

ALL THE NEWS IN  
**The Democrat,**  
\$1.50 PER YEAR.

**Ladies!** Do You Contemplate Cleaning Your Lace Curtains?  
IF SO, We guarantee to clean them, Make Them Look As Good As New, and not damage them in the least, and the price will be right at  
**The Manchester Laundry.**

**A SAVORY AROMA**  
that is an appetizer, as well as a tickler of the palate, arises from the rich and nourishing soups that are made for the edification of the epicure and will suit the pocketbook of the economical. Our fine canned soups, as well as our choice canned goods of all descriptions, are of the best brands, and all of recent canning, fresh, nourishing and palatable.



**A. E. PETERSON.**  
**PURITY.**  
In flour ought to be an important consideration in every family. Pure flour really doesn't cost any more than flour that isn't strictly pure. In making  
**WHITE PEARL**  
(High Patent.)  
every grain of the wheat is thoroughly cleaned before grinding, and is converted into flour in a hygienically clean modern mill. The flour is purified, aerated and sifted through delicate silk cloths before it is sacked. Absolute purity is thus assured.  
**QUAKER MILL COMPANY.**  
Makers of Pure Flour.

**Washing Machines**  
**Ocean Wave.**  
**The Simplest and most durable Machine made. Call and see them.**  
**Geo. S. Lister.**

**Those Qualities of Style and Service**  
so universally demanded by 20th Century buyers of Men's Trousers—today, found only in the best garments—the product of skilled labor and exclusive fabrics. Look for the "R & W" trademark.  
**THE NEW MODEL "R & W" TROUSERS FOR 1922.**  
combining long-wearing features with irreproachable correctness of cut and fit—commend themselves to all purchasers. Our line is now complete—both as to price-range and patterns.  
**Allen & Storey.**

**THOR, THE NORWEGIAN**  
By Frederic Van Rensselaer Dey  
Copyright, 1902, by Frederic Van Rensselaer Dey

HERE is no place in all the world so desolate, particularly when a nor'west gale has been on the rampage for three successive days, lashing the water into a fury of foam and turmoil, as that part of the North sea where it washes against the western coast of the peninsula of Denmark. At such times the air is frost laden and benumbing, even in midsummer. The water itself is of an ominous, leaden tint, like a battleship with her war paint on. Even the foam which caps the waves is not white and daisy, as it is in the southern zones, but seems to have been adulterated with some refuse that suggests of the dirty suds of wash day. The wind is as erratic as the waves themselves, and it howls and shrieks and roars with deadly energy for a time and then moans sullenly while it generates new force for a more furious onslaught. Deep sea sailors dread this region and avoid it when they can, but the amphibious Norwegian and the seaman born Dane love it as a savage loves the wilderness.

If you should study one of the older charts of this bad tempered sea, you would discover that fifty-two miles off the coast of Denmark, by the compass north-northwest from Thyboron, there looms a rock with an unpronounceable Danish name, which, being translated into English, means the Devil's Nose. At the present time it has disappeared, for upon it had stranded so many vessels and to it was due the loss of so many lives and so much property that the Danish and the German governments united to destroy it. It is not mentioned on the charts in use today, and the deep-sea trawler vessels may now pass over the spot in safety.

Originally it loomed sixty-four feet into the air and from the westward had the appearance of a huge nose, the more so when the tide was low, for men at the water's edge could be seen pointing their heads toward the indentations that had been ground out by centuries of pounding waves, and these cavities were the nostrils of this mammoth proboscis. To the eastward it extended from the summit to the water at an angle of 23 degrees. This part of the rock was concave and it broadened as it descended until it finally disappeared beneath the water like the tines of a pitchfork, leaving a sheltered bay about 50 feet in length by 30 in breadth and as deep as the sea itself. Many a boat, returning from a fishing voyage and overtaken by a furious nor'west gale, sought shelter here before the rock was destroyed and in the little bay rode out the gale in safety, and it was just such an occasion as this which occurred one afternoon in August compelled two men, the sole occupants of a sloop rigged craft, to seek the little haven of refuge.

The gale had come upon them almost without warning. They had been reefed and double reefed their sails, but the wind, as if it enjoyed their discomfort, increased its strength in proportion as they reduced the resistance to it, so that at last they were obliged to scud before it with only all good left standing to give them steerage way.

One of these men, almost a giant in stature, held the tiller and watched with unerring eyes the play of the savage water around them. He knew these waters as the half grown boy who knew the dooryard of his birthplace, and he loved the sea, the leaping waves and the rushing wind with a passion that was hereditary. He loved it, and he delighted to defy its dangers. His companion held the sheet rope, which, notwithstanding the fact that he had taken two turns around the cleat, was with each fresh gust of wind, almost snatched from his grasp.

"We'll make the Devil's Nose, Craddock," said the big man at the helm, "and we'll be there in ten minutes' time. Pass the sheet to me, I can hold it with my left hand. Now take the heaving line and go forward. Make one end fast to the capstan, tie the other end around your waist, and when I round to into the little bay, jump and swim for your life. She'll have headway enough to carry her into the neck of the cove, but not a bit more. There is an iron ring set in the rock near the point on the north shore and another at the head of the cove. If you can make one of them and get a hitch through it before the line pulls taut, we will be as safe as a church. Put your clasp knife in your teeth, Crad, and if you cannot make one of the rings in time cut yourself adrift and swim ashore and wait. I'll ride out the gale alone, and then I'll come back for you. Go forward now. Not a word! I'm captain of this craft."

When the sloop was again upon the summit of the Devil's Nose, Craddock from his position at the bow could see the huge rock to which his companion had referred. He had heard him describe it many times, but he had never seen it before.

There is nothing so deadly uncertain in the life of a sailor as running straight before a gale of wind. Billows like mountains tower in front and rear up out of the ocean's depth astern, making destruction appear inevitable, and there are an angry swish and a resentful seething in the rushing water as it lifts the stern on high and hurls the craft like an arrow from a bow before it. But neither of these men seemed to realize the danger he was in, or if he realized it he was careless concerning it, and while he was at the stern stood with feet apart, his left hand grasping the tiller and his right firmly holding the straining sheet, Craddock prepared himself for the leap he was to make, upon the success of which their safety depended.

From a small thing in the distance the Devil's Nose loomed greater and mightier as they advanced. It seemed to be rushing toward them at fearful speed, growing taller and mightier and more ominous as it approached. The waves began to surge, and with savage fury, and clouds of spray were hurled almost to the summit.

It seemed to Craddock as they drove onward as if his friend were steering straight for the forbidden rock; but he never looked astern. He knew that the hand that held the tiller was strong, tried and sure.

Then came the mighty boom of the maddened waters against the barrier of rock, and the yacht was enveloped in a shower of foam and mist, through which, half obscured, and black monument toward. The helmsman released his hold upon the sheet, the boom flew forward with a sudden crash against the shrouds, and the sloop heeled over to starboard until her deck was

about it now! She loves the sea as we love it, Crad, and—look, for God's sake, look!" He pointed with his disengaged hand, and Craddock saw the figure of a woman wrapped in a cork jacket, lashed to the binnacle of the endangered yacht, which was now not more than thirty fathoms from the rock.

**Two Sickness Warnings.**  
In a recent lecture on first aid to the injured the speaker emphasized two cautions that are so easily forgotten in the excitement of the emergency. The first is, never rub a person with liniment that has been put on a flannel cloth, for the roughness of the flannel and the friction on the skin, with the penetrating ingredients of the liniment, will easily make an abrasion of the skin, producing a condition that may take weeks to heal. The second warning is that in any condition of unconsciousness the hot oblation of unanesthetized liniment applied, bag, bottle, brick or whatever it may be, will easily make an abrasion of the skin, producing a condition that may take weeks to heal. The second warning is that in any condition of unconsciousness the hot oblation of unanesthetized liniment applied, bag, bottle, brick or whatever it may be, will easily make an abrasion of the skin, producing a condition that may take weeks to heal.

**Teaching a Parrot.**  
"There are two ways," said a bird dealer, "of teaching a parrot to talk. One way is to put him in a darkened room to sit in a corner and to repeat over and over again the word you want him to acquire. A clever parrot will learn a word or a phrase after some 400 or 500 repetitions, while for some it takes a week or more. You must keep him in the room. No sounds from within or behind a door save your voice, monotonously repeating the phrase to be acquired, must reach the parrot's ear. Some people teach their birds in a well lighted room, speaking from a place of concealment in a closet or behind a door. This method is not so good, because in the light the parrot's attention is distracted.

**On "Cannibal's" Bait.**  
Some of the amusing mistakes have been made by even the most practiced sportsmen in their desire to carry their audience along. O'Connell once in an effort to do so in Conception Island, told a story that measures injuriously to Ireland were brought into parliament he would go over to England and "die on the floor of the house of commons in opposition to them," and when he came back he would say, "Are you for repeal now?"—London Standard.

**Palatine Violin.**  
The rebab of Palestine is a sort of violin. The body is a square frame covered with parchment. The instrument is played with a bow, but there is but one string, a thick, coarse horsehair, but expert performers can, it is said, get considerable variety of tone from this primitive instrument.

**High Explosives.**  
"Tommy" Taddell, "what do you understand by the term 'high explosives'?" "Sky rockets, ma'am," replied Tommy.—Judge.

**Sleepwalking.**  
"Ten per cent of the world's population is more or less somnambulistic," said a physician, according to the Philadelphia Record, "and every one, at one time or another, has done a little sleepwalking. I myself when I had got up, dressed, took my books and went to school on a summer night, my father following close behind to see that I did not get lost."

**Her Brand.**  
A correspondent writes: "Two women were strong supporters of a local co-operative store, but one day as one of them was passing down the street she was surprised to see her cart coming out of a licensed grocer's shop. 'I thought, Mrs. Brown, you was a member of the Co.'? was her remark. 'So I am; but, due to ye ken this, there's nae shop o' thesca I get sic nice beef as in here.'"

**Beeline.**  
The directness of the bee's flight is proverbial. The shortest distance between any two given points is called a beeline. Many observers think that the immense eyes with which the insect is furnished greatly assist it in not being entirely account for the accuracy of its passage through the air.

**Chicago Great Western Ry.**  
**NEW SHORT LINE**  
**Omaha - Minneapolis and St. Paul.**

**Chicago Great Western Ry.**  
Time Table.  
WEST BOUND: No. 1212 at 10:15 a.m., No. 1214 at 10:30 a.m., No. 1216 at 10:45 a.m., No. 1218 at 11:00 a.m., No. 1220 at 11:15 a.m., No. 1222 at 11:30 a.m., No. 1224 at 11:45 a.m., No. 1226 at 12:00 p.m., No. 1228 at 12:15 p.m., No. 1230 at 12:30 p.m., No. 1232 at 12:45 p.m., No. 1234 at 1:00 p.m., No. 1236 at 1:15 p.m., No. 1238 at 1:30 p.m., No. 1240 at 1:45 p.m., No. 1242 at 2:00 p.m., No. 1244 at 2:15 p.m., No. 1246 at 2:30 p.m., No. 1248 at 2:45 p.m., No. 1250 at 3:00 p.m., No. 1252 at 3:15 p.m., No. 1254 at 3:30 p.m., No. 1256 at 3:45 p.m., No. 1258 at 4:00 p.m., No. 1260 at 4:15 p.m., No. 1262 at 4:30 p.m., No. 1264 at 4:45 p.m., No. 1266 at 5:00 p.m., No. 1268 at 5:15 p.m., No. 1270 at 5:30 p.m., No. 1272 at 5:45 p.m., No. 1274 at 6:00 p.m., No. 1276 at 6:15 p.m., No. 1278 at 6:30 p.m., No. 1280 at 6:45 p.m., No. 1282 at 7:00 p.m., No. 1284 at 7:15 p.m., No. 1286 at 7:30 p.m., No. 1288 at 7:45 p.m., No. 1290 at 8:00 p.m., No. 1292 at 8:15 p.m., No. 1294 at 8:30 p.m., No. 1296 at 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12:00 a.m., No. 1900 at 12:15 a.m., No. 1902 at 12:30 a.m., No. 1904 at 12:45 a.m., No. 1906 at 1:00 a.m., No. 1908 at 1:15 a.m., No. 1910 at 1:30 a.m., No. 1912 at 1:45 a.m., No. 1914 at 2:00 a.m., No. 1916 at 2:15 a.m., No. 1918 at 2:30 a.m., No. 1920 at 2:45 a.m., No. 1922 at 3:00 a.m., No. 1924 at 3:15 a.m., No. 1926 at 3:30 a.m., No. 1928 at 3:45 a.m., No. 1930 at 4:00 a.m., No. 1932 at 4:15 a.m., No. 1934 at 4:30 a.m., No. 1936 at 4:45 a.m., No. 1938 at 5:00 a.m., No. 1940 at 5:15 a.m., No. 1942 at 5:30 a.m., No. 1944 at 5:45 a.m., No. 1946 at 6:00 a.m., No. 1948 at 6:15 a.m., No. 1950 at 6:30 a.m., No. 1952 at 6:45 a.m., No. 1954 at 7:00 a.m., No. 1956 at 7:15 a.m., No. 1958 at 7:30 a.m., No. 1960 at 7:45 a.m., No. 1962 at 8:00 a.m., No. 1964 at 8:15 a.m., No. 1966 at 8:30 a.m., No. 1968 at 8:45 a.m., No. 1970 at 9:00 a.m., No. 1972 at 9:15 a.m., No. 1974 at 9:30 a.m., No. 1976 at 9:45 a.m., No. 1978 at 10:00 a.m., No. 1980 at 10:15 a.m., No. 1982 at 10:30 a.m., No. 1984 at 10:45 a.m., No. 1986 at 11:00 a.m., No. 1988 at 11:15 a.m., No. 1990 at 11:30 a.m., No. 1992 at 11:45 a.m., No. 1994 at 12:00 p.m., No. 1996 at 12:15 p.m., No. 1998 at 12:30 p.m., No. 2000 at 12:45 p.m., No. 2002 at 1:00 p.m., No. 2004 at 1:15 p.m., No. 2006 at 1:30 p.m., No. 2008 at 1:45 p.m., No. 2010 at 2:00 p.m., No. 2012 at 2:15 p.m., No. 2014 at 2:30 p.m., No. 2016 at 2:45 p.m., No. 2018 at 3:00 p.m., No. 2020 at 3:15 p.m., No. 2022 at 3:30 p.m., No. 2024 at 3:45 p.m., No. 2026 at 4:00 p.m., No. 2028 at 4:15 p.m., No. 2030 at 4:30 p.m., No. 2032 at 4:45 p.m., No. 2034 at 5:00 p.m., No. 2036 at 5:15 p.m., No. 2038 at 5:30 p.m., No. 2040 at 5:45 p.m., No. 2042 at 6:00 p.m., No. 2044 at 6:15 p.m., No. 2046 at 6:30 p.m., No. 2048 at 6:45 p.m., No. 2050 at 7:00 p.m., No. 2052 at 7:15 p.m., No. 2054 at 7:30 p.m., No. 2056 at 7:45 p.m., No. 2058 at 8:00 p.m., No. 2060 at 8:15 p.m., No. 2062 at 8:30 p.m., No. 2064 at 8:45 p.m., No. 2066 at 9:00 p.m., No. 2068 at 9:15 p.m., No. 2070 at 9:30 p.m., No. 2072 at 9:45 p.m., No. 2074 at 10:00 p.m., No. 2076 at 10:15 p.m., No. 2078 at 10:30 p.m., No. 2080 at 10:45 p.m., No. 2082 at 11:00 p.m., No. 2084 at 11:15 p.m., No. 2086 at 11:30 p.m., No. 2088 at 11:45 p.m., No. 2090 at 12:00 a.m., No. 2092 at 12:15 a.m., No. 2094 at 12:30 a.m., No. 2096 at 12:45 a.m., No. 2098 at 1:00 a.m., No. 2100 at 1:15 a.m., No. 2102 at 1:30 a.m., No. 2104 at 1:45 a.m., No. 2106 at 2:00 a.m., No. 2108 at 2:15 a.m., No. 2110 at 2:30 a.m., No. 2112 at 2:45 a.m., No. 2114 at 3:00 a.m., No. 2116 at 3:15 a.m., No. 2118 at 3:30 a.m., No. 2120 at 3:45 a.m., No. 2122 at 4:00 a.m., No. 2124 at 4:15 a.m., No. 2126 at 4:30 a.m., No. 2128 at 4:45 a.m., No. 2130 at 5:00 a.m., No. 2132 at 5:15 a.m., No. 2134 at 5:30 a.m., No. 2136 at 5:45 a.m., No. 2138 at 6:00 a.m., No. 2140 at 6:15 a.m., No. 2142 at 6:30 a.m., No. 2144 at 6:45 a.m., No. 2146 at 7:00 a.m., No. 2148 at 7:15 a.m., No. 2150 at 7:30 a.m., No. 2152 at 7:45 a.m., No. 2154 at 8:00 a.m., No. 2156 at 8:15 a.m., No. 2158 at 8:30 a.m., No. 2160 at 8:45 a.m., No. 2162 at 9:00 a.m., No. 2164 at 9:15 a.m., No. 2166 at 9:30 a.m., No. 2168 at 9:45 a.m., No. 2170 at 10:00 a.m., No. 2172 at 10:15 a.m., No. 2174 at 10:30 a.m., No. 2176 at 10:45 a.m., No. 2178 at 11:00 a.m., No. 2180 at 11:15 a.m., No. 2182 at 11:30 a.m., No. 2184 at 11:45 a.m., No. 2186 at 12:00 p.m., No. 2188 at 12:15 p.m., No. 2190 at 12:30 p.m., No. 2192 at 12:45 p.m., No. 2194 at 1:00 p.m., No. 2196 at 1:15 p.m., No. 2198 at 1:30 p.m., No. 2200 at 1:45 p.m., No. 2202 at 2:00 p.m., No. 2204 at 2:15 p.m., No. 2206 at 2:30 p.m., No. 2208 at 2:45 p.m., No. 2210 at 3:00 p.m., No. 2212 at 3:15 p.m., No. 2214 at 3:30 p.m., No. 2216 at 3:45 p.m., No. 2218 at 4:00 p.m., No. 2220 at 4:15 p.m., No. 2222 at 4:30 p.m., No. 2224 at 4:45 p.m., No. 2226 at 5:00 p.m., No. 2228 at 5:15 p.m., No. 2230 at 5:30 p.m., No. 2232 at 5:45 p.m., No. 2234 at 6:00 p.m., No. 2236 at 6:15 p.m., No. 2238 at 6:30 p.m., No. 2240 at 6:45 p.m., No. 2242 at 7:00 p.m., No. 2244 at 7:15 p.m., No. 2246 at 7:30 p.m., No. 2248 at 7:45 p.m., No. 2250 at 8:00 p.m., No. 2252 at 8:15 p.m., No. 2254 at 8:30 p.m., No. 2256 at 8:45 p.m., No. 2258 at 9:00 p.m., No. 2260 at 9:15 p.m., No. 2262 at 9:30 p.m., No. 2264 at 9:45 p.m., No. 2266 at 10:00 p.m., No. 2268 at 10:15 p.m., No. 2270 at 10:30 p.m., No. 2272 at 10:45 p.m., No