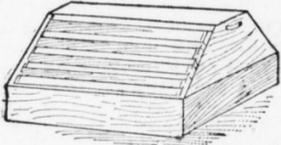




POULTRY SHIPPING BOX.

Made from Cheap Common Boxes That Can Be Obtained at Any Grocery Store.

An Institute speaker here describes how he makes shipping coops from common cheap shallow boxes such as are common at grocery stores.



LIGHT SHIPPING COOP.

thick box boards joined together and to the box by two cleats inside and wire nails clinched. I get most of my slats from old broken orange crates, which the grocer gives me when I buy boxes, but laths may be used if desired, with a wide slat for the top.

For a pair of average fowls the coop should not be much less than two feet high, one and one-half feet wide and one and three-fourths feet long. I put inside a couple of ears of corn, an apple or two, and for water nail a tin can to the side of the box.

BEEES THAT DON'T SWARM.

The Original Queen Was a Gold-Dust Italian and Her Stock is Equally Home-Loving.

Recently we were informed that in Cuba had been discovered a stingless bee. Now comes a man who claims to have a swarmless bee.

So much has been said and written about the desirability of non-swarming bees that I thought perhaps a few words from me would be acceptable, as I have had some experience in that line, and I am convinced that I have got a non-swarming variety of bees. Why do I think so? Because they answer the description as given by nearly all the writers on the subject, namely, they do not swarm; but they do give me surplus honey every year.

I have five colonies back of my home, and my lot is 30 feet wide, with neighbors on both sides. So a swarm could not very well get out without being seen, and my queens' wings are clipped; that is, I clip one wing quite short.

The original queen was a gold-dust Italian, and the ones I now have are of her stock. I am not selling queens, but I do think I have a stock that won't swarm if given fairly good management. I have kept bees off and on for 16 years, but never very many colonies at a time. I use eight-frame dovetailed hives, and run for extracted honey altogether.

POULTRY YARD NOTES.

Large roasting fowls, young and fat, will be in demand for the Thanksgiving market. All cannot buy turkeys.

First make a few hens pay you a profit, then start the large flock. Many a man has made a failure by starting on too large a scale.

If the market before Thanksgiving is good and the birds are ripe, why wait? There is frequently a glut when all try to sell at once.

No figures, however large, should tempt the grower to sell his best birds. The best is none too good for the breeder who wants to keep his stock up to high standards.

A water-proof roof on the poultry-house is a fine thing to have when the cold November rain falls. It will soon be too late to put on a new one or to repair the old.

Pet the turkeys and get them ready to celebrate. Feed generously and in such a way that they will not be overreached or deprived of their food by the quicker motioned fowls.—Farm Journal.

Plowing 25 Acres a Day. A man living in Oklahoma is doing his fall plowing with a threshing machine engine and two disk gang plows. The scheme was begun as an experiment and has proved a great success. At each round of the field the machine plows eight furrows, doing the work of four men and 16 horses. In this way 25 acres of wheat stubble are turned over every day at an average cost of about 50 cents per acre.

POULTRY FOR MARKET.

The Vexed Problem of Drawing Before Shipping to Be Decided by Local Demands.

The proper way to kill all kinds of poultry is by opening the veins of the neck or by bleeding from the mouth. Hang by the feet until the blood is drained out. One may scald chickens for home trade, but it is best to dry-pick them for shipment. When scalding, do not immerse the head. This spoils the appearance of the eyes and comb and gives the buyer the impression the chicken has been diseased.

Always dry-pick turkeys, and command better prices than when scalded. To dry-pick turkeys or chickens properly the work should be done while the bodies are warm. It is easier to pluck them while warm. Opinions differ regarding the practice of drawing poultry before marketing. When shipping one must suit the demands of the market. Our home trade prefers the crop and intestines removed. They tell us the shipped fowls they buy that have not been drawn have a strong intestinal flavor sometimes.

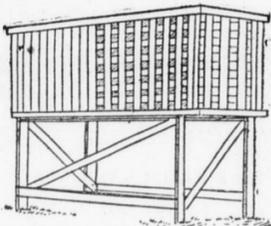
We have made a few experiments along this line, and we find that fowls that are drawn as soon as possible after being killed keep longer under the same conditions than those not drawn. When the crop and intestines are not to be removed, it is important to let the birds fast for 24 hours to empty them of food that might ferment and spoil the fowls.

One who has never dressed and packed poultry for shipment has many things to learn. The head and feet must not be removed. Turkeys should have the feathers left on the neck for about three inches from the head; also a few feathers on the tail and tips of the wings. Ducks and geese should be scalded when dressing for market, and we find it takes longer for the water to penetrate and loosen the feathers than it does for other kinds of poultry. Leave feathers on the head and for two or three inches on the neck.—Mrs. Frank Wood, in N. Y. Prairie Farmer.

COOPS FOR FATTENING.

Fowls Kept in One Three Weeks Will Gain Wonderfully in Weight and Looks.

Where it is desired to take extra pains in fattening chickens, it is necessary to confine them in close quarters for two or three weeks before killing. The coop shown herewith is ideal for this purpose. It is set on legs two and one-



FATTENING COOP FOR FOWLS.

half feet above the ground for convenience in carrying for the fowls. The coop is about two feet wide, five feet long and two feet nine inches high, and will easily hold six birds.

The bottom should be constructed of slats somewhat closer together than the sides and ends, so that the droppings may fall through. The coops should be placed under roofs to shed rain and to protect the fowls from the hot sun. In cold weather it would be necessary to protect them still more by placing the coops in buildings. Feed troughs and water vessels are attached at the outside in easy reach of the fowls.—J. D. Spooner, in Farm and Home.

GOPHERS KILLED BY GAS.

New and Successful Means of Getting Rid of the Farmer's Pests Tested in Nebraska.

The farmers in the vicinity of Iqpsville, Neb., are very much interested in experiments now being made by the Nebraska experiment station on the farm of George H. Holdrege at Louisville for the extermination of gophers by the aid of Pincht gas. The Nebraska experiment station, having made successful tests of this new discovery in the western part of the state on prairie dogs, is now experimenting with the ground or pocket gopher, which has proven very destructive to orchards and meadow lands in this part of the state. The first experiments were made by Mr. Perrin, experiment station farmer, and Prof. E. A. Burnett, animal husbandman of the same institution, and at least 50 per cent of the gophers were killed in holes where the gas was applied.

Pincht gas is said to be inexpensive, the cost of ridding farms of prairie dogs being estimated at about 2 cents per acre. It is the refuse from the manufacture of Pincht gas and is in liquid form. Any absorbing article may be soaked in the fluid and then put in the hole and the earth replaced. The fumes of the gas penetrate through the hole and the animal is killed of asphyxiation.

In going to a new country to enter the fruit business the neighbors are the safest advisers.

Weed out the old ewes and feed to turn into mutton before cold weather comes.

Let poultry of all kinds fast at least 12 hours before killing.

Wise. Though worth several millions, Hugh McLaughlin, the Brooklyn democratic boss, spends very little money on himself, his clothing at times being absolutely shabby. His chief lieutenant, James Shevlin, is a relative by marriage and a dealer in shoes, says a New York exchange. "Come over to my store," said Shevlin one day, "and get you a pair of good shoes made." The old man demurred at first, but finally consented and was measured for a fine pair. Shortly afterward he received a bill for \$12, just about three times as much as he is accustomed to pay for footwear. He looked at the document gravely for a minute, wrote across the face of it: "Collect from Shevlin; he's responsible," remained it to the sender and heard nothing more about the matter.

Has He Found It? Polk, Ark., Nov. 9.—A remedy that will absolutely cure Rheumatism has been discovered by Mr. George Hiland of this place. Mr. Hiland is satisfied that the remedy he has used is a sure cure, for it cured him of a very serious case of Acute Rheumatism when he was so bad that he could not move. This is what he says:—

"I was troubled with what is called Acute Rheumatism in 1900. I was in such shape that I could not move without help. I was treated by a physician, who helped me some, but I was still in great pain when my wife saw Dodd's Kidney Pills advertised as a cure for Rheumatism. She insisted on my trying them, and I felt better after taking the first box. I continued, and now I am well and able to work all the time. I have found Dodd's Kidney Pills to be just what they are claimed to be, a perfect cure for Rheumatism."

Mr. Hiland's very positive statement seems to settle all doubt as to whether or not Rheumatism can be cured.

Sole World Be Appreciated. "Allow me to introduce you to Prof. Alpen Stocker. He has this season surmounted the difficulties of the Matterhorn."

"O, delighted, professor. I must beg of you to attend my next musical reception and bring the Matterhorn with you!"—Stray Stories.

Chicago's First Railway Half-Century.

Under the above heading the Railway Age, in referring to the recent centennial celebration of the city of Chicago, said:

The world had not heard of railways in 1833. It was about 25 years after the starting of Chicago before the first locomotive went into service in the United States. As early as 1836 a few far-seeing men among the pioneers in the country between Lake Michigan and the Mississippi river determined that a railway route should be built to an ambitious town in the lead mining regions, 170 miles to the northwest of this point. They secured a charter for the Galena & Chicago Union railroad, giving Galena the honor of receiving the title, because it was the more important place. Why was it determined that the first railroad should start for Galena from this little town on Lake Michigan? Simply because there were a few men here of the railway building spirit. These men might have started a Chicago at some other point on the lake more attractive by nature than this. The pioneer railway was to determine the location of the greatest railway center in the world, and when William B. Ogden and his associates determined that here should be the starting point of the railway to unite Galena with the lake, they did the thing which made Chicago.

It was 12 years after the charter was granted before the first piece of road was completed. The panic of 1837 stopped the surveys, and construction was not begun until 1847, but on November 20, 1848, the Galena & Chicago Union Railroad ran its first train from Chicago to Harvel, Wis., 43 miles. Within three years it had reached Elgin, 43 miles, and by 1854 had been extended to Freeport, 120 miles westerly from Chicago, where it stopped for good. The Galena route reached Galena. The gap of 51 miles between Freeport and the original goal of its ambition was substantially filled by the construction of the Illinois Central on its way to Dubuque, and the Galena & Chicago Union company, having decided on a more direct line to the Mississippi river, built the "Dixon Air Line" from Turner Junction on the old road, 30 miles west of Chicago, on to the Mississippi, which was reached at the end of 1855. The pioneer road had built a branch from Beaver, Ill., into Wisconsin and was proposing an extension to the northwest when a competitor, under the name of the Chicago, St. Paul & Fond du Lac, began to build a road direct from Chicago into the same Wisconsin territory. That road became the Chicago & Northwestern, and its line now forms the Wisconsin division of the present company. In 1864 the Galena & Chicago Union Railroad company was consolidated with the Chicago & Northwestern railway company and disappeared from the scene of action. In 1866 the Chicago & Northwestern absorbed the Chicago & Milwaukee and Milwaukee & Chicago railroad companies, which had built a line between the places named in their titles, and this was the origin of the Milwaukee division of the Northwestern road. The Chicago & Northwestern system and the entire railway system of the Northwest therefore, started in 1848 from the Galena & Chicago Union road, and it was fitting that to commemorate the inauguration of the tremendous interest to which Chicago owes so much the city should place in the wall of the modern Northwestern Railway station a tablet marking the site of the first railway depot in Chicago.

"Can you put two and two together?" "Not so well as one and one; I'm a minister."—Detroit Free Press.

New Fast Train to Texas via Iron Mountain Route, leaving St. Louis 8:30 a. m. for points in Texas and the Southwest. Direct connection with trains from North and East. In addition to this the Iron Mountain Route has three other trains to Texas, leaving St. Louis 2:21 p. m., 8:40 p. m. and 3:05 a. m. Through Pullman Sleepers, Dining Cars and Elegant Chair Cars. Five hours saved to California. Fastest schedules to Texas. Tourist tickets on sale the year round. Write any agent of Iron Mountain Route, or H. C. Townsend, General Passenger and Ticket Agent, St. Louis.

A very popular couple—two dollars.—Chicago Daily News.

HAPPY WOMEN.

Mrs. Pare, wife of C. B. Pare, a prominent resident of Glasgow, Ky., says: "I was suffering from a complication of kidney troubles. Besides a bad back, I had a great deal of trouble with the secretions, which were exceedingly variable, sometimes excessive and at other times scanty. The color was high, and passages were accompanied with a scalding sensation. Doan's Kidney Pills soon regulated the kidney secretions, making their color normal and banished the inflammation which caused the scalding sensation. I can rest well, my back is strong and sound and I feel much better in every way."

For sale by all dealers, price 50 cents per box. FOSTER-MILBURN CO., Buffalo, N. Y.

MARSHALL FIELD AND CO.'S WAREHOUSE MANAGER

Cured of Catarrh of Kidneys by Pe-ru-na.



HON. JOHN T. SHEAHAN, OF CHICAGO.

Hon. John T. Sheahan, who has been for seventeen years manager of Marshall Field & Co.'s wholesale warehouse, and is corporal 2d Regiment Infantry, I. N. G., writes the following letter from 3753 Indiana avenue, Flat Six, Chicago, Ill.:

Peruna Medicine Co., Columbus, Ohio. Gentlemen—Last summer I caught a cold which seemed to settle in my kidneys and affected them badly. I tried a couple of kidney remedies largely advertised, but they did not help me any. One of my foremen told me of the great help he had received in using Peruna in a similar case, and I at once procured some.

"It was indeed a blessing to me, as I am on my feet a large part of the day, and trouble such as I had affected me seriously, but four bottles of Peruna cured me entirely and I would not be without it for three months salary."—JOHN T. SHEAHAN.

Mr. Jacob Fleig writes from 44 Sumner avenue, Brooklyn, N. Y.:

"I am now a new man at the age of seventy-five years, thanks to your wonderful remedy Peruna."—Jacob Fleig.

Catarrhal inflammation of the mucous lining of the kidneys, also called "Bright's disease," may be either acute or chronic. The acute form produces symptoms of such prominence that the serious nature of the disease is at once suspected, but the chronic variety may come on so gradually and insidiously that its presence is not suspected until after it has fastened itself thoroughly upon its victims.

At the appearance of the first symptoms Peruna should be taken. This remedy strikes at once at the very root of the disease.

A book on catarrh sent free by The Peruna Medicine Co., Columbus, O.

\$100.00 Reward

will be gladly paid to anyone who will furnish convicting evidence against imitators and substitutes who try to sell you worthless preparations when CASCARETS are called for. Don't ever take substitutes, but insist on having



The great merit of CASCARETS makes big sales everywhere. Therefore, now and then, dealers try to substitute "something just as good." It's a lie! Don't let them do it, and if they try, write us confidentially at once. Address STERLING REMEDY COMPANY, Chicago or New York. All Druggists, 10c, 25c, 50c.

Beware of Imitations!

GALL-STONE CURE. "Craemer's Calculus Cure" is a Certain Remedy FOR GALL STONES. Stones in the Kidneys, Stones in the Urinary Bladder or Gravel, Biliousness, Salivary Calculus, Jaundice and all Stomach Troubles resulting from Biliousness. Write for Particulars. If your druggist does not keep, order from us. W. M. CRAEMER, 4100 N. Grand Ave., St. Louis, Mo. DRUGGISTS—WE WILL APPLY YOU DIRECT.

PISO'S CURE FOR CONSUMPTION. CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in time. Sold by druggists. A. N. K.—O 1903

PILES ANAKESIS gives relief and POSITIVE CURE FOR PILES. For free sample address "A. N. K. E. M.", 715 One Building, New York. PATENT'S 48-page book FREE. Highest reference. FITZGERALD & CO., Box 8, Washington, D. C.

Riches of South Dakota

More than 60,000,000 bushels of corn, more than 50,000,000 bushels of wheat, live stock to the value of \$32,000,000, hay to the value of \$12,000,000, and products of the mines above \$12,000,000 are some of the returns from South Dakota for 1903. With a population of 450,000 and the production of new wealth for 1903 above \$146,000,000 it can be readily understood why South Dakota people are prosperous and happy. For them the horn of plenty has been turned upside down. This year for the sixth consecutive time South Dakota leads all other states in the production of per capita wealth.

Why don't you go there and better your condition? From Chicago, Milwaukee, St. Paul, Minneapolis, and from many other points in Illinois, Minnesota, Iowa and Missouri, direct service to South Dakota is offered via the

Chicago, Milwaukee & St. Paul Railway

Its main lines and branch lines fairly gridiron the rich agricultural and stock country that lies east of the Missouri River in South Dakota. Its mileage in South Dakota is more than 1,200 miles, and by the building of extensions is being rapidly increased. Some of the best opportunities for success are in the territory of these new lines, but the railway company has no farm lands for sale or for rent. If you are interested, it is worth while to write today for a new book on South Dakota.

F. A. MILLER, General Passenger Agent, Chicago, Milwaukee & St. Paul Railway, Chicago

W. L. DOUGLAS \$3.50 & \$3 SHOES

You can save from \$3 to \$5 yearly by wearing W. L. Douglas \$3.50 or \$3 shoes. They equal those that have been costing you from \$4.00 to \$5.00. The immense sale of W. L. Douglas shoes proves their superiority over all other makes. Sold by retail shoe dealers everywhere. Look for name and price of bottom. That Douglas cross-corona Golt proves there is value in Douglas shoes. Corona is the highest grade Pat. Leather made. Fast Color Eyelets used. Our \$2.00 Extra Line cannot be equaled at any price. Shoes by mail, 25 cents extra. Illustrated Catalog free. W. L. DOUGLAS, Brockton, Mass.



Big Four Route

TO THE WORLD FAMED Virginia Hot Springs.

2,500 feet elevation on Chesapeake & Ohio Ry. Pre-eminent among all-year-round Resorts.

THE NEW Homestead Hotel,

Under the management of Mr. Fred Sterry. This fine brick structure is now fully completed. Has 40 rooms and 50 private baths, each room supplied with long distance phone and modern appointments. Brokers' office with direct New York wire. MAGNIFICENT BATH-HOUSE and most curative waters known for rheumatism, gout, obesity and nervous troubles. FINE GOLF LINKS and NEW CLUB HOUSE with Squan Court, lounging rooms, cafe, ping-pong tables, etc. Tennis courts and all outdoor amusements. Orchestra.

OCTOBER and NOVEMBER The Grandest Months in the Year. Magnificent Train Service, Dining Cars, Pullman Sleepers, Observation Cars.

Reduced Rate Tickets now on sale. For full information call on agents of the BIG FOUR ROUTE.



ART CALENDAR

Four graceful poses from life; figures ten inches high, reproduced in colors. Highest example of lithographic art. "THE ONLY WAY" to own one of these beautiful calendars is to send twenty-five cents with name of publication in which you read this advertisement, to GEO. J. CHARLTON, Gen'l Passenger Agent, Chicago & Alton Railway, CHICAGO, ILL. The best railway line between CHICAGO, ST. LOUIS, KANSAS CITY and PHOENIA. Take the "Alton" to the St. Louis World's Fair, 1904.

DON'T GET WET! TOWER'S FISH BRAND SLICKER MADE FAMOUS BY A DEPUTATION EXTENDING OVER MORE THAN HALF A CENTURY. TOWER'S garments and hats are made of the best materials in black or yellow for all kinds of wet work. SATISFACTION IS GUARANTEED IF YOU STICK TO THE SIGN OF THE FISH. TOWER CANADIAN CO. BOSTON, MASS., U.S.A.

READERS OF THIS PAPER DESHING TO BUY ANYTHING ADVERTISED IN ITS COLUMNS SHOULD INSIST UPON HAVING WHAT THEY ASK FOR, REFUSING ALL SUBSTITUTES OR IMITATIONS.

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