeached.

FARM AND HOUSEHOLD.

SUCCESSFUL BEE-KEEPING IN A NUT SHELL.—The following paper was read before the American Bee-Keepers' Con-

vention, by Elisha Gallup:
The great secret in successful bee-keeping consists in knowing how to keep all stocks strong, so that at the com-mencement of the honey harvest they may have brood in all stages, nursing bees, and enough outside laborers. To illustrate this, A and B both have the same resources in their respective locali-ties, or we will say that both reside in the same locality, and their honey harvest commences or the first of June. During the last half of July, and first half of August, there is no forage for bees. June and the first half of July are good, and the last half of August and the month of September are good. A commences in spring to stimulate, equalize, etc., and replaces all old queens, or queens that do not come up to the standard of fertility, with young prolific queens and allows but little increase, that is providing surplus honey is the object. Here I will remark that with young prolific queens, and abundance of room, there is but very little danger of increase. On the first day of June, when the harvest commences, he has every stock completely filled with comb brood in all stages, nursing bees in abundance, less than sixteen days old, and honey gatherers over this age, and they are in the very best possible condition to com-mence storing honey immediately. Then during the scarce time, in the latter part of July and first of August, he stimu-lates and keeps up the fertility of the queens until the harvest again commences in the middle of August. His bees are then ready to commence storing surplus again as soon as the harvest commences. The consequence will be that A receives a profit in surplus honey and pronounces the season a good one. In fact meets every one with a smiling countenance, and is well satisfied that

bee-keeping pays.
On the other hand, B commences with the same number of stocks, in the spring. He lets them manage themselves, and on the first day of June they are not in condition to store surplus, or at least but very few of them, and those few he allows to swarm themselves to death, or what amounts to about the same thing. When the honey harvest comes in, his stocks commence breeding very rapidly, and by the time they get in condition to store honey, the harvest is done, or nearly so, for it takes twenty-one days to hatch out workers, and about sixteen days more, before they commence laboring outside. Now the scarce time comes on again, and B has got no surplus honey, but perhaps has a number of extra swarms. The queens stop breeding, es-pecially if the forage is entirely dried up, or cut off. Now when the honey barvest commences in the middle of August, his stocks, instead of being in condition to commence storing, have to go to raising brood again to replenish their workers, for the brood hatched in June and July is very soon used up with old age, as the lifetime of a worker bee is only from six to eight weeks during the working season. Now you can readily see that B's stocks are expending all their force and energy to replenish their numbers again, and by the time they are ready to commence storing, the harvest is past, and when he comes to sum up the season's operations, he finds he has received no surplus honey, and his surplus stocks, or a large proportion of them, have either to be fed or doubled up, in order to winter them, and the consequence is, his face is somewhat elongated, and his conclusion is that the of pay enjoyed by these men, I would has certainly had bad luck, and he is add that each one can increase his earnready to attribute it to anything but his own neglect or carelessness. For example, the season has been a poor one for bees, or his climate is not adapted to bee-keeping, etc., etc. A, with his man-agement, in the same locality, mind you, has had "good luck," as it is called. His stocks are all in excellent condition for wintering, no doubling up or feeding in winter, etc., for he has fed at the proper season, for I hold it to be a fixed fact that the summer and spring is the proper time to feed. Keep your bees in the right condition to store honey, and when the harvest comes they will store it. There may be seasons and localities where bees have to be fed in winter. But I have never seen such when they were properly taken care of in the sum-mer. The whole secret of successful bee-keeping is contained in the above nutshell, and should be the very first

DWARF TREES .- The following description of the manner in which the Chinese make dwarf trees is an intimation of their painstaking in horticulture: "We have known from childhood how the Chinese cramp their women's feet, and so manage to make them 'keepers of the oldest employees on the road is at home, but how they contrive to grow miniature pines and oaks in Depot, a position which he has held flower-pots for half a century has always been much of a secret. It is the product chiefly of skillful, long continued root pruning. They begin at the beginning. Taking a young plant (say a seedling or their daily chart. The impositions prac- a cutting of a cedar) when only two or three inches high, they cut off its taptimes to appear rough and stern, but all root as soon as it has other rootlets enough to live upon, and replant in a shallow pot or pan. The end of the taptrained by their method of life to look root is generally made to rest upon the duty sternly in the face, and it is no small honor in such a class to have produced a msn like "Doc." Simmons, of into the pot, much of it in bits the size the Pacific Express, the hero of New of beans, and just enough in kind and Hamburg. It was a concentration in quantity to furnish a scanty nourish-one man of "the charge of six hundred," ment to the plant. Water enough is given to keep it in growth, but not enough is given to excite a vigorous habit. So likewise in the application of light and heat. Then, too, the top and roots, being within easy reach of the gardener, are shortened by his pruningknife, or seared with his hot iron. the little tree, finding itself headed on every side, gives up the idea of strong growth, asking only for life, and just growth enough to live and look well. Accordingly, each new set of leaves be come more and more stunted, the buds and rootlets are diminished in proportion, and at length a balance is established between every part of the tree, making it a dwarf in all respects. In some kinds of trees this end is reached in three or four years; in others ten or fifteen years are necessary."

knowledge sought by the beginner in

apiculture.

DISADVANTAGE OF LARGE FARMS. One of the rocks on which many fall, is to have too much land. It is much safer to be crowded for room-to have no room to plant anything, as is often remarked—than to be spread out to the extent we commonly see. This is true of rented land; but more particularly so of ground which we buy. It is a very common thing for one who has a thousand dollars to buy land worth two, number, and revised premium list, address the mortgaging half, and leaving little spare publisher, John E. Miller, Chicago, Ill.

eash to work on. The land is but half cultivated, and the resulting crops but one-half what they out to be, while the labor is double what half the ground would have called for. Here there is a fourfold waste; and instead of paying but six or seven per cent. for money, it brings up the actual cost to nearly twenty, under which one soon falls.

For our part, we are rather in favor of a young man starting life with but little cash capital, buying a farm with some mortgage on it, providing he has a determination to pay that mortgage off as soon as he can turn round. Thousands of men now own property who never would have done so but for the necessity of thus exerting themselves. Their earnings would have went some how It is hard to resist family importunities when everything is dear; but when there is something which must be met, the disposition to save receives strong support from the glaring fact.— Forney's Press.

Kicking Cows -- I have raised and broken many heifers to milk, but have not had a kicker for years. I keep only gentle cows, and always accustoming my young stock to much careful and kind handling, they seldom kick when I commence to milk them, and generally stop it altogether after a few milk-ings. I bought a heifer, however, some years ago, which persisted in kicking for two or three weeks, kindness having no effect upon her, and I was obliged to resort to severe treatment, whipping her until she was entirely subdued, and she

never kicked after.

I once had a cow left for me to milk few weeks, which was the worst kicker I ever knew, being vicious to the last degree, and the only cow I was ever afraid to milk. Whipping and kind-ness were alike of no avail, and strapping up the foreleg did no good, for she would kick just as well standing on three legs as on four. We were at last told to buckle a circingle tight about the body, just in front of the bag and over the hips, and we found we had her, for though she could jump up and down she could not kick. To put it on we secured her head in the stanchions, and bassing the strap round her body, just back of the forelegs, slipped it back to its place, and then quickly tightened, and she would soon submit to be milked for that time. - Cor. of Exchange.

BEST WAY TO SELL HOGS .- I wish to state to you that in selling my hogs this year, I thought I would try which was the best way of selling, gross or net. Before weighing gross, the hogs were without feed or water for twenty four hours. They were eighty-eight in number, and their average weight was 454 lbs. gross. After butchering they

averaged 384 lbs.

They were weighed, gross, January 9, and on account of the warm weather were not butchered until the 13th, during which time they only had two feeds. were sold to Sumire & Cathman, of Quincy, Ill. The difference between gross and net weight was about 15 per cent. I was offered \$5 90 gross, and \$7.10 net. Farmers can make their calculation from this, whether it is any

benefit to them.

If I had to do it over again, I should sell gross, to get rid of all other trouble, although if my hogs had been butchered immediately the result would have been in favor of the net weight. They were slaughtered and weighed, and I was well pleased with the way they were handled; but when it came to weighing net, I was not entirely satisfied .- Cor. of Prairie Farmer.

From the Texas New Yorker for October, 1870. Dr. Walker's California Vinegar Bitter An old Scotch physician once said to one of his patients: "Keep your feet warm, your head cool, and your bowels open, and there's little 'ilse' can harm There is certainly more truth than

poetry in the above aphorism. Something over one year ago we in troduced the proprietors of the above named Bitters to the Texas trade, through the columns of that well-known and justly popular journal, the San Antonio Herald, and the result has been that now there is scarcely a city or town in the State of Texas where this article of medicine is not sold and used.

Texas is undoubtedly one of the most lovely and salubrious climates in the world. But we have never yet heard of a place so healthy but that some types f disease exhibited—and some forms sickness would prevail as the result of over-eating, over-working, or dissipation in some of its numerous shapes.

We can moreover aver, without the fear of successful contradiction, that after one year's experience in the use of VINEGAR BITTERS in our own household, buying and paying one dollar for each bottle used, we have never found any medicine which so completely remedied nearly all human ills.

One of the great levers which this medicine brings to bear upon the system is, it attacks—and that vigorously—the irregularities of the stomach. It pitches into the liver, and perfectly astonishes that vital organ, which in some people is so lazy. It sets it to work with vigor. A good appetite and digestion follow. Food assimilates, and the whole man is at once made new. His blood, which is the life of the flesh, rushes through the arteries, imparting a tone to the system which is easier felt than described.

This subject may seem of little importance to some of our readers. But t is not so. Good health is more precious than fine gold. Anything will secure it is above price. He who discovers or invents remedies which enable us to overcome our indiscretions, is a philosopher and a benefactor of his R. H. McDonald & Co., and see what they have said, beyond what we have said. We believe it will prove a blessing to thousands.

LITERARY NOTICES.

ARTHUR'S LADY'S HOME MAGAZINE or March is a number of unusual excellence, ooth in its literary matter and illustrations also contains a very full report of the fash ions, with the necessary illustrations, together with new music, etc. \$2.00 a year. T. S. Arthur & Sons, Philadelphia.

The Children's Home, from the

same publishers, is a perfect jem for the little ones. Its print is large and clear and its en-gravings handsomely printed. \$1.25 a year. THE LITTLE CORPORAL.—The March number of this sterling juvenile comes to us as fresh as the first breath of Spring. It contains an unusual amount of entertaining reading matter, and its I lustrations are unsurpassed. Each number of The LITTLE CORPORAL contains about as much reading as any ordinary book costing one dollar and a half, and the twelve numbers of one year, costing only \$1.50, form a volume equal to about a dozen such books. The publisher offers to send free a copy of the superb steel engraving, The Heac-enly Cherubs, price \$200, to each subscriber for 1871. Terms \$1.50 a year. For specimen

In order to prevent the payment of In order to prevent the payment of money on forged endorsements, or to the wrong parties, it is the custom in England to cross a bill or check by drawing a pen mark across the face of the paper obliquely from left to right. This is a sign universally understood in that country; and any draft, check, or other paper requiring the payment of money, when so crossed, if lost is worthless in the hands of the finder, as it is by that oblique line cancelled, unless prethat oblique line cancelled, unless presented by some one known personally to the proper parties to receive payment.

New York Markets.

FLOUR AND MEAL—The market opened active and busyant for Western and State flours, but closed duil at a slight advance. Sales at 50 a 50.40 for superfine, 55.70 a 57.10 for common to choice shipping extras and \$7.15 a \$5.25 for medium to choice bacters and tamily brands, including St. Louis. Southern flours continued active; sales \$6.75 a \$7.20; bakers' and family extras, \$7.40 a \$9.25. Rive flouring in the sales at \$5.40 a \$6.20. Corn meal quiet at \$3.85 a \$4.50 for Western, Southern, &c.

GROCKHIES—Coffee quiet but firm at 13½ a 17c., gold, for kio, and 20 a 22c. for Java. Rice scarce and very firm at \$3 a \$4.0 for Carolina, and 7 a 7 ½c. for Rangoon. Molasses firm but quiet at \$5 a 72c. for New Orleans, and 22 a 32c. for new Cula Muscovada. Sugar—Raws were more active at a decline; fair to good refining, \$5 a 8c.; sales of culbant \$8 a 9c. Refined duil at 13½ c. for hards, and 11½ a 12½ c. for soft white.

GRAIN—Wheat was 2 a 3c. better for spring, on a

soft white.

GRAIN—Wheat was 2 a 3c, better for spring, on a speculative demand, but closed qu et; sales at \$1.46 for old spring, \$1.55 a \$1.58 for new do., \$1.52\% a \$1.63 for red and amber winter, and \$1.80 for white. Barley firmer at \$1.18 a \$1.22 for Canadism. Hye quiet. Oats firmer, with a moderate demand; sales at \$3\% a 71c. for white, and \$6\% a \$5c. for mixed. Corn in demand and firmer; sales at \$4 a \$5c. for yellow Western, and \$2 a \$5c. for mixed do., on the track and delivered.

in demand and firmer; sales at \$4a. 50c. for yellow Western, and \$2a s2c, for mixed do., on the track and delivered.

SUNDRIBS—Cotton was \$4c. lower; sales at 15\\$c. for middling uplands, and 14\\$c. for low middling. Tallow firm at 9c. for prime. Spirits tur pentine firmer at 54c. Rosin firm at \$2.00 a \$2.05. Pentinelm shall at 24\\$c. on the spot for refined. Oils unchanged, Hay weak at \$1.00 for shipping. Freights active and firm; wheat to laverpool by strain, 7d. Whiskey firm at 92 a \$2\\$c.

Provisions—Pork quiet but firm; sales at \$21.75 for old meas and \$22.25 for new do.; March at \$21.75 for old meas and \$22.35 for pen wed; March at \$21.25 and April at \$22.50. Reef quiet but steady at \$10 a \$15 for plain and extra meas. Tiorce beef fairly active a differ sales at \$22 a \$25 for prime mess and \$20 a \$25 for India meas. Beef hams quiet at \$20 a \$25 for India meas. Beef hams quiet at \$20 a \$25 for Western and unchanged. Hacon was more firmly held, but still very quiet. Dressed hogs lower at 9\\$a sloc. for city and 9 a 9\\$0 for Western. Lard was firmer and fairly active; sales at \$12\\$a a 13\\$c. for Western, 12\\$a a 1 \\$c. for city; March at 13\\$c. sould may at 13\\$a 15 a 14\\$c. for state. Cheese firm at 13\\$a 15\\$a 15\\$c to fractory, as to quality.

Live Stock Market—The past week is regarded by al as the worst of the season, or for many years, for selling dressed beet; and the castle ma ket has been the dullest and harliest yet experienced. The large arrivals during the pre-tons week depressed the market, and butchers bought inberally at the reduced prices; and as there was but a light demand for the teef, not more than one half the supply received this week was wanted. The consequence is that excepting a few prime and choice sterts required by shop butchers, the buyers put their own prices on the cattle, and selects must either accept their offers or hold the stock over and do worse. Fair to good steers, of 6\\$a a 6\\$c, tou, av., were freily said at 11\\$a 12\\$c. 2\\$b. and weighed to shrink 44 Bs, to the gros

The market for sheep was duit but a shade firmer at 5 a 7c. 4° B for common to good State and Western, with a few prime and choice State and Canada sold at 73 a 78c.

Sales of hors include still-fed Western at \$7.81, \$100 Bs. A fair business was d-ne in dress-d hogs at 9% α 10c. for c.ty, and 9 a 9%c, for Western.

"A SLIGHT COLD." COUGHS .- FEW ARE aware of the importance of cheeking a cough or "SLIGHT COLD" in its first stage; that which in the beginning would yield to a mild remedy, if neglected, often attacks the lungs. "Brown's Bronchial Troches" give sure and almost immediate relief. The " Troches" have proved their efficacy by a test of many years, and have received testimonials from eminent men who have used them.

NECTAR OF TEA.—We have had the pleasure of testing the new Tea of the Great Atlantic and Pacific Tea Compant, of No. 8 Church st., NY. It is hamed "IREA-NECTAR." and it is cored in the same number as if prepared for native consumption. It is certainly a most delicious article and very cheap. We recommend all our readers to give it a trial.

A hundred diseases may proceed from one source, a diseased or debilitated stomach. No human being can be healthy when digestion is disordered. Tone the stomach and liver and regulate the bowels with DR. WALKER'S VEGETABLE VINEGAR BITTERS, and the work of assimilation and excretion will go bravely on. This vital clixir conquers the causes of all physical irregularities. By insuring periect digestion and a proper flow of bile, it insures pure blood, a vi. orous chemiston, and the prompt discharge of all waste matter from the system.

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MOST LAUGHABLE TH'NG on Earth, 50 cs. Confession of rightfoot, the Highway-man, 25 cts. Art of training animals 50 cts. Guide to authoriship 50 cts. Common Sense Cook Book 25 cts. Night Side of N. Y. 25 cts. Rogues and Rogueries of N. Y. 25 cts. Send for book catalogue. C. W. WILCOX, Brattleboro, Vt.

TO FOLDIFRS & OTHERS.- In a few days We self issue a pamphlet containing laws of C ngress in reference to Soldler matters, and of merest to Soldler set at war of 1812. It will be the only reliable publication of the kind, and will also contain instructions for securing Homesteads, list of land offices, new pension laws, &c. We shall also give the information in on beautiful monthly magazine. 'GEM OF THE WEST AND SOLULES' FRIEND." which is only One Dollar a year, Price of Pamphlet, 25 cts. Address SOLDIERS' FRIEND CO., Chicago, Ili.

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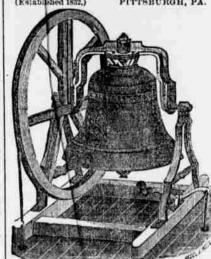
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