#### Address of Hon. M. E. Ingalls to the Commissioners' Convention.

#### Questions Pertaining to the Conduct of Railways Which Are of Interest to the General Public.

The railway commissioners of the country met in convention at Washington, D.C., on Tuesday, May 10, for the purpose of considering questions of great interest both to the railways and the people of the United States. The convention was addressed by Hon. M. E. Ingalls, a high authority in railway matters, upon the establishment of proper traffics, conduct of shippers and the betterment of existing conditions in railway affairs, also the advancement of measures looking to the greater comfort and convenience of the publie. Mr. Ingalls' address is here given as being a semi-official expression of the views held by railway managers generally, and as being also of general interest to the public at large:

"Mr. Chairman and Gentlemen: very much obliged for this opportunity of addressing you. I understand I have in my audience the members of the interstate commerce commission and the gentlemen composing the various rallway sions of the different states. It is a body that is supposed to stand as an arbiter be-tween the railroads and the people, as a friend of both; a body that cught to and does have great influence, and especially in reference to legislation regarding rail-roads. If this audience should agree upon enact it into law, and believing as I do that it is essential to the public inverse to secure legislation. I am pleased to have this opportunity of presenting my views and endeavoring to enrist you in the reforms which I think are so vital. We have any legislation in that respect that was needed. I presume there would be no dif-ficulty in inducing yonder congress to avoid disaster, not alone to the railways,

but to the material interests of our country.
"For 30 years a contest has been waged in legislatures, in congress and before the courts, by the people on one side who be-In legislatures, in constant of the people on one side who becourts, by the people on one side who believed that rallways were public corporations and subject to control by the power that created them; and, on the other hand.

There are two changes that should be the present legislation which in this present legislation which in this present legislation of by officials of the railways, who did not believe such control was legal or prac-ticable. State after state asserted its right. These rights were contested from one court to another, and decided from time to time always in favor of the people, under cer-tain restrictions. It finally culminated in 1887 in the enactment of the interstate commerce law, and since then there has been hardly a day when some provision of that law was not under consideration by the courts or by congress, until now we may state it is as fairly settled by the highest courts in the land that the legislatures of the states have control over rallways with reference to their local business, subject to certain conditions and that the Ject to certain conditions, and that the congress of the United States has the power to regulate interstate business. The supreme court of the United States, which is the highest arbiter of these differences, has just decided that such control of the states, or regulation, must be reason able, and that rates cannot be reduced be low a point where the rullroads can earn their expenses and a fair return upon their

Railway managers had accepted the sitratiway managers had accepted to obey the untion and were endeavoring to obey the interstate commerce law and adapt their management to it when in March, 1897, a decision was rendered by the supreme court which produced chaos and destroyed all agreements. It was practically that the Sherman anti-trust law, so-called, which it had not been supposed applied to rail-ways, did apply to them, and under the construction of that law by the court it was practically impossible to make any agreements or arrangements for the main-tenance of tariffs. In the case brought against the Joint Traffic association in New York, this view has been combatted by the railways and it may be modified by the courts. But since that decision in March, 1897, there has been practically a state of anarchy so far as the maintenance of tariffs is concerned in a large part of this

country.
"It is well, perhaps, that we should look the situation fairly in the face, and while I do not care to be an alarmist, I feel bound to describe plainly to you the condition today, so that you may understand the necessity for action. Never in the history of rallways have tariffs been so little respected as to-day. Private arrangements and understandings are more pientiful than regular rates. The larger shippers, the irresponsible shippers, are obtaining advantages which must sooner or later prove the ruin of the smaller and more conservative traders, and in the end will break up many of the commercial houses in this country and ruin the railways. A madness seems to have selzed upon some rallway managers, and a large portion of the freights of the country is being carried at prices far below cost. Other than the maintenance of tariffs the condition of the railways is good: their physical condition has been improved; their trains are welmanaged, and the public is well served. If a way can be found by which tariffs can be maintained and the practice of secrerebates and private contracts discontinued the future will have great promise for rail-way investors, railway employes and the public generally. And here I wish to say that this is not a question which concerns railway investors alone. If it was, you might say let them fight it out. It concerns over and above everyone else, the great public. One-fifth of our people are interested directly in rallways, either as employes or employes of manufactories that are engaged in furnishing supplies to the rallways. Can any body politic prosper if one-fifth of its number is engaged in a business that is losing money? The rail-ways serve the public in so many ways that their prosperity is closely interwoven with the prosperity and the comfort of the ordinary people. One thousand millions of dollars were paid out last year by the railways from their earnings to employes of manufactories in this country: 511,000,000 of passengers were carried: 13,000 millions were carried one mile: 765,000,000 of tons of freight were moved; 95,000 millions of tons were moved one mile. Do you think that any interest performing such immense service as this can be in difficulty and the balance of the country not feel it? Forty millions of dollars were paid out for pub-lic taxes. Over three thousand millions of dollars that have been invested in railways have earned no dividend for years. This is not 'water,' as some populist orator will say, but good, honest money. These se-curities are held all through the land, and their failure to pay any return has brought disgrace upon us abroad and suffering and want in many a family and community at home. A slight improvement in the rate, which would be scarcely felt, would make this investment good. One mill per ton per mile, or one-tenth of a cent, additional, last year would have made \$5,000 increase in net revenue, and this would have paid three

per cent, upon this invested capital.
"These are the material sides of the question. There is a much more dangerous view, and that is the demoralization of the men conducting these immense enterprises and the want of respect for the law which and the want of respect for the law which is being developed by the present situation. The trouble is not due altogether to the provisions and the interstate commerce iaw. It has grown up from various sources. The panic of 1853 and the loss of business for the next few years intensified the competition between the lines; new avenues were opened; the competition of the Gulf ports increased enormously; also that of the Canadian Pacific on the north. Altogether, these causes produced such sharp competition, coupled with the decision re-

RAILWAY MANAGEMENT. | ferrred to of the courts, that no under standing or agreements can be made, and have combined to produce the most com-plete breakdown that has ever been seen in any business. There is less faith to-day between railway managers with reference to their agreements to maintain tariffs to their agreements to maintain tariffs than was probably ever known on earth in any other business. Men managing large corporations who would trust their opponent with their pocketbook with whitoid thousands in it, will hardly trust his agreement for the maintenance of tariffs while they are in the room together. Good faith seems to have departed from the railway world a force traffic agreements are conworld, so far as traffic agreements are con-

cerned.
"One of the chief difficulties with the law as it stands to-day is that the punishment as it stands to-day is that the punishment for private contracts and rebates is en-tirely out of proportion to the offense. The imprisonment clause was put in as an amendment to the interstate commerce law, and I believe the commission and everyone who has watched its workings will agree with me that it has been a fail-ure; more than a failure, that it has caused perhaps more demoralization than any-thing else. The public has not believed in it; it has been impossible to secure convic-tion; it has prevented the railway of-ficial who desired to be honest from complaining of his competitor whom he thought was dishonest. In fact, it has been what every law is that is not supported by pub-lic sentiment—a failure. What, in fact, is the manner of conducting business to-day? The rallway official who desires to be honest and law-abiding sees traffic leave his line and finds the freight that he was carrying hauled to the warehouse of his rival, the earnings of his line decreasing and complaints from the management of loss of earnings, and in the distance he sees looming up the loss of his position. At the same time, the shipper who desires to obey the law sees some rival selling merchandise to his customers at prices he cannot meet, and he knows very well that he is securing concessions from some railway to enable him to do this. The railway agent and the supper who wish to obey the law sit down together and look it over. What redef is there for them? They can complain of their rivals, possibly convict them under public does not believe in this severe fea-ture of the law, and will not support any-one who enforces it. The result is, these men in despair are driven to do just what their opponents are doing-they become lawbreakers themselves. I have drawn no fancy picture; it is what is occurring every day around you. Beards of trade, com-mercial bodies and conventions have re-peatedly reported on it, and all have come to the same conclusion; and yet, for some

made in this present legislation which would aid in creating a better condition of affairs than exists to-day. First, the tenth section, or imprisonment clause, should be stricken out, and a new law should be enacted imposing a fine of, say, \$5,000 upon the affending corporation; make each and every contract or bill of lading a separate offense. Leave out the shipper altogether; you want his testimony. If he cheats by underbilling or false invoices, he should be punished, but his attempt to secure a lower rate than his rival should not be indictable, as you then prevent getting testimony which you need. With this amendment put into law every railway official will be interested in prosecuting his rival for any

To-day you cannot get any help that way, because no one is going to try to send his competitor to prison. Public senti-ment would not support it, and over it all is the fear that he himself may have committed transgressions which, in turn, will be discovered and prosecuted, and punishment inflicted upon himself. But if it was a case of fine against the corporation, there would be no hesitation in these corporations using the entire power which they have to convict wrongdoing. You may think that some would pay these fines and go on, but I assure you that a few fines of \$5,000 would work wonders in reforming railway corporations in their management. Above all, you will have public opinion be hind you, and it will be easy to enforce this law. You can get all the testimony you want; no one can refuse to produce his books. You will at least give those railway officials and those shippers who sincerely desire to be law-abiding citizens a fair chance to defend themselves.

"Second, the law should be amended so that railway corporations can contract with each other for the maintenance of case of failure of either party to keep his contract allow the other to sue in the courts and recover damages. This, in part, is what is called pooling, but it is more than this. It legalizes contracts between rail-way corporations. It may be a contract for maintenance of rates with no division of business. To-day, if two railway cor-porations contract that they will maintain the same rate between Baltimore and New York it is a conspiracy, contrary to public policy, and cannot be enforced in the courts. This is an old law which is not courts. This is an old law which is not adapted to modern business methods. It grew up to protect the public in old times, but it is no longer necessary, and should be changed to legislation. The right to pool, as you all know, provides that two or more rallway corporations can agree to divide the business between competing points on certain proportions, and the line that carries more than its share shall pay a certain sum as damages for its failure to keep its contract. The objection to allowing this has been that excessive rates might be charged. To protect the public in this matter, enact into law that upon the complaint of any citizen such rates shall be subject to review by the interstate commerce commission, and in case they shall find that they are excessive they shall at once be re-duced to the basis fixed by the interstate commerce commission, or else the agreement shall be ended.

"All of us who have any interest in our country, who desire its prosperity, are interested in the solution of this great question. It is not a time for the demanague to howl about corporations. It is not a time to talk about the wrongdoings of railway managers. There are always some, in any business, who will not do right, and there always will be, but the great mass of railway managers to-day, I assure you, are as honestly seeking a solution of this question as are you or any member of the leg-islative body. I believe I voice the belief of a very large majority of them that the two provisions I have mentioned are necessary and will lead to the settlement of this ques-tion. If this body will join and heartlly indorse this course and work for it, its accomplishment can be attained. We have unwittingly in this country applied to rail-way laws that it was never intended should be applied to transportation companies of this nature. We have gone back and taken decisions that were wise a hundred years ago, when civilization was in its infancy and when the masses needed certain pro tection, and have endeavored to apply these same principles to the great transportation interests of modern times. The courts, unfortunately, have followed in that line, "I beg of you, gentlemen, to take these things to heart. If the thoughts that I have suggested are wise and commend them-

Selves to your judgment, then put them in such form as is proper and present them to congress with your recommendations, and I have not much doubt but that they will be made into law. Some people will oppose them through selfish interest or for polit-ical reasons; there will be some railway managers who fear the loss of their present power and who can see great troube in the future, who will oppose them; but why, in reference to such an enormous interest as this, wait for everyone to agree? Take the great mass of thinking men, what you yourselves approve, and put it into the shape of a law and let us try it. If it accomplishes what we wish, it will be a fortusate day for this country. If it accomplishes but a little of what we hope, we shall indeed have made a success. If we are mistaken and it does no good, we at least shall have the satisfaction of having made an banest effort in the right direction. managers who fear the loss of their pres-

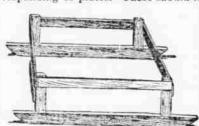


PORTABLE SHEEP SHED.

Affords Protection from Flies in Sum mer and Can Be Moved to the Feeding Yard in Winter.

A. D. S. asks me to give a plan for a portable shed that can be used for shade and a protection from flies in summer and be moved to the feeding yard in the winter.

Take two two by eight pieces, any length desired-we use 16 feet. Bevel one edge at both ends so that it can be moved in either direction. Two or three feet from either end, depending upon length of sills, spike an upright post, one three feet high, the other four, so as to give slope to the roof. Place posts of similar lengths upon the other sill. The posts on either sill may be tied together by a fencing board or shingling lath, as no weight will be thrown upon them. Next girl the two parts together by pieces corresponding to plates. These should be



FRAME OF PORTABLE SHED.

not less than two by six or two by eight inch, if the shed is made 16 feet wide, Spike these to the posts so that the weight of the roof falls upon them edgewise. A brace from the plates to the foot of each post makes it ready for the roof. Pine boards make a very satisfactory roof. If the shed is to be used in the winter the boards should be lapped at least two inches at either edge and nailed tightly, the nails being clinched below. Where such a shed is to be used for summer shade only, the boards need not be lapped. It may be inclosed to suit one's fancy. I leave it open. For summer protection from flies it is important that the roof be very low, as the gadfly is shy of such a

I think it highly advisable to replace shade trees in fields that are sometimes plowed, with such sheds as this, By moving them every week or ten days very rich spots will be made during a summer. Then there is not the danger from lightning.

They may well be used in the winter also. Where there is no accumulation of manure under foot and good circulation of air, as there always may be under such a shed, sheep may be crowded very closely for short periods during storms. Such a shed 16 feet square may well accommodate 50 sheep during a rainstorm. Kept upon a tough sod, the flock might always have a clean place. During many winters in this latitude, or farther south, this would make an entirely satisfactory provision for wintering sheep, provided spring or well water was convenient. It would not require as much time and labor to move such a shed as it would to haul and scatter the manure if the sheep were confined to a barn stable, and there would be no loss, which is unavoidable under any other system.

I notice that I have neglected to say that the roof boards should be as long as the sills, or even longer. Use such length that they will extend three feet beyond the plates. The roof will not then sag at the middle so badly. The accompanying cut will make the construction plain .- H. P. Miller, in Ohiq

## AMONG THE POULTRY.

The hen should never be frightened. Don't feed much, if any, corn in hot

If you overfeed you will have fat hens and fewer eggs.

Hens divided into small colonies lay more eggs than when crowded to-

The object now is to hatch as many chickens as possible as early as pos-

Properly fed and cared for, goslings will grow faster than any other kind of

A dunghill will eat as much as a pure bred and forget to give a good account Island Poultry has found equal parts

of coal oil and olive oil a cure for swol-Feed chicks at first about every three hours, and less frequently as they

First prevent disease if possible; second keep it from spreading if it breaks

out in the flock. It may be advisable once more to recmmend occasional washing of roosts

with kerosene. Fill empty egg shells with mustard and cayenne and leave them about the yard for egg-eating hens to indulge in it. It often cures the habit .- Western

More Interest in Horses. There is no question about the re-

vival of interst in horse breeding, and it by the bankers who attended the 18 tion here, this week, arrive at are spective homes, they will tell scriends that they never visited a age little city than Cape Girar on the metropolis of Southeast ad ri, and they will be telling the duggie

wit meeting the Percys the Capa- Cures or I not play on the home grounds Cramp RK-New Mess.... makey meet the Diels on June 4th. ache, LON-Clear Rib.

THE REAL CULPRIT.

We Kept Quiet and Let the Poor Letter Carrier Take All

"Hi there!" called a somewhat excited roman to the postman who was passing on is morning round. "Where's that letter I sent three weeks ago to my sister in Buf-falo? She never got it and has written to know whether I'm mad at her or some of us

"I know nothing about it, madam."

"Of course you don't. I suppose the post-master-general would say the same thing. My own private opinion is that this government is running at mighty loose ends. I put a stamp on that letter to pay for having it sent. It was directed as plain as print. It is lost or stolen and my own sister is blaming me for neglecting her. It's all politics, that's what it is, putting in a lot of raw hands every four years, and I don't propose to stand it. I'm going to find out whether you mail men can defraud your customers and make family trouble just because you and make family trouble just because you don't know enough to look after your busi-

"But I never saw your letter, my good woman."

"I don't care anything about that. Neither did my sister ever see it. I'll not sleep till I write the president and give him a piece of my mind. The idea of paying an army of men to lose letters. It's ridiculous. It won't be long before some of you are looking for other jobs, or I miss my guess."

During this conversation the woman's husband dove frantically into his pockets, ran hatless through the back gate, put that letter into a mail box and made a fine show of temper while helping his wife abuse the government.—Detroit Free Press.

#### AN ANCIENT CUSTOM.

From Republican Traveier, Arkansas City,
Kan.

Pilgrimages to some shrine of St. Vitus,
to cure the disease known as St. Vitus'
dance are no longer made. The modern
way of treating this affliction is within
reach of severy household as is shown by the reach of every household, as is shown by the experience of Karl A. Vagner, the eleven-year-old son of George Wagner, of 515 9th St., Arkansas City, Kan. The father tells the story as follows:

"Over a year ago," he says, "Karl was taken with St. Vitus' dance and continued taken with St. Vitus' dance and continued to grow worse during five months he was under a physisian's care. His tongue became paralyzed and we could not understand a word he said. He became very thin, lost the use of his right leg and seemed doomed to become a hopeless invalid. We had about given up hope when Dr. Williams' Pink Pills for Pale People were recommended to my wife by a lady whose daughter had been cured of a similar affliction by the pills.

"I hought a box of them at once and soon



them, and when he had taken the disease disappeared.
"That was six months ago and there has "That was six months ago and there har been no return of the disease. The cure was effectual and permanent, and I feel satisfied that no other medicine could have produced so marvelous a result. We feel rejoiced over the restoration of our son, and cannot help but feel that Dr. Williams' Pink Pills for Pale People are the most remarkable medicine on the market."

No discovery of modern times has proved such a blessing to mankind as Dr. Williams' Pink Pills for Pale People. Acting directly on the blood and nerves, invigorating the body, regulating the functions, they restore the strength and health in the exhausted patient when every effort of the physician

the strength and health in the exhausted patient when every effort of the physician proves unavailing.

These pills are sold in boxes at 50 cents a box or six boxes for \$2.50, and may be had of all druggists, or direct by mail from Dr. Williams' Medicine Co., Schenectady, N. Y.

## A Flow of Language.

A well-known public lecturer is fond of telling how he was once introduced to an audience by a man manifestly unaccustomed audience by a man manifestly unactuation to performing duties of that sort. Stepping to the front of the platform before the large audience, he said: "Ladies and gentlenen, with us this evening Prof. Blank, we have with us this evening Prof. Blank, who, I understand has a finer flow of lan-guage than I have, therefore I will not continue my remarks, but will ask the professor to come forward and consume the time."

And he sat down, having quite exhausted his own "flow of language" and leaving the professor to begin as best he could after such a dazing introduction.—Detroit Free Press.

STATE OF OHIO, CITY OF TOLEDO, | st.

Lucas County.

Frank J. Cheney makes outh that he is the senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, County and State aforesaid, and that said firm will pay the sum of One Hundred Dollars for each and every case of catarrh that lars for each and every case of catarrh that lars for each and every case of catarrh that
cannot be cured by the use of Hall's Catarrh
Cure. FRANK J. CHENEY.
Sworn to before me and subscribed in my
presence, this 6th day of December, A. D.
1886. A. W. GLEASON,
[Seal] Notary Public.
Hall's Catarrh Cure is taken internally and

acts directly on the blood and mucous sur-faces of the system. Send for testimonials, free. F. J. CHENEY & CO., Toledo, O. free. F. J. CHENT.

Sold by druggists, 75c.

Hall's Family Pills are the best.

## THE MARKETS.

NEW YORK, May 19, 1898.

	NEW YORK				
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ŧ	COTTON-Middling FLOUR-Winter Wheat	10000	46	- 6	4
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	WHEAT-No.2 Red	****	925	1.56	6.
	CORN-No. 2	****	46	42	12
	OATS-No.2	****	45	55	14
t	OATS-No.2	11 75	24	12 25	
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ч	CHICAGO.				
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	SHEEP-Fair to Choice	8 50	8	4 50	
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# A FRIEND'S ADVICE.

# And what it led to.

It is not a common occurrence that a friendly word should be the means of giving nearly forty years of happiness and health to the person heeding the advice it carried. This was the case with Mary Lingard. At twenty-five she was dragging out her days in misery. At sixty-one she finds herself so active and strong she can do work that would shame many a younger woman, and looks back on thirty-six happy, healthful years of industry. But let her tell her story:

"Thirty-six years ago I had great trouble"

"Thirty-six years ago I had great trouble"

meet the eye of some poor sufferer."

MARY LINGARD, Woodstock, Ont.

Dr. Ayer's Sarsaparilla has won its way
to every corner of the world by the praise
of its friends; those who have tried it and
who know they were cured by the use of
the remedy. There is nothing so strong
as this personal testimony. It throws all
theories and fancies to the winds and
stands solidly upon the rock of experience challenging every skeptic with a
positive "I know." Ayer's Sarsaparilla
with its purifying and vitalizing action on
the blood is a radical remedy for every
form of disease that begins in tainted or
impure blood. Hence tumors, sorea,
ulcers, boils, eruptions and similar discases yield promptly to this medicine.
Some cases are more stubborn than others,
but persistence with Dr. Ayer's Sarsaparilla usually results in a complete cure,
Mary Lingard began with a bottle, and
went on to a course of Dr. Ayer's Sarsaparilla. When she was cured she realized
that a medicine that could cure disease
could also prevent it. So she took a couple
of bottles each spring and kept in perfect
health. There are thousands of similar
cases on record. Some of these are
gathered into Dr. Ayer's Curebook a little
gathered into Dr. Ayer's Curebook a little happy, healthful years of industry. But let her tell her story:

"Thirty-six years ago I had great trouble with my liver. The doctors allowed that there were tumors growing on it, and they blistered my side in an effort to give me relief. I was at that time carning my living as a tailoress, but for five years, between the pain in my side and the blisters I was in constant misery, and work was a drag to me, with no prospect of relief; fortunately for me, however, a friend advised me to take Dr. Ayer's Sar saparilla, and finally persuaded me totake a regular course of it. When I first com menced taking the Sarsaparilla my side was so painful that I could not fasten my relief, but my friend advised me to persevere and relief was sure to come, and come it did. This happened, as I say, thirty-six years ago. My liver has never troubled me since, and during these years I have passed through the most critical period of a woman's life without any particular trouble, and to-day, at sixty-one years of age, I am active and strong, and able to do a day's work that would upset

Mabel—George, I do wish you would enlist.
George—Why, dear, I thought you confessed that you loved me?
"I did say so, but if you were to go into the army perhaps you might learn what arms are for."

After that she had no cause to complain.

Chicago Evening News.

From Baby in the High Chate to grandma in the rocker Grain-O is good for the whole family. It is the long desired substitute for coffee. Never upsets the nerves or injures the digestion. Made from pure grain it is a food in itself. Has the taste and appearance of the best coffee at 1 the price. It is a genuine and scientific article and is come to stay. It makes for health and strength. Ask your grocer for Grain-O.

Mrs. Hoon—What an imposing appearance your friend Puffington has, to be sure!
Old Hoon—Oh, yes! he's a born colonel, if ever a man was!—Puck.

Take care of your pennies and some one will come along with a scheme to take care of your dollars for you.—Chicago News.

Mrs. A. G. Russell, Nashville, Tenn., writes: "I can truly say that Dr. Moffett's Terhina (Teething Powders) are the greatest blessing to Teething Children that the World has ever known. I have used them two years, and my baby would have hardly lived through his second summer if I had not used these powders. May God reward him for the good he has done teething babies through this remedy."

Ella—"Where was it George proposed to you last week?" Essie—"At a hop." Ella —"And you accepted him?" Essie—"At a jump."—N. O. Times-Democrat.

Fits stopped free and permanently cured No fits after first day's use of Dr. Kline's Great Nerve Restorer. Free \$2 trial bottle & treatise. Dr. Kline, 933 Arch st., Phila., Pa.

"I don't think that young man who comes to see you will ever set any part of the world on fire." "Oh! well, you can't tell, papa; you know be smokes cigarettes."—Yonkers Statesman.

Cure your cough with Hale's Honey Horehound and Tar.

Pike's Toothache Drops Cure in one minute.

The abuse of health is veiled suicide.

An Easy Victory.—"Ah," the fond mother sighed, "you say you love my daughter nor but will you love her when she is old! Steadily looking her in the eyes he replieds "She will never get old. Anyone can see as a glance that she takes after you."—Chiese on Daily Naws. go Daily News.

A Cheap Farm and a Good One, Do you want a good farm, where you can work outdoors in your shirt sleeves for temonths in the year, and where your stock can forage for itself all the year round? so, write to P. Sid Jones, Passenger Agent Birmingham, Ala., or Dr. R. B. Crawford Traveling Passenger Agent, 6 Rooker Building, Chicago, Ill.

Do you want to go down and look at

Building, Chicago, Ill.

Do you want to go down and look at some of the Garden Spots of this country? The Louisville & Nashville Railroad provides the way and the opportunity on the first and third Tuesday of each month, with excursions at only two dollars over one fare, for round trip tickets. Write Mr. C. P. Amore, General Passenger Agent, Louisville Ky., for particulars.

Ky., for particulars.

Do you want to read about them before going? Then send ten cents in silver oppostage stamps for a copy of "Garden Spots" to Mr. Atmore.

Synonymous. Smith—Yes, Jones; I'm going fishing.
Won't you go along?
Jones—No; thanks, old fellow. I ain't
drinkin' now.—Judge.

The Pioneer Limited
Is the name of the only perfect train in the
world, now running every night between
Chicago, St. Paul and Minneapolis via the
Chicago, Milwaukee & St. Paul Railway
the pioneer road of the West in adopting all
improved facilities for the safety and enjoy
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sent free to any person upon receipt of two cent postage stamp. Address, Geo. H. Hen-ford, General Passenger Agent, Chicago, Uk Wooley—"Smithers says he makes no acquaintances among medical students.
Kotton—"Why not?" Wooley—"He says
he's afraid they'll cut him dead."—Roxburg

I cannot speak too highly of Piso's Cure for Consumption.—Mrs. Frank Mobbs, 238 W. 22d St., New York, Oct. 29, 1894.

Nobody likes a woman who eats more than a man.-Washington Democrat.

## TRIALS OF SALESWOMEN.

Mrs. Pinkham Says Standing Still is One of Woman's Most Trying Tasks.

Have you ever thought why it is that so many women or girls rather walk for an hour than stand still for ten minutes?

It is because most women suffer from some derangement of their delicate organism, the discomfort from which is less trying when they are in motion than when standing.

So serious are these troubles and so dangerous to health that the laws in some states compel employers to provide resting places for their female employees.

But no amount of law can regulate the hard tasks of these women. Customers are exacting, and expect the saleslady to be always cheerful and pleasant. How can a girl be cheerful when her back is sailed by lassitude and bearingter how sweet tempered she is way under the pain after a while. want cross and snappy saleswo

ton, Me.

aching, when she is asdown pains? No matnaturally, her nerves give Employers, however, don's men. Cheerfulness is very important capital, and no one can be amiable when racked with pain. If you are ill or suffering, write' without delay to Mrs. Pinkham, at

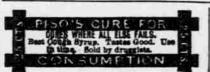
Lynn, Mass., and tell her all about yourself. Your story will not be new to her; she has heard it many thousand times and will know just what you need. Without doubt, Lydia E. Pinkham's Vegetable Compound will help you, it has done such wonderful things for suffering women. Do not hesitate to write her all the little things that make you feel miserable. Your letter will not be seen by any man, and Mrs. Pinkham's advice will cost you nothing. Read this letter from Mrs. MARGARET ANDERSON, 463 Lisbon St., Lewis-

"DEAR MRS. PINKHAM:-For years I had suffered with painful menstruction every month. At the beginning of menstruation it was impossible for me to stand up for more than five minutes, I felt so miserable. One day a little book of Mrs. Pinkham's was thrown into my house, and I sat right down and read it. I then got some of Lydia E. Pinkham's Vegetable Compound and Liver Pills.

"I can heartily say that to-day I feel like a new woman; my monthly suffering is a thing of the past. I shall always praise the Vegetable Compound for what it has done for me."

Ask Mrs. Pinkham's Advice—A Woman Best Understands a Woman's IIB

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