

CLEANS HIS COWS' TEETH

Linen Coats and Hats Also Provided by Schoepf, Traction Magnate, for Herd.

Cincinnati, Ohio.—Real coats for cows and a tooth brushing three times a day are the novel methods adopted in dairy farming by W. Kelsey Schoepf, a traction magnate, who is interested in the street railroads in New York City.

For the past two days the two farmers who have sole charge of his \$75,000 herd of twenty-four blooded Jerseys have each morning dressed their charges in the one-piece linen garments so stylish just now. These are calculated to keep the flies off the noses during the day and consequently keep their blooded dispositions satisfied.

Mr. Schoepf has always been of the opinion that were a cow's teeth cleaned like a human being's, better health and better milk would result. When it was reported that following the experiment each bovine produced over two gallons of rich, pure milk every day Farmer Schoepf gave orders that the innovation be made permanent.

Ninety pounds of butter over and above the supply for the magnate's house in Cincinnati and town house in New York are produced, and this finds a ready market among the neighbors. The millionaire declares that the sales are not made for profit, but merely to use the surplus milk.

The farm at present is under the superintendency of an employee, but Mr. Schoepf declares that in a year from now he intends to spend three or four months on the place and run it himself.

Schoepf's first innovation in dairy farming was to have his cows bathed every day.

TO MUZZLE ROOSTERS.

Device Invented to Stop Their Early Morning Crowing.

Washington, D. C.—The recent municipal edict which may spell the banishment of the insomnia-producing rooster within Washington's city limits has aroused the inventive genius of a man who has devised a rooster muzzler. His idea is to kill the crow, but save the rooster.

This advocate of a noiseless chandelier believes that if the authorities will sanction the use of the device, which consists of a simple collar of leather with a small cotton pad, fastened around the rooster's neck, sufficiently tight to throttle the vocal organ, both the community and the rooster can live in peace and quiet. The corporation counsel has been asked to determine the unique question whether to muzzle roosters is legal.

HEN AND CAT EAT SNAKES.

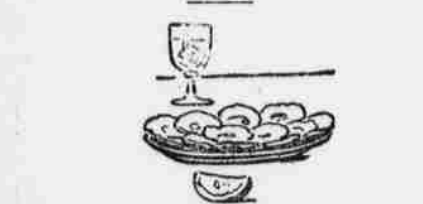
Bee Hunters Find Blacksnake Eggs—It Was Near Winsted.

Winsted, Conn.—Leon and Truman Clark, of East Hampton, are watching a hen they own because it ate the rattles off a big snake they had killed.

H. M. Taylor, of East Hampton, is watching a cat because it nibbled the hide off a rattler he skinned and ate up the oil he had placed in a cup. The oil was worth about \$1 an ounce.

A party of Chester bee hunters found a snake's egg in a hole in a tree, while setting fire to the tree to smoke out a swarm of bees. Further search revealed more eggs, and then a blacksnake raised its head from the hole. It was shedding its skin, and therefore blind. One of the party cut off its head. The snake was six feet in length and four inches across.

"OH, SAY! LOOK WHO'S HERE."



Steamer Impales 70-Foot Whale. Plymouth, England.—The steamer Kaiser Wilhelm der Grosse from New York, off the banks of Newfoundland, collided with a 70-foot whale that evidently was asleep on the surface of the water. The whale became impaled on the liner's bows and all its efforts to free itself were futile. Finally the steamer had to go full speed astern in order to get clear of the dying leviathan.

Killed Town's Pet Snake. Elytheville, Ark.—Wilbur Robinson, a St. Louis travelling man, and "Jim" Hardy, a hotel clerk, came near "mixing" a day or two ago. Hardy was prevented from drawing his pistol by bystanders when Robinson resented a "call down" from Hardy for killing a five foot chicken snake which had come to be regarded as a town pet. The snake, known to be of a harmless species, was crossing the street when Robinson used a big stick to end its life.

A FAMOUS SEA FIGHT.

How the Boxer and Enterprise Had It Out in 1813.

Wiscasset, Me., had a big day in 1813, when the American brig Enterprise met the English brig Boxer, but a short distance outside Wiscasset harbor. The English vessel mounted fourteen guns and was commanded by Captain Samuel Blythe. The Enterprise was of about the same strength and, as the two vessels neared each other Captain Burrows, who commanded the Enterprise, suddenly changed his course and put out to sea. This looked like running away and a delegation of the sailors went to the captain and protested against the action, saying that they wanted to fight. The old sea dog merely shifted his quid of tobacco and replied: "Don't worry, boys, I will give you all the fight you want before you get out of this!" And he kept his word.

Captain Burrows was merely playing for time. As soon as he was out of reach he deliberately mounted his heaviest long gun out of his cabin window. It was an unheard of method of fighting, but as soon as the gun was firmly placed he gave the command to change course, put on all sail and run down to the Boxer as rapidly as possible. Then commenced the famous historic battle. Swinging broadside to the Boxer he poured solid shot into the English ship until she fairly trembled on the water. Captain Burrows fired the long gun himself and in a short time was mortally wounded. Captain Blythe, of the Boxer, was shot dead at the same moment. Burrows refused to be taken below, but continued to direct the battle from a stretcher, and every few moments would feebly shout: "Are you getting all the fight you want, boys?"

It was a terrific battle and the decks of both vessels were slippery with gore and covered with the dead and dying. Not until 4 o'clock in the afternoon was there any cessation of the struggle and then the Boxer asked for quarter. It was noticed that her flag was still flying and soon it was learned that it had been nailed to the masthead. Against the protests of her officers the flag was torn down and the white flag run up. It was found that the Boxer was literally cut into pieces. Fourteen dead and dying men lay on her deck and among these was Captain Blythe. Others had been thrown overboard so that it was never known how many men were lost in the battle.

The Enterprise was also terribly shattered. Captain Burrows had the sword of Blythe hung above his stretcher and said: "I can now die contented." Only one other of his crew had been killed, but thirteen were wounded in different degrees and were cared for as well as possible.—Lewiston Journal.

Stray Bits of Information.

The first sleeping car was started over the tracks in 1858.

Holland has few dependent paupers. Work is provided for all who apply for relief.

Next year Memphis will try the commission form of government, which has been so successful at Galveston and Des Moines.

Modern motor steam ploughs are being introduced into India. One of them, made in London, can plough 10 to 15 acres of ordinary ground a day.

Nearly 120,000 infants under a year old die every year in England. One hundred thousand of these are victims of the ignorance and carelessness of their mothers.

Jose Guadalupe Aleido of Jalostitlan, State of Jalisco, Mexico, is said to be the oldest man in the world. The record of his birth, as contained in the archives of the parish church, shows that he was born in 1770.

The women of Denmark had their first opportunity to vote in the municipal and communal election of that country March 12. Queen Louise is said to have shown her approval of the franchise by visiting a large millinery warehouse while the voting was in progress and urging the women to vote.

The Clothesline Test.

"Let me see her clothes on the line," said an old-fashioned woman recently, "and I can tell you if she is a good housekeeper." The test lies in the way the garments are hung. If the skirts are scattered around promiscuously the women lets garbage stand on her kitchen table over night. The skirts, like we men, should always hang together, shoulder to shoulder, and everything of its kind should hang in a row.—Atchison Globe.

Functions of the Happy.

A happy man or woman is a better thing to find than a five-pound note. He or she is a radiating focus of good will; and their entrance into a room is as though another candle had been lighted. We need not care whether they could prove the forty-seventh proposition; they do a better thing than that, they practically demonstrate the great theorem of the Livableness of Life.—Robert Louis Stevenson.

Mother's Day in England.

Provincial England is smiling in a superior way at America's belated celebration that the country ought to observe mother's day. In the villages of Cornwall, Devonshire and Lancashire mother's day has been a recognized institution for generations. It is celebrated on mid-Lent Sunday.

Why They're Disappointed.

"Some men sit with folded hands waiting for their ships to come in," remarked the Observer of Events and Things, "who never made a single move toward even raising a sail."



NATIONAL SUCCESS INVOLVED.

Hinges to a Large Extent Upon Condition of Highways.

A cursory perusal of the reports of railway commissioners, and of the data compiled by the Departments of Agriculture and Commerce at Washington, would convince the most skeptical theorist that the agricultural and transportation interests of the United States overshadow in importance the manufacturing and all other interests combined. The question of our success as a nation depends not on what we can make, valuable as this element is, but on what can be raised from the soil and transported to the consumer at a cost that will not be prohibitive. Therefore it follows, logically, that our national prosperity hinges in a large measure upon the condition of the highways throughout the country; for, if crops be abundant, labor plentiful, and money for transportation to be had at reasonable rates, yet if the roads cut off communication from farms to shipping points, the price of the produce becomes abnormally high, and what ought to be a public benefit becomes a national calamity.

Numerous tests, covering widely separated territories and varying conditions of climate and topography, have resulted in securing valuable figures on the traction resistance with wheels equipped with tires of different widths on macadam, clay and hard-dirt roads, as well as on sandy and muddy ways.

The lines of inquiry in one experiment including upwards of a thousand counties throughout the States of the Union, showed that the average length of cartage over country roads was slightly more than twelve miles, with an average weight of a little over two thousand pounds per load, and a consequent cost of about twenty-five cents per ton per mile.

While the rational handling in a broad fashion of the entire good-roads question would redound to the benefit of all citizens, it seems essential that the farmers should be shown something of the direct profits that must come to them from the extension of good roads.

Several counties in one of the States in the Middle West were thoroughly canvassed under professional supervision, and the data collected from intelligent farmers were carefully tabulated. When there were included such elements as economy in time, in force of transportation, and the reduction of the cost of wear and tear, it was estimated that each section of land with poor roads represented a loss of \$2,432 per annum—enough to construct several miles of good highways. The increase in valuation of each section of land by the construction and maintenance of proper roads was from the same data estimated at \$5,760, or about \$9 per acre.

Make All-the-Year-Round Roads.

Roads should be so constructed that they will be passable during all seasons of the year, a condition of affairs that would add an element of stability and regularity to the trade of the country. As matters stand now it often happens that the wet season transforms roads into quagmires, causing produce to accumulate until drier weather permits its being hauled to the nearest station, which thus brings about a congestion of traffic because the railway authorities are unable to meet the extraordinary demand for cars. In this way some of it perishes and part is damaged, and, taken all in all, the value of the whole is materially decreased before it reaches the consumer, though the price to the consumer under such conditions is abnormally high. The farmer should not overlook the point that it is to his great advantage to be able to draw produce to the shipping point at a time when regular farm duties are least absorbing, and to have the advantage also of marketing produce whenever the price is highest.

Make it Stay Good.

A good road in order to stay good must be properly maintained and kept in good condition. A very important feature of proper maintenance is that of keeping the ruts out by continual raking or dragging. Wherever ruts are allowed to remain they will hold water from every rain, which, unless removed will soften the roadbed and result in chuck holes injurious alike to the team, the wagon and the driver.

A Comparison.

On good roads heavier loads can be drawn, and drawn faster, and the difference between the selling price of produce when carried in a wagon over a smooth road for one hour and the price of the same produce transported over a rough road for three hours is oftentimes the difference between profit and loss.

Reason for Earth Roads.

In many sections of the country there are no convenient deposits of rock, gravel or other hard substances with which to build durable roads and on account of the excessive cost of such material where it is transported from a distance, the majority of our public highways are necessarily earth roads.

Cuba in Line.

It is reported that about 80 miles of good roads will be built this year in the Province of Havana, Cuba.

INTERNATIONAL NEWSPAPER

BIBLE STUDY CLUB.

Answer One Written Question Each Week For Fifty-Two Weeks and Win a Prize.

October 3, 1909.

(Copyright, 1909, by Rev. T. S. Linscott, D.D.) Paul a Prisoner—The Arrest. Acts xli:17 to xlii:29.

Golden Text—Thou therefore endure hardness as a good soldier of Jesus Christ. 2 Tim. 2-3.

Verses 17-19—Why is it that there is no class of people who so love each other, and rejoice in each other's fellowship, as real earnest Christians? Why did the Christians at Jerusalem receive Paul so gladly?

Paul told them about the wonderful things which God had wrought through his ministry among the Gentiles. Should Christians always tell each other of the victories of their faith and works, or is it liable to engender pride and look like boasting?

Verses 20-22—Does a good man always "Glorify God" at the success of others?

What, either among men or angels, is the greatest cause for joy? (See Luke 15:7.)

What is it a sign of, when a person criticizes or is not glad when he learns of the goodness of another?

Could a Christian, either then or now, be fully led of the Holy Spirit, if at the same time guided by, or "Zealous of the law"?

In bridging the two dispensations, is it likely that God, so to speak, winked at the Apostles trying to graft the law of Moses into Christianity, or was it God's plan that Jewish Christians should still keep the law?

Is it likely that even James and the elders at Jerusalem knew of the full liberty of Christ's gospel, or that "the law" was to be abandoned? (See Gal. v:1-6. Heb. viii:8-13 et seq.)

Verses 23-26—Did James and the elders give Paul good advice in this matter of the vow, and shaving their heads, and can you conceive it as possible that they were directed by God in the advice they gave?

Did Paul do a wise thing to join with these four men in the matter of the vow, and what he must have known to be a useless ceremony in connection therewith?

Paul in one place states in substance that he became all things to all men that he might win men to Christ. How far can we carry out that principle without being guilty of deception? (See 1 Cor. ix:20.)

Verses 27-28—What is the difference between a Christian, who, from prejudice, speaks evil of another Christian and those Jews who spoke falsely of Paul?

Verses 29-30—Should we ever form an opinion or spread a rumor from mere appearances?

Which generally raises the more excitement and why: a rumor of something very good, or of something very bad about a man?

Verses 32-40—What is it in human nature which makes one class or race, or political party or religious body, so cruel against another, class, or race, or political party or religious body, when their passions get stirred? (This question must be answered in writing by members of the club.)

Chap. xlii:1-5—Ought the fact that Paul had once been one of themselves, and had changed to be a Christian, from convictions of duty to God, to have given him favor with God fearing and reasonable men?

Verses 6-21—Is the narration of our personal Christian experience a duty, and is it an effectual way to preach the gospel to sinners, and a help to believers?

Here is a man with hatred in his heart for Jesus, on a mission of persecution to Jesus' followers; on the road he sees (1) a great light from heaven; (2) he is stricken to the ground; (3) he is spoken to by Jesus; (4) he asks Jesus who he is; (5) Jesus answers his questions; (6) those with him saw the light but heard not the voice; (7) he asks Jesus what he shall do; (8) Jesus told him to go on to Damascus and he should there get full instructions; (9) he is blind and led by the hand to Damascus; (10) Ananias restores his sight and gives him instruction what he must do; (11) he is baptized. Now what are the most striking features in this experience of Paul's conversion?

Verses 22-29—Did Paul's experience stir their anger because they did not believe his testimony or because they thought it was true and that it was likely to cause his release by the Romans?

Lesson for Sunday, October 10th, 1909. Paul a prisoner—The Plot. Acts xlii:36 to xliii:35.

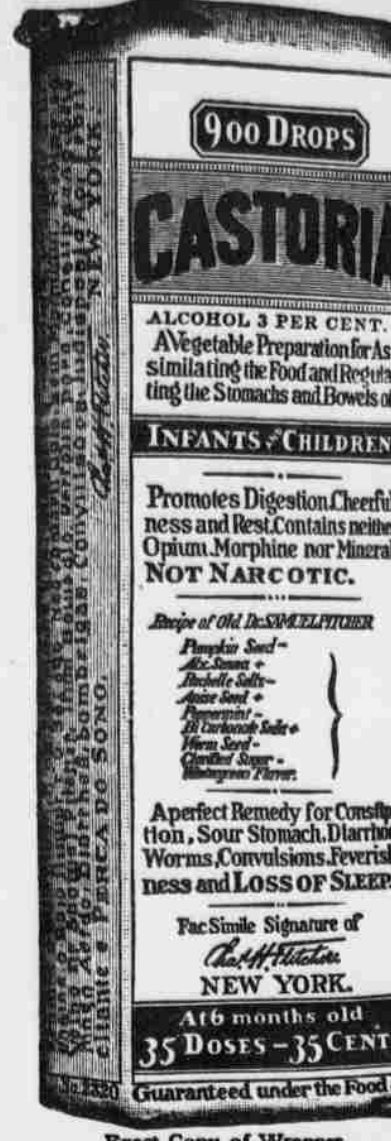
Advantage of the Lower Berth.

"I see that the Pullman Company is going to make a difference in rates between the upper and lower berth." "Yes, and I suppose the lower berth will be the higher priced one." "No doubt."

"So that the man who sleeps in the lower berth will have to pay something additional for the chance of getting his face stepped on by the man in the berth above."

New England Society.

There is a National Society of New England Women that has branches in many of the state, co-operating often with the men's New England societies, but making pleasant opportunities for women to take up the thread of remembrances with one another. Miss Leslie Woodbury Law is the president, residing in New York.



CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Hatcher*

In Use For Over Thirty Years

CASTORIA

THE CANTON COMPANY, NEW YORK CITY.

W. B. HOLMES, PRESIDENT. H. S. SALMON, CASHIER. A. T. SEARLE, VICE PRES. W. J. WARD, ASS'T CASHIER

We want you to understand the reasons for the ABSOLUTE SECURITY of this Bank.

WAYNE COUNTY SAVINGS BANK

HONESDALE, PA.,

HAS A CAPITAL OF \$100,000.00 AND SURPLUS AND PROFITS OF 355,000.00 MAKING ALTOGETHER 455,000.00

EVERY DOLLAR of which must be lost before any depositor can lose a PENNY. It has conducted a growing and successful business for over 35 years, serving an increasing number of customers with fidelity and satisfaction. Its cash funds are protected by MODERN STEEL VAULTS.

All of these things, coupled with conservative management, insured by the CAREFUL PERSONAL ATTENTION constantly given the Bank's affairs by a notably able Board of Directors assures the patrons of that SUPREME SAFETY which is the prime essential of a good Bank.

Total Assets, - - - \$2,733,000.00

DEPOSITS MAY BE MADE BY MAIL.

DIRECTORS: W. B. HOLMES, CHAS. J. SMITH, A. T. SEARLE, H. J. CONGER, T. B. CLARK, W. F. SUYDAM, F. P. KIMBLE, H. S. SALMON

Ten Cents Daily

TEN CENTS SAVED every day will, in fifty years, grow to \$9,504.

TWENTY CENTS SAVED daily would in fifty years amount to \$19,006.

The way to accumulate money is to save small sums systematically and with regularity.

At 3 per cent. compound interest money doubles itself in 25 years and 164 days.

At 6 per cent. money doubles itself in 11 years and 327 days.

If you would save 50 cents a day, in 50 years you would have \$47,520.

If you would save \$1.00 a day, at the end of 50 years you would have \$95,042.

Begin NOW a Savings Account at the **Honesdale Dime Bank**

THREE PER CENT. INTEREST PAID

Money loaned to all Wayne counteans furnishing good security. Notes discounted. First mortgage on real estate taken. Safest and cheapest way to send money to foreign countries is by drafts, to be had at this bank. HOUSEHOLD BANKS FREE.

Telephone Announcement

This company is preparing to do extensive construction work in the

Honesdale Exchange District

which will greatly improve the service and enlarge the system

Patronize the Independent Telephone Company

which reduced telephone rates, and do not contract for any other service without conferring with our

Contract Department Tel. No. 300.

CONSOLIDATED TELEPHONE CO. OF PENNSYLVANIA. Foster Building.