

ARMY CHAPLAIN

SEVERE KIDNEY AND BLADDER TROUBLE.



HALF OUR ILLS ARE CATARRH.

Thousands of People Have Kidney Trouble and Don't Know It is Catarrh.

Mr. David L. Jaycox, Chaplain Clarinda, I. O. G. T., and Chaplain G. A. R., 865 Broadway, Oakland, Cal., writes: "I am an old war veteran. I contracted severe bladder and kidney trouble. I spent hundreds of dollars and used a host of doctors, but neither did me any good. Peruna has proven the best medicine I ever used. My pains are gone and I believe myself to be cured. I feel well and would not be without a bottle in time of need for ten times its cost."

They have doctored with every conceivable drug, have consulted all schools of medicine. It was not until Peruna came into use, however, that their old soldiers found a remedy that would actually cure them. More cases of catarrh of kidneys and bladder have been cured by Peruna than all other medicines combined.

Hundreds of war veterans have kidney and bladder trouble. Impure drinking water, sleeping on the ground, and all manner of exposures to wet and cold weather produced catarrh of the kidneys and bladder.

Address Dr. S. B. Hartman, President of the Hartman Sanitarium, Columbus, Ohio, and he will be pleased to give you the benefit of his medical advice gratis. All correspondence held strictly confidential.

The Secret of Good Coffee

Even the best housekeepers cannot make a good cup of coffee without good material. Dirty, adulterated and queerly blended coffee such as unscrupulous dealers shovel over their counters won't do. But take the pure, clean, natural flavored LION COFFEE, the leader of all package coffees—the coffee that for over a quarter of a century has been daily welcomed in millions of homes—and you will make a drink fit for a king in this way:

HOW TO MAKE GOOD COFFEE.

- Use LION COFFEE, because to get best results you must use the best coffee. Grind your LION COFFEE rather fine. Use a tablespoonful to each cup, and one extra for the pot. First mix it with a little cold water, enough to make a thick paste, and add white of an egg (if you wish) to be used as a settler, then follow one of the following rules:
 - 1st. WITH BOILING WATER. Add boiling water, and let it boil THREE MINUTES ONLY. Add a little cold water and set aside five minutes to settle. Serve promptly.
 - 2d. WITH COLD WATER. Add your cold water to the paste and bring it to a boil. Then set aside, add a little cold water, and in five minutes it is ready to serve.
3. Don't boil it too long. Don't let it stand more than ten minutes before serving. Don't use water that has been boiled before.

TWO WAYS TO SETTLE COFFEE.
1st. With Eggs. Use part of the white of an egg, mixing it with the ground LION COFFEE before boiling.
2d. With Cold Water instead of eggs. After boiling add a dash of cold water, and set aside for eight or ten minutes, then serve through a strainer.

Insist on getting a package of genuine LION COFFEE, prepare it according to this recipe and you will only use LION COFFEE in future. (Sold only in 1 lb. sealed packages.) (Lion head on every package.) (Save these Lion-heads for valuable premiums.)

SOLD BY GROCERS EVERYWHERE
WOOLSON SPICE CO., Toledo, Ohio.

ALL IN SAFE PLACES.

Woman's Many and Varied Receipts for Valuable Documents. A Germantown householder who had given various valuable papers to his wife to take care of recently hunted all over the house for the insurance policy on his furniture and could not find it. When the wife came home with a tea he told her his trouble with a considerable perturbation, lest the document should have been lost.

"Is that all?" said the wife, looking with disgust at her very much disturbed desk, where the husband had been rummaging. "Why didn't you ask me?" and going to a picture on the wall she pulled the policy from behind it.

"And where," inquired the husband, after he had recovered from his surprise, "do those shares in the Pullback Valley Railroad and Timber Development company happen to be?"

"They're safe enough," was the answer. "They're in the closet under the stairs behind the grape juice." "And the deed to the house?" "That's upstairs in the spare room packed away under your summer suit."

By diligent cross-examination the husband found the locations, scattered from cellar to roof, of numerous other documents of value. "And now," said he, "what's the answer?"

"Why," said the wife, who was used to his slang, "I don't mean that any robber shall ever come in and clean us out in a one hour search. He'd never think of the places I've chosen, and if he did he would be heard going up and down stairs and knocking over bottles."—Philadelphia Record.

In the Bureau of Sewers. William H. Michales, superintendent of the bureau of sewers of New York, said the other day: "We hear some strange things in this office sometimes. Some of the stories our inspectors bring to us are hardly credible. For instance, in the matter of ignorance of the most elementary kind of sanitation: 'An inspector went one day to inspect an old house in the country. There was a good deal of smell about the old place. The inspector walked about sniffing. 'Dear me,' he said, 'what an unpleasant odor. Can it be the drains?' 'The owner of the house shook his head positively. 'It can't be the drains,' he said, 'because there ain't none.'"—Salt Lake Tribune.

Effects of Prosperity. In the six years of the country's greatest prosperity, from 1897 to 1903, the average prices of breadstuffs advanced 65 per cent.; meats, 23.1 per cent.; dairy and garden products, 50.1 per cent.; and clothing 24.1. All these were products of the farmer and stockman, who profited more than any other class of the community by these advances. The miner benefited 42.1 per cent. by that advance in the average price of metals. The only decrease in the average prices of commodities in that period was in railway freight rates, which decreased from 738 per ton-mile in 1897 to 763 in 1903, a loss of 4.4 per cent. The report of the Interstate Commerce Commission shows that the average increase in the pay of railroad employes in that period was a trifle above 8.5 per cent.

Her Logical Reasoning. In his "Comic School Tales" H. J. Barker gives some amusing answers by children technically known in England as "howlers." Here are some of them: A teacher in a school at Stepey, East London, was giving her class an examination on the Scriptural work of the previous three months. Among other questions the lady asked: "With what weapon did Samson slay the thousand Philistines?" And one girl, jumbling her old and new testament knowledge, stood up and replied: "With the ax of the apostles." A woman teacher had been explaining the story of the casting adrift of the infant Moses. "Now, why was it, do you think, that the good mother daubed the little ark boat so carefully with slime and pitch?" "Oh, ma'am," said one little 6-year-old girl, "to make the baby stick inside."

Know What He Was Talking About. A reader asks where the characterization of Washington as "first in war, first in peace and first in the hearts of his countrymen" comes from. It appears in the oration delivered by Major Henry Lee at the request of Congress in 1790.—Springfield Republican.

8100 Howard, 8100. The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the cause of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address F. J. CROSBY & CO., Toledo, O. Sold by Druggists, 75c. Take Hall's Family Pills for constipation.

China's Coal Fields. China's resources of coal and iron are among the largest and most favorably situated in the world. The extent of the great coal fields has been put at 400,000 square miles—more than seventy times the aggregate extent of all the coal fields of Britain. Durable brick, formed of chipped granite and clay, is a recent Scottish invention.

FARM AND GARDEN



ABOUT SOIL. The investigation of the physical characteristics of soils deals chiefly with the classification of soils according to the amounts of particles of various sizes which constitute the soil. In order to secure uniformity of classification and description a conventional table of sizes has been adopted by the Bureau of Soils, United States Department of Agriculture, and the soils are described in the terms of this table. Thus all material above two millimetres (about 1/12 of an inch) are classed as gravel and stone; from one millimetre to one-half millimetre, or about the size of clover seed, the grains are called coarse sand; from one-half to one-quarter millimetre the grains are classed as medium sand; from one-quarter to one-tenth millimetre as fine sand; from one-tenth to five one-hundredth millimetre as very fine sand. So far all grains are readily distinguishable by the eye as separate fragments of various minerals, and a little knowledge of the appearance of different minerals enables one to identify the grains as belonging to one or more of a half dozen common rock and soil forming minerals. The next two grades, silt (5-100 to 5-1000) and clay (smaller than 5-1000 millimetre) are impalpable powders when dry, and their mineral composition can be made out only under a high power microscope by a person skilled in the recognition of minerals in small fragments. Pure silt when moist is not gritty, like the different grades of sand, or plastic and coherent, like the extremely minute particles of clay. The various grades of sand usually make up the skeleton or framework of the majority of soils. They render a soil more or less open or porous, depending both on the size of the sand grains and their relative proportions in the total mass. The silt renders a soil solid and somewhat compact making it particularly adhesive even when wet. The clay, if present in proportions above 10 to 15 per cent, renders a soil waxy and adhesive when wet and either granular and cloddy when dry or else solid and impervious. The gradation of soils according to the size of the component grains is a classification according to the soil texture. It is the common classification of the practical farmer, and standard mechanical analysis, and standard sizes of grains are merely used in order that the terms used in one locality may be more widely intelligible. Thus soil made up of large grains, possessing an open, porous structure, draining freely and working easily, is, by common acceptance, a sand. But one locality might consider a given sand as coarse, while in a different locality it would be estimated as only medium. Similarly soils locally known as clays frequently find their place in a wider classification as clay loams or heavy loams. A county abounding in clay soil might give rise to a local classification of lighter lands as sands, when they actually deserve to be called sandy loams. The physical properties of soils depend not only on the texture of the soil, the size of the component grains, but also upon the structure of the soil—that is, the arrangement of the soil particles in space, the title, as it is frequently called. Thus a clay soil may be granulated and well aired, or it may be so puddled and mixed that it forms a slimy, plastic mass when wet and dries to a consistency of concrete. In both cases the mechanical analysis might show almost identical texture, but mere inspection would show a vast difference in the arrangement of soil grains, the structure. The first soil would be seen to consist of a lot of clay pebbles or grains, each made up of thousands of much more minute individual grains. Each compound grain is in itself minutely porous; while between it and its surrounding granules large pore spaces exist. The second soil is made up of a mass of minute grains so evenly distributed that no large pore spaces intervene, and only the most minute openings exist in the soil. The first soil is in good condition, suited to crop production, easy to till, productive. The second is quite often barren and unproductive. With the same chemical composition and the same texture, but with such a difference in structure, the first soil forms a fertile, productive field; the second forms a barren waste fit only to support weeds or to furnish clay for brickmaking.—Tribune Farmer.

DRAINING THE WET SPOTS. The business man is constantly going through his factory or store looking for places where there is a leak or where he can utilize space or material to better advantage than before. It seems almost impossible to induce farmers to work along similar lines, yet there are hundreds of farms through the country that need just this attention. We are all familiar with the man who will scatter his operations over many acres far from his home and barns when right close by there may be a few acres which would yield him enormous returns if properly prepared. The low spots which might be made exceedingly fertile are most often neglected. Frequently a few furrows struck just right will provide all the drainage necessary to make a place for celery which would bring in large returns. Instead of reclaiming this valuable strip of ground the average farmer with many acres either pays no attention to it or turns the swine on it to wallow. Possibly such a strip of ground has remained uncultivated for years, and is practically virgin soil, needing only a little time and expense to make it very valuable. A good time now to plan out what to do with such places in early spring.—Indianapolis News.

INDIGESTION IN SWINE. One of the symptoms of indigestion in swine is their great desire to eat dirt, particularly if it be found in rather dry lumps. The way the average hog is fed is enough to make it a chronic dyspeptic, and there is little use in giving medicine to a hog that is suffering from indigestion. Begin at the root of the trouble and furnish variety in the food. See that there is some green matter in the shape of vegetables fed daily; in the season when it can be reached give the swine some old sod to gnaw at. Put considerable salt in the food; the eating of the dry dirt is an indication of the craving for salt. Try some dried blood meal in the slop and also mix lime water with the slop from time to time. A fair amount of variety, coupled with considerable green food, will do more to keep the digestive organs in good condition than anything else.—Indianapolis News.

CHAR THE CORN. Once or twice a week char a few ears of corn in the fire and feed to the fowls. They relish it and it helps to keep them in good condition. It takes the place of charcoal to a certain extent, which all poultrymen know is excellent for fowls.

Slippery Seats and Love. "Have you ever noticed how slippery those cane covered seats in some of the trolley cars are?" asked a friend of mine today. "The carpet-covered seats and the wooden ones are all right, but those cane-covered affairs certainly keep you a guessing. The minute you sit down you put out your hand, almost instinctively, to keep from slipping off. If you are sitting next to a pretty girl you will surely drift toward her, and she, poor thing, cannot avoid you. I was going up to Troy last night and a young couple got on the car near the Union Station. Of course they wanted to sit as close to each other as possible, but they had a great deal of trouble in doing so. He kept slipping toward the motorman and she kept sliding toward the conductor. Every few minutes he would 'move forward' to regain his seat by her side. She blushed every time he attempted to drift back to her and the passengers had a great deal of amusement at their expense. They had taken their seat near the center of the car when they got on, but by the time we got to Watervliet they were both down in the corner near the conductor."—Albany Journal.

GET THE CALF STARTED RIGHT. It is worth while to get the calf started right. Everything depends upon it, so it will not lose a day in gaining. I would select a high grade Short-horn or Hereford calf, bred from a registered bull of the beef type. Feed the cow corn and cob meal with bran mixed, and a little oil meal, with all the clover hay the cow wants. The cow should be milked while the calf is young, as she will give more milk than the calf will take at first. As soon as the calf will take all the milk, let it have it. Continue to feed the

PENNSYLVANIA R. R.

Philad. & Erie R. R. Division and Northern Central Ry.

TRAINS LEAVE MONTANON, EASTWARD

7:38 A. M.—Train 64. Week days for Sunbury Harrisburg, arriving at Philadelphia, 11:48 a. m., New York 2:25 p. m., Baltimore 12:15 p. m., Washington 1:20 p. m. Parlor car and passenger coach to Philadelphia.
8:22 A. M.—Train 86. Daily for Sunbury Harrisburg, Scranton, Hazleton, Pottsville, Hagerstown and intermediate stations, arriving at Philadelphia 10:47 p. m., New York 3:58 a. m., Baltimore 9:48 p. m. Passenger coaches to Philadelphia and Baltimore.
1:23 P. M.—Train 12. Week days for Sunbury, Harrisburg, Scranton, Hazleton, Pottsville, Hagerstown and intermediate stations, arriving at Philadelphia 4:23 a. m., New York 9:30 p. m., Baltimore 6:00 p. m., Washington 7:15 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia, Baltimore and Washington.
4:45 P. M.—Train 22. Week days for Wilkes-Barre, Scranton, Hazleton, Pottsville, and daily for Harrisburg and intermediate points, arriving at Philadelphia 10:47 p. m., New York 3:58 a. m., Baltimore 9:48 p. m. Passenger coaches to Philadelphia and Baltimore.
8:10 P. M.—Train 6. Daily for Sunbury Harrisburg, and all intermediate stations, arriving at Philadelphia 10:47 p. m., New York 3:58 a. m., Baltimore 9:48 p. m. Passenger coaches to Philadelphia and Baltimore.

WESTWARD

5:23 A. M.—Train 2. (Daily) For Erie, Canadawana, Rochester, Buffalo, Niagara Falls and intermediate stations, with passenger coaches to Erie and Rochester. Week days for Buffalo, Canadawana, Rochester, Buffalo and Niagara Falls, with through passenger coaches to Erie and Rochester, and Parlor car to Philadelphia.
10:00 A. M.—Train 21. (Daily) For Lock Haven and intermediate stations, and week days for Tyrone, Clearfield, Philadelphia, Harrisburg and the West, with through cars to Tyrone.
1:31 P. M.—Train 61. Week days for Kane, Tyrone, Clearfield, Philadelphia, Harrisburg, Canadawana, Rochester, Buffalo and Niagara Falls, with through passenger coaches to Erie and Rochester, and Parlor car to Philadelphia.
4:56 P. M.—Train 1. Week days for Renovo, Elmira and intermediate stations.
10:07 P. M.—Train 67. Week days for Williamsport and intermediate stations, through Parlor Car and Passenger Coach to Philadelphia.
9:10 P. M.—Train 921. Sunday only, for Williamsport and intermediate stations.

LEWISBURG AND TYRONE RAILROAD

WESTWARD.		EASTWARD.		
P. M.	A. M.	P. M.	A. M.	
1:38	6:40	Montanone	12:15	4:25
1:48	6:50	Lewisburg	9:05	4:35
1:55	6:58	Hitch	9:15	4:45
2:02	7:06	W. Lehigh	9:25	4:55
2:08	7:12	Millburg	9:35	5:05
2:15	7:19	Millmont	9:45	5:15
2:22	7:26	Irish	9:55	5:25
2:29	7:33	Reddy Mountain	10:05	5:35
2:36	7:40	Coburn	10:15	5:45
2:43	7:47	Zerby	10:25	5:55
2:50	7:54	Rising Springs	10:35	6:05
2:57	8:01	Penn Cove	10:45	6:15
3:04	8:08	Center Hall	10:55	6:25
3:11	8:15	Gregg	11:05	6:35
3:18	8:22	Linden Hall	11:15	6:45
3:25	8:29	Oak Hill	11:25	6:55
3:32	8:36	Lemont	11:35	7:05
3:39	8:43	Dale Summit	11:45	7:15
3:46	8:50	Freemant Gap	11:55	7:25
3:53	8:57	Axemann	12:05	7:35
4:00	9:04	Belleville	12:15	7:45

Additional trains leave Lewisburg for Montanone at 2:30 a. m., 7:25 a. m., 9:45 a. m., 1:15 p. m., and 7:50 p. m., returning leave Montanone for Lewisburg at 7:40, 9:27 a. m., 10:05 a. m., 4:30, 6:40 p. m., and 8:12 p. m.
On Sundays trains leave Montanone at 9:20 a. m., and 4:46 p. m., returning leave Lewisburg at 9:25 a. m., 10:05 a. m., and 4:48 p. m.
W. W. ATTERBURY, General Manager, Philadelphia, Pa. T. B. WOOD, Pass. Traffic Mgr.
GEO. W. BOYD, General Freight Agt.

CENTRAL RAILROAD OF PENNSYLVANIA

Read Down.		Stations.		Week Days.		Read Up.	
No. 1	No. 2	No. 1	No. 2	No. 1	No. 2	No. 1	No. 2
A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
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