

Make It a Point

To Get the Best Every Time, When You Buy Medicine.

Health is too valuable to be trifled with. Do not experiment. Get Hood's Sarsaparilla and you will have the best medicine money can buy—the medicine that cures when all others fail. You have every reason to expect it will do for you what it has done for others. Remember

Hood's Sarsaparilla
Is America's Greatest Medicine. Price \$1.

Hood's Pills are the favorite cathartic.

The Duck That Walked.

New Zealand is justly proud of a wonderful duck, whose exploits are told in a letter to the London Spectator by J. M. Ritchie, Esq., of Balvaird, Dunedin. This duck was of the Paradise variety. It lived at a sheep station twenty-one miles from Timaru, Canterbury, where its owner, a housekeeper, had clipped its wings so that it should not fly. When the housekeeper changed to a new place she took the duck with her in a basket by train to Timaru, by another train for ninety-five miles, and in a coach ten miles to her new home. Soon the duck which had been liberated from its basket, was missed and mourned for as lost. Some time after the housekeeper visited her old home, and was astonished to see the duck swimming on its familiar pond. That it had slowly and painfully waddled 120 miles was obvious. But how did it find the way through a rough and hilly country?

Hit It the First Time.

Mrs. Matchman—Look how earnestly Rose and Mr. Beach are bidding each other good night at the gate. I am sure there is something between them. Mr. Matchman—So am I; it's the gate.

THE DUTY OF MOTHERS.

Daughters Should be Carefully Guided in Early Womanhood.

What suffering frequently results from a mother's ignorance; or more frequently from a mother's neglect to properly instruct her daughter!

Tradition says "woman must suffer," and young women are so taught. There is a little truth and a great deal of exaggeration in this. If a young woman suffers severely she needs treatment and her mother should see that she gets it.

Many mothers hesitate to take their daughters to a physician for examination; but no mother need hesitate to write freely about her daughter or herself to Mrs. Pinkham and secure the most efficient advice without charge. Mrs. Pinkham's address is Lynn, Mass.

The following letter from Miss MARY F. JOHNSON, Centralia, Pa., shows what neglect will do, and tells how Mrs. Pinkham helped her:

"My health became so poor that I had to leave school. I was tired all the time, and had dreadful pains in my side and back. I was also troubled with irregularity of menses. I was very weak, and lost so much flesh that my friends became alarmed. My mother, who is a firm believer in your remedies from experience, thought perhaps they might benefit me, and wrote you for advice. I followed the advice you gave, and used Lydia E. Pinkham's Vegetable Compound and Liver Pills as you directed, and am now as well as I ever was. I have gained flesh and have a good color. I am completely cured of irregularity."

If afflicted with sore eyes, use **Thompson's Eye Water**



LOOMIS & NYMAN, Tiffin, Ohio.

AN AFFAIR OF THE NATION

It has been said of Americans that they are "a nation of dyspeptics" and it is true that few are entirely free from disorders of the digestive tract, indigestion, dyspepsia, Stomach and Bowel trouble, or Constipation.

The treatment of these diseases with cathartic medicines too often aggravates the trouble.

THE LOGICAL TREATMENT

is the use of a remedy that will build up the system, thereby enabling the various organs to act as Nature intended they should. Such a remedy is found in **Dr. Williams' Pink Pills for Pale People**. Here is the proof.

In Detroit there are few soldiers more popular and efficient than Max E. Davies, first sergeant of Co. B. His home is at 416 Third Avenue. For four years he was a bookkeeper with the wholesale drug house of Farrand, Williams & Clark, and he says: "I have charged up many thousand orders for Dr. Williams' Pink Pills for Pale People, but never knew their worth until I used them for the cure of chronic dyspepsia. For two years I suffered and doctored for that aggravating trouble but could only be helped temporarily."

"I think dyspepsia is one of the most stubborn of ailments, and there is scarcely a clerk or office man but what is more or less a victim. Some do as I could eat anything, while at other times I would be starving. Those distressed pains would force me to quit work. I have tried many treatments and remedies but they would help only for a time. A friend induced me to try Dr. Williams' Pink Pills for Pale People, and after taking a few doses I found much relief and after using several boxes I was cured. I know these pills will cure dyspepsia of its worst form and I am pleased to recommend them."—Detroit (Mich.) Journal.

The genuine package always bears the full name. At all druggists, or sent postpaid on receipt of price, 50¢ per box, by the Dr. Williams Medicine Co., Schenectady, N.Y.

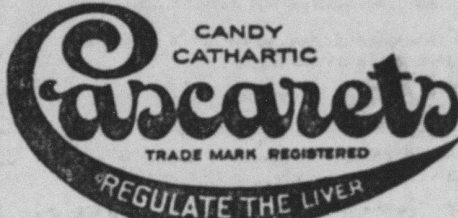
Bluebeard.
Fatima was much moved when she beheld all those beheaded women in the forbidden chamber. "Oh! the nerve of that man Bluebeard!" she exclaimed; "to tell me his former wives had died of ptomaines in ice cream!" Naturally, when her husband came home and saw the blood upon the key his feelings were better imagined than described.—Puck.

It Can Be Made to Go.
"The melancholy days have come," has rheumatism come with them? It can be made to go right off by the use of St. Jacobs Oil, which cures and leaves no trace behind.

Helplessness should not be encouraged. The best of all charity is that by which idle hands are given something to do.

Biliousness

"I have used your valuable CASCARETS and find them perfect. Couldn't do without them. I have used them for some time for indigestion and biliousness and am now completely cured. Recommend them to every one. Once tried, you will never be without them in the family."—EDW. A. MARK, Albany, N. Y.



Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sicken, Weaken, or Gripes, Box 50c, 100c.

CURE CONSTIPATION.

NO-TO-BAC Sold and guaranteed by all druggists to CURE TOBACCO HABIT.

POPULAR SCIENCE.

Some cast-iron cannon balls were recently recovered from the sea near Brest. They had been under water for over a hundred years. They could be cut with a knife, a great part of the iron having disappeared. Exposed to the air, the interior became quite hot, of course losing the heat in a short time, after the oxygen of the air had ceased to act upon it.

A scientific writer says that night is the time which nature utilizes for the growth of plants and animals; children, too, grow more rapidly during the night. In the daytime the system is kept busy disposing of the waste consequent on activity, but while asleep the system is free to extend its operations beyond the mere replacing of worn-out particles, hence the rapid growth. This is why invalids need so much rest and sleep.

A very pretty line of experiments is carried out by floating bicycle balls in mercury and bringing a strong magnet near them. They arrange themselves symmetrically under the influence of the stresses, and assume very curious positions, varying with their number and the intensity of magnetism. It is a variation of an old experiment known as Meyer's needles, in which needles were floated in water by bits of cork, and were subjected to the influence of a magnet.

A strange instance of like curing like is found in a memoir recently presented to the Paris Academy of Sciences by M. J. Hauser, in which that gentleman urges the use of infusorial earth as a perfect means of filtering liquids and separating from them the most minute organisms of particles of matter. The earth is first of all calcined at a high temperature, after which it is powdered and mixed to a creamy consistence with water. The mixture is then left to throw down a deposit on any suitable support, such as asbestos cloth or glass wool, and is then ready to act as a filter.

Rising.
"How is your son Jack getting along, Mrs. Springgins? Is he rising in the world?" "Rising? Why, he began last year as a chiroprapist, and now he's a barber."—Harper's Bazar.

FARM AND GARDEN NEWS.

ITEMS OF INTEREST ON AGRICULTURAL TOPICS.

Banking Celery—Feeding For Eggs—When to Cut Clover—Pasturage for the Flock—Grooming the Horse—Etc., Etc.

BANKING CELERY.

Do not bank your celery so high as to cover the chit. If this part of the plant is covered with dirt the whole plant soon decays and you will lose the money you spent for plants, your labor in growing them as well as the most delicious of garden products. Be careful about this and do not thoroughly bank until the plant is grown.

SAVING SEED CORN.

The best way to save seed corn is to go through the fields early in the season and select the large perfect ears which mature first. This, however, is seldom done and the next best plan is to pick out the best developed ears while husking. This is possibly best done at the crib when unloading. The ears intended for seed should be laid aside, then spread out in some upper room of the granary or barn so that they will dry thoroughly before freezing weather sets in. A room over the kitchen is the best, as the heat from the stove dries the ears out more quickly than in the barn or other outbuilding. The matter of seed this year is of very great importance as so few fields will produce first-class ears. Every effort should be made to obtain the very best.

FEEDING FOR EGGS.

Corn is a prime heating and fattening food, and in cold weather should be fed warm, not hot enough to burn the crops of the fowls, but warm enough to be comfortable. There is little advantage in feeding frosty corn. It requires a good deal of extra fuel heat to warm it, and it can be done more cheaply by the farmer than the fowl.

For a morning feed for laying fowls, a mash is an excellent thing. A good one is made of corn crushed, cobs and all, oat meal and bran and all wet up with milk, just enough to be crumbly but not sloppy. Wheat is a fine food for feeding hens, and in fact all grains come in for a share of feeding, the idea being to have a change. Hens are almost as fond of a change in diet as human beings are, and the hens certainly do enough better to make it pay. It costs no more to feed a variety than it does to keep on one thing all the time. Some one says that if a hen lays two eggs a week the first egg pays her board and the second one is profit.—Orange Judd, farmer.

WHEN TO CUT CLOVER.

The best time to cut clover for hay is at full bloom, when not more than one-fifth of the heads have commenced to turn brown, while the leaves are ripe and the stems are still green. The contents of digestible crude protein is greatest at this period. After flowering the percentages of crude ash, fat, and crude protein decrease and that of crude fiber and nitrogen-free extract increases until the seed is ripe and the plant reaches full maturity. The yield is also heaviest at the period of full bloom because of the loss of the lower leaves as the stems ripen. The nutritive ratio of freshly cut clover at time of full bloom is about 1 to 5.2, while that of the hay ranges between 1 to 4.3 and 1 to 5.9. The average composition of clover hay according to a compilation from all available American analysis, is: In 100 pounds, 15.3 pounds water, 6.2 pounds ash, 12.3 pounds crude protein, 24.5 pounds fiber, 3.3 pounds fat, 38.1 pounds nitrogen-free extract. Of the crude protein, 6.58 pounds are digestible. At the Massachusetts Experiment Station a ton of clover hay contained 46.8 pounds of nitrogen, 9.7 pounds of phosphoric acid, and 49.5 pounds of potash, the manurial value of which was \$10.61, estimated at the same prices as were paid for these substances when purchased in commercial fertilizers.

PASTURAGE FOR THE FLOCK.

If any one doubts that fowls need or relish some vegetables in their diet let him turn a flock from confinement in bare quarters onto a plot of grass; even though there may be corn in abundance in plain view, they will tumble over that and each other in their haste and eagerness to get a nip of the grass. Where an abundance of range can be had, the cheapest, best way to furnish green stuff is to let the fowls help themselves to what grass they wish. It is claimed that ten geese require as much pasture as a cow, and two hundred hens will consume or destroy the grass on an acre of ground. At any rate, it is a fact that where poultry is kept in large numbers green stuff must be furnished them, or the buildings will be so far apart as to add so much to the labor of caring for them that the profits will be reduced, or else the poultry will not do their best.

GROOMING THE HORSE.

As to grooming, a horse should be well groomed at least twice daily, not merely the dirt and sweat brushed off the surface, but the whole surface of the hair thoroughly agitated with a brush or dull curry-comb right into the skin. The collar and all harness should fit well and be kept thoroughly clean, the stable well ventilated and kept clean, and of course the food and water should be of the best quality.

The feet well cared for; if shod, the horse's shoes should be removed at least every five weeks, and if not shod the feet should be kept in as natural shape as possible by the use of the rasp and knife. If the weather be dry his feet should be soaked in water two or three hours daily, else they will become very dry and hard and liable to disease. Horses that are turned out to pasture at night will not require the soaking. For horses kept in the stable regular exercise is necessary, and when an idle time comes unless they get exercise the grain allowance should be materially reduced or else disease is very likely to follow.—Farm, Field and Fireside.

DIGGING AND STORING SWEET POTATOES.

As soon as the frost has killed the vines, cut them off near the surface of the ground. If the fall is moderately dry, do not disturb the roots until they are well ripened, for they will keep better in the ground than when stored in bulk. If the potatoes are grown in ridges, plow the soil away from one side, taking care not to bruise or cut the tubers. With a potato fork the digging can then be easily completed by inserting behind the sweet potato hill and gently prying it out of the ground. If grown in hills, as is often the case where only a few are wanted, probably the best plan is to dig with a potato fork. Insert the fork so that it will pass under the bunch of potatoes, then by pressing down on the handle, the tubers will come out of the ground without a bruise or a scratch and will be in the best possible condition for further handling.

Sweet potatoes are much more difficult to keep than Irish. Allow them to dry off thoroughly in the sun before making any attempt to store them, then choose a dry, well-ventilated room or cellar where the temperature can be kept between fifty and fifty-five degrees Fahrenheit. A cellar which will keep Irish potatoes perfectly may easily be too damp and cold for sweets. On the ordinary farm, where only enough for home use are kept, the safest plan is to place them in boxes or barrels, using dry sand or wheat chaff perfectly free from moisture as packing. Use this freely so that each separate potato will be completely surrounded by packing material and kept from contact with others. Wrapping in several thicknesses of old newspapers is also a good way to pack. If this work is carefully done and the barrels or boxes put in a dry place, such as a room through which a chimney or stovepipe passes, sweet potatoes can be kept until spring. Even then it is advisable to look them over every month and remove any which may have begun to decay.

Where sweet potatoes are grown on a large scale and are held for late markets, the only way to preserve them is to provide a dry, well-ventilated storage room which can be kept dry and at the proper temperature. This will not be expensive in the south, where the potatoes are most easily raised, and where they should be kept until wanted in the northern markets. Always handle sweet potatoes by hand and be very careful with them. A potato scoop should never be used, for no matter how skillfully it is handled, bruising will occur.—American Agriculturist.

FEEDING VALUE OF STRAW.

Good straw ranks higher in feeding value than most farmers are inclined to admit. They seldom feed much of it, because they usually have plenty of hay, and only feed straw sometimes out of necessity.

An occasional feed of straw furnishes a variety, will be eaten with relish and do farm animals as much good as if the feed had been hay. Animals that are fed carbonaceous feed, especially if concentrated, will eat straw readily and be much benefited by it. I have seen fattening sheep that had been fed large quantities of corn, eat the straw placed under them for bedding twice a week in preference to good clover hay in their mangers. Comparatively idle horses can be kept on straw largely without any increase in their grain rations and be in good condition the following spring. Good, bright straw is better feed for a horse than damaged, musty hay of any kind.

Where straw is made a regular part of the ration I prefer putting it under the mangers and allowing them to select such as they prefer, using the remainder for bedding. They prefer the chaff to anything else. Some farmers have the chaff separated from the straw when threshing and store it in the barn, using it for feed during the winter, while the straw is stacked outside. It is well to remember that straw fed in a good, warm stable will produce nearly or quite as good results as hay fed in the yard, where a good part is wasted. Considerable more feed is required to support an animal out of doors in winter than in a warm stable.

Propagating Forests in Europe.

France during the last twenty years has spent \$40,000,000 toward the reforesting of her dunes and denuded mountain slopes. Prussia has spent \$5,000,000 in the same period, and now owns 6,000,000 acres of forest. In Saxony, with an expenditure of \$2.20 an acre, the government forests yield a net profit of \$4.20 per acre. In Austria thirty-six years ago the government commenced the reforesting of the Karst region, on the Adriatic, whose vast oakwoods had been laid waste by fire and the plunderings of the Venetian shipwrights. Millions of young trees to-day cover the ground.—Chicago Times-Herald.

TRAVEL IN PORTO RICO.

PRIMITIVE TRANSPORTATION FACILITIES IN THE QUIANT LITTLE ISLE.

The Bulk of the Carrying Trade Is Performed by Oxen and Natives—Men Used as Pack Animals.

Although Porto Rico is the proud possessor of three distinct lines of railway, one partially encircling the island, one running from Ponce to San Juan and the third penetrating the interior of the northeastern part of the island, still the bulk of the carrying trade is performed as in the days of Spain's past greatness, by oxen and natives.

It is true that some of the larger sugar plantations possess sugar cars on which to haul the ripe cut cane, but the greater portion of the work is done in the old primitive style, and the Spaniards content to let well enough alone is satisfied to wait for manana (to-morrow) before they make any improvements. As a result a strangely incongruous, yet highly picturesque, panorama of moving vehicles is sure to be the first thing that attracts and draws the attention of a visitor to the far famed pearl of the Antilles. Side by side one sees the ancient modes of transportation in vogue three centuries ago competing with the more modern methods. First, in order to appreciate the comparison, it is necessary to know what manner of beast of burden are used. It is a question which are the most numerous, the small compactly built little ponies or bronchos, scarcely fifty inches in height, with their huge paniers or baskets almost if not completely hiding them from view, or the slow, cumbersome, heavily moving ox teams, whose name is legion—the latter popularly termed the "hurry-up teams" being sure to reach their destination the next week, if not the next day. Besides these a donkey here and there completely lost to view, with his rider astride of him and his wicker baskets bobbing to and fro, a goat team or two, and last, but not least, the barouches or carriages drawn by diminutive horses two or four to a team, complete the usual assortment of conveyances. These latter have the monopoly of carrying passengers from town to town by means of relays, and deliver the mail in different parts of the island. Since the arrival of the Americans large horses have been introduced upon the scene, as well as the huge army mules, as big as three of the native horses.

It may seem from the above descriptions that Porto Rico is not blessed with very rapid traveling facilities and yet such is the speed of the wily little animals used in the coach line of carriages between San Juan and Ponce that the distance of some seventy-five miles is covered in anywhere from twelve to eighteen hours over a more or less mountainous road. Then again, when these small horses are used for riding they can tire out the larger American horses and, besides this, cover a great deal more territory in a day's travel.

The railroads are small and would not compare favorably with our old narrow gauge railroads that have virtually passed out of existence in this country for the past two decades. That does not bother the natives. The railroad is a new institution with them and if the size of the engine and cars do not compensate one the two armed guardia civil in each car impress them thoroughly with a sense of the importance of the railroad.

In vivid contrast to these methods are the more primitive styles. In this country, as in no other on the American continent, men are used as pack animals for conveying goods a short distance, and to see a crowd of natives laboring in this sort of work with their overseers in charge reminds one of the task masters of ancient Egypt more than anything else. In addition to this the old-fashioned ox carts used in the country districts, not only for the transportation of goods but also the natives, drawn by oxen, remind the onlooker of the old death carts used in the dread days of the French Revolution to take the hated royalists and finally the King and Queen to the guillotine and their last resting place, the carts resembling these old open wooden cages more than anything else.

It is almost a pity that the days of the old regime in Porto Rico are already numbered, for in a short time, with the injection of a little American push and energy all the above scenes will be a memory of the past. Already plans are being executed for the construction of electric lines, and with the completion of the unfinished railway lines all will be changed. The land of ayes (yesterday) will become the country of today, and the quaint, picturesque scenes of Porto Rico as it is and was, with the exception of the solid and substantial Spanish residences, will be an evanescent day dream.

May the introduction of the modern innovations allow the spirits of the departed dons to "repose in peace."

The Mine Mule to Go.

Ever since the first coal hole was sunk the mule has been the favorite, though at times expensive, means of locomotion in moving coal. He turned the gin at the top of the slope; he pulled the cars of dirt and rock out onto the dump and he felt his way along the narrow gangway at the head of a string of cars. And outside of his daily ration of oats and hay his only recreation was an occasional roll in the dust of the barnyard. But there is to be a change. In fact, it has already been inaugurated. The mule and the mine boy will still delve for a livelihood in the dark

caverns of the earth, but the mine mule will breathe the free air of heaven and feed on the green pastures of the picturesque hillside.

The Philadelphia and Reading Coal and Iron Company is preparing to introduce the air-compressing locomotive to haul the cars underground at Shenandoah City colliery. It was about a year ago that the company first began to make preparations for this change. Alaska colliery, near Mount Caramel, was selected as the place for making the experiment. The necessary changes were made and the machinery procured. The air compressor engine has been working there for some months and has been a great success.

The new method of haulage is used in only part of this mine. The distance is one mile and the new engine draws twenty-five cars each trip. And seventeen mules have been thrown out of employment. It is not only that the company expects to save in the cost of mules and their maintenance, but the cost of feed, the smith-work and other expenses are also saved, while at the same time the cars are moved with greater speed, adding in that way to the capacity of the colliery.

The Reading Company having successfully introduced compressed air as a motive power, it is safe to assume that it will not be many years before all companies and individual operators will do the same. Even the mine locomotive will be relegated to the scrap pile and air compressors used both in the gangway underground and outside on the dump.

Lung Gymnastics.

Direct gymnastics for the lungs, to increase their capacity and elasticity, are almost a safeguard against consumption, if taken in time.

Dr. Otis, in the Therapeutic Gazette, advises people with weak lungs to stand erect in a well ventilated room, place the hands on the hips and take long, deep, slow breaths, varying the rhythm, and at times taking short, jerky breaths for variety. The breath should be drawn only through the nose.

Better yet, combine the breathing exercises with the setting up drill or other arm exercises. Dr. Otis gives these exercises, to which others might be added:

1. Slowly raise the arms from the sides until they meet above the head, breathing deeply. Breathe out while slowly lowering.
2. Raise the arms in front; carry them as far back as possible; then down. Breathe as before.
3. Slowly rise upon the toes, breathing deeply.
4. Extend the arms in front; carry one leg back as far as possible.
5. Lie on the back; raise the arms backward and over the head, while breathing deeply.

People with plenty of lung capacity can stand even bad air without suffering. It is well known that women, whose lung capacity is interfered with by corsets, are much more apt to faint in close, ill ventilated rooms than men.

Remarkable Swimming Feat.

A remarkable feat of swimming was accomplished when James Finney, champion swimmer of the world, swam from the North Pier, Blackpool, to the St. Anne's Pier, a distance of five miles. In pursuance of the terms of a wager of \$1,000, Finney dived from the North Pier shortly before a quarter to two in the presence of a large body of spectators.

The sea was by no means smooth, and the tide being at ebb rendered the task a somewhat difficult one. The match was a question rather of endurance than the establishment of a speed record. Finney started at a pace, but after the first fifty yards settled into a steady stroke. He was headed by a small boat carrying a white flag, and he kept a yard or two behind all the way, passing the Central Pier about three o'clock and the Victoria Pier fifty minutes later. At half-past five he arrived at St. Anne's, but could not reach the pier, the tide being out.

As the conditions of the wager required that he should approach the pier by water, a tedious wait of two hours followed, during which Finney swam about, and by frequent changes of position succeeded in keeping afloat until the tide came in, when he swam to the pier and went ashore at five minutes to eight, having spent five hours eleven minutes in the water.

Political Uses of Tin.

"An ordinary political campaign," said a novelty manufacturer, "is not an unmitigated evil to all branches of trade. Among those that profit by it are the tin can manufacturers. Most of the campaign buttons are made of tin; and when a big political struggle is expected the makers send out agents through the tin factories of the South to buy up all the waste tin and useless cans they can find to make their buttons with. Most of the campaign buttons are made in Newark, and the amount paid by the makers to the can factories, particularly those of Baltimore, is considerable, even though the tin is waste, if anything can be called waste nowadays. Nor is the tin waste useless, even when no political excitement is on. I know a man who visits Baltimore at regular intervals and buys all the scrap tin he can find and sells it to the button makers. It is used for the backing of ordinary buttons. Any day, in parts of Brooklyn, you can see wagons loaded with scrap tin and old cans. The greater part of this goes to the places where buttons, toys and gewgaws of various kinds are made."—Philadelphia Record.