

**Women as Well as Men
Are Made Miserable by
Kidney Trouble.**

Kidney trouble preys upon the mind, disorients and lessens ambition; beauty, vigor and cheerfulness soon disappear when the kidneys are out of order or diseased.

Kidney trouble has become so prevalent that it is not uncommon for a child to be afflicted with weak kidneys. When the child is a few years old, it is yet afflicted with the same trouble, and the cause of the difficulty is kidney trouble, and the first step should be towards the treatment of the important organs. This unpleasant condition is due to a diseased condition of the kidneys and bladder and not to a habit as people suppose.

Women as well as men are made miserable with kidney and bladder trouble, both need the same great remedy, mild and the immediate effect of the Root is soon realized. It is sold by druggists, in fifty-cent and one-dollar bottles. You may have a bottle by mail.

Also pamphlet telling all about it, including many of the thousands of testimonial letters received from sufferers cured. In writing Dr. Kilmer, P.O. Box 589, Binghamton, N. Y., be sure and mention this paper.

MARK WANTED.

There are in the market for a large quantity of Rock Oak and Hemlock. For prices write

North American Tannery,
Lewistown, Pa.

PROTECT YOUR IDEAS.

Consultation free.
Independent on Success. Est. 1864
Milo B. Stevens & Co.,
19-14th St., Washington.

WANTED TO MAKE SURE.

Little incident which illustrates Senator John T. Morgan's Devotion to Accuracy.

Senator John T. Morgan, of Alabama, is said to have more general information stored away in his head than any other member of the United States senate. Although he has devoted the most of his time for years to the isthmian canal question, he has had opportunity to keep track of anything else that was going on in Washington. When the other members of the senate want to find out anything they ask Morgan.

One other day, during a discussion of the interoceanic canal bill, one of



HON. JOHN T. MORGAN.
United States Senator from Alabama.

Members of the committee asked Senator Morgan what were the provisions of a certain treaty with France which had worked itself into the country. Much to their surprise the senator did not answer, but sent his clerk to Senator Cullom's room for a copy of the volume containing a complete list of the treaties entered into by the nation with foreign governments. When the clerk returned Mr. Morgan laboriously looked up the name in question in the index and proceeded to enlighten the other members. He held the open book before him while he repeated the provisions of the treaty, but the other members noticed that not once did he refer to the printed page while he was reading the provisions.

"Did you send for the book if you knew the text of the treaty by heart?" asked Senator Elkins.

"No," replied Morgan, "I could not remember for the life of me whether it began with 'This,' or 'A' and I had to make sure."

A Good Thing.
"You say that hair restorer is a good thing?" asked the patron.

"Yes," answered the barber, with a slight hesitation; "it's a good thing. We sell several bottles a day."

"How do you know it's a good thing?"

"Because the profit on every bottle is ten cents."—Washington Star.

Rank.
"I was up at Dayton's house last night. He's got a great collection of pipes, including a rare old pipe. Ever see it?"

"Yes, and it isn't a water pipe."—Philadelphia Press.



LIVE STOCK

IMPORTANT QUESTION.

When Do Swine Make the Cheapest Gain, in the First Season or at Mature Age?

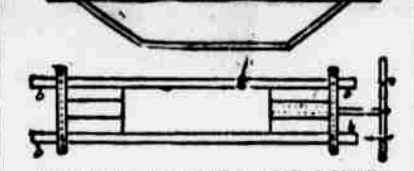
It is now pretty generally understood that sheep and cattle make gains the most cheaply near the birth period, and also the most rapidly. This is owing to the greater activity of the secretions when animals are young. But this explanation does not so well apply to the case of swine. After several years of experimenting at the Minnesota experiment station, it has been ascertained that pigs do not gain nearly so rapidly when they are young as when of more mature age. When they were on the sow it was found difficult to make them gain a pound a day. After weaning for two or three months they seldom made more than one-half pound per day, but after say five or six months for the next two or three months they gained well on to two pounds per day. Thus it has been shown in several instances, that between the ages of five and eight months pigs have made the most rapid increase in weight. The experiments referred to were not made with a view to test this question, but these results came out incidentally in a large number of tests. As a result of the casual manner in which these conclusions were reached, the relative cost of the gains cannot be given, but it is probable those made near the birth period were the least costly, owing to the small amount relatively of the food consumed. This is a great question. It ought to be further investigated. The experience referred to calls up the thought that it may be possible to market pork too young to bring the grower the greatest profit, even when swine are sold as young as six or seven months, the popular age at which to sell. These results in swine growing, so different from those obtained in growing cattle and sheep, are well worthy of the closest study.

—Northwestern Farmer.

HANDY MANURE BOX.

By Its Aid the Stable and Its Surroundings Can Be Kept Always Neat and Clean.

A very handy manure box and how to make it is shown herewith. The upper figure is a side view; the lower shows the box as seen from above. It is very easily constructed, is eight feet long, 16 inches wide, 16 inches deep and shaped like a flat boat. At each end are handles used in unloading. It is very convenient, standing near the stable door where the manure is thrown into it when the stable is cleaned in the morning.



MANURE CARRIER AND DUMP.

team is hitched to it when full and it is hauled to the dumping pile and turned over. By its aid the stable and its surroundings are kept neat and clean. In the lower figure, at b b b, are the handles used in turning and righting it. A long clevis runs from the bottom up over the end and to this the horse is attached.—C. A. Allen, in Farm and Home.

When to Slaughter a Pig.

When to slaughter a pig must depend on what we have to feed him, and the price at which feed is selling in the market. The price of pork also cuts some figure, but not so much as the price of feed. For instance, this year in some localities pig feed is so high in price that every pound of additional weight put on costs ten cents, which is far above the highest market price possible. Where the hog raiser lives near a creamery and can get skim-milk at a low figure, or near a cheese factory and can get whey for practically nothing, it often pays to keep the pigs till they are of good size, even when other feeds are high. This year a good many pigs are being got rid of as soon as they attain a weight of 150 pounds.—Farmers' Review.

Treating Bloat in Sheep.

The trouble of bloated sheep, caused by various gaseous foods being taken into the stomach, such as green clover, alfalfa, etc., is easily relieved by tying a round stick back in the mouth. This is done by taking a piece of an old broom handle or other round stick of about that size. The stick should be eight or ten inches long, cut grooves around the stick near each end and tie at these places a string which can be tied back of the head, when the stick is put in the mouth. This arrangement forces the mouth to remain open. The gas will quickly escape and the animal will be relieved. This treatment is as applicable for the cow as for the sheep, but a larger stick is required for the cow.—Nebraska Farmer.

Sure Source of Revenue.

The poultry industry is fast becoming a most important one in this country, and its future development will depend largely upon the attitude of the average farmer towards it. If he had taken hold of the matter as he should, and as he has ample opportunity for doing, there is no question that our dressed poultry and egg trade can be made one of the chief sources of revenue to the farmer.—Cotton Planter's Journal.

SCOTT'S EMULSION

OF COD-LIVER OIL WITH HYPOPHOSPHITES

should always be kept in the house for the following reasons:

- FIRST**—Because, if any member of the family has a hard cold, it will cure it.
- SECOND**—Because, if the children are delicate and sickly, it will make them strong and well.
- THIRD**—Because, if the father or mother is losing flesh and becoming thin and emaciated, it will build them up and give them flesh and strength.
- FOURTH**—Because it is the standard remedy in all throat and lung affections.

No household should be without it. It can be taken in summer as well as in winter.

Sole and Retailers, all druggists.
SCOTT & BOWNE, Chemists, New York.

A Bony Schemer.

"Smith tried to make his wife adopt sensible skirts by telling her that all the doctors agree that perpetually holding up the skirt makes the hands large and bony and the knuckles red."

"By George! wait till I get home, and I'll tell— But say, how did it work?"

"Well, he says it costs him about five times as much for his wife's clothes as it did before he told her that yarn."

"The deuce! How's that?"

"Her skirts wear out quicker, dragging on the pavements."—Town Topics.

There are still, according to the Washington Star, many old-fashioned people who attach more importance to the fact that March came in like a lamb than they do to any remarks of the weather bureau.

Get What You Ask For!

When you ask for Cascarets Candy Cathartic be sure you get them. Genuine tablets stamped C. C. C. Never sold in bulk. A substitute is always a cheat and a fraud. Beware! All druggists, 10c.

GOOD ROADS TRAIN.

Unique Traveling Educational Enterprise. Managed by Government Road Inquiry Office.

What might be called a school on wheels is being sent by the government through the southern states, with a corps of teachers on board, and a quantity of material to help illustrate with object lessons the instruction given to the people along the route.

This traveling educational enterprise occupies a train of a dozen cars, two of which are fitted up in hotel fashion for the accommodation of the staff of instructors and their assistants, while the other vehicles are flat cars loaded with an extraordinary variety of ponderous machinery. In fact, such a weighty and elaborate outfit for school purposes was never seen before in the world; and as the caravan moves along through the sunny south and the inhabitants may well be astonished. It is like a circus without the animals—a comparison by no means intended to be disrespectful, inasmuch as the affair is in reality of very serious importance and practical value, being designed for the purpose of encouraging the movement in behalf of good roads.

This peripatetic school is organized somewhat on the model of a kindergarten. All the people along the route who will come and be taught are its pupils, and classes run from 500 to 3,000 in number. At each stopping place lessons are given in the art of building roads, from half a mile to a mile and a half of first-class dirt road, gravel road or stone road being constructed. The kind chosen depends on the material at hand; if the stuff is available, a sample of each is built. There could be no more simple and effective means for conveying substantial and practical information.

The "good roads train," as the traveling school is called, is run by the National Good Roads association, with the help of Uncle Sam. Director Dodge, of the government road inquiry office, is head teacher, and his chief assistant is Mr. M. O. Eldridge. Several engineers, specially trained in the business, accompany the expedition, and there are about a dozen expert workmen to perform the actual labor in the construction of the sample bits of road.

The amount and variety of machinery taken along is surprising. On the flat cars are carried road grading machines, rock crushing outfits (including elevators, separating screens and bins); steam rollers, horse rollers, traction engines, wheel scrapers and plows. The plows and wheel scrapers are used in the preparation of grades, for reducing hills and filling hollows. The traction engines are for running the crushers, hauling stone and drawing the plows and road machines. The road machines are for rounding up the earth foundation, and the rollers are employed to consolidate the material.

Edwards Your Bowels With Cascarets. Candy Cathartic, cure constipation forever. No. 25, H. C. C. Co., all druggists refund money.

PAY THEIR OWN WAY.

Benefits Derived from Good Roads Are Far in Excess of the Cost of Construction.

One paragraph in that part of the governor's message which relates to good roads is of especial consideration because of its very general interest and application.

It is estimated, he says, that in 40 counties in Indiana (a good broad basis for computation, as that is nearly the whole number of counties in South Carolina) the average increase in the "selling price" of land, due to existing improved roads, is almost \$6.50 an acre (\$6.48 to be exact). The estimated average cost of converting common public roads into improved roads is \$1,146 a mile. The estimated average annual loss a hundred acres from poor roads—due to added expense of hauling only half loads over them, breakage and wear and tear of vehicles, loss of time, etc.—is \$76, or 76 cents an acre. "It is seen that the loss from poor roads would soon pay for the building of good roads, and after replacing the amount paid for their construction the good roads will continue to pay."

The calculation may be varied a little. A good road will steadily and effectively serve a tract of country for a mile on each side of it, and, as there are 640 acres to the square mile, it follows that one mile of good road will serve 1,280 acres on each side, within the mile limit. It follows, again, that an expenditure of one dollar an acre for each acre so to be benefited will more than pay the cost (\$1,146) of improving a bad road into so expensive a good one as the kind constructed in Indiana. It is also to be noted that 75 cents of the dollar so expended is offset by the saving of the "loss" for one year on account of bad road conditions, leaving the net cost of the improvement to the land owners only 25 cents an acre in fact. This expenditure is practically made but once, the actual cost of maintenance being relatively very small. Wherefore, the improved road will nearly pay the whole cost of its construction in one year, and thereafter will continue to return 75 cents an acre annually in the single item of saving the loss resulting from bad roads. To which gain is to be added all the conveniences of good road service, and the increase of \$6.50 in the value of every acre tributary to the road, as determined by its increased selling price. Four per cent. interest for one year on the "increased value" alone of the two square miles, or one per cent. a year for the four years, would pay the whole cost of the improvement.

The calculation is subject to some modifications to adapt it to this state, and to different parts of the state. It will apply closely in districts where roads are improved on the system and at the high rate of cost observed in Indiana; but may be greatly changed in the case of other districts, especially, for example, those lying south and east of Columbia.

Good roads equal to turnpikes have been constructed in Darlington, Richland and Orangeburg counties, by overlaying sand with clay at a cost ranging down to \$50 a mile, and perhaps averaging less than \$300 a mile. Darlington alone has constructed over 700 miles of such roads in the last five years, and Richland several hundred more at a cost, we believe, higher than that average. Placing the average at \$300 a mile, however, for such construction, it follows that every mile of bad road in more than half the state can be improved into a permanent thoroughly good road at a cost of \$300 for the 1,280 acres within a mile on either side of it, or of 23 cents an acre—against which single expenditure would be charged nearly the whole annual saving of loss on account of bad road conditions and whatever increase in land values would result from such improvement. And even the whole 23 cents an acre would represent a tax of only two and a half cents per acre for ten years—not a very heavy burden. Extending the area to be taxed would, of course, reduce the tax rate proportionately.

It really appears that landowners, farmers and the public generally could well afford to submit to such a tax for the sake of the great and valuable public benefits to be derived from it at once and for all time to come.—Charleston (S. C.) News and Courier.

A HANDY FARM DRAG.

Convenient for Hauling All Sorts of Root Crops from the Field to the Storage House.

The ordinary low stone boat or drag is convenient for many purposes, but its use is limited because it has no great capacity. The cut shows a very handy modification of it. It is made of plank and has sides one foot high. It can be used for any purpose for which the ordinary drag is used, and in addition it is very convenient for hauling apples, potatoes, turnips or other root crops



HANDY FARM DRAG.

from the field. Manure can be hauled out in it on the snow. It is a low cart-body, but down on the ground where there is the greatest convenience in loading. All light, but bulky, articles can easily be hauled on such contrivance, as the smooth bottom slips easily over the green sward. The sides can be made higher if desired.—Orange Judd Farmer.

Thing to Be Hoped For.
Heaven speed the day when one can enjoy locomotion through pleasant country roads with a feeling of pride in the nation which supports and protects its roads and highways.—Harold Allen Walsh, Brooklyn, N. Y.

CASTORIA

for Infants and Children.

The Kind You Have Always Bought has borne the signature of Chas. H. Fletcher, and has been made under his personal supervision for over 30 years. Allow no one to deceive you in this. Counterfeits, imitations and "Just-as-good" are but experiments, and endanger the health of children—Experience against Experiment.

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BLUEFLAME COOK STOVES.

"New Rochester" WICKLESS SAMPLE SAFE

COOKING under these circumstances is a pleasure. The Rochester Lamp Co. stake their reputation on the stove in question. The best evidence of the satisfaction enjoyed is testimonials galore and duplicate orders from all parts of the world.

Send for literature, both for the "New Rochester" Cook Stove and the "New Rochester" Lamp.

You will never regret having introduced these goods into your household.

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100 West 33rd Street, New York.

New-York Tribune Farmer

FOR EVERY MEMBER OF THE FARMER'S FAMILY

Established in 1841, for over sixty years it was the NEW-YORK WEEKLY TRIBUNE, known and read in every State in the Union.

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a high class, up-to-date, illustrated agricultural weekly, for the farmer and his his family—

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Send your order and money to the Post.

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THE LARGEST AND MOST COMPLETE LINE EVER DISPLAYED IN LEWISTOWN.

Marked attractiveness in design and color and excellent quality of fabric, combined with the reasonable prices, make our carpets conspicuous. At this time attention is called to the new season's patterns of the well-known Wilton's, Axminsters and Tapestry Brussels. The latest effects in Ingrains. Rag Carpets in all styles and prices.

Our stock of new FURNITURE is especially pleasing. We also have a fine line of baby Carriages!

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