Sentinel 2

The Democratic Advocate.

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THE STORE FOR

THE MASSES!

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ARE YOU LOOKING FOR A BIG DOLLAR'S WORTH?

WE ARE MAKING

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THE STORE FOR

THE MASSES!

CLOAKS.

3 DOZEN MISSES' FALL COATS TO BE SOLD AT JUST ONE-HALF THE MARKED PRICE.

LOT OF CHILDREN'S CLOAKS REDUCED REGARDLESS OF COST.

A LARGE PILE OF LADIES' COATS, BLUES, BLACKS & TANS, FUR-TRIMMED, PLAIN EDGES AND DOUBLE-BREASTED, REDUCED COST NO CONSIDERATION.

ALL THE LATEST STYLES IN LADIES', MISSES' AND CHILDREN'S, COATS, SHORT COATS, LONG COATS AND PRINCE ALBERT COATS, PLAIN AND FULL BACKS.

WE CARRY ALL THE LEADING STYLES THAT ARE IN THE SWIM THIS SEASON.

OUR CARPET LINE

IS THE LARGEST AND MOST COMPLETE EVER SHOWN IN THIS COUNTY. IT INCLUDES EVERYTHING FROM RAG TO VELVET.

LOT OF LAST YEAR'S STYLES IN CARPETS AT FIGURES WHICH ARE WAY DOWN. IT WILL PAY YOU TO LOOK AT THEM.

JUST RECEIVED A CAR LOAD OF
TRUNKS AND SATCHELS.

J. T. ORNDORFF'S SONS,
The Oldest Stand in Town,
Near Railroad Depot,
Westminster, Md.

E. O. GRIMES,
Successor to
E. O. GRIMES & CO.,
at
THE PRINCIPAL DEPOT,
WESTMINSTER, MD.

Having succeeded to the business of the late firm of E. O. Grimes & Co., the undersigned solicits the patronage of the firm's former customers and the public generally. He has as complete a stock of

CHOICE GROCERIES

as can be found in our city.

CHOICE TEAS, COFFEES, SYRUPS, NEW ORLEANS MOLASSES, CANNED GOODS OF ALL KINDS, CIGARS, TOBACCO, &C.

The best grades of
PATENT PROCESS & FAMILY FLOUR
constantly on hand at bottom figures.

Will pay the Highest Prices for
WHEAT, CORN, RYE, OATS,
and all kinds of Country Produce.

Agent for Laflin & Rand's Blasting Powder, and Judson's Dynamite for stump blasting, &c. Farmers can be supplied with the best quality of COTTON and FLAXSEED MEAL, HEAVY MIDDLINGS, BRAN, &c., at lowest prices.

mar 26 E. O. GRIMES.

Business Man, Broad, Intelligent, Thorough?

END THE
BURNETT'S
COLLEGE

and and Typewriting,

tical men, expert accountants and authors of and Shorthand. The superiority of this course which the graduates of this institution are filling banks, government offices and syndicates, brought into requisition at every point. DAY

BURNETT,
harles Streets, Baltimore, Md.

COMMISSIONERS' NOTICE.

The County Commissioners of Carroll county will meet at their office, in Westminster, on the first Monday in November, 1894, for the transaction of business.

By order, JOHN J. REESE,
oct6 Clerk.

TRUSTEE'S SALE
OF
VALUABLE REAL ESTATE,
Situate in and near the Village of Mount Pleasant, Carroll County, Md.

By virtue of a deed of trust from Francis N. Burgoon and wife to the undersigned, duly executed and recorded, I will sell at public sale, to the highest bidders, on the first hereinafter mentioned property, on

SATURDAY, NOVEMBER 10th, 1894,

at 1 o'clock, P. M. First, a lot or parcel of land, containing

11 ACRES, 3 ROODS AND 38 SQUARE PERCHES, MORE OR LESS.

The improvements thereon consist of two dwelling houses, one a large and comfortable two-story log frame weatherboarded dwelling house, and the other a one and a-half story frame weatherboard house, good stable and other necessary outbuildings.

This property is situate in the village of Mt. Pleasant, Carroll county, Md., about 4½ miles from Westminster, at the junction of the Stone road and the Littlestown turnpike, and within 100 yards of store, postoffice, school house and blacksmith shop. The land lays well and the location of the buildings is excellent. A well of good water is convenient to the dwellings. There is also a fine orchard of apple, pear and other fruit trees on the premises. Altogether it is a most desirable property and should command the attention of those wishing to purchase a home.

Second—An unimproved lot or parcel of land containing 12 Acres, 3 Roods and 10 Square Perches, more or less. This land is in a good state of cultivation and is situate on the "Stone Road," about threee-quarters of a mile from the above mentioned parcel, and adjoins the lands of August Sittig, John Wantz, Ezra Frock, and others.

Third—A Wood Lot, containing 6½ Acres and 3 Square Perches of land, more or less. The timber on this lot consists of a fine growth of young chestnut. It is situate about one-quarter of a mile from Geiman's mill, on the road leading from the Littlestown Turnpike, near Mt. Pleasant, to Bachman's Mill.

Terms of Sale.—One-third cash on the day of sale, or on the ratification thereof; one-third in nine and the other one-third in eighteen months from the day of sale, the credit payments to be secured by the notes of the purchaser or purchasers, with approved security, bearing interest from the day of sale; or all cash, at the option of the purchaser or purchasers. DAVID REESE, Trustee.

Jno. Milton Reifsnider, Solicitor.
Jno. T. Diffenbaugh, Auct'r. oct13 ts

EXAMINERS' NOTICE.

The undersigned, Examiners, appointed by virtue of a commission to them issued by the County Commissioners of Carroll county, to open and locate a public road in said county commencing at the county road leading from the Meadow Branch Turnpike road to Taneytown, at a point near Tyrone in said county, on the dividing line of the land of Frederick Marquardt and Levi D. Mans to the land of William Formwalt; thence through the land of said Formwalt to a point near a stone on said Formwalt's land; thence through the land of said Formwalt to a point near a black oak tree; thence along the dividing line of the land of William Formwalt and Jacob Sharrets to a stone planted near a red gate; thence through the land of said Sharrets, running between the barn and wagon shed on said Sharret's land; on or near the bed of an old farm road across a branch to a gate, still on said land along said branch until it intersects theland of Lewis Myers and Hamilton Singer; thence through the land of said Myers and Singer, as far as practicable, on or near the bed of an old road to a lane on said Myers' land; thence across Meadow Branch through the land of Charles Lindsay on the bed of an old road to the top of a hill; then still on the bed of said old road to the land of Maurice C. Duttera; thence through the land of said Duttera and Lindsay on said road bed to a strip of woodland; thence through the land of said Duttera along a worm fence, as near as practicable, to the Turnpike road leading through Uniontown, at a point about one-half mile from the toll gate house on said road.

All persons whom it may concern are hereby notified that we will meet at Tyrone, on Wednesday, the 7th day of November, 1894, at 8 o'clock, a. m., to execute the trust reposed in us by the aforesaid commission.

TOBIAS H. ECKENRODE,
DANIEL S. DIEHL,
GEORGE W. WEANT,
sep 29 5t Examiners.

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Standard of the U. S. Government Printing Office, the U. S. Supreme Court and of nearly all the Schoolbooks.

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A College President writes: "For ease with which the eye finds the word sought, for accuracy of definition, for effective methods in indicating pronunciation, for terse yet comprehensive statements of facts, and for practical use as a working dictionary, 'Webster's International' excels any other single volume."

The One Great Standard Authority,
So writes Hon. D. J. Brewer, Justice U. S. Supreme Court.

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Send to the publishers for free pamphlet. Do not buy cheap reprints of ancient editions. oct13

ONE

MORE WEEK AND OUR GREAT SELLING OFF SALE WILL BE OVER. THE PEOPLE HAVE SHOWN THEIR APPRECIATION OF IT. THANK YOU. WE APPRECIATE YOUR APPRECIATION. AGAIN THANKS. VISIT US AGAIN THIS WEEK. YOU ARE ALWAYS WELCOME AT THE
NEW YORK BARGAIN HOUSE,
WESTMINSTER, MD.,
T. W. MATHER, Proprietor.

NOW LOOK OUT FOR NEXT WEEK.

oct13

APPLICATION FOR DUPLICATE CERTIFICATE.

Notice is hereby given that on or after the 29th day of October, 1894, application will be made to The Westminster Gas Light Company for the issue of a new certificate, in lieu of a certificate for Fifty Shares of Stock in said Company now standing in the name of John B. Boyle, being certificate No. 72, bearing date March 4, 1871, which certificate has been lost or stolen.

JOHN B. BOYLE,
sep22 5t Westminster, Md.

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Day Session begins September 3d.

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GUY W. STEELE,
Attorney-at-Law,
Westminster, Md.
Office, Court street, in Albaugh Building.
oct6 '94 tf

Poetry.

AUTUMN.

From Macmillan.

The dying leaves fall fast;
Chestnuts, willow, oak and beech,
All brown and withered lie,
Now swirling in the cutting blast,
Now sodden under foot—they teach
That one and all must die.

This autumn of the year
Comes sadly home to my poor heart
Whose youthful hope are fled,
The darkening days are drear,
Each love once mine I see depart
As withered leaves and dead.

But is it all decay?
All present loss—no gain remote?
Monotony of pain?
Ah, no! I hear a lay
The robin sings—how sweet the note,
A pure unearthly strain.

And of all flowers the first
Beneath these leaves in spring shall blow
Sweet violets blue and white,
So all lost love shall burst
In springlike beauty, summer glow,
In heaven upon our sight.

Our Olio.

Electric Railroading.

From the St. Louis Globe Democrat.

The electric railroad is today part and parcel of the material development of this country, and the rapidity and magnitude of its extension is one of the most marvelous things in American history. America has now six hundred electric roads, which involve the installation of twenty-five thousand motors, and an investment of $250,000,000; and, moreover, the doom of the horsecar is sealed. Yet, seven years ago, the fate of the electrical railroad hung in the balance. The experiences of its crucial days are vividly described by Lieut. Frank J. Sprague, whose name is inseparably connected with the demonstration of the feasibility and the practical success of the electrical railway on the Richmond (Va.) road. At that time there were, altogether, perhaps a dozen electrical railways of various types in existence. None was satisfactory, and all were handicapped by their special experimental character. Capitalists, car builders, railway officials and engineers looked askance at the new-fangled idea of electric traction, and even electricians were half-hearted and dubious about it. The electric motor was regarded as a piece of complicated machinery of vicious possibilities, that needed to be carefully housed and keenly watched. The ordinary conditions of street car service were pronounced an insuperable obstacle to the self-propulsion of a car, and a greater than six per cent. grade was declared to be prohibitory. The idea of using 450 volts suggested vague and fearful terrors of torture and death, and a bare overhead wire was dreaded like a pestilence. In the face of these conditions an electrical company came forward and entered into a contract with a local railway company in the city of Richmond. This contract was unique. It called for the completion in ninety days of the equipment of a road at that time unlaid, and with a route determined only in part. It provided for a complete steam and electric plant of 375 horse-power capacity, the furnishing of forty cars, with eighty motors, and all appurtenances necessary for their operation, and a complete overhead system. Thirty of the cars were to be operated at one time, and grade as high as eight per cent. to be ascended. It is worthy of record, as showing the adamantine nerve of those electrical pioneers, that at the time of making the contract the company had only a blue print of a railroad machine and some experimental motors. The thousand details essential to success in pioneer work were undetermined. After anxious months of discouragement and perpetual conflict with new difficulties, the moment for testing a car up the ten per cent. grade arrived. In Lieut. Sprague's words, "Arrived at the foot of the hill, we stopped to survey the enemy. When I expressed doubt of the ability of the machines to make the ascent, Burt said: 'If you can get out of such a curve as that we just left, you can go up the side of a wall.' I knew that even if we succeeded the machines would probably be wrecked, but there was nothing to do but to try it, and so, putting on the current, we steadily climbed up this hill, then another, and another, around several curves, finally reaching the highest point in the heart of the city. But the machines were now boiling hot, and suddenly there was a peculiar movement, then strange but afterwards very familiar, due to a crossed armature, and I knew that we were disabled. Not caring to confess serious trouble, I told Greene in a tone that was audible to the crowd that there was some slight disarrangement of the circuits; that he had better go and get his instruments. Meanwhile, I put out the lights and stretched out in the bottom of the car for a rest. The crowd dispersed, and after a long time Greene returned with his 'instruments'—four big, powerful mules, at that moment the most effective we could get. We had settled once for all the problem that with all the weight of the car used for traction, a ten per cent. grade could be ascended, but the question which had next to be grappled with was how to make such an ascent without wrecking the machines. This involved innumerable changes, the making of entirely new tools, and weeks of delay. The labor entailed in the various points of detail is suggested by the fact that before the best form of trolley was decided on, from fifty to sixty designs were made and tested. The behavior of "fixed brushes" was another exasperating source of trouble. It was a daily occurrence to see a loaded car climb a grade with a lurid green glare lighting up the track, but with no possibility of getting at it, although I knew that $100 worth of damage would be the result of the trip. About this time $9 worth of brass per day, milled off by the rough bars of the commutator, lined the track with a glittering path, and, finally, solid bars of bress, set on end, were adopted. The work went on all through the winter, and, at last, in the spring of 1888, the triumph of science, self-reliance and pluck was complete, and the Richmond electric road was an engineering success. It was one of the most notable 'victories of peace' of the century, and electricians are always proud to recall the story of 'Sprague and the Richmond Road.'"

Bank "Runners."

From the New York Herald.

A more variegated assortment of humanity than the bank-messengers, or "runners," of Wall street, it would be hard to find. There are old men, grown gray in the service, who have been running around the same streets and in and out of the same offices for the last forty years. Then there are the youngsters, boys just out of school, who feel very large to think they are "down-town." And between these two extremes of youth and old age are a collection of men from every walk in life, from the bankrupt broker and unfortunate business man to the awkward, raw-boned farmer's boy, sent to the city to win his way.

They are started out in the morning about ten o'clock, with fifty or sixty papers to collect. There are sight drafts, notes, coupons and a miscellaneous lot of other matter that must all be collected before three o'clock in the afternoon. These papers are arranged in proper order before the messenger goes out, and the head of the department knows exactly what each man has in his possession, and can come pretty near locating him at any hour of the day. Every runner, young or old, is supplied with a large leather pocketbook, generally strapped or chained to his waist, in which he carries his papers and the money and checks which he receives.

It is no uncommon thing for a man to collect three to six thousand dollars in cash, while the amount in checks runs way up in the hundreds of thousands. It can be readily understood what temptations are put in the way of these underpaid, hard worked messengers, and their honesty under the circumstances is little short of surprising.

The salary of these men ranges from twelve to a hundred dollars a month. They have to report early in the morning, and after being on their feet all day are often obliged to stay until 9 or 10 o'clock at night. If they return a "not good" check a minute late and payment is refused they are mercilessly hauled over the coals, and a repetition of such an offence is sometimes followed by dismassal. Yet a great deal depends on these same runners and frequently their quickness and forethought save the bank thousands of dollars.

As many people know, every bank that belongs to the Clearing House has a number, and their respective runners, instead of being called by name, are greeted with "Hello, 21!" or "Hurry up, 33!" It is an understood rule thas a messenger's business must be attended to before anything else, and a long line at the paying teller's window will often be kept waiting when some gray bearded man or rosy cheeked boy rushes in and thrusts forward a bundle of checks—"Sent wrong to 23!"

One of the most interesting institutions in the country is the Clearing House, and few outside of the business world ever know what that name implies. It is one of the greatest labor-saving arrangements ever thought of, for it is there that the banks returns to each other their respective checks.

The Clearing House is situated on the corner of Pine street and Nassau, just over the Chase National Bank. In a large room are four rows of decks, all facing the same way, like a school. Each desk is numbered and belongs to a certain bank, and is presided over by a clerk sent from that bank. Another clerk stands in front of the desk with a large bag containing the checks to be returned. These are done up in bundles, with the total amount and name of bank on the outside of each, and the clerk also has a slip with these totals down in proper order.

Precisely at 10 o'clock a gong rings and the procession starts, all moving in the same direction and stopping long enough before each desk to drop a package and get a signature opposite the amount on the slip. In eight minutes it is all over and every bank has received its own checks. If a bank sends its checks even a second late it is fined $3, so, as a rule, everybody is on time.

Frequently checks will get into the wrong bundle and, of course, go to the wrong bank. Here again is more work for the runners, for these are the "sent wrong," and must be returned to the proper banks before 3 o'clock the same day.

The first of January and the first of July are, however, times the messengers dread. It is then that the interest on most of the semi-annual bonds is due and the runner is kept racing from one office to another as hard as he can go.

Fun and Profit.

Boys, there are too many English sparrows about. The way to capture them is to soak some wheat in whiskey and give it to them, and when they become too drunk to fly, wring their necks. If you wish to cook them, wet them first in water, and then cover them with hot ashes for a little time, and you can stroke their feathers off with your hand, which will avoid the tedious process of picking them.

PARSON.

Denver has the longest street railway cable in the world. The rope which acts as the motor for the Welton street line is 36,960 feet, or about seven miles, in length.

Keeping Warm.

From the American Agriculturist.

That sheltering all animals from cold weather, from chilling winds which by their rapid motion carry off heat more rapidly, is the way to save food and to save waste of flesh. If by stopping this waste of heat from the surface all the food consumed will not be wanted to make heat, a portion of it can go to increasing the flesh, that is to producing growth, or more can be used in making milk, eggs, etc., within the animal.

Dyspeptic persons, those having feeble digestion, or a poor appetite, get less internal heat from food combustion and suffer from cold. Such persons need a warmer atmosphere, or warmer dwellings, and warmer clothing to retain the heat that is produced. This applies to all animals.

Close-fitting garments, garters, lacing, boots, shoes, neckties, etc., that prevent free, easy circulation of the blood, each and all diminish the amount of heat produced, and its uniform distribution. Exercise promotes more rapid circulation of the blood and increased heat production.

Rubbing wet horses and other animals dry is very useful, not only to save heat, but also to save cold-taking. For the same reason any damp garments should be replaced with dry ones as soon as possible, or enough covering be added to prevent chilliness from the evaporation.

Free perspiration (sweating) in hot weather carries off a large amount of heat, and keeps down the temperature. If perspiration be checked, sponging with water aids in cases of sun-stroke or depression from heat. Persons have gone into ovens unharmed by encasing themselves in moistened garments, the evaporation keeping down the heat from the body. Green wood, besides its inconvenience, is very unprofitable. A large amount of heat which the dry portions would yield is lost by being carried off in the evaporation of the sap. So of any wet or damp fuel of any kind.

As confined air is a poor conductor of heat, all fabrics that are porous, that is full of little interstices, tubes, or holes filled with air, are the best protectors to keep heat from escaping from the surface of the body. A loosely woven garment or bed coverlid is warmer than a compact, firmly woven one, because the air in the texture of the former conducts heat less rapidly than the more solid ones. Loose-fitting garments are warmer than close-fitting ones, for reasons above given, and also because the air space between them and the skin is a non-conductor of heat.

Stone, brick or wooden walls, with perpendicular air spaces in them, are warmer than solid walls, because the air conducts the heat away less than the solid materials. A sheathing of tarred paper, or pasteboard or of any thick paper even, placed midway between the clap-boarding and the plastering, to form two thin air-chambers instead of one, adds greatly to the warmth of a house or other building. Two half-inch boards, set a little apart to leave an air space between, makes a far warmer house-wall than the same thickness of wood in inch boards.

A layer of loose straw put between the wall and the earth banking up of a cellar adds much to the warmth on account of the air in the meshes of the straw. The same is true in covering roots or apples to be left out in heaps over winter.

Double glass windows are several times warmer than single glass, because of the non-conducting film of air between. So of double doors.

Moving air both carries off heat faster of itself and also increases evaporation, thus largely diminishing the temperature. A very small crack in a window, under or over, or by the side of a door or sash, or elsewhere, produces a draft that requires much extra fuel to counteract the effects.

Keeping Fresh Fruit.

M. B. Carret in the Richmond, (Va.) Dispatch.

Fruit which commands the highest prices in city markets has all been picked by hand by thrifty farmers or their boys and well washed before being barrelled up for winter use.

Pears should be packed in boxes, with newspapers between each layer of fruit. For winter pears and rarer varieties it pays to wrap each one in newspaper, besides putting papers between the layers of fruit. Thus packed, with the cover nailed down, with the name and date of packing, and kept in a cool place where they will not freeze, I have known the winter Nelis, the pound pear, Vicar of Wakefield, and other late-ripening varieties, too keep perfectly till the June after they were gathered; luscious when eaten ripe or baked for tea.

Many who now send hastily-gathered, bruised, ill-prepared fruit to market in early autumn could get double the price for it did they pick and pack it in ways herein suggested, and after keeping it three months or so in their own good cellars, send it to cities in midwinter or spring after the first supplies are exhausted.

Cherries are said to be curative in liver complaints. Faraday recommended apples as the most nourishing and healthful diet for grown people and children, especially eaten raw. Apples and plums are excellent for rheumatic people. Lemons are a pleasant remedy for biliousness, and in some cases for rheumatism. One of the wild grapes of South Carolina is also said to cure consumption.

Keep costly or rare fruits in clean paper, candy boxes, or envelopes of pasteboard, as for flowers or ribbons; wrapping each one in paper, just as oranges are packed, retards decay.

I have seen melons, grapes, and peaches which had been hidden in hay in barn lofts, brought forth perfect and toothsome to grace New England farmers' Thanksgiving dinners. This is an ancient custom.

Rules for Highways.

From the Country Gentleman.

1. Make the public roads neat and smooth, and pleasant and profitable to travelers and in driving to market.

2. Never throw rubbish of any kind into highways in order to get rid of it, nor deposit cord wood, logs or timber at roadsides, to frighten passing horses.

3. All owners who build their houses facing square the public roads should show at least the same respect to these roads that they do to their own fields by excluding all weeds.

4. Remove all loose stones from the wheel track once a month, and all fixed stones, which strike and break the wheels, jar the loads, rack the harness and tire the horses.

5. Where fixed stones cannot be removed, cover them well with gravel or other road material.

6. Remember that a fixed stone may strike different wheels a thousand times like a sledge hammer, and cause a hundred dollars of damage. To remove it might cost five cents.

7. Never make a highway of muck, sods or soft material scraped from the side-ditches, which is worked into deep mud in wet weather, but draw them into the barn-yard for the compost heap.

8. Where the roadbed has not a dry bottom, cut a ditch in the middle three feet deep, and lengthwise with it, with side escape ditches at depressions, and fill it with gravel or broken stone, coarse below and finer near the top.

9. Plant shade trees three or four rods apart along the line, to allow air to circulate, sun to shine and mud to dry.

10. Keep the roadside smooth, mow the grass for hay, and thus secure a good track when the center of the road is encumbered with impassable snow drifts in winter.

11. In windy places, make the windward road-fences of barb wire, to prevent the accumulation of drifts of snow.

12. Never make the public highway a barnyard, nor leave wagons, plows and machines to encumber the road.

13. Never endanger those who travel by driving unmanageable or fractious horses to frighten and annoy other horses. Sell the unruly animals, or put them to steady home labor with other horses.

14. Never drive horses across a railway without first looking both ways, or if in the dark, without listening. It is better to take this care one hundred times than to be crushed by a locomotive once by its neglect.

15. Never keep a noisy, barking dog, to bark at quiet passengers or passing teams, to terrify horses and cause them to run away, upset carriages and break limbs.

Lime and Lime Water.

From the N. Y. Tribune.

The uses of so homely an article as lime about the household are almost innumerable—just the ordinary lime that one sees the plasterer and the bricklayer use in preparing his pacts of plaster or mortar. Even when reduced to an almost impalpable solution in water, it is still efficacious in a remarkable variety of instances. One sees the hodmen on a new building keep their drinking water in a pail that is coated with lime, and one thinks that it is a poor receptacle for the universal beverage. Yet it would not be so good or so pure served in a silver ice pitcher. The lime water of the druggists is indeed nothing more than this solution of the hodmen. A piece of unslacked lime in a perfectly clean bottle, with cold water poured over it, the bottle corked and kept in a cool, dark place, is a full recipe for lime water. It is ready for use in a few moments after the water is poured on. This lime water has a number of uses, as well as the lime itself. A spoonful of it in a cupful of milk is a remedy for the summer complaint common to children. It is admirable for cleansing bottles. It corrects acidity of the stomach. It will prevent the "turning" of milk or cream, and a cupful added to bread sponge will keep it from souring. Allowed to evaporate from a vessel over the stove its steam proves a wonderful alleviation for the distresses due to lung fever, croup or diphtheric ailment. It will sweeten and purify bottles, jugs, etc., and, lastly, a few spoonfuls of it poured on potted plants will rid them very effectually of pot worms.

Lime itself, as every one knows, is invaluable as a purifier and disinfectant. Sprinkled in cellars or closets where there is a slight dampness, it will not only serve as a purifier, but it is a valuable preventive against the invasion of noxious animals. In greater cases, such as the disinfection of vessels and hospitals, it is recognized as a chief agent. It is one of the most notable instances of the economy and of the bounty of nature that this article, so cheap and common, is serviceable in so many instances.

What a Bachelor Thinks.

Man that is married to woman is of many days and is full of trouble. In the morning he draws the salary and in the evening, behold it is all gone; it goeth, but he knows not where. He spendeth shekels in the purchase of fine linens to cover the bosom of his family, yet he is seen at the gates of the city with but one suspender. He goeth forth as an ox or ass and draweth the chariot or his offspring. He rises, clad in the chilly garments of the night, and seeketh the sommambulgent paregoric, which healeth the colicky stomach of his offspring. Yea, he is altogether wretched and full of misery. Wide is the road and broad is the way that leadeth to the gate of matrimony and many there be that goeth in thereat.

A belt in one of the big flouring mills at Minneapolis contains two hundred cow hides. It is two hundred feet long and weighs over a ton.

The Sea.

In his address to the British Association, Capt. Wharton, hydrographer to the Admiralty, stated that the very bulk of the ocean as compared with that or the visible land—Mr. John Murray having shown that the cubical extent of the water is fourteen times that of the land above sea-level—gives it an importance possessed by no other feature on our planet. Every drop of this ocean is now known to be in constant movement. The surface currents from the most obvious phenomenon, and we may, now say that the prime motor of these is the wind—the trade winds, which blow constantly over great areas, and the westerly winds that prevail in higher northern and southern latitudes. Difference of temperature and of specific gravity have a very much slighter effect, which is most marked in undercirculation and the vertical mixing of waters. A remarkable fact is that the greatest ocean depths are near the land, the deepest sounding (4,655 fathoms) having been obtained 110 miles outside Kurile Islands, and the next deepest (4,561 fathoms) 70 miles north of Porto Rico. Vast areas, however, are yet unsounded. The Pacific covers 67,000,000 of the earth's 188,000,000 square miles, and seems to average about 2,400 fathoms in depth in the northern part and 2,500 in the southern; the Atlantic extends over 31,000,000 square miles, with a mean depth of 2,200 fathoms; and the Indian Ocean has an area of 25,000,000 square miles, and a mean depth of 2,000 fathoms. But even the best known coasts are only imperfectly explored, and it is difficult to realize the time necessary for a complete marine survey.

The Necessity of Composure.

One thing that, if not a necessity, is at least conducive to comfortable living, is hardly appreciated even by those who most need it. This is the need of having some time each day entirely alone. It is impossible to live comfortably without composure of mind, and there is no way of securing it so surely as to spend a short time each day (and a long time is even better) in silence, and free from interruptions. It is soothing to tired nerves, and strengthening to a tired mind. The person who does not like to be alone, who does not even strongly desire to be alone once in a while, is already on the highroad towards ill-health. It is the only way to have relief from the confusion of always being in some one's presence, which will, sooner or later, either affect the nerves or weaken the mind.

Wherever, or however, you live, then, see to it that you have at least one hour out of every twenty-four that you can call your own. Some busy people may at first think this is impossible; but we rarely find anyone who does not waste more than this every day, and who is not the worse off for the waste. The very act of taking this hour strengthens the will and adds that much to the comfort of living, since a weak-willed person is at the mercy of everything and every person that encroaches upon his rights; and not the least of these is the right to live a healthy, comfortable life.

His Barometer.

From Chicago Herald.

"I was at luncheon at Kinsley's the other day," said F. Willis Rice, "when my attention was riveted on a handsome old gentleman who was watching intently his cup of coffee. The head waiter also noticed the action and asked the patron if there was anything the matter with his coffee. He replied, 'Oh no, I am just watching my barometer.' The word was heavy for the waiter to shoulder, and he went to the manager and told him he thought that man—pointing out the old gentleman—was off, and that he had a barometer, and he was afraid the man might hurt somebody with it. The manager approached the gentleman with an apology and asked him what was the trouble. The gentleman replied quietly: 'Nothing. I am just watching my barometer. You see these bubbles on the surface of the coffee. If they go to the center of the cup, we will have fine weather. If they go to the side, there will be a storm.'

"They went to the side—and it rained that afternoon. It is a new one to me."

Rabid Dogs.

Ever and anon mad dogs are still making their appearance in the county. It is surprising that owners of young dogs do not have them wormed; and still more surprising that the authorities do not enjoin upon police and constables to shoot every unmuzzled dog they find on the street or road; and especially that town authorities do not thus act.

Do mad-dogs always exempt officials and their families. QUIRERY.

Some things for a boy to learn: To swim, to walk, to throw straight, to make a fire, to be punctual, to hang up his hat, to help his mother or his sister, to wipe his boots on the mat, to close the doors quietly, to go up and down stairs quietly, to read aloud when requested, to remove his hat upon entering a house, to treat the girls so well that they will always wish he was their brother.

"Fee simple, and simple fee,
And all the fees entail
Are nothing when compared to thee
Thou best of fees—fe-male!"

Prof. Spencer computes the age of Niagara Falls at about 32,000 years. It is now 8,000 years since Lake Huron emptied into Lake Erie for the first time.

Of over 5,000,000 children in elementary schools in England, only 850,000 pay for their schooling.

Sixty thousand acres in this country are devoted to celery growing.