

What About Your School Houses?

You may not this season be able to build a new one, or make the radical changes in the old one that you had in contemplation, but there is no school district in the United States that cannot afford to tint with Alabastine the interior of its buildings, thus making them more attractive, getting colors made with special reference to their effect on the eyes of the pupils, getting a sanitary and rock base cement coating that will not harbor disease germs.

The closely crowded school rooms need all the safeguards to the health of the pupil that intelligent officials can surround them with, and all sanitarians unite in saying that Alabastine is the only proper material to be used on such walls.

The London school board has just opened a school for cripples in Whitechapel, London.

Use Allen's Foot-Ease

It is the only cure for Swollen, Smarting, Tired, Aching, Hot, Sweating Feet, Corns and Bunions. Ask for Allen's Foot-Ease, a powder to be shaken into the shoes. Cures while you walk. At all Druggists and Shoe Stores, 25c. Don't accept any substitute. Sample sent FREE. Address, Allen S. Olmsted, Lenoir, N.Y.

It's generally the lazy chap who feels that he is too good for his job.

Hall's Catarrh Cure is a liquid and is taken internally, and acts directly on the blood and mucous surfaces of the system. Write for testimonials free. Manufactured by F. J. CHERRY & Co., Toledo, O.

It's funny that a girl in society to keep her name continually going out.

FITS permanently cured. No fits or nervousness after first day's use of Dr. Kline's Great Nerve Restorer. Write for free trial bottle. Dr. R. H. KLINE, Ltd., 291 Arch St., Phila., Pa.

Too much pride is nothing to be proud of.

Mrs. Winslow's Soothing Syrup for children teething, softens the gums, reduces inflammation, allays pain, cures wind colic, 25c. a bottle.

It's the fellow with a pull who is generally pushed to the front.

I am sure Piso's Cure for Consumption saved my life three years ago.—Mrs. Thomas Bonzina, Maple St., Norwich, N. Y., Feb. 17, 1900.

In 1901 the Siberian railway carried 72,000,000 pounds of butter.

Helpful Galactose

A hitherto unknown element in milk, a new ferment, has been discovered, called galactose, which is proving of value in the ripening of cheese. The properties of this ferment are similar to the secretion of the pancreatic organ in the human body. Old cheese is a predigested food, and the digestion is wrought by the galactose. It was found that the galactose would go on working at very low temperature, temperatures at which bacteria were practically inert. Cheese was put into refrigerators and kept frozen for months. Other cheese was kept just above the freezing point. It was found that the first cheese is cured at from 40 degrees to 45 degrees Fahrenheit. Practical cheese manufacturers have maintained that 50 degrees was the lowest temperature at which cheese could be worked without becoming bitter and worthless. The new discovery, will, it is believed, revolutionize cheese manufacture, doing away with the curing rooms the cheese being sent directly to the refrigerator.

The St. Bernards at Work

The military authorities in Batavia are employing specially trained dogs to carry letters and provisions to the snowed-up garrisons among the Bolivian Alps. These dogs are of the St. Bernard breed. The mountain garrisons are often snowed in three or four weeks at a time, cut off from all communication with the outside world. A regular bi-weekly post has been established, 310 dogs traveling together. All provisions of a heavy kind are in store in the garrisons, but lighter delicacies are often lacking, and these, together with letters, are carried round the dog's necks. When the snow is frozen hard enough six dogs are hitched to a small cart piled with things. The authorities on the whole are satisfied with their experiment.



Mrs. D. Arnold, President German Woman's Club, Grand Pacific Hotel, Los Angeles, Cal., Relieved of a Tumor by Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—I suffered four years ago with a tumor in my womb, and the doctors declared I must go to the hospital and undergo an operation, which I dreaded very much and hesitated to submit. "My husband consulted an old friend who had studied medicine, although he was not a practicing physician, and he said he believed that Lydia E. Pinkham's Vegetable Compound would cure me. That same day I took my first dose, and I kept it up faithfully until twelve bottles had been used, and not only did the tumor disappear, but my general health was very much improved and I had not felt so well since I was a young woman. "As I have suffered no relapse since, and as I took no other medicine, I am sure that your Compound restored my health and I believe saved my life."—Mrs. D. ARNOLD.

\$5000 FORTUIT IF THE ABOVE LETTER IS NOT GENUINE.

When women are troubled with irregular, suppressed or painful menstruation, weakness, leucorrhoea, displacement or ulceration of the womb, that bearing-down feeling, inflammation of the ovaries, backache, bloating (or flatulence), general debility, indigestion, and nervous prostration, or are beset with such symptoms as dizziness, faintness, lassitude, excitability, irritability, nervousness, sleeplessness, melancholy, "all-gone" and "want-to-be-left-alone" feelings, blues, and hopelessness, they should remember there is one tried and true remedy, Lydia E. Pinkham's Vegetable Compound at once removes such troubles. Refuse to buy any other medicine, for you need the best.

OIL-CARRYING FLEETS.

Will Be Largely Increased—Are Their Cargoes Dangerous?

In connection with the mercantile marine, nothing can be more certain than that the oil-carrying fleets of the world will be considerably increased in the course of a very few years. A growing demand for crude and refined petroleum, the discovery of new oil fields, and the all-round development of the trade will necessitate the building of new tankers. At the present moment there must be nearly a score of these vessels on the stocks in British and American shipyards. It is a new branch of the shipping industry, and one which ought to attract a great deal of attention. The tanker has a more expensive and complicated equipment than the ordinary freighter, and this demands the display of engineering and scientific knowledge quite unique among specialists work in the art of shipbuilding. Oil-field steamers, both cargo-carrying and passenger, will also become more numerous during the next four or five years. Oil as a fuel and cargo is one of the most promising liquids of commerce; it has a future that is both interesting and important. There is a certain unaccountable antipathy to petroleum. Some practical men think it constitutes a dangerous cargo. Ten years ago there were between 60 and 70 petroleum tank steamers, and of these "many" carried from 3,000 to 4,000 tons of oil; now there are three times that number of tankers, and the largest, trading and building, are designed to carry from 9,000 to 10,000 tons.

RACE WITH A CYCLONE.

Train Ran Fifty Miles an Hour—Ahead Fifty Feet.

Passengers on the Santa Fe flyer from Kansas City to Wichita, Kan., had an exciting experience in a mad race between the flyer and a cyclone, and the former came out about 50 feet ahead, after a fight of 12 miles. North-bound passenger No. 406, due at Wichita at noon left Arkansas City at 10 o'clock. The cyclone which came from the southwest, started on the right of way and the race commenced immediately. Conductor Strain says that he locked all doors and windows to keep passengers from leaping out. Many women were half-crazed and tried to jump out. The heat was unbearable. He stood on the rear platform and could feel the suction of the cyclone as it drew nearer. Engineer Watts pulled his train at 60 miles an hour, barely keeping out of the storm's clutches. Fireman Johnson was so exhausted when the train reached Winfield, where the cyclone cloud shot upward and dissipated, that he had to be carried from his cab. The engineer continued his run to Newton. The cyclone swept a path of about 50 feet, destroying farm property.

Brought the Steak.

Seven years ago Simon Eustace, of Ararat, near Susquehanna, Pa., left home one morning to obtain a beefsteak. He did not return, and his wife finally gave him up for dead. After three years she remarried. A year ago she became a widow. Sunday morning Eustace returned home with the Beefsteak. He said his mind had been a blank until a month ago, when he found himself peddling washing machines at Fort Wayne, Ind. From papers in his possession it is shown that he has been all over the United States and Canada.

The Duke of Devonshire possesses as an heirloom Claude Lorraine's "Book of Truth," which is said to be one of the rarest and most valuable books in Europe. It is, at any rate, worth six times as much as the famous "Mazarin" Bible, the most costly book in the British museum. The late Duke refused it \$100,000 for it.

TELEPHONES IN THE COUNTRY.

They Are Putting an End to Isolation on Farms.

"Old Western plainsmen say that the barbed wire fences have done away with the old life of the prairies," says a resident of Rochester, "so, too, in the farming country of Western New York has the telephone wire brought a change which would be assisting to the householders who occupy the homesteads and cottages in the valley of the Genesee and along the south shore of Lake Ontario even a decade ago. People who live in crowded cities, where distance is reckoned by the time it takes a rapid transit car to whiz from one block to another, do not understand what such an apparently slight innovation means. There the grocer, the doctor and the caterer can be summoned or instructed at a moment's notice. Conveniences, these little things are called. In the country, distance is anywhere beyond the front door that only a horse can cover with satisfactory rapidity. It is true that electric railways are joining village to village with steel bands, but electric cars run only on stated schedules, and sometimes not even then. Besides, only 'main traveled thoroughfares' are followed by the 'lines', and crossroads are an unavoidable necessity.

"Suppose, then, that John Smith lives on a crossroad miles from the nearest village. John's baby, on a dark and tempestuous night, suddenly develops unmistakable symptoms of croup. What did John do ten years ago? He left the baby with its terrified mother and hitched old Tom on the road cart and plunged through the storm and the darkness to the village after Dr. Squillum, and then back again, three hours later, wet, weary and woeful. Or, suppose that John's house caught fire or was broken into by burglars. Again, he had to ride miles for assistance. If he had an important business engagement which he couldn't keep that day in the city, something about paying off the mortgage or reducing the note or any of those little matters which farmers sometimes find themselves forced to bicker with, he had either to trust to the mails or take the train to 'town,' just to return again.

"That was in the old days. What does he do now? Just steps to the 'phone, calls up central, and in a minute is connected with whomever he desires to converse with. The doctor comes on the jump, the groceryman brings the flour, the lawyer receives the explanations, all for a small expenditure. John understands this pretty thoroughly now, as is to be seen from the remarkable increase in the thickness of the subscribers' books of the telephone exchanges.

"Another evidence of the rapid extent of country service is noticeable in the institution of scores of so-called 'independent' companies, which supply service for certain districts, generally in the neighborhood of a large central city, from which radiate in all directions, like the threads in an immense spider's web, the suburban connections to small villages, which in turn connect with the farmhouses in their vicinity. It is a weak and unenterprising part of country these days that cannot boast its telephones by the dozens, with 'urban connections.' In many cases this system is extended by a scheme of co-operation, whereby half a dozen independent companies combine their lines, so that the service may stretch half way across a State.

"This assimilation by the 'rural districts' of what has hitherto been considered purely city conveniences is rapidly changing the condition of the countryside. The people are becoming more closely knit in their relations, the characteristics of the community and the benefits which spring from such association of interests are slowly taking shape, and, little by little, the old-time insularity, if the word can be used in such a connection, is disappearing. It will not be long at the present rate of progress, before the country as a separate feature of modern life will disappear. Every city will have its 'Attie plain' and the clover meadow will be the dooryard of the department store."

His Version of It.

During the trial of a street railway damage suit in one of the circuit branches of the Supreme Court of the District of Columbia a few days ago an important eyewitness of the accident took the stand in the person of an elderly colored man. The plaintiff had been injured while the car was at a street crossing, and one of the attorneys was endeavoring to elicit from the witness just where the latter was standing at the moment the plaintiff was struck by the car. "As I understand you," remarked the attorney, after a number of questions had been asked, "you were standing at the street corner diagonally opposite the point where the accident occurred."

"No, sir, I wasn't," declared the witness. "I guess I was standing kinder sort er on the bias from the spot."—Washington Star.

New Zealand Geyser.

A new giant geyser at Rotomahana, New Zealand, is attracting attention. A mass of boiling water half an acre in extent rises in a great dome, from which a column of water and stones rises to 300 feet, while immense columns of steam ascend as far as can be seen.

A Real Free Church.

No stipends are paid to the clergy of St. Luke's Church, Cohan, England, while the choir, the organist, organ blower and bell-ringer all give their services free. The church was built by voluntary contributions, and the cost of carrying it on is only \$7.50 weekly.

THE MARKETS.

PITTSBURGH.

Grain, Flour and Feed.	
Wheat—No. 2 red.	74 75
Do—No. 2 white.	65 66
Do—No. 2 yellow, car.	72 73
Do—No. 2 yellow, sacked.	70 71
Mixed car.	68 69
Do—No. 3 white.	68 69
Oats—No. 2.	58 59
Flour—Winter patent.	3 50 3 55
Do—No. 1.	3 45 3 50
Do—No. 2.	3 40 3 45
Do—No. 3.	3 35 3 40
Do—No. 4.	3 30 3 35
Do—No. 5.	3 25 3 30
Do—No. 6.	3 20 3 25
Do—No. 7.	3 15 3 20
Do—No. 8.	3 10 3 15
Do—No. 9.	3 05 3 10
Do—No. 10.	3 00 3 05
Do—No. 11.	2 95 3 00
Do—No. 12.	2 90 2 95
Do—No. 13.	2 85 2 90
Do—No. 14.	2 80 2 85
Do—No. 15.	2 75 2 80
Do—No. 16.	2 70 2 75
Do—No. 17.	2 65 2 70
Do—No. 18.	2 60 2 65
Do—No. 19.	2 55 2 60
Do—No. 20.	2 50 2 55
Do—No. 21.	2 45 2 50
Do—No. 22.	2 40 2 45
Do—No. 23.	2 35 2 40
Do—No. 24.	2 30 2 35
Do—No. 25.	2 25 2 30
Do—No. 26.	2 20 2 25
Do—No. 27.	2 15 2 20
Do—No. 28.	2 10 2 15
Do—No. 29.	2 05 2 10
Do—No. 30.	2 00 2 05
Do—No. 31.	1 95 2 00
Do—No. 32.	1 90 1 95
Do—No. 33.	1 85 1 90
Do—No. 34.	1 80 1 85
Do—No. 35.	1 75 1 80
Do—No. 36.	1 70 1 75
Do—No. 37.	1 65 1 70
Do—No. 38.	1 60 1 65
Do—No. 39.	1 55 1 60
Do—No. 40.	1 50 1 55
Do—No. 41.	1 45 1 50
Do—No. 42.	1 40 1 45
Do—No. 43.	1 35 1 40
Do—No. 44.	1 30 1 35
Do—No. 45.	1 25 1 30
Do—No. 46.	1 20 1 25
Do—No. 47.	1 15 1 20
Do—No. 48.	1 10 1 15
Do—No. 49.	1 05 1 10
Do—No. 50.	1 00 1 05

BALTIMORE.

Wheat—No. 2 red.	74 75
Do—No. 2 white.	65 66
Do—No. 2 yellow, car.	72 73
Do—No. 2 yellow, sacked.	70 71
Mixed car.	68 69
Do—No. 3 white.	68 69
Oats—No. 2.	58 59
Flour—Winter patent.	3 50 3 55
Do—No. 1.	3 45 3 50
Do—No. 2.	3 40 3 45
Do—No. 3.	3 35 3 40
Do—No. 4.	3 30 3 35
Do—No. 5.	3 25 3 30
Do—No. 6.	3 20 3 25
Do—No. 7.	3 15 3 20
Do—No. 8.	3 10 3 15
Do—No. 9.	3 05 3 10
Do—No. 10.	3 00 3 05
Do—No. 11.	2 95 3 00
Do—No. 12.	2 90 2 95
Do—No. 13.	2 85 2 90
Do—No. 14.	2 80 2 85
Do—No. 15.	2 75 2 80
Do—No. 16.	2 70 2 75
Do—No. 17.	2 65 2 70
Do—No. 18.	2 60 2 65
Do—No. 19.	2 55 2 60
Do—No. 20.	2 50 2 55
Do—No. 21.	2 45 2 50
Do—No. 22.	2 40 2 45
Do—No. 23.	2 35 2 40
Do—No. 24.	2 30 2 35
Do—No. 25.	2 25 2 30
Do—No. 26.	2 20 2 25
Do—No. 27.	2 15 2 20
Do—No. 28.	2 10 2 15
Do—No. 29.	2 05 2 10
Do—No. 30.	2 00 2 05
Do—No. 31.	1 95 2 00
Do—No. 32.	1 90 1 95
Do—No. 33.	1 85 1 90
Do—No. 34.	1 80 1 85
Do—No. 35.	1 75 1 80
Do—No. 36.	1 70 1 75
Do—No. 37.	1 65 1 70
Do—No. 38.	1 60 1 65
Do—No. 39.	1 55 1 60
Do—No. 40.	1 50 1 55
Do—No. 41.	1 45 1 50
Do—No. 42.	1 40 1 45
Do—No. 43.	1 35 1 40
Do—No. 44.	1 30 1 35
Do—No. 45.	1 25 1 30
Do—No. 46.	1 20 1 25
Do—No. 47.	1 15 1 20
Do—No. 48.	1 10 1 15
Do—No. 49.	1 05 1 10
Do—No. 50.	1 00 1 05

PHILADELPHIA.

Wheat—No. 2 red.	74 75
Do—No. 2 white.	65 66
Do—No. 2 yellow, car.	72 73
Do—No. 2 yellow, sacked.	70 71
Mixed car.	68 69
Do—No. 3 white.	68 69
Oats—No. 2.	58 59
Flour—Winter patent.	3 50 3 55
Do—No. 1.	3 45 3 50
Do—No. 2.	3 40 3 45
Do—No. 3.	3 35 3 40
Do—No. 4.	3 30 3 35
Do—No. 5.	3 25 3 30
Do—No. 6.	3 20 3 25
Do—No. 7.	3 15 3 20
Do—No. 8.	3 10 3 15
Do—No. 9.	3 05 3 10
Do—No. 10.	3 00 3 05
Do—No. 11.	2 95 3 00
Do—No. 12.	2 90 2 95
Do—No. 13.	2 85 2 90
Do—No. 14.	2 80 2 85
Do—No. 15.	2 75 2 80
Do—No. 16.	2 70 2 75
Do—No. 17.	2 65 2 70
Do—No. 18.	2 60 2 65
Do—No. 19.	2 55 2 60
Do—No. 20.	2 50 2 55
Do—No. 21.	2 45 2 50
Do—No. 22.	2 40 2 45
Do—No. 23.	2 35 2 40
Do—No. 24.	2 30 2 35
Do—No. 25.	2 25 2 30
Do—No. 26.	2 20 2 25
Do—No. 27.	2 15 2 20
Do—No. 28.	2 10 2 15
Do—No. 29.	2 05 2 10
Do—No. 30.	2 00 2 05
Do—No. 31.	1 95 2 00
Do—No. 32.	1 90 1 95
Do—No. 33.	1 85 1 90
Do—No. 34.	1 80 1 85
Do—No. 35.	1 75 1 80
Do—No. 36.	1 70 1 75
Do—No. 37.	1 65 1 70
Do—No. 38.	1 60 1 65
Do—No. 39.	1 55 1 60
Do—No. 40.	1 50 1 55
Do—No. 41.	1 45 1 50
Do—No. 42.	1 40 1 45
Do—No. 43.	1 35 1 40
Do—No. 44.	1 30 1 35
Do—No. 45.	1 25 1 30
Do—No. 46.	1 20 1 25
Do—No. 47.	1 15 1 20
Do—No. 48.	1 10 1 15
Do—No. 49.	1 05 1 10
Do—No. 50.	1 00 1 05

NEW YORK.

Wheat—No. 2 red.	74 75
Do—No. 2 white.	65 66
Do—No. 2 yellow, car.	72 73
Do—No. 2 yellow, sacked.	70 71
Mixed car.	68 69
Do—No. 3 white.	68 69
Oats—No. 2.	58 59
Flour—Winter patent.	3 50 3 55
Do—No. 1.	3 45 3 50
Do—No. 2.	3 40 3 45
Do—No. 3.	3 35 3 40
Do—No. 4.	3 30 3 35
Do—No. 5.	3 25 3 30
Do—No. 6.	3 20 3 25
Do—No. 7.	3 15 3 20
Do—No. 8.	3 10 3 15
Do—No. 9.	3 05 3 10
Do—No. 10.	3 00 3 05
Do—No. 11.	2 95 3 00
Do—No. 12.	2 90 2 95
Do—No. 13.	2 85 2 90
Do—No. 14.	2 80 2 85
Do—No. 15.	2 75 2 80
Do—No. 16.	2 70 2 75
Do—No. 17.	2 65 2 70
Do—No. 18.	2 60 2 65
Do—No. 19.	2 55 2 60
Do—No. 20.	2 50 2 55
Do—No. 21.	2 45 2 50
Do—No. 22.	2 40 2 45
Do—No. 23.	2 35 2 40
Do—No. 24.	2 30 2 35
Do—No. 2	