

Jim Dumps a little girl possessed Whom loss of appetite distressed. "I des tan't eat!" the child would scream.

Jim fixed a dish of "Force" with cream;

She tasted it, then, joy for him! She begged for more from "Sunny Jim."



# Force

The Ready-to-Serve Cereal

a good fairy to all youngsters.

Perfect Food for Children.

"What is a perfect summer cereal, and efforts should be made to teach children to eat it."

LOUISA E. HOGAN, in "How to Feed Children."

**CURE A COLD IN ONE DAY.**

Exhaustive Bromo-Quinine Tablets brings relief the money if it cures. E. W. Grove's signature each box. 25c

**ATTORNEY AT LAW.**

MIDDLEBURG, PA.

Business entrusted to his attentive prompt attention.

**PENNSYLVANIA RAILROAD.**

Lewistown Division.

In effect May 24, 1903.

STATIONS	AM	PM
Sunbury	9:30	4:30
Selinsgrove Junction	9:09	4:49
Selinsgrove	9:04	4:39
Dawline	8:53	4:27
Kramer	8:49	4:23
Meiser	8:47	4:20
Middleburg	8:40	4:13
Beaver	8:34	4:07
Beaverstown	8:25	3:57
Beaver Springs	8:20	3:52
Rails Mills	8:13	3:44
Mowry	8:07	3:38
Wagner	7:57	3:28
Shindler	7:54	3:24
Palmerville	7:49	3:20
Maitland	7:43	3:13
Lewistown	7:35	3:05
Lewistown (Main Street)	7:33	3:03
Lewistown Junction	7:30	3:00

leaves Sunbury 5:30 p. m., arrives at Selinsgrove 5:45 p. m.

Selinsgrove 6:00 p. m., arrives Sunbury 6:15 p. m.

leave Lewistown Junction:

10:14 a. m., 11:0 a. m., 12:00 p. m., 1:00 p. m., 2:22 a. m. for Altoona, Pittsburg and

leaves Washington 8:05 a. m. 9:27, 10:10 p. m. for Philadelphia and New York, 9:27 a. m., 1:02 11:02 4:18 and 11:18 Harrisburg 8:10 p. m.

**Philadelphia & Erie R. R. Division**

**CENTRAL RAILWAY**

WESTWARD.

leaves Selinsgrove Junction daily for West.

11:58 p. m., 5:01 p. m., Sunday 9:25 a. m.

leave Sunbury daily except Sunday:

for Buffalo, 1:24 a. m. for Erie and Candor

9:55 a. m. 2:00 and 5:35 p. m. for Wilkes-Barre

10:10 a. m., 2:05 p. m., 5:35 p. m. for Shamokin

Monday 9:25 a. m. for Wilkes-Barre

9:25 a. m. for Wilkes-Barre

**EASTWARD.**

leave Selinsgrove Junction

10:11 a. m. arriving at Philadelphia

New York 7:53 p. m. Baltimore 3:11 p. m. 10:42 p. m.

daily arriving at Philadelphia

New York 2:53 a. m., Baltimore 9:45 p. m. 10:10 p. m.

daily arriving at Philadelphia

New York 7:13 a. m., Baltimore 2:23 a. m. 10:39 a. m.

daily leaving Sunbury:

10:11 a. m. arriving at Philadelphia 6:52 a. m. 7:20 a. m. Washington 8:30 a. m. New York 10:55 a. m. Sundays.

daily arriving at Philadelphia:

New York 9:25 a. m., 10:28 Sunday 9:25 a. m., Washington 8:30 a. m., Baltimore Washington 1:15 p. m.

week days arriving at Philadelphia

New York 2:03 p. m., Baltimore 12:10 p. m. 1:15 p. m.

week days arriving at Philadelphia

New York 9:30 p. m., Baltimore 6:00 p. m. 7:15 p. m.

daily arriving at Philadelphia 7:32 p. m. 10:23 p. m., Baltimore 7:30 p. m., Wash- ington 1:15 p. m.

also leave Sunbury at 9:50 a. m. and 5:10 p. m. for Harrisburg, Philadelphia and

**H. WOOD, Gen'l Pass Agent**

TELEPHONE 1001, Manager.

Photographed from Life.

## REVIVO RESTORES VITALITY

Made a Well Man of Me.

**WATER-BREMEDY**

It restores vitality in 30 days. It acts quickly. Cures when all others fail. It restores their youthful vigor by using the scientific and purely restorative Nervous Vitality, Impotency, Nightly Enuresis, Falling Memory, Watery Discharge, and all other ailments of excess and indigestion. It restores vitality to cure or relieves. It cures by starting at the seat of disease, but never touches and blood builder, brings the pink glow to pale cheeks and restores the fire of life. It wards off insanity. It is the only medicine that can be carried in your pocket. By mail \$1.00 per bottle, or six for \$5.00, with a postal note attached to care or refund. Write for literature. Address: **Revivo Medicine Co., Chicago, Ill.**

360 Dearborn St., Chicago, Ill.

Available in Middleburgh, Pa., by **MIDDLEBURGH DRUG CO.**

**WATER-BREMEDY**

It restores vitality in 30 days. It acts quickly. Cures when all others fail. It restores their youthful vigor by using the scientific and purely restorative Nervous Vitality, Impotency, Nightly Enuresis, Falling Memory, Watery Discharge, and all other ailments of excess and indigestion. It restores vitality to cure or relieves. It cures by starting at the seat of disease, but never touches and blood builder, brings the pink glow to pale cheeks and restores the fire of life. It wards off insanity. It is the only medicine that can be carried in your pocket. By mail \$1.00 per bottle, or six for \$5.00, with a postal note attached to care or refund. Write for literature. Address: **Revivo Medicine Co., Chicago, Ill.**

### NEW FLORIDA SPORT.

Sailboats on Wheels Used to Provide Fun for Tourists.

Exciting Pastime Made Possible by Hard Beach of Thirty Miles—A Perfect Race Course for Automobiles.

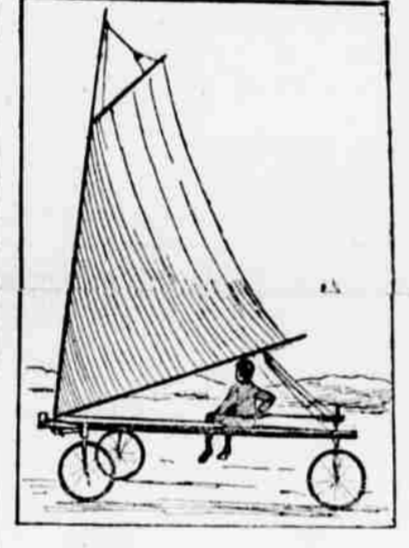
Automobile is the fad at the Florida winter resorts. The wide, level beach, skirted by waving palms and warmed by the soft breezes of the gulf stream, is popular with the modern "horseless carriage" darting to and fro. Every kind of automobile is here, from the single seated steam "runabout" to the electric "tallyho."

This year the residents seem to be specially "auto mad," for, not content with the ordinary methods of applying power to wheels, they have invented speed appliances applicable to all kinds of machines, even going so far as to attach sails to three wheels, after the manner of the northern iceboat, or to fasten sails to the handlebars of the common or "garden" bicycle.

It would seem as though all the world were on wheels on the Florida beach, says a Kansas City Star correspondent, and when one takes into consideration the admirable adaptability of the beach to automobiling one can somewhat understand the origin of the new fad. Nowhere in the world can one find a more perfect road for the speedy automobile. There are no hills or rocks to fear, no gullies to break the springs and throw you out, and no narrow, congested thoroughfares full of teams to disconcert you.

Even the most timid of chauffeurs finds courage enough to run his motor at the highest speed from end to end of the natural highway—the paradise for wheelers—the beach. From Daytona to Ormond the beach is 500 feet wide and 30 miles long, and as smooth and hard as a floor. So hard is it that the great tallyho, capable of seating 50 persons, hardly leaves its wheel mark to indicate the places over which 5,000 pounds of throbbing machinery has passed. It is an ideal race course and the place where world's records will be made in the future.

When the wind is from the north the sailing bicycles and "tropical iceboats"



SAILBOAT ON WHEELS. (A Curious Craft to Be Seen Only on the Florida Beaches.)

are always out in force. It is a common thing to see a bicycle with a sail going before the wind for a 30-mile spin down the coast without touching a pedal—and the railroad brings the bicycle rider and sail safely home at night. It reminds one of that famous story of Stockton where a man took a nautical friend out driving, both being nearly drowned by the breaking of a bridge over a lake, and the next day they went out boating, and in being towed through a canal the horse ran away. They were nearly drowned while driving and had a runaway while sailing. So it is possible on this enchanted beach to have a shipwreck on a bicycle, or, if your steering gear breaks and you run into the ocean, to be nearly drowned on a "tropical iceboat."

So many automobiles, both racing machines and private pleasure carriages, have come to Florida to use the beach track this year that at Daytona a club has been especially formed. Bridges have been erected over the soft sand at the edge of the beach in many places, so that the automobile can get to the hard sand from the road without difficulty. There are few or no ill effects discernible.

One of the most curious inventions, seen on the beach track every day when the wind is in the proper quarter, is the "auto ship." It is the property and the child of the brain of E. D. Mills. It is neither an automobile nor an electric launch, nor yet a sailboat. It uses no steam, gasoline or electricity. It is propelled by the wind and is capable of great speed. It is practically a "tropical iceboat." There is a frame of wood, with two side wheels and a tiller wheel in the stern, and a mast and single sail is set on the frame between the wheels. Those who have operated iceboats up north who try this strange creature of the air and land say that the sensation of riding in it, or on it, is similar to that which one experiences on an iceboat. It comes as near to flying as anything does which is not flying.

**He Did Good by Stealth.**

It was the habit of the late Alexander C. Hutchinson, of New Orleans, to rudely repulse nearly every one who appealed to him for charitable aid, and then quietly investigate each individual case. If the person was found worthy, a ton of coal, a supply of provisions, or other necessities were forwarded to the applicant's abode, with a card bearing the words, "In the name of Josephine." This was the name of Hutchinson's dead wife.

## LIVE STOCK

**OUTDOOR SHEEP RACK.**

It is Crude in Construction, But Will Be Found to Be a Very Valuable Contrivance.

Frequently a farmer wishes to feed his sheep out of doors from the lack of barn space or when pastures are furnishing a great amount of green, succulent food and some hay or dry fodder is useful to help regulate the bowels. We have had several occasions when it seemed absolutely necessary to feed some dry fodder of some kind during the summer to keep the sheep's system in perfect working condition. During the winter when straw is being fed to sheep, a great deal of carrying can be done away with, if an outdoor rack is built near the straw stack and on pleasant days feed the sheep in the yard. The number of days the sheep can be more easily accommodated out of doors will astonish



FEED RACK FOR SHEEP.

many farmers, and especially those who are feeding a few more sheep than they have accommodations for.

The sheep rack shown in the cut is one we made three or four years ago for feeding roughage to our breeding ewes. While we have plenty of barn room and can easily accommodate three times our present flock, we like to feed out of doors as much as possible. Sheep, and especially breeding ewes, will obtain more exercise when fed in this way than in any other. The rack is ten feet long and two and one-half feet wide. Cut four corner posts out of two by four stuff, three feet six inches long. The posts are then set two and one-half feet apart and a two by four spiked across on the inside, 18 inches from the center. For side pieces, six-inch boards should be used. The distance allowed each sheep is 14 inches from center to center, or ten inches in the clear between slats. For upright pieces of the sides four-inch strips were used. On the inside, as plainly shown in the cut, four-inch strips were nailed to keep the hay from being pulled out. These strips are about five inches longer than the outside slats, giving a slight incline towards the center. To help keep the hay from being pulled out, and for bracing the rack, these slats are very essential in the construction of a rack of this kind.

The general construction of the rack is crude. It was built of picked-up pieces of boards. When we built the rack we did not just know which design would be the most satisfactory and for this reason did not take any extra pains to make it fancy. We have used the rack for three or four years, along with two other designs of racks for outdoor feeding purposes, and can say for economy and for keeping the chaff out of the wool, we have been well pleased with this one. We now have under construction racks of a similar design, that will, when finished, accommodate 500 sheep without crowding.—Leo C. Reynolds, in Ohio Farmer.

### Heavy Loss of Nitrogen.

There is a much greater loss of nitrogen in stables where stock is kept than many suppose. We know that farmers who are careful to bed their stock seldom think there is any very great loss of this valuable element, but recent experiments show differently. From the best authority we learn that the loss of nitrogen from the manure in stables where only straw is used for bedding amounts to 63 per cent., and when peat is used, 48 per cent. Dry earth used in stables saves about the same amount of fertilizer as peat. The experiment doesn't state what the loss is when no bedding of any kind is used, but it is very much more, as a matter of course. In view of this fact, it is apparent that the quicker manure can be carted from the stables and incorporated with the soil the greater is the amount of fertility secured.—Rural World.

### Salt Prevents Bloating.

Mr. Simon, of Rice county, Minn., says that he lets cattle go on his clover or rape with impunity, and no longer has any bloating among them. His remedy, or preventive, rather, is salt where the cattle can get it at will. He used to notice that cattle would leave a clover field and go to the barnyard where they knew salt could be found, and when they did so they did not bloat. He has since placed rock salt near or in clover or rape pastures, letting the cattle know where it is, and since that he has had no case of bloating, though cattle have been turned into such pastures when they were wet. He says his neighbors have adopted the same plan, and with the same results. This is a good thing to remember and try when the time comes.

### TO SNUFF VOLCANOES.

Startling Discovery Made by An Australian.

Volcanoes can easily be extinguished, says the New York Herald. A New Zealand man claims (and there are many who agree with him) to have discovered a liquid by means of which volcanoes may be extinguished quickly whether active or threatening.

Many diseases of the human body act in the same manner as volcanoes. Dyspepsia, Rheumatism, Kidney Disorders, Female Diseases and many others all begin with a slight rumble of pain and distress, and if not treated in time will burst forth in all their fury, causing all who are so afflicted the most intense suffering and making life a complete burden.

That a liquid has been discovered that will extinguish these volcanic eruptions of disease, whether active or threatening, is not only certain but a material fact.

DR. DAVID KENNEDY'S FAVORITE REMEDY is this liquid discovery, THE WONDERFUL CURATIVE powers of this famous remedy have cut a new path through the field of medicine, sweeping with it a startling record of tremendous success.

Druggists sell it in **Now 50 Cent Size** and the regular \$1.00 size bottles.

Sample bottle, enough for trial, freely mailed. Dr. David Kennedy Corporation, Rondout, N. Y.

Dr. David Kennedy's Magic Eye Salve for all diseases or inflammations of the Eye. 25c.

Those who like to prognosticate in a cheerful line are saying that the "Winter vacation" will be in not so many years come to be an institution as universally recognized as is the recreative period set down on the calendar as reasonable any time between the first of June and the last of September. Of course, winter tripping is yet confined to a comparatively small class, but that is perfectly natural, says the Boston Transcript; time was when summer wanderings were indulged in by but a small proportion of the population, while now, as every one knows, there is hardly one who does not, through his own thrift or because of the generosity of another, have his little fortnight of freedom from hot-weather cares.

Through these same agencies, then, our cheerful philosopher is prophesying there will be-and-by materialize for pretty nearly all the midwinter opportunity to loaf and invite the soul with as pronounced and beneficial effect upon the communities that cherish it as is due to the breathing places taken in summer. Very slowly will it come about that lodges in southern pines and cottages on beaches at the south become as much a regular thing

of modest purses as are signal beach resorts at the north, but that such a state of things is on the way it seems the most inveterate pessimist must admit in his sober moments. The southern states are sure to become "popular" as winter vacation states, even as some northern hunting grounds are in the summer and early fall months. And just as soon as it gets hinted about that we are on the eve of this new heaven and a new earth the railroads and the steamboats will come to the front with their "vacation rates," and that will be their part toward bringing it to pass. It is the day of the "limited" with them now, but they only wait a "tip" to enlarge on a "popular excursion basis" similar to that which prevails in summer.

"He is the hardest man to differ with I have ever known," said one minister of another, "for he states his positions so clearly and backs them up with arguments that can hardly be overthrown. He is at the same time the easiest man to differ with, for if he does not get his own way he never talks or shrinks." A testimony like this is worth striving for.

When you go to Boston, remember that "elevator girls" aren't called "elevator girls" in Boston. Their Boston name is "lift ladies." In Boston girls and women are talking the places of boys and men in running elevators.

A bad man, says a New York preacher, can do an immense amount of harm by simply doing bad things. A bad man, with bad motives, doing what seems to be good, is the most pernicious and degrading influence that I know of.

The girl who wrote poetry before she killed herself is an improvement on the man who always kills his sweetheart before he shoots himself. The women do these things better.

When the wireless telephone comes along the belated husband will have a fine time dodging. He will be forced to dig a hole in the ground or quit the earth.

Anger manages everything badly—even the assassination of an enemy.

Yeast—So you had that man Windmiller to dinner, did you? Crimstoneak—Oh, yes.

"And was the turkey stuffed with chestnuts?" "No; but all the rest of us were."—Yonkers Statesman.

Division. The trust has a peculiar way. That's very far from funny. A lot of men do all the work. A few get all the money. —Washington Star.

### NINE DEAD IN AUTO RACE

Paris-Madrid Speed Contest Was a Series of Accidents.

TRAVELED 62 MILES AN HOUR

Number of Accidents Did Not Cause Great Surprise Owing to Number of Contestants—Continuance of Race Forbidden.

Paris, May 23.—The first stage in the Paris-Madrid automobile race, from Versailles to Bordeaux, 343 miles, was finished yesterday afternoon when Louis Renault dashed at a furious pace into Bordeaux, having made a record run of 8 hours and 27 minutes. An hour later M. Gabriel arrived with a still better record of eight hours seven minutes. It is estimated from the times made that these automobiles covered 62 miles an hour on the road outside of cities.

These victories, however, were clouded by a series of accidents. At least two cars were wrecked and Marcel Renault, the winner of the Paris-Vienna race last year; Lorraine Barrows, a very well-known automobilist, and Renault's chauffeur, were seriously injured. It is believed that Renault's chauffeur was killed. It appears that Mr. Barrows had tried to avoid a dog which was crossing the track, and his monster car struck a tree with terrific force. His chauffeur was killed outright. Barrows himself was picked up unconscious, but still breathing, and was taken to a hospital, where his condition was declared to be critical. His car was dashed to pieces. Moreover, a serious accident occurred near Angouleme, in which the two occupants of an automobile were seriously injured and two spectators were killed.

The most terrible accident occurred near Bonneval, 19 miles from Chartres, where machine No. 243, driven by M. Porter, was overturned at a railroad crossing and took fire. The chauffeur was caught underneath the automobile and was burned to death, while two soldiers and a child were killed. A chauffeur was badly injured by an accident to his motor car near Angouleme. A woman crossing the road in the neighborhood of Abilis was run over by one of the competing cars and killed.

This number of accidents has not caused any great surprise in view of the number of contestants in the race and the great speed and power of their machines.

It is estimated that 100,000 persons crowded into the Versailles to witness the start of the race. Soldiers with fixed bayonets lined the track for some distance from Versailles. A bomb was exploded as a signal to get ready, and immediately Charles Jarrott's car drew into place. Another bomb was fired for the start, and then the enormous machine shot forward amid the shouts of the thousands of spectators. The other cars followed in quick succession. Mme. De Cast, the sole female competitor in last year's Paris-Berlin race, was again the only woman to participate in the present contest. Her machine was decked with flowers and her departure was the signal for a great ovation. She made a splendid run, passing five of her competitors before reaching Chartres.

In view of the number of accidents, some fatal, in the first stage of the automobile race from Versailles to Bordeaux, Premier Combes has forbidden the continuance of the contest on French territory. The second stage of the race, which was to have been run tomorrow, included a run over French territory from Bordeaux to the Spanish frontier.

It is reported that the Spanish government has also forbidden the continuance of the race on Spanish territory.

### \$1,000,000 FIRE IN PHILADELPHIA

Big Warehouse Proved An Easy Prey to the Flames.

Philadelphia, May 23.—A fire that is estimated to have caused a loss of upwards of \$1,000,000 occurred in the building of the Front Street Warehouse Company, at 219-21-23-25 North Front street. The building was three stories high on Front street and five in the rear, with two sub-basements. Merchandise of a general character was stored in the place. The third floor was packed solidly with matting, and besides this there were in the building among other valuable goods 1,500 rolls of carpet, 500 barrels of molasses, light and heavy machinery of various descriptions, a carload of wine and other liquors and a carload of matches.

The fire started in the basement and was not discovered until the center of the first floor was in flames. The character of the goods in the building made it an easy prey to the flames, and the whole structure was soon above ground. The cause of the department was called in and surrounding property was saved, the flames being confined to the warehouse. Everything in the building was destroyed, either by fire or water.

### Big Textile Strike Imminent.

Philadelphia, May 23.—At a full meeting of the executive committee of the 14 branches of textile manufacturers of this city the manufacturers decided that no concessions be made to their employees. At a largely attended meeting of the Iugraia Carpet Weavers' Union it was decided by almost a two-thirds vote of the 1500 men present to strike on June 1 if the manufacturers continue to refuse their demands. This strike, it was declared, would close 65 mills in Philadelphia, and would effect probably 6000 employes.