

fectionery. They may now be had (put up in Tin Boxes, seventy-two in a box), price, twenty-five cents or five boxes for one dollar. Any druggist will get them if you insist, and they may always be obtained by remitting the price to

The Ripans Chemical ON

SKELETON REGIMENTS.

e as Many Postmasters as Bullat-Soldiers in the United States. The United States army is not a very large, powerful or imposing organization in comparison with any of the armies maintained by the leading powers of Europe. It is a curious fact that there are in the service of this government more than twice as many postmasters, for example, as there are enlisted soldiers. In other words, the United States has not an army large enough to permit of a policy of placing one soldier at every post office in the United States in time of some sudden emergency, and even if the strength of the army were doubled its force would still be insufficient for such a pur-

This condition of affairs is not pleasing to military men generally, and army officers have many times considered the advisability of the adoption of some system by which the strength of the army in some sudden emergency could be increased. The prize essay of quired the young woman. the military service institution for this year, for example, deals with the question of establishing a system which in time of need would be utilized in raising a volunteer army for almost immediate service. The essay is at least interesting, although naturally it is written from the point of view of an army officer.

According to this essay, the best system to provide for any sudden emergency of war would be one which had been mapped out in advance, and for the proper working of which some preparation had previously been made. The essay proposes in effect that the regiments of the volunteer army shall be raised on a system which allows one regiment to each congressional district, and one also to each territory, exclusive of Alaska. Such a system would call for a force of about 435,000 men. or 361 regiments, each regiment having 1,200 men.

Of these 361 regiments the greater part would naturally be infantry. It proposed, for example, that regiments of infantry, 61 heavy artillery, 30 of light 225 artillery and 4 of cavalry would represent a fair apportionment. The officers of these regiments would be commissioned under federal law, the colonel of each regiment being a regular, with a rank not above that of major of the active list of the army, and his service requirements being restricted to not more than one month in each year. By some such system as this, it is olaimed that, when war should break out, at least the officers of the different regiments would be men of some experience in military affairs. The proposition is somewhat original, but it is not likely to be adopted in this country so long as the present system of the national guard is in existence.-Boston Advertiser.

AMERICAN VS. FOREIGN ENGINES

English Journal's Refusal to Believe In American Records of Speed. The Engineer of London does not, we are sure, intend to pose as a humorous journal; but, nevertheless, it is sometimes quite amusing, particularly when trying to demonstrate to its own satisfaction, and to make its readers believe, that things regularly done here in America are, as a matter of fact, "impossible, don't you know."

In its issue of September 10 is

City, N. J., for the month of July last,

this record showing the time, from start

to stop, to average 48 minutes for the

45% miles-the figures varying slightly

on different days. The table was fur-

nished by the Baldwin locomotive

works, and showed the performance

of the train in detail for every day of

the month, while accompanying it was

a profile of the road, showing the grades

One would imagine such information

from such a sorce to be entitled to ac-

ceptance in a respectful manner, and, in

fact, for the time being, the figures were

allowed to go unchallenged, and in its

issue of October 22 the Engineer even

published a letter from E. K. Clark,

of Leeds, testifying that he made the

trip on the locomotive of the train on

a day when the distance was covered

in 47 minutes. In its issue of November

19, however, the paper returns to the

subject in a leading editorial, and, re-

ferring to the official record before pub-

lished, it says: "Beyond all question.

that official record is quite fallacious. It is not true either in substance or in

fact. It is a record of mechanical impossibilities. Nevertheless, we think

we have actually got the scientific truth

in Clement Stretton's letter, which will

be found in another page." Reference to Mr. Stretton's letter,

shows that it relates to a run made in

1893, when the time made was 551% min-

utes. There is not a scintilla of evidence against the record of 1897, but

because of the slower time in 1893, the

record for the last season "is not true

Now the question is: Does the En-

gineer really believe that because a cer-

tain rate of speed was not attained in 1893, therefore it cannot be in 1897, and

that anyone who claims it can be is

mendacious, or does it deliberately in-

tend to resort to mere pettifogging

methods to deceive its readers? We

must confers that we see no other al-

Nevertheless, the Engineer is forced to admit from Mr. Stretton's figures of

the run as made four years ago that

time than English ones.-American Ma

tives do make fa

over the f

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Americ

chinist

either in substance or in fact."

traversed.



"Don't you feel more like wonking at some times than at others?" in

"Yes," he replied, "I do. When I am riding in a railway car, where I can't possibly find a pen, pencil or paper or anybody to talk business to, I get to feeling so Industrious that it makes me nervous."-Washington Star.

A WORD OF CAUTION.

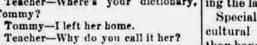
Capitalist (to man who is out of work and penniless)-Here is ten cents, but remember, young man, riches do not

STRICTLY FEMININE.



Teacher-Where's your dictionary, Tommy?

Teacher-Why do you call it her?



ive.

Tommy-Because dictionaries alway



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Jury List

List of Grand Jurors drawn for the Court of

Over and Terminer and General Jall delivery

and Court of Quarter Sessions of the Peace of

Hendricks, Chas. G., hardware Sellns, tove Hartman, Newton, laborer, Monroe Hornberger, G. G., farmer, West Perry Selinsgrove Livingston, Geo. P., carpenter Chapman Jackson Mattern, David A., merchant, Adams McC'enlan, Wm. II., facmer, Spring. Markley, Jouathan, farmer, Ferry l'enn West Beaver Schumbach, Harvey, farmer. Franklin Woomer, Ammon, farmer, West Perry Washington West Beaver Witmer, David G., farmer, Unio Wolgemuth, A. B., merchant, Selinsgrove

PETIT JURORS. Adams, John, laborer, Penn Bolig, Fred., carpenter, Centre Bargo, S, D., farmer, Petry Bachman, L. C., teacher, Franklin Brouse, Noah, farmer, Jackson Charles, Benry F., sawyer Union Dunkleberger, Lank, Saddler. Washington Dreese, Reuben, gentleman. Spring Dinius, A. H., farmer. Middleereek Derk, Henry, merchant, Duck, H. J., printer, Jackson Fellnsgrove Eisenhard, Gabriel, farmer, Fetter, Franklin, farmer, Chapman Jackson Gearhart, John A., farmer, Sprink Washington Middleercek Herrold, Wm, S., laborer, Uniou Moure



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Mr. F .- Why, my dear, weren't you it





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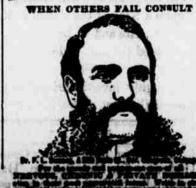






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Court Proclamation.

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