



SCIENTIFIC FEEDING OF ANIMALS.

It is much the fashion now to feed animals on what is known as a scientific ration, and all the science about it is that the foods are compounded of various elements.

water the patient can drink, and cold bandages are applied to reduce and control the temperature of the blood.—Horse World.

FARM AND GARDEN NOTES.

Roses should have rich soil. Ordinarily the narcissus is from bulbs, which 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 soil 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 in favor as egg-producers. 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 a 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 confidence 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 production.

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, especially from behind.

Stock-keeping is the beginning and end of profit in diversified 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 hens, as they are better adapted to being kept in large numbers, and do not succumb so quickly to disease.

It is well to have plenty of drinking water near at hand for ducks. In eating they are frequently choked, and the manner in which they swallow the water lodges the matter in their throat.

If, when afield with a machine, you take tools out of the tool box, always leave what you do not want in the box. 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 to make farmland profitable, is the cheapest source of fertility. This will be found, with few exceptions, in growing clover and feeding it with grain, bran or oil meal to good live stock.

The cattle and other live stock feel the benefits during the winter weather of a shelter 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 possible 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 poultry. The green food given them during the winter will not only be a delicacy to them, but will greatly aid their egg production. A silo four feet each way will contain enough ensilage to supply over 100 fowls during the winter.

Led raspberries, to the taste of thousands, 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, after all.

Do not attempt to use the standing frame, for where it stands may be a "catchall" for dust and a nursery place for mites. Use the frame that hangs free from rabbits, and has shoulders to "self-space." There is economy in the use of the self-spacing frame, and several other points of excellence.

A good way to treat a broken horn is to wrap the horn-core in a strip of cotton cloth smeared with common tar, but not gas tar. This protects the tender core from the air, and the new covering is made in a short time without any more attention. The bandage may be left on until it falls off, or it may be removed after a week or two.

The small guild of draughtmen who have the franchise to draw pictures on the London pavements, have suddenly taken to cultivating a higher rate of art. They have improved greatly in their profession, and are going into political caricature—something they never used to do at all.

RAILWAYS OF THE WORLD.

SIXTY-SEVEN YEARS' PROGRESS IN STEAM TRAVEL.

The First Roads—Fast Runs—Traveling Palaces of Royal Princes—Interesting Statistics.

The operation of steam railways began in England by the opening of the Stockton and Darlington line, September 27, 1825.

The world then saw the commencement 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 enterprises 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," imported from Stourbridge, England, by the Delaware and Hudson Canal Company in May, 1829.

The second railroad 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 country, 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 longest straight stretch of railway in the world.

Another wonderful piece of railway in South America is on the Catao, Lima and Croya line, running from Arequipa, Peru, to La Paz, Bolivia. This is a railway in the clouds, for it reaches a point 14,666 feet, or nearly three miles above the level of the sea. The whistle of a 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 contains.

The new railway—the Brenner Rothornbahn—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 7886 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 Atchafalaya, Topoka and Santa Fe Railway, which covers 7110 miles.

The longest journey taken by any European train is from Paris to Constantinople, 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 Ravensglass to Boot, in Cumberland, England. The gauge is three feet, and the engines and carriages are miniatures. The stations resemble double bathing houses more than anything else.

The entire staff of employees 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 one-eighth 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 \$25,000. There is nothing like it in the world. Many of the details were planned by the Emperor himself. The carriages include a study hall with red Gobelin tapestry from Charlottenberg, a saloon upholstered in white satin, a nursery, a reception room adorned with marble statuary, an oak dining room and large separate sleeping rooms.

Queen Victoria's travelling 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 portieres are hung on silver poles. The door handles are solid silver. The whole saloon, with its fittings, etc., cost about \$36,000.

The fastest train ever made on an American railway was recently done on the Reading road, when a locomotive drawing four passenger coaches covered a mile in 39 1/2 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, 409 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 1/2, 47 and 47 seconds.

The Empire State Express, which runs daily over the New York Central road, is the fastest regular train in the world. The fastest run in 1891, miles, was made by Albany, Utica, Syracuse, Rochester and Buffalo. The actual running time, deducting stops, is 22 1/2

miles an hour. On September 14, 1891, the New York Central Company ran a train from New York to East Buffalo, 436 1/2 miles in 42 1/2 minutes, or within a fraction of 61 miles an hour. The two cities having the largest number 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 at the latter.

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 in England is \$3,750,000.

In the United States during 1891 no fewer than 620,082,082 passengers were carried on the railways, and 701,944,497 tons of freight were also moved on the same lines. To do this vast amount of business required 32,241 locomotives, 22,958 passenger cars, 7253 baggage and mail cars and 1,061,970 freight cars.

If these locomotives were coupled together they would make a train 300 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 long.

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-twentieth of the entire population, are dependent upon the railway operations for a livelihood.

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. Pancras of the Midland Railway in London.

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 130,000 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 ordinary passenger train of, say, six cars and the engine weighs in the aggregate nearly 500,000 pounds. The "limited" weigh nearly 750,000 pounds.

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, 11,112 miles.—New York Advertiser.

WISE WORDS.

Love is loaded. 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 believers.

Each one has his own definition for love. The happiest men are not the most useful. Confirmed bachelors are confirmed cowards. Sentiment is only a feather in the hat of action. Compliments usually go out searching for mates.

Men are fools because women are, and vice versa. A million intentions are less than half a deed done. A woman dreads ridicule as a slave dreads the lash.

Accomplished purposes make the ashes of the world. We may trust those we love, while we may not love those we trust.—Detroit Free Press.

Got Ahead of the Nobleman. Lord Charles Hamilton used to go about Naples attended by a large ferocious bulldog. Having decided on going to Rome, he proceeded to the station and took his place in a first-class carriage, the "dawg" taking up a position on a seat opposite his master. The platform inspector, with many gesticulations, declared that the bulldog should not travel in a passenger carriage.

"Very well, then, take him out," was Lord Charles's rejoinder. In vain the official expostulated. He merely reiterated his former reply, a piece of advice it is needless to say, which was not followed, and Lord Charles apparently master of the situation, threw himself back in his seat and calmly lighted a cigar.

But the Italians were not to be outdone, and quietly detaching the carriage in which the English "mud" was seated, they made up the train with another compartment, and started it off.

Lord Charles sat quietly smoking for about a quarter of an hour, and then surprised at the delay, thrust his head out of the window, and demanded when the train was going to start. His feelings may be imagined.—London Tit-Bits.

Man's Record on the Sea-Floor. It is a singular, and perhaps somewhat humiliating fact, that the most conspicuous 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 steamships, and which are cast from our steamships, and which are cast from our steamships.

It is likely that already, in the track of our transatlantic commerce, not a square rod would fall 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 strata which are to bear the records of our time. In the eventual formation of a deposit containing a suitable quantity of cluders, it may be that our successors in the far hereafter will interpret our, perhaps otherwise unrecorded ways of voyaging.—Scientific.



NEWS AND NOTES FOR WOMEN.

The rage for vests is at its height. No color seems to be too bright for street wear.

Rainbow effects in millinery are much sought after. Linen cuffs are again fashionable, and are worn with link buttons and tailor gowns.

Ribbons in which mauve, lemon and ivory have an equal share are startling, but new.

A small round hat has a square crown, with fan-trimming of velvet and clusters of blossoms.

Children's dresses show lace berthas on lace yokes applied over surah. Sashes are again worn.

The jauntest head coverings for tennis, bicycling, and country walks, are the straw "officers' caps."

An American girl who refused to marry a foreigner has been left a fortune of \$2,000,000 by his will.

It is now the style with the best class of Hindoo women to discard the nose ring, and wear a flower there instead.

The new hats have given opportunity for wearing a quantity of head jewelry in the form of combs, pins and ornaments.

Sashes have returned to favor for little girls, and are usually of a tint darker than the material of the dress, but of the same color.

Epaulets of lace and other fancy materials are much worn, and are most useful when dresses require alteration or renovation.

Very pretty enameled buckles for wearing with cotton gowns match the ribbon used for the belt in color, and are finished with silver.

Beatrice Vivan, a Chicago girl of French parentage, has just achieved a notable triumph as a singer of the Royal Court Theatre in Stockholm.

Miss Stowell, of Melbourne, Australia, and Miss Abbott, of England, have carried off the highest honors in the Cambridge (England) examinations.

Many gowns for day wear are accompanied by a useful little cape hooding only to the waist and having a coining at the back, trimmed throughout with lace.

Miss Catherine Annie Hoppin, of Oberlin, Ohio, was the one woman in the graduating class of twenty at the late commencement of the Oberlin Theological Seminary.

Miss Isabella Tod, of Belfast, Ireland, was recently presented with an illuminated address and a check for \$3000, as an acknowledgment of her services in the cause of social reform.

Six hospitals have been founded for women by women physicians in Philadelphia, Boston, Chicago, San Francisco, Minneapolis and New York City, and all of them are successful.

A woman is the inventor of the "Coston Signals"—a system of signaling with colored lights, which is used on land and sea all over the world. She is Mrs. Martha J. Coston, of Washington.

It was Dean Swift who once proposed to tax female loveliness, and to have each woman rate her own charms, saying: "The tax would be cheerfully paid, and would prove very productive."

The dull, rich oranges should be selected by brunettes, while the blonde or red headed woman should match her hair as nearly as possible if she wants to be a delight to the artistic eye.

Gay Russian blouses, for wearing with blazers and skirts, come in stripes of three colors, four inches wide, joined with black crows cross stitches, and embroidered in a cross-stitch pattern.

Dotted Swiss muslin, with floral printings, are among the summer novelties, and are made up over colored silicea or Chinese silk linings, while lace and moire ribbon are the trimmings most used.

Miss Mittie Haley, of Virginia, one of the nine recent graduates of the Pennsylvania College of Dental Surgery, has been appointed resident dentist at the Williamson School, Baltimore, Md.

Mrs. Pettey-Palmer says that what surprised her most in France was the discovery that no charitable or educational institution is carried on exclusively by women. Such organizations frequently contain women, but invariably with men as fellow-members.

The fashionable Parisian baby—the one who is in the swim, in other words—takes the morning bath in a novel tub. It is shaped precisely like a small rubber boat supported upon silver legs. On the outside of the boat there are pockets for the wash cloth, soap and brush.

Hood's Sarsaparilla. Cured me of Gout or rheumatism in the neck which I had from 10 years until I was 52. When I began taking Hood's Sarsaparilla I was feeling so discouraged with gout and rheumatism. When I caught cold I could not walk two blocks without fainting. Now I am free from all and I can truly recommend Hood's Sarsaparilla. Mrs. ANNA STEPHENS, BIRMINGHAM, MISS.

Hood's Pills are the best after-dinner Pills. They assist digestion and cure headache.

EVERY MOTHER Should Have It in The House. Dropped on Super. Children Love it. It is a household necessity. It is a household necessity. It is a household necessity.

Tutt's Tiny Pills. Stimulate the liver, strengthen the digestive organs, regulate the bowels, and are indicated in all ailments connected with the bowels. Price, 25c. Office, 30 N. 4th St., New York.

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ASK FOR W. L. DOUGLAS SHOES. A genuine sewed shoe, that will cost you less, than any other shoe made. It is made in the U.S.A. and is the best shoe in the world for the money.

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 England troops the rattlesnake flag, and yet others, the pine tree flag, 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 Commodore 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 report for a National flag, which was 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.—Public 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 Dreaded Sleeping Car. Coughs, Colds and Pneumonia are contracted in the Palace Sleeper spite of all precautions, save one, and that is to be armed with a bottle of Dr. Hoxsie's Certain Croup Cure. This is not only a cure, but a sure and permanent one. Manufactured by A. P. Hoxsie, Buffalo, N. Y.

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

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

The Pleasant effect and perfect safety with which ladies may use the California liquid laxative, Syrup of Figs, under all conditions, makes it their favorite remedy. To get the true and genuine article, look for the name of the California Fig Syrup Co., printed near the bottom of the package.

Dr. J. L. Lane, general manager Georgia Southern and Florida Railroad, says: "I was entirely relieved of headache by Bradley's in fifteen minutes. It is the best thing that relieves me." All druggists, fifty cents.

If you are troubled with malaria take Beecham's Pills. A positive specific. Nothing like it. 25 cents a box.

All afflicted with sore eyes use Dr. Isaac Thomson's Eye-water. Druggists sell at 50c. per bottle.

Nature should be assisted to throw off impurities of the blood. Nothing does it so well, so promptly, or so safely as Swift's Specific.

LIFE HAD NO CHARMS. For three years I was troubled with malarial poison, which caused my appetite to fail, and I was greatly reduced in flesh, and lost all its charms. I tried mercurial and potash remedies, but to no effect. I could get no relief. I then decided to try S.S.S.

A few bottles of this wonderful medicine made a complete and permanent cure, and I now enjoy better health than ever. J. A. RICE, Ottawa, Kan.

Our book on Blood and Skin Diseases mailed free. SWIFT SPECIFIC CO., Atlanta, Ga.

DR. KILMER'S SWAMP ROOT. Kidney, Liver and Bladder Cure. Rheumatism. Disordered Liver. Impure Blood.

Scrofula, malaria, gen'l weakness or debility. Guaranteed. One bottle if not better, five bottles returned to you. Price paid. At Druggists, 50c. Size, \$1.00 Size. "Invincible" Guide to Health. Free-Consultation free. DR. KILMER & CO., HINGHAMTON, N. Y.

MUSHROOMS FOR A MILLION. DUTCHER'S FLY KILLER. FRED KUTCHER DRUG CO., ST. ALBANS, VT.

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FRAZER AXLE GREASE. BEST IN THE WORLD. FINEST REMEDY FOR CATARRH.

LOVELL DIAMOND CYCLES. For Ladies and Gents. \$65. JOHN P. LOVELL ARMS CO., Mfrs., 147 Washington St., BOSTON, MASS.

W. L. DOUGLAS \$3 SHOE FOR GENTLEMEN. THE BEST SHOE IN THE WORLD FOR THE MONEY.



The shadows.

that fill your life, if you're a feeble, suffering woman, can be taken out of it. The chronic weakness, functional derangements, and painful disorders peculiar to your sex, can be taken away. The one unfailing remedy for them is Dr. Pierce's Favorite Prescription.

It corrects, cures, and builds you up. It improves digestion, enriches the blood, dispels aches and pains, melancholy and nervousness, brings refreshing sleep and restores health and strength. For periodical pains, internal inflammation and ulceration, weak back, leucorrhoea, and all kindred ailments, it's a positive specific—one that is guaranteed. If it fails to give satisfaction, in any case, the money paid for it is returned.

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

"August Flower" "I am Post Master here and keep a Store. I have kept August Flower for sale for some time. I think it is a splendid medicine." E. A. Bond, P. M., Pavilion Centre, N. Y.

The stomach is the reservoir. If it fails, everything fails. The liver, the kidneys, the lungs, the heart, the head, the blood, the nerves all go wrong. If you feel wrong, look to the stomach first. Put that right at once by using August Flower. It assures a good appetite and a good digestion.

NEW YORK

RISING SUN STOVE POLISH. DO NOT BE DECEIVED. With Patent, Enamels and Paints which stain the hands, injure the iron, and burn off the polish. Durable and the consumer pays for no tin or glass package with every purchase.

DR. KILMER'S SWAMP ROOT. Kidney, Liver and Bladder Cure. Rheumatism. Disordered Liver. Impure Blood.

Scrofula, malaria, gen'l weakness or debility. Guaranteed. One bottle if not better, five bottles returned to you. Price paid. At Druggists, 50c. Size, \$1.00 Size. "Invincible" Guide to Health. Free-Consultation free. DR. KILMER & CO., HINGHAMTON, N. Y.

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