Experience

And Not Experiments, Should It Your Aim in Buying Medicine.

Your Aim in Buying Medicine.

Let others experiment; you should be guided by experience. Experiments are uncertain in result; experience is sure. Experiments may do you harm; experience proves that Hood's Barsaparilla will do you wonderful good. Thousands gladly tell what Hood's bas done for them. They want you to know and they urge you to try it. That is what is meant by the vast number of testimonials written in behalf of Hood's Sarsaparilla. They give the results of experience and prove that

Hood's Sarsa-parilla
Is America's Greatest Medicine. Sold by all Hood's Pills are gentle, mild, effective, All druggists, 250.

Guaranteed tobacce babit curs. makes weak
men strong, blood pure 506, ill druggitist

Thibet and Its Inhabitants.

The immense territory of Thibet is
almost completely surrounded by mountain ranges of appalling magniture,
which, especially along the southern,
western and northern frontiers, constitute formidable barriers against ingress. From the Pamir Plateau, in the
extreme west—"the world's backbone"
—radiate the great natural ramparts
which shut out India on the one hand
and the Tartar countries of Bokhara
and Turkestan on the other. No Aslatic
or Western conqueror has ever dared
to penetrate this mountain world; and
even Genghis Khan, the scourge of
Asia, whose ravages extended from
Pekin in the East to Moscow in the
West, was obliged, when invading
Northern India, to take the circuitous
route, via Kashghar and Afghanistan,
instead of crossing Thibet. Secure on
their lofty plateau, and practically isolated from the rest of the world, the
people of Thibet have remained undisturbed for ages, and have developed
characteristics for which we might vainly search in any other race on the globe.
The Chinese "conquest" has not produced the slightest change in their
mode of life, or exercised any appreciable influence upon their peculiar culture.

OPEN LETTERS FROM

Jennie E. Green and Mrs. Harry Hardy.

JENNIE E. GREEN, Denmark, Iowa, writes to Mrs. Pinkham:
"I had been sick at my monthly periods for seven years, and tried almost everything I ever heard of, but without any benefit. Was troubled with backache, headache, pains in the shoulders and dizziness. Through my mother I was induced to try Lydia E. Pinkham's Vegetable Compound, and it has done me so much good. I am now sound affit well."

it has done me so much good. I am now sound and well."

Mrs. Harny Hardy, Riverside, Iowa, writes to Mrs. Pinkham the story of her struggle with serious ovarian trouble, and the benefit she received from the use of Lydin E. Pinkham's Vegetable Compound. This is her letter:

"How thankful I am that I took your medicine. I was troubled for two years with inflammation of the womb and ovaries, womb was also very low. I was in constant misery. I had heart trouble, was short of breath and could not walk five blocks to save my life. Suffered very much with my back, had headache all the time, was nervous, meastruations were irregular and painful, had a bad discharge and was troubled with bloating. I was a perfect wreck. Had doctored and taken local treatments, but still was no better. I was advised by one of my neighbors to write to you. I have now finished the second bottle of Mrs. Pinkham's Vegetable Compound, and am better in every way. I am able to do all my own work and can walk nearly a mile without fatigue; something I had not been able to do for over two years. Your medicine has done me more good than all the doctors."



HO-TO-BAC Sold and guaranteed by all drug

GOOD ROADS NOTES.

A system of Military Highways.

An elaborate system of good highways for Pennsylvania is proposed by Arthur Kirk, of Sharpsburs, Penn. As the constitution of that State says "there shall be no State debt created except for military purposes," he proposes that the State create a complete system of military poads, which shall traverse the State from east to west in parallel lines forty miles apart, and in like manner from north to south. These military highways are not to utilize old roads, but are to be laid out new under the most expert supervision; be constructed in the best manner; have no grade greater than three per cent, no matter what grading may be required, and to be from forty to sixty feet wide.

The whole charge of building and maintaining these military highways is to be in the Lands of the Secretary of Internal Affairs, who is to have three competent civil engineers as his counsellors. All applicants for positions of engineers in charge of the construction of these roads are to be rigidly examined before they can be appointed. The Secretary is to appoint a court to hear all claims and award damages for property taken for the construction of the roads. Before each section of road is completed, the Secretary is to sell at public auction the right to lay and use a double track street railway on it for transporting freight and passengers, for a period of twenty years, and money received from this source is to become part of the road-building fund.

Before the end of November in each year, the Secretary is to notify the State Treasurer how much will be required for the following year, which sum shall not exceed \$12,000,000. On the first Tuesday of each month, the Treasurer shall sell at public auction twenty-year, three per cent. State bonds, to an amount not exceeding \$1,000,000 per mouth, until the sun required by the Secretary is obtained.

Such highways are expected to benefit the people so greatly that they will demand that they be built but twenty miles apart, and then ten, and then five. Mr. Kirk

Military Road Law has been printed with full explanations.

Statistics Regarding Good Roads.

This is the time of the year when the average cyclist begins to look around to find out the condition of the has do to make the average cyclist begins to look around to find out the condition of the has do to make the average cyclist begins to look around to find out the condition of the has do to make the same of the condition of the has do to make the same of the condition of the has do to make the has made a close study of the good road a problem. The bulletin treats of road-building and good road material, and it also includes maps and illustrations of stretches of good roads. The writer shows that this country is in the same condition in regard to roads that Great Britain was at the beginning of the present century, or, in other words, that we are a hundred years behind England in road-building. Mr. Merrill says that the Roomas showed a better know the Roomas showed a better know as the contract of the same of the important roads of this State at 123,000 miles. Much money, he says, is spent in repairing roads improperly, leaving the highways in worse condition than they were in before the improvements were made. The maps show the quarries in the State and the kind of stone to be secured in each. The ideal stone for road-building can be had around the Palisades on the Higdson. Mr. Merrill argues that it is not necessary to destroy the Palisades or bleat for this stone, for, he says, there is enough loss meterial at the foot of the Palisades on the Higdson. Mr. Merrill argues that it is not necessary to destroy the Palisades or bleat for this stone, for, he says, there is enough loss meterial at the foot of the Palisades on the Higdson. Mr. Merrill argues that it is not necessary to destroy the Palisades or bleat for this stone, for, he says, there is enough loss enterial at the foot of the Palisades or bleat for this stone, for, he says, there is enough loss enterial at the foot of the Palisades or bleat for this s

and it can be found in quantities in no other part of the State.

New Read Law Already Popular.
Before Governor Black hadattached his signature to the Highee-Armstrong State roads bill, the property owners along two important highways in Monroe County had taken steps to secure the benefits of that bill when it shall become a law. The movement was first started on the road between Rosehester and Brighton, and the property owners on the Ridge road, between Hoosic Hill and Lake arenue, are a good second. Both of the thoroughfares mentioned are important ones leading into this city. The Ridge road, for exampler is a splendid natural highway leading westward from the Genesee River to the Niagara. Its greatest breadth makes it appear like a superboulevard, and along its entire length, country cross-roads from the north and south run into it, many of them from important villages. But as its a great natural ridge of sand, the wagon tracks along this road are, during most of the year, very heavy. An improvement which would give teams and wagons a good, solid driveway would immensely expedite and relieve the large traffic over the road. The evidence thus promptly furnished of the prospective popularity of the proposed law is specialty gratifying to its friends. Something was needed to stimulate property owners on country highways to adopt measures for securing good roads. This something is furnished in the State and county aid secured under the bill. Under the new system there

will be a fair prospect that the money will be intelligently and scientifically applied instead of being practically applied instead of being practically wasted, as the money and labor in the existing system of working out the tax are. After two or three conspicuous object lessons, such as the Brighton and Ridge road improvements will be, have been furnished, there will be a rush of applications from rural property owners for road improvements under the new law.—Rochester Democrat and Chronicle.

haustless value of its resources.

Working of Permissive Laws.
Permissive road laws will not bring the millenntum of good roads upon us with a rush. There is still much opposition to road improvement, and it will take a good while, and much hard work, to overcome it. If county supervisors are simply given permission to indicate what roads they want improved, and their constituents don't want any done, they will not call for any road building in their districts. Under such laws, the only inducement for a county to build roads that it does not want, is the State's promise to bear half the expense. As some one remarked, "this is a good deal like asking a man, into whose intellect no ray of spiritual light had pierced, if he wouldn't like to be taxed for his salvation."—Good Roads Bulletin.

Preserving Good Roads.

It is one of the chief scandals of the State.

Now the time has come for the money to be honestly used. There should be new laws, new regulations, new men and new methods. The lack of good roads is keeping down the price of every farm in the State, costing every farmer more to get his products to market, keeping back that progress which would come if we had better highways.

It is a simple matter, but we hope the Legislature will study it and begin by wise laws that progress toward better things, which will lead Maryland to the destiny that belongs to it by right of position and by the exhaustless value of its resources.

Working of Permissive Laws.

Permissive road laws will not bring the millennium of good roads upon the millennium of good ro

A Child's Baily Diet.

Mrs. S. T. Rorer, writing on "The Best Food for a Growing Child" in the Ladies' Home Journal, says: "A child must have in its active life at least two-thirds carbonaceous foods and one-third nitrogenous or flesh-building foods. For breakfast he may have first a well-baked or steamed apple, a little apple sauce, a ripe peach or some grapes, followed by a well-cooked cereal with milk, after which a soft-boiled egg, a small bit of broiled white fish, a little broiled sweetbread, a piece of broiled chicken, or he may take simply a bowl of oatmeal or wheat

broiled, boiled or roasted, or any of the wild meats, with one starchy vegetable, such as rice, potato or stewed macaroni, and one green vegatable simply cocked, auch as spinach, cauliflower, asparagus, lettuce, cress, celery, well-cooked cucumber, carefully stewed turnip or well-boiled radish, over which is poured a little aream starce giving the required fatty matter. Next comes the dessert. Such things as rice pudding, cup custard, caramel custard, mock charlotte, floating island, rice dumplings and boiled rice and milk, or moulded wheatlet with whipped cream may be used. Water not iced should be the accompanying beverage.

"Supper may consist of bread, thoroughly baked, with either butter ormilk, or cornmeal mush and milk, mush bread, bread sticks and chicken broth. Milk is, however, the better liquid food for the child's night meal. A child who is fed properly, and is well bathed and comfortably clothed, will eat well, sleep well and be happy and good."

Begus Wine in Germany.

Siam has 250,000 square miles, about the area of North and South Dakota, with Minneota added.

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Both the method and results w Syrup of Figs is taken; it is plea and refreshing to the taste, and syrup or Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50 cent bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO.



Within the last ten years the number of railway stations in Germany has increased from 6,376 to 8,893.



Baker's Chocolate.

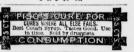


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