HOOD'S SARSAPARILLA I could eat anything withor distress. I have now fully recovered. Freel well and am weeth." D. M. JOHDAN, Edimeston, N. J. Heod's Pitts cure all Liver Ills, littleusness,

German Syrup"

dian store keeper at Notre Dame de Stanbridge, Quebec, Can., who was cured of a severe attack of Congest-ion of the Lungs by Boschee's Ger-man Syrup. He has sold many a bottle of German Syrup on his per-sonal recommendation. If you drop him a line he'll give you the full facts of the case direct, as he did us, and that Boschee's German Syrup brought him through nicely. It always will. It is a good medicine and thorough in its work.



An agreeable Laxative and Neuve Toxic.
Sold by Druggists or sent by mail. 25c., 50c.
and \$1.00 per peckage. Esuples free.

KO NO The Pavorite Toops rewest
for the Teeth and Breath, 25c.

DR. KILMER'S SWAMP-ROOT CURED ME.

SUFFERED EIGHT YEARS! Couldn't Eat or Sleep.

Dr. Kilmer & Co:-"I had been troubled for I lived mestly on milk, as every-thing I ate hurt me so. My kidneys and liver were in a terrible state. Could neither sleep erent. I had been treated by the best Chicago doctors without any benefit what-ever. As a last resort l

ROOT, and now I can eat mything, no matter what. Nothing burts me, and can go to bed and get a good night's sleep, SWAMP-ROOT

Any one doubting this statement can write, will gladly answer." Mrs. German Miller, Dec. 20th, 1892. Springport, Mich.

SWAMP-ROOT CURED ME.

Had Terpid Liver For 14 Years.

Billious all the Time.

Bilious all the Time.

Dran Sins:—I have been troubled tropped Liver for it years and gone throcourses of bilious fever; many times it has been impossible for me to do any kind of abor. Dr. Kimer's WAMP-ROOT was first recommended to me by Holthouse, Backburn & Co. (Druggists) Decatur, Ind. After taking one bottle I was incertain whether I was ranky deriving any benefit or not; after taking the second

string any bencht of second after taking the second bottle, however, I found that my beath was improving and I continued until I had taken 6 bottles. I can now cheerfully recommend waamping to the correction on who has torpid liver, for it has completely cured me."

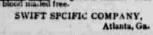
Jan, 16th, 18th, F. W. CRRISTIANER, SWAMP-ROOT, The Great Blood Purifier.

SWAM P "Guide to Health" Free, Consul-tation Free, Dr. Kilmer & Co., Binonamton, N. Y.

Parilla Liver Pills

I am seventy-seven years old, and have had my age renewed at least twenty years by the use of Swift's Specific. My foot and lee to my knee was a two years, and physicians said ed. After taking fiften small is not a sore on my limbs, and I new lease on YEARS OLD Palmer, Kansas City.











HOW THE WORLD TRAVELS

EXHIBITS IN THE BIG FAIR'S TRANSPORTATION PALACE.

The Gorgeous Golden Door—American and Foreign Exhibits of Everything Relating to Travel on Land Sea-Ancient and Modern Methods Contrasted.

A tramp over the extensive acreage of the Transportation Building is calculated to give one respect for the dimensions of the World's Pair. Just to walk by and look at the exbibits is a day's work,

The Golden Door of the Transportation cliffee is celebrated—just as a black sheep is
—because it is so different from its fellows.
This palace is unlike all the others in color
and general design. It is nearly a thousand
feet long, and one-quarter as wide, and is
surmounted by a cupola 165 feet high, in
which eight elavators are constantly running.

surmounted by a cupola 165 feet high, in which eight elavators are constantly running.

Its grand portal, or "Golden Door," faces the lagoon and the shores of "Wooded Island." It consists of a series of receding arches entirely overlaid with gold leaf. But its general effect is gorgeous and not harmonious. Along the stairways which lead from the entrance are typical statues—a brakeman, a helmsman, Stephenson, Fulton, Watt, the apostles of Progress, the Aristocracy of Invention.

Evidently the masses from the West think more of this building and of Machinery Hall than of the Art Palace. This is natural, says a Chicago correspondent of the New York Journal. The railroad as the developer is almost superhuman in Western eyes. To it are due such marcels as the growth of Chicago. Then why not have a temple to celebrate its greatness? And what a temple it is! Long lines of massive yet superbly graceful cars, mighty locomotives, exquisitely decorated, and watched over by men who treat them as if they were steeds which can think and act; gigantic snow plows, fit to cleave the most stubborn drifts of the Sierras; quaint groups of early locomotives—little old-fashioned tea-pots, which look as if they could be carried in the tenders of modern engines; vast collections of photographs illustrating railroad machinery; air brakes operating on a hundred cars at once; limited trains equipped like palaces—what is there not in this wonderiul place?

are fine displays by the Philadein a Reading, the Old Colony, and the Chicago & Northwestern Railroads. The latter exhibits the "Pioneer," a little puffing billy-goat of an engine, the first ever sent into Chicago. The Pennsylvania Railroad is richly represented.

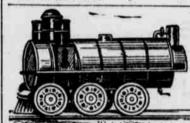
The Pennsylvania Railroad is richly represented.

The marine exhibit of America is good: I can but briefly allude to it. Perhaps the most striking thing is the section of an Atlantic liner, showing the interior arrangements; it is so realistic that it fairly makes you seasiek. Here is an exquisite model of the Puritan; and here are steam and electric launches, dories, schooners and racing yachts until the wearled vision can no longer contain; them.



More than sixty thousand square feet are covered by the exhibition of land and sea travel in France. The French line mail steamers are well represented, the display consisting principally of six large paintings or diorams, representing an arrival at New York Harbor of two of the company's steamers; "Going on board at Havre," showing the dock with one steamer ready to go, and taking passengers and baggage, and a special train arriving from Paris; the dining-room of a steamer at night, lighted with electricity the arrival of an African steamer at Masselles; a view of Algiers, with blue sky mand the dock with one of the constant of the seamer in process of construction. These pictures were painted by Philpot, Hoffbaur, Montenard and Motte. The remaining portion of the exhibit consists of models of coast steamers. Just to the right of the main entrance is the British section, extending through the main building into the annex. In front is a carriage and saddlery exhibit. Then comes the spendid marine exhibit of Great Britain. Nearly all the great ship building firms are represented by models, one, that of the warship Vetoria, being thirty feet long, and cost #20,000. It is said to be the finest marine

"GOLDEN DOOR" OF THE TRANSPORTATION BUILDING.



THE LOCOMOTIVE SAMSON,

Another very interesting exhibit is the old locomotive 'Samson,' case of the first engines ever introduced into America. This engine was built in 1835, at New Sheldon, Durham, England, and brought to this country about the same time. It was used in the Albidon coal mine, near Stellarton, Nova Scotla, until a few years ago. Accompanying the locomotive is the passenger car. It is a clumer affair, containing two seats, with room for about four or five passengers. The doors open on the sides, the same as many English coaches of to-day. The engine and coach are in a pretty tair state of preservation. The tender in those days went ahead of the locomotive, while the engineer stood on the rear. The engine is a standard gauge, inverted direct-acting, with four-foot drivers. Two other ancient locomotives are also among the exhibits, the "Albidon" and "Old Ironsides." Both of these are more primitive in their construction than the "Samson, and are not quite so large.

The original "John Buill" is standing on the New York Central tracks, and the De Wit Clinton, with its historic train of the great 125-ton steam hammer of the Bethlehem (Penn.) Iron Works. The original bammer weighe 2388 tons. The model is of staff and wood. It is exhibited here because the letchlehem hammer forges steamship shafts and cranks, as well as gams and armor plates. It is shapped like a letter A. Its highest point stands inhety feet above the floor line, and is thirty-edigal teet.

One of the great 125-ton steam hammer of the Bethlehem (Penn.) Iron Works. The original bammer weighs 2388 tons. The model of the great 125-ton steam hammer forges steamship shafts and cranks, as well as gams and armor plates. It is shapped like a letter wide. The supports are each composed of two parts, the lower ones weighning seventy-one tous each, and the upper ones forty-eight tous cach. The Bethlehem hammer forges steamship shafts and cranks, as well as gams and armor plates. It is shapped like a letter to the control of the same plant of the control of the same p

Look at the old "Comet" here. It is the very oldest locomotive ever run in America, and was brought from England in 1831 by an English company. Near it stands Robert P. Burt, of Janesville, Wisconsin, who has the honor of being the oldest engineer in the land.

I wonder how he feels when he gets in the shadow of such monsters as that locomotive from the Baldwin Works, in Philadelphia, which weighs 195,000 pounds? There is another giant on its pedestal, an engine from the Brooks Works, weighing 180,000 pounds. When the Corean Embassy saw these leviathans, they stood as if stapefied, Finally they asked if they would really run on tracks, and the assurance that they would filled them with amazement. This company also shows models of railway stations, and one of the original Stephenson locomotives, the "Rocket," There is also shown the Trevitchick locomotive, the first that ever drew cars. The London & Northwestern exhibit includes a section of ideal railway track; also an exhibit of a section of the actual stran railway on which the Trevit railway track; also an exhibit of a section of the actual strap railway on which the Trevit-chick locomotives ran in 1894. The latter exhibit includes two of the original cars, the woole shipment having been sent directly from Wales, and weighing five tons. The Great Western Railway Company, of Eng-land, exhibits in this section the original seven-foot-guage locomotive, "Lord of the Isles," built in 1831, for exhibition at the first World's Fair.

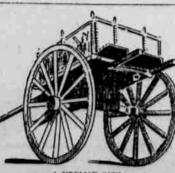
seven-loot-gaage locomotive, "Lord of the Isles," built in 1851, for exhibition at the first World's Fair.

The Canadians show a complete transcontineutal train, such as are in use on the Canadian Pacific. The cars are of solid mahogany and lighted by electricity.

In striking contrast with this is the "dog train," such as is still in use in the far Northwest, with the energetic dogs obeying the commands of the half-breed drivers.

The German exhibit covers the entire southern portion of the main building and a part of the annex. All the decorative features of this exhibit, which are slaborate and beautiful, were furnished by the German Commission. A special feature of the display is an exhibit on the Siemera & Haiske system of interlocking switching apparatus. Two locomotives and all kinds of railway cars, including ambulance cars used by the Red Cross Society in war times, are snown. There is a great track museum from Osnabruck.

What else can I tell you of such a vast



How It Feels to Be Scalped.

The man who can tell more tales of Indian fighting, bear hunting, and wild life generally than any other man west of the Rockies, is Carroll Bronson, a pioneer of the Selkirk Mountains in British Columbia. It is lorty-two years since he made his way alone from the head waters of the Missouri to those mountains, and he is now in San Francisco, seeing for the first time in all those years a town of more than a thousand persons.

His face is a arred from arrow wounds

more than a thousand persons.

His face is a arred from arrow wounds received in Indian fights, and if he lifts his long white hair from the side of his head he shows a great circular scar extending from above his right eye clear around the right side and back of his head almost to the left ear. That is where the old man was scalped. "It was in '06, with the Sioux." he

That is where the old man was scalped.

"It was in '66, with the Sioux," he explained, "and it was the worst brush I ever had with the Indians. They came upon a camp of nine of us, and one of them pounced upon me, seized me by the hair, and cut right around my head where you see this scar. Then he gave a sharp wrench upward with his right hand and laid the whole skull bare. I cannot describe the rain it bare. I cannot describe the pain it gave me, and I don't believe I could have endured any more without simply dying of it. There is no other torture man can be subjected to that will begin to compare with being scalped. "It is a common belief that a man can't live after being scalped, but I've

survived the experience a matter of twenty-two years, and I don't think I'm quite to the end of my journey yet, even if I am 70 years old. I knew an-other man up there, too, who didn't die under the scalping-knife. The scalp was torn completely off from the whole top of his head, so that it had to be constantly swathed in cotton and olive oil. He lived a year. That man knew what suffering means, if ever a man did."—New York Sun.

The Eiffel Tower.

M. Eiffel's metalized monument in the Champ de Mars is said to have lately been competing with the famous Leaning Tower of Pisa. The rumor was spread diligently recently that the Nineteenth Century Babel had been seen to oscillate slightly toward the seen to oscil'ate slightly toward the lett or the right, no one beir g able to specify the particular direction. M. Eiffel and his constructors admit the possibility of a slight deviation of the axis of the tower, but they are firmly convinced that the iron edifice is as perpendicular as the firm stone foundation on which it rests. They contend that even if the tower deviates the accident would be of no importance, as accident would be of no importance, as it rests not only on a strong basis of masonry but on a complicated maze of machinery of steel and cast iron, into which hydraulic presses of 800 tens power can be introduced for the purpose of keeping the tower in the per-pendicular. The engineers also aver that the ground on which the tower rests is no more overweighted than if it bore an ordinary Parisian building of five stories, and that the resisting power of the iron of which it is com-posed is sufficient to insure its safety. The tower, as it now stands, is a thing of wonder if not of beauty, and will certainly be the marvel of the approaching universal exhibition.—London Daily Telegraph.

Postponement Inevitable.

Miss Gushly (pausing on the ladder, while the moon modestly hides its face behind a cloud)—Stop, Jack! We must postpone the elopement until to-morrow. I have forgotten to write to morrow. I have forgotten to write to my mother.

Jack Borrowit—No matter, darling— hurry! You can send the letter by

Miss Gushly—How absurd you are: It must be left on the dressing-case of the romance of the whole thing is spoiled. I shant move a step.—Judge.

Made a Forcible Impression.

She (softly) -I shall never forget this night - and this ball. He (tenderly)—Tell me—why? She—And that last waltz.

He-You delight me! She—And you! He—You entrance me! Then I have

She (more softly than ever)—Yes You've about smashed two of my toes London Tid-Bits.

THE following table shows the popu-tion and property valuation of the Ter-ritories in the United States, most of which are at present seeking admissior

btatenood:		
	Popula-	Property
	tion.	valuation
acks	49,850	\$ 25,050,000
rizona	83,003	75,000,00
akota	600,00.1	161,42 ,97
labo		21,288,000
ontana		67,002,000
ow idexico		43,157,99
tah	210,000	46,379,000
a-hington		84,621,180
youning		011051100
A consisted	CELLE ON W. C.	********

Pencils for Giass.

To make pencils for writing on Take beeswax 2 oz., mutton suet 3 oz., and stearic acid 4 oz.; melt all together, and add about 5 oz. of red lead, to which has been mixed a small portion of purified carbonate of potassa; stir all well together, then pour into hollow glass rods and

That Unusually Breezy Journal. The Pittsburg Leaders, furnished their readers est Thursday with a four column account of the marriage of Princess May and Prince Beorge, giving in detail the royal ceremony, adescription of the bridal trous-sau, with pentaction of the possible King and Queen of England, and the toa-t of Queen Victoria. The Leader is always live, bright and newsy.

Dials were spoken of by Isaiah 700 years pefore the Christian era.

We Cure Rupture. No matter of how long standing. Write for free treatise, testimonials, etc., to S. J. Hollensworth & Co. Owego, Tioga Co., N. Y. Price \$1; by mail, \$1.15.

Only about 1,0 0,0 0 persons are engaged n agriculture in Brazel.



The Siquelilest Kind of Journalism. Editor (to reporter)—I think we'll dispense with your services hereafter. "Why?"

"We can't afford to keep a man who makes enemies of the best people in

How have I made enemies?" "How have I made enemies?"
"See here—in this account of the wedding last night you make no reference to the bride being beautiful and accomplished, and you dismissed the groom without saving that he is one of the most popular young men in the city. That kind of business won't work in this office."

When His Back Was Turped. She—Why don't you sit down?
He—Why—er—the truth is, your
papa assaulted me last night.

papa assaulted me last night.

She—Assaulted you?

He—Yes, assaulted me. I wouldn't have minded it so much had it not been for the cowardly way he did it.

She—What do you mean?

He—He kicked me—when my back

London has over 1,000 "haunted" houses.

The Ladies

The pleasant effect and perfect safety with which ladies may use the California liquid laxative. Syrup of Figs, under all conditions makes it their favorite remedy. To get the true and genuine article, look for the name of the California Fig Syrup Co., printed near the bottom of the package.

The weight of a crowd averages from 140 to 150 pounds per square foot.

E. A. Rood, Toledo, Chio, says: "Hall's Ca-tarrh Cure cured my wife of catarrh fifteen years ago and she has had no return of it. It's a sure cure." Sol.1 by Druggists, 7.c.

Japan has the freest press,

Beecham's Pills cure indigestion and consti-pation. Beecham's no others. 25 cts. a box.

The average annual product of each borer in India is estimated at \$50.

Hatch's Universal Cough Syrup is positively inequaled. Try it Scentwat druggists. The Krng Jorgensen rifle has been adopted by the Government of Turkey.

If afflicted with sore eyes use Dr. Isaac Thomp-son's Eye-water. Druggists sell at Do per bottle. Canes, particularly of the higher class, are chiefly made in the East End, London.

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You want the Best

Royal Baking Powder never disappoints; never makes sour, soggy or husky food; never spoils good materials; never leaves lumps of alkali in the biscuit or cake; while all these things do happen with the best of cooks who cling to the old-fashioned methods, or who use other baking powders.

If you want the best food, Royal Baking Powder is indispensable.

"A Good Tale Will Bear Tolling Twice." Use Sapolio!

SAPOLIO



Scrofula and Salt Rheum Of 25 Years Standing, BLOOD PURIFIER THAT CURES.

STLEMEN —I horeby certify that 1 erry for over MS years, wit and Smit Atheum. Have Fryeleinas and expended many that the second of the second to the second of the second of the types and log from what ore and given up hope that there was a with very little faith I purchased ARSAFARILLA of my Druggle thin guarantee if I was not be

DANA'S SARSAPARILLA all who wish a Blood Purifier that lures. Yours very truly, PIELPS S. WELLS. Ft. Jackson, St. Lawrence Co., N. Y. GENTS - Mr. Wells is well-known in this section of the section of the Respectfully BAA SMITH, Schottlink, N. Y. BAA Burgist, Dana Sarssparitia Co. Betfast, Maine.



LADIES FOR THIRTY-FIVE CENTS WE weeks treatment for Lemographs or whites, Displacements, Painful Menstruation and Ovarian Disorders, Sair, since mild and guaranteed. A flower state of the control of th

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MARRIAGE PAPER FREE, 100 ladies and GUNNELS' MONTHLY, TOLEDO, OHIO.



Delicious Drink.

SUMMER COLD. WINTER HOT. PURE FRUIT

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MEND YOUR OWN HARNESS WITH THOMSON'S SLOTTED CLINCH RIVETS.

JUDSON L. THOMSON MFG. CO.,

1,000,000 ACRES OF LAND for sale by the SAIRT PAUL.

COMPANY in Minnesota. Send for Maps and Circulars. They will be sent to see FREE.

HOPEWELL CLARKE,

cough and durable. Millions now in use. All suchs, uniform or asserted, put up in boxes. Ask your dealer for thems, or send the in tamps for a box of lbo, assorted size. Man'titby

Consumptives and people who have weak lungs or Asthma, should use Piso's Cure for Consumption. It has enred themsande. It has enred themsande. It has enred one. It is not bud to take it is the best cough gyrup, Bold everywhere.