

SCIENTIFIC PEEDING OF ANIMALS. It is much the fashion now to feed ration, and all the science about it is that Horse World. the foods are compounded of various elements. The excellence of this method is that one of these helps to digest the others, and thus the whole food is more nutritious and healthful. It is the same in our own eating. A variety of food is not only agreeable, but more digestible and useful. This is understood by the professors of dietetics, who vary the food as much as possible, making up a ration that is more nutritious and effective than any single article of it,-New

THE CUD OF A COW.

Rumination is a part of the digestive process, and in it the cow brings up from the first stomach, or rumen, a quid or end of the food. This may be seen to pass up the gullet when the cow is in the act of ruminating. A cow cannot "lose her cud." This term is commonly used to signify that the function is suspended from some disturbance of the digestive process, and the remedy for trouble is simply to restore the action by giving a dose of one pint or a quart of raw linseed oil, or as much melted lard, by which the stomach is relieved of its load of undigested food. A cud cannot be given to a cow; it is a natural part of the digestion of the food, and not a thing like a chew, or quid, or cud of tobacco, which a man may take, -New Yor. Times.

HOG CHOLERA AND INOCULATION.

Farmers' Bulletin No. 8, of the United States Department of Agriculture, pre-pared by Dr. D. E. Salmon, Chief of the Bureau of Animal Industry, consists of a review of several attempts made in recent years for the protection of swine against hog cholera by inoculation. It presents a large amount of evidence gathered from those who have tried it, giving the results of their experience, as also a full report of the inoculation ex-periments conducted in La Salle County, Illinois, last year under the supervision of a committee of farmers. Dr. Salmon's conclusions, based upon the evidence which he presents in this builetin upon the results of the investigations made by the bureau on the subject, is that inoculation as a preventive against hog cholera is a failure from whatever point of view it be regarded, and the farmers are warned against the use of that method, which he shows to have been in many cases more fatal than the disease it is intended to prevent. As an instance of this he cites the fact that whereas the losses following inoculation in Nebraska during the past year were ten per cent., the losses among uninoculated animals were but four per cent. Copies of the bulletin may be had upon application to the Secretary of Agriculture, Washington, D. C.

FEED THE GROWING CHICKS WELL.

In June and July your early spring chickens are growing more rapidly than at any other period of the year. They love the warm weather, if they are of the lodges the matter in their throat. larger varieties, especially; and if they have roaming room, they cannot well be over-fed, because they flud such a variety their daily journeys around the farm or

Their condition is quite different from that of adult or maturely grown fowls. These may be over-fed easily, and will put on fat internally, to their discom-fiture and detriment. But the young stock, in good thrift, convert what they eat into flesh, bone and muscle, and continue to thrive during the heated season upon all they will ordinarily pack away in their craws, particularly if allowed a variety of good provender.

Don't stint them, therefore, in feeding, but give them all they will eat up chickens. They require more solid food from the time they are three to six or seven months of age, in proportion, than at any time before or afterward in their lives. This fact is worth observing and remembering by all who aim to have the "best birds" in the succeeding fall and winter, annually. - American Poultry Yard.

HUMANE WATERING OF HORSES.

That a horse should never be watered oftener than three times a day, or in twenty-four hours, is a mistaken idea and brutal practice. A horse's stomach is very sensitive and will suffer under the least interference, causing a teverish condition. Feeding a horse principally on grain and driving it five hours without water is like giving a man salt mackerel for dinner and not allowing him to drink before supper. If you know anything about the care of horses and have any sympathy for them, water as often as they want to drink-once an hour if possible. By doing this you will not only be merciful to your animals, but benefit yourself, as they will do more work, look better, and live longer. If you are a skeptic, and know more about horses than any one else, you are positive that the foregoing is wrong, because you have had horses die from watering too much, and boldly say that the agitators of frequent watering are fools in your estimation, and you would not do such a thing. Just reason for a moment, and figure out whether the animal would have overdrunk and overchilled his stomach if he had not been allowed to become overthirsty. A horse is a great deal like a eral other points of excellence. Let him get overworked, overthe want of sufficient dring in warm cloth smeared with common tar, but not weather, and the consequence will always watered every hour, and sometimes until it falls off, or it may be removed oftener, while at work. It is plenty of after a week or two. water that supplies evaporation or perspiration and keeps down the temperature. What old loggy methods amount to may be seen by the change in medical the London pavements, have suddenly practice to man. Twenty years ago a person having a fever of any kind or pneumonia was allowed little water to drink, and then it had to be tepid. Today practitioners prescribe all the icod | to do at ail.

water the patient can drink, and cold bandages are applied to reduce and conanimals on what is known as a scientific trol the temperature of the blood .-

> PARM AND GARDEN NOTES. Roses should have rich soil. Ordinarily the narcissus is from bulbels, hich flower the second year.

It does not pay to raise tomato plants when only a limited supply is required. A good many farmers have prepared their out land with a disk harrow instead of a plow this season.

Raising horses is a profitable industry for the farmer, as a rule, where the colts are produced from mares kept for work. In England there is a standard size for eggs. All which require more than fifteen to make a pound sell at a reduced price.

With practical poultrymen the Minorcas are steadily growing to favor as eggproducers. Among other good qualities they lay large eggs.

The surest way to lessen your own particular agricultural depression is to reduce the cost of production. Make this your constant study.

A good clover field, cut once for hay crop and again for seed, will give a net return that is not excelled in many staple branches of agriculture.

Eastern truckers talk with easy confi dence about raising 500 bushels of tomatoes to the acre, and getting twenty cents a bushel for them at the canneries. The time to begin the regular picking

of the feathers of ducks and geese has arrived. This can be made profitable without interfering with the egg produc-The only reason why white oats are better than black for feeding is that the

latter have a little thicker hull. This makes a difference of about five per cent. in nutritive value. When you harness a team see if the

collar is free from dirt and hair, and be sure it fits properly. Always speak to a horse when you approach him, espe-cially from behind. Stock-keeping is the beginning and end of profit in diversided farming. The

beginning, for it enriches the soil. The end, for it affords a profitable means for disposing of many crops. If a dairyman depends upon buying of

much feed he must have a most excellent head to enable him to turn it into a profit. The farm should supply most of what the cattle consume. For the cure of chicken cholera the

fowls should have mixed with their food once a day a solution of carbolic acid and water. One dram of acid should be used to two gallons of water. Beginners in the poultry business will

often do better with ducks than with bens, as they are better adapted to being kept in large numbers, and do not sucumb so quickly to disease.

It is well to have plenty of drinking rater near at hand for ducks. In eating they are trequently choked, and the man ner in which they swallow the water dis If, when afield with a machine, you

take tools out of the tool box, always of insect and green food in the course of Don't place them on the ground where you are liable to forget and lose them.

In potato growing, don't imagine that new varieties and high-priced seed can take the place of rich land and careful cultivation. A potato crop will resent such neglect about as quick as anything we grow.

A day spent in planting or plowing is expected to eventually pay some return for the labor. But a day spent in fence building pays nothing, and we know that by and by the same work must be done over again.

The first thing to ascertain, in order clean. Thus they will grow in stature to make far ning profitable, is the cheap-and keep generally in good health. It is a mistake to under-feed the growing tound, with few exceptions, in growing found, with few exceptions, in growing clover and feeding it with grain, bran or oil mea! to good live stock.

The cattle and other live stock feel the enefits during the winter weather of a helter belt of evergreen trees around the farmyard. Norway spruce will form a good screen in a few years. Take young trees and plant them about eight feet apart.

Oats should be substituted as much as sible for corn during the summer. The corn should, however, be given as the evening ration. Corn, as is well known, is a heat-producing food, and for this reason its use in the warm summer weather should be limited.

Do not neglect to build a silo for the oultry. The green food given them during the winter will not only be a delicacy to them, but will greatly aid their egg productions. A silo four feet each way will contain enough ensilage to supply over 100 fowls during the win-

Red raspberries, to the faste of thouands, lack character. They may be called flabby as contrasted with strawberries, blackberries, cherries, or even blackcaps. Some people complain of the seeds of the latter, but their flavor makes them superior to the red varieties,

Do not attempt to use the standing rame, for where it stands may be a catchall" for dust and a nursery place for moths. Use the frame that hangs free from rabbets, and has shoulders to 'self-space." There is economy in the use of the self-spacing frame, and sev-

A good way to treat a broken horn is starved, or abused, and particularly for to wrap the horn-core in a strip of cotton gas tar. This protects the tender core he injurious. Sensible hostlers in large from the air, and the new covering is cities are awaking to the advantage of made in a short time without any more frequent watering. Street car horses are attention. The bandage may be left on

> The small guild of draughtsmen who have the franchise to draw pictures on

RAILWAYS OF THE WORLD. miles an hour. On September 14, 1891,

SIXTY-SEVEN YEARS PROGRESS IN STEAM TRAVEL

eling Palaces of Royal Princes -Interesting Statistics.

at the latter.

livelihood.

Railway in Loudon.

The railways of the United States get

almost \$22,000,000 a year for carrying

the mails, while the amount paid by the

British Government for the same service

The number of men employed in the

railway industry in this country is 714,

750, by which it would appear that over

3,000,000 persons, or nearly one-twen-tieth of the entire population, are de-pendent upon the railway operations for

The New York Elevated carries every

year a larger number of passengers than any other railway in the world. The

London Underground comes next-the

former, in 1891, carrying an average of

512,000, and the latter 405,500 per

day.

The largest railway station in the world is St. Paneras of the Midland

Very few persons have any idea of

the weight of locomotives and passenger cars. The engines that haul the famous

Pennsylvania "limited" weigh 92,000

pounds, while the tender, loaded, weighs

50,000 pounds more, making the outfit

at the head of the train weigh more than

142,000 pounds. Other heavier engines

on the Pennsylvania weigh 150,000

pounds, and the giants 170,000. An

ordinary passenger coach weighs about

50,000 pounds, while the Pullman sleepers are of nearly 75,000 pounds

weight. The parlor cars weigh from 65,000 to 79,000 pounds each. An or-

dinary passenger train of, say, six cars

and the engine weighs in the aggregate nearly 500,000 pounds. The "limiteds"

The total railway mileage of the entire

world is 369,377 miles, divided up as follows: Europe, 136,562 miles; Asia,

19,235 miles; America, 197,114 miles;

Africa, 5354 miles, and Australasia,

WISE WORDS.

11,112 miles .-- New York Advertiser.

weigh nearly 750,000 pounds.

Love is loaded.

useful.

cowards.

of action.

vice versa.

deed done.

dreads the lash.

Free Press.

shes of the world.

Love is twin to sorrow.

Hate is love gone mad.

Love cannot be hidden.

It is an art to lie successfully.

Hunger makes honey of molasses,

Three meals a day is good for love.

To some hope is but a century plant,

Flattery is not always without profit.

Justice without charity is a monster.

Even the meanest lie has some believ-

Each one has his own definition for

The happiest men are not the most

Sentiment is only a feather in the hat

Compliments usually go out searching

Men are fools because women are, and

A million intentions are less than half

A woman dreads ridicule as a slave

Accomplished purposes make the

We may trust those we love, while we

may not love those we trust .- Detroit

Got Ahead of the Nobleman.

about Naples attended by a large fero-cious buildog. Having decided on going to Rome, he proceeded to the station and took his place in a first-class car-

riage, the "dawg" taking up a position on a seat opposite his master. The plat-form inspector, with many gesticulations,

declared that the buildog should not

"Very well, then; take him out," was

In vain the official expostulated. He

merely reiterated his former reply, a

which was not followed, and Lord Charles

apparently master of the situation, threw

himself back in his seat and calmly light-

But the Italians were not to be out-

done, and quietly detaching the carriage

ed, they made up the train with another

Lord Charles sat quietly smoking for

about a quarter of an nour, and then sur-

prised at the delay, thrust his head out

of the window, and demanded when the

train was going to start. His feelings

Man's Record on the Sea-Floor.

It is a singular, and perhaps somewhat humiliating fact, that the most conspicu-

as and indelible record which man is

making in the strata now forming on

the sea-floor is written in the bits of coal

and ash which are cast from our steam-

ships as they pursue their way over the

ocean. The quantity of this debris is very great, and unlike the wrecks, it is

very evenly scattered along the paths followed by our ateam marine. It is likely that already, in the track of our

transutlantic commerce, not a square rod

would fail to give a trace of this waste

from our coal-burning engines. As this material is not attacked by the marine animals, and is very little affected by the

other agents of decay, it will doubtless

be very perfectly preserved in the strain

which are to bear the records of our

time. In the eventual formation of a

deposit containing a notable quantity of

cinders, it may be that our successors in the far hereafter will interpret our, per-

haps otherwise, unrecorded ways of voy-

may be imagined .- London Tit-Bits.

in which the English "milod" was seat

empartment, and started it off.

piece of advice, it is needless to

travel in a passenger carriage.

Lord Charlie's rejoinder.

Lord Charles Hamilton used to go

Confirmed bachelors are confirm

In England is \$3,750,000.

THE operation of steam railways began in England by the opening of the Stockton and Darlington line, September 27, The world then saw the com-1825. mencement of a most gigantic enterprise; one that has extended to every civilized and to almost every uncivilized country on the globe, and which has become the greatest of all coterprises and industries, and whose magnitude is greater than any other single interest in the world.

This Stockton and Darlington Road was a single track affair, thirty-eight miles in length, and the greatest speed attained was twenty miles an hour.

Four years after opening of this road the first line was opened for general traffic in the United States, August 9 1829, on the Mohawk and Hudson Railroad. The first locomotive used on this line, and consequently the first that ever turned a wheel in the Western Hemisphere, was the "Stourbridge Lion," imorted from Stourbridge, England, by the Delaware and Hudson Canal Company in May, 1829.

The second railioad in America upon which a locomotive was ever run was the Charleston and Hamburg of South Carolina, which also had the honor of being the first regularly operated passenger road in this countrry, and the first to adopt the locomotive as a definite motive power. The engine used on this road was the "Best Friend," the first machine of the kind constructed in this country, and was built in West Point Foundry. It made its trial trip in November, 1830.

At the beginning of the present year 166,817 miles of railway were in operation in the United States.

It would be difficult, no doubt, to imagine a perfectly straight line of rail for the entire distance from New York to Boston, but such a railway with such a straight stretch does, however, actually exist in the New Argentine Pacific Railway from Buenos Ayres to the foot of the Andes. For a distance of 211 miles the line is laid without a curve. The level nature of the country will be evident from the fact that there is neither a cutting nor an embankment deeper or higher than three feet. This is the ongest straight stretch of railway in the

Another wonderful piece of railway in South America is on the Calao, Lima and Croya line, running from Arequipa, Peru, to La Paz, Bolivia. This is a rail way in the clouds, for it reaches a point 14,666 feet, or nearly three miles above the level of the sea. The whistle of s locomotive is heard at no higher point on the globe. Near the highest elevation of this railway a tunnel 3848 feet long is being bored through the peak of the mountain, 600 feet above the perpetual snow line. The railways of the Andes exhibit some of the most remarkable results of engineering skill which the world

The new railway-the Brienzer Rothhornbahn-which was begun October 1, 1890, and has just been completed and opened, is the highest railway in the Alps, and also in all Europe. It is 7885 feet high at the summit level, where it commands magnificent views.

The highest point of railway in the United States is on the Denver and Rio Grande Railway. At Marshall Pass this road attains an elevation of 10,850 feet. The longest railway system in the world operated by one single company is

that of the Atchison, Topeka and Sante Fe Railway, which covers 7110 miles. The longest journey taken by any European train is from Paris to Con-

stantinople, 1857 miles. The two countries having the smallest number of miles of railway are Persia and Porto Rico-each have but eighteen miles. In the former country there are

only two locomotives and four cars. "The smallest railway in the world is that from Ravenglass to Boot, in Cumberland, England. The guage is three feet, and the engines and carriages are miniatures. The stations resemble double bathing houses more than anything else. The entire staff of employes is composed of an engineer and stoker combined, guard, ticket collector, ticket distributor and two porters.

The shortest steam railway in the world is at Buffalo, N. Y., and is known as the Island Railroad, and is but oneeighth of a mile in length.

Owners of private cars seem to vie with each other in the magnificence of their coaches. The Imperial train which has just been completed for the German Emperor consists of eleven carriages, and has occupied three years in construction and cost nearly \$985,000. There is nothing like it in the world. Many of the details were planned by the Emperor himself. The carriages include a study hung with red Gobelin tapestry from Charlottenberg, a saloon up-holstered in white satin, a nursery, a reception room adorned with marble statuary, an oak dining room and large separate sleeping rooms.

Queen Victoria's traveling carriage is one of the handsomest Pullman cars that have ever been built. The walls are of satinwood, highly polished. The cushions are of white silk embroidered in gold thread. The apartment contains four easy chairs, besides a satinwood table about six feet long and three feet wide. The carpet is of velvet pile, covered here and there with luxurious India rugs. The curtains at the windows and the magnificent portierres are hung on silver poles. The door handles are solid sil-The whole saloon, with its fittings, yer.

etc., cost about \$36,000. The fastest time ever made on an American railway was recently done on the Reading road, when a locomotive drawing four passenger coaches covered a mile in 391 seconds, which speed, if maintained, would come very near to one hundred miles an hour.

The fastest long distance run that was ever made in England was the famous performance on the London and North western between London and Edinburgh 400 miles, August 13, 1858. Three stops were made, the average speed attained while in motion being 55 4-10 miles an hour. Four successive miles were done in 47; 47; 47 and 47 sec-onds. The Empire State Express, which runs daily over the New York Central road, is the fastest regular train, in the world. The distance run is 439 miles, the stops being Albany, Utica, Syracuse, Roeliester and Buffalo. The actual Prining time, deducting stops, is 52; aging, -- Scribner, TEMPERANCE.

the New York Central Company ran a train from New York to East Buffalo, 4364 miles in 4254 minutes, or within a fraction of 61 miles an hour. The two cities having the largest num-

worshiped by rich and poor, by small and great;
Sung of by poets, praised by doctors too,
Carcessed alike by pulpit and by pew;
The denion Drink reigns proudly o'er the land,
And few indeed his cunning wiles withstand,
The yellow barley bends to the light winds,
And grapes in clusters load the trembling vines. ber of trains in and out of their stations daily are London and Manchester. No fewer than 2210 trains ordinarily arrive at and depart from the former city every twenty-four hours, and nearly as many

In the United States during 1891 no yield. Should in the ocean recklessly be thrown ewer than 520,082,082 passengers were carried on the railways, and 701,344,437 tons of freight were also moved on the same lines. To do this vast amount of ousiness required 32,241 locomotives, 22,958 passenger cars, 7253 baggage and mail cars and 1,061,970 freight cars. If these locomotives were coupled to-gether they would make a train 300

beer?
A truth which to the youngest child is clear.
Oh, for His sake, who came to save the lost.
"Rescue the perishing" at whatever cost,
And lift your voice in palace or in cot,
A voice of warning, crying—"Touch it not."
—W. A. Eaton, in Temperanes Advocate, miles long, and the passenger cars would make 300 miles more and could carry 1,500,000 people at one time. With the addition of all the freight cars the train would be more than 7000 miles

strucks brinks as a factor of crime.

At a recent funeral of a man who was killed in Kansas City, Mo., in a salcon riot, the Rev. Dr. Jesse Bowman Young, pastor of the Grand Avenue Church, of that city, in his remarks declared that "by actual count, a majority of the murders which had been committed in that community within ten years, had been perpetrated by men imbruted and maddened by drink." The man who committed this murder was himself a drinking member of the police force. Dr. Young took occasion also to read the Mayor and other officials a sharp lecture for the placing of drinking men on the police force. What is true of Kansas City is true in other places where acts of violence are committed. The majority, and a large majority, are perpetrated by those who have been drinking; have all been incited to the evil deeds by the maddening influence of alcohol.

A NATIONAL DISGRACE. A beer "cantesn" has been in operation about five months at West Point. It is located in a Government building formerly known as a cavalry barracks, is in charge of a Lieutenaut of the Quartermasters's Deknown as a cavalry barracks, is in charge of a Lieutenant of the Quartermasters's Department, and the bartenier is an emisted man. The receipts of this "canteen" is is reported, says the New York Herald, "have reached \$1800 in a single month." The Herald adds: "It is said the 'canteen,' instead of lessening the consumption of intoxicants, as many thought it would, has increased the amount of drinking among the soldiers at the post." The soldiers are given credit at the "canteen," and each pay-day they hand over what the bartender's slate calls for, or they are "blacklisted" until the old score is paid off. Such beer-saloons, officially connected with the United States Army, are not only infimical to the best welfare of the individual soldier, but are a National disgrace. They ought to be forthwith abolished.—National Temperance Advocate.

MODERATE USE OF ALCOHOL, The way in which persons of tent become the unconscious victims of alcohol is state! by the Feuille de Hygiene et de Polics Sani-tare, of Neu'chatel, Switzerland, as follows: tare, of Neu'chatel, Switzerland, as follows:
"The small doses frequently repeats t, small glasses of liquor regularly taken each day, are what make of an homest citizen a victim of alcoholism without his ever having, perhaps, passed through a state of complete intoxication, and without his having suspected the danger to which he was exposed." It is this habitual moderate use of alcohol which not only thus establishes the habit of drinking as a personal bondage for those who indulge in it, but which is also often attended with most disastrous after-effects in accordance with the law of hereilty as shown in with most disastrous after-effects in accordance with the law of herelity as shown in the descendants of such drunkar.is. Many who would be shocked at the thought of being helplessly drunk, do not see any harmor any danger in the "moderate" use of alcoholic heverages, and thus become, without suspicion, a prey to the over-austering alcohol habit.—National Advocate.

While the annual drink bill of the United States is appallingly large, it does not represent such a great degree of addiction to intoxicants as the annual rum expenditure of some other countries. Great Britain is far worse in this respect than ourselves. The population of the United Kingdom, by the census of 1891, was 37,888,153; ours, in 1890, was 62,622,250. Our annual drink bill is, in round numbers, \$900,000,000; the total sum spent for beer and spirits in the United Kingdom during the year 1891 was \$706,550,-000—or about \$16 per head, including women and children. Hence, bad as our case is, Great Britain's is worse. There was an increase during 1891 of about \$6,000,000 in the total amount spent for intoxicants; but the friends of temperance over there find ground for hope in the fact that there has been a decided decrease in the amount of distilled liquors used, and an increase in the quantity of beer. They are hopeful also because they find a decrease in the extent of violent drunkenness. The total amount spent for beer alone last year was £78,000,000—nearly \$300,000,000. GREAT BRITAIN'S DRINK BULL \$390,000,000

The most hopeful sign, however, of an amelioration of the drink evil in Great Britain is the fact that heavy drinking is becoming unfashionable in that country. This may seem a faint hope to some, but it is more than that. A century or so ago heavy drinking was common in the best American society. We all know the vast change for the better that has been worked in this matter among our own people. Great Britain is a little slower than we are, that is all.—To-ledo Blade.

Mrs. Sutherland. From the Mrs. Sutherland. Walk two blocks without fainting. Now I am free from it all and I can truly recommend Hood's Sarsaparilla." Mus. ANNA SUTHERLAND, Kalama 39, Mich.

HOOD'S PILLS are the best after-dinner

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THAT'S WHAT WE WANT TO FIND OUT.

To the first 20 who mention this jusper and ask for free plus of our \$1.50 bots on it menting payments in QRIFFITH. Chicage's coming factory Subarts so will send a receipt for \$1.0, good on any lost hereafter bought of us to the next first for administration to the World's Pale. First 151 free administration to the World's Pale.

Sanctioned by custom, licensed by the State, Worshiped by rich and poor, by small and

vines.

God's precious gifts for man to love and use,
And not to wildly squander and abuse!

If from a king the mandate should go forth,
From east to west, from sunny south to

north,
That all the barley waving in the field,
And all the grapes the well-kept vineyards

Should in the ocean reckielssly be thrown, There would arise one universal groan. And men would execrate the tyrant's name, And pile his memory with undying sname. But man, a tyrant to himself, does worse; Turns a rich blessing to a frightful curse! Crushes the grapes and barley till the life, Once filled with comfort, is with ruin rife, God made the barley, but man made the

In Mendocino County, Wis., there is a lumbering village of 1100 population, and there are thirteen saloons. The pay-roll of the mill company amounts to \$00,00 a month. And of this sum it is estimated that \$5000, or more than one-half is spent at the sa-loons. On the other hand, at another vil-lage a few miles distant, the pay-roll is \$1, 200 a month and not a cent of it is known to go for liquor. The mill company own the town site and allow no saloons, and they have town site and allow no saloons, and they have erected a church building and largely support a minister. The responsibility of corporations and companies for safe-guarding as much as possible the men in their employ, though obvious enough, is too little regarded.—Advance.

BYHOLD BRINK AS A FACTOR OF CRIME.

Hood's Sarsaparilla



Cured me of Goitre or swellings in the neck which I had from 10 years old till I was 52. When I began taking Hood's Sarsaparilla I was feeling so discouraged with goitre

stimulate the torpid liver, strengthen of the digestive organs, regulate the bowels, and are unequaled as an antibilities medicine. Does small. Price, 25c. Office, 39 & 41 Park Place, N. Y.

DO YOU READ ADVERTISEMENTS?

He First Flew the Stars and Stripes.

The flags used by the Colonial troops during the first two years of the Revolutionary War were of various designs. The New York forces used the orange, white and blue of their Dutch ancestors; the Connecticut regiments the three grapevines; some of the other New Engand troops the rattlesnake flag, and yet others, the pine tree fing, a modification of which had been used at Bunker Hill, The first flag used in naval warfare bore a black rattlesnake on a yellow ground, and was thrown to the breeze by Commo dore Hopkins early in 1776. On June 14, 1777, a committee, of which John Adams was the best known member, submitted to the Congress of the country a unanimously accepted without discussion and our present flag was then adopted, with the exception, of course, of the number of stars. On September 3d of the same year formal announcement of its adoption was made to the country. The first public display of this flag was made by John Paul Jones, who ran it up to the masthead of the Ranger at Portsmouth just before putting to sea .- Publie Opinion.

Admirable results have attended the artesian borings in the Sahara, and this has led to a demand being made by the inhabitants in other portions of the desert.

The Drended Sleeping Car. The Breaded Sleeping Car.

Coughs, Colds and Pneumonia are contracted in the Paince Sleeper spite of all precautions, save one, and that is to be armed with a bottle of Dr. Hessie's Lectain Croup Cure. This is not only a cure, but a windered preceding of Croup cure by A. P. Hox-sie, Buffalo, N. V.

Manufactured by A. P. Hox-sie, Buffalo, N. V.

It is proposed to lay a submarine cable in the Caspian Sea.

How's This?

How's This?

We offer One Hundred Dollars reward for any case of catarrh that cannot be cured by taking Hall's Catarrh Cure.

F. J. Chenky & Co., Props., Toledo, O. We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly henorable in all business transactions, and financially able to carry out any obligations made by their firm.

WEST & TRUAN, Wholesale Druggists, Toledo, O.

WALDING, KINNAN, & MARVIN, Wholesale

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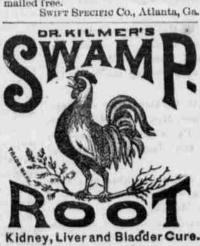
promptly, or so safely as Swift's Specific.

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The great, griping, old-fashioned pills make trouble. Dr. Pierce's Pleasant Pellets prevent it. Their's is the natural way. Sick Headache, Biliousness, Constipation, Indigestion, and all derangements of the Liver, Stomach and Bowels are pre-vented, relieved and cured. Smallest, cheapest, easiest to take.

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