THE SECRET OF THE BROOK.

The great sea called me, and I came
From the far hillside, bleak and brown;
And many grateful blessings meet
The twinkle of my silver feet
As I pass singing, singing, down.

The happy birds my waters drink,
The mosses grow so velvet green
If I but touch them; at my brink.
The pastured cattle stand and—think,
And life is still a shifting scene.

I spend my wealth for others' good,
And thus, in turn, their best I take;
The wind delights with every mood,
Sun, storm or quiet o'er me brood,
And each a newer charm doth make.

My errand will not let me stay
In any spot, though fair it be;
Even while you watch I slip away,
By day and night, by night and day,
To add my ripple to the sea.
Which even needs a brook like me.
—Charlotte M. Packard, in S. S. Times.

WHAT SELIM COULD NOT FORGET.

THE McNair girls had company, Cadence and Ruth Wheeler, two blue-eyed New England maids wi'lint white locks.

Cadence was so named by a fond mother, who detected music in the first-born baby lamentations—music appreciated by the mother alone.

A number of articles were needed in the McNair household, which somebody must get in Lewisvale.

Home duties claimed Julie and Marie McNair — not strawberry-hulling or pea-shelling—real, practical, necessary lamp-filling, some baking for next day's league picnic, and the churning —three gallons of sour cream must speedily be churned.

"I cannot drive to town," laughed Julie. "That golden butter must be churned. Horrid work!"

"Buzzy is so—well, Buzzy is only a little boy, I can't send him shopping," sighed Mrs. McNair.

Thoughtful Mr. McNair said:

"Why not Caddie Wheeler? Caddie isn't timid. Selim is a trusty animal, works well in the girls' phaeton."

"Oh, father, you dear!" cried Julie, joyously. "Three cheers! Ruthy get your bonnet; Caddie, I'll show you how to hold the lines and guide. Father, you may get to your work. I can hitch up. You girls need not be one mite afraid. Selim is just the kindest, smartest old horse, goes around all the bad places. You'll have nothing to do, only avoid the crowded streets. You know, too, just where to go."

"Laws, now," said the hired man. "I do wonder, Buzzy, if your pop's goin' to let them strange girls hev Selim and drive to the city 'thout comp'ny?"

"Philip, Selim's gentle as a dog. They've been to the city a dozen times. Selim likes to poke along slow."

"Did you ever see him run to a fire?" inquired Philip.

"Fire? Umph, Selim hasn't been in the fire service the last eight years. He was only in the service two years," said Buzzy, conclusively.

"I don't care. He was one in a fire team. He was disciplined every day. He was young and learned his lesson by heart. He will never forget it either. Neither folks nor horses can quite unlearn things that's most second nature. Selim is a beauty, gentle and obedient, but he can't be trusted in the city. He's been tested. A gentleman in the city wanted him bad for a family carriage horse, them fire signals start him agoin'. Selim had to find a home in the country, where the fire gongs——"

"Ho! ho! I see," laughed Buzzy. "Wouldn't it be fun to see old Selim clip it?"

"It wouldn't be fun for the girls."

"I don't want harm to come to them. I thought, Philip, you said discipline was so helpful."

"I did," curtly replied Philip.

"But it makes Selim unreliable?"

"Selim's a good horse—biddable, too."

"I don't understand you, Philip. I do not believe even a fire gong will wake up that sleek, fat, lazy fellow. The girls will drive home in safety," said Buzzy.

"If I really feared anything would happen 'em, I should have warned your pop. I say there's a risk that Selim 'll hear the fire alarm, catch sight of the hose carts and fire teams,

AN OLD TIMER.

an' mind his own past trainin'. A horse isn't supposed to know when to quit obeyin' signals. Boys may learn when to do or leave off doin' things. Now s'pose you tell your pop to come here."

The noon lunch was eaten. Two o'clock and the Wheeler girls were not in sight. Julie kept watch at the attic window, looking far down the road.

"If an accident has happened, Selim is not to blame," stoutly declared Mr. McNair.

"They're coming up the hill," cried Julie, rushing down the stairs. "Selim must have poked dreadfully."

"Did you have a pleasant drive, dear?" inquired Mrs. McNair.

Two girls hastily jumped from the phaeton.

"The hateful, mean old thing!" cried Ruth Wheeler, two tears standing in her eyes. "The pig-headed creature. He just would go. I could neither turn nor guide him. A gentleman attempted to restrain him, but—"

"Did Selim run, Cadence?" inquired Mr. McNair.

"Run? He galloped—galloped madly."

"Did he spill you out?" timidly inquired Marie.

"No," replied Cadence, "only it was so ridiculous—two girls in a phaeton galloping to a fire down on the level, following the hose carts. I pulled on the lines, but the faster the firemen drove the faster Selim ran. A gentleman assisted us in turning the infatuated old fellow toward home. He said our horse had certainly once been in the fire service and we really must not be too severe on the faithful, spirited old fellow."

Julie laughed merrily. The Wheeler girls laughed. Mr. McNair laughed, too. Selim stood in his harness, docile and gentle.

"I had forgotten that Selim was once in the fire service. I had no thought of this happening. Girls, it is my fault. My good fellow, you are a faithful old horse, but you can't be trusted in the future in the girls' phaeton when they drive to town. Buzzy, take Selim to the barn," said Mr. McNair. "It has happened just as you said, Phillip. Selim hasn't forgotten. I think Ruth Wheeler will not trust him again. Old fellow, you'll not get future treats, lumps of sugar an' petting from the girls."

"When the girls have thought a bit I think they'll not cherish a grudge against the horse. They'll understand he did his best in his way. Buzzy, s'pose you an' me always fell into line when duty calls—"

"Whoa, Selim! You are impatient for your dinner," said Buzzy, holding out temptingly a ripe June apple. "You'n me aren't fond of work. There now, take the apple. Phillip, I detest hateful, everyday chores. I do sometimes make a fuss when the girls find extra errands for me to do. A boy needs time for play. I'm not a shirk; Julie calls me one sometimes. When I'm older I'll work for all the family. You'll see." Buzzy thrust his hands in his pockets, held up his head and looked defiant.

"You'll improve by an' by—by an' by."

"Yes, and I'm tired being called careless, idle an' thoughtless. Julie need not call me 'Tad Hoober, junior.' I shall not grow up like him. I do want fun and a good time now. I mean to—"

"Buzzy boy," said Philip, "you have every help to grow into such a man as John McNair. If I were you I'd begin now, checkin' an' holdin' in my faults. Every good man will tell you he has had to discipline himself. I'd take special pains to learn good ways—the

JULIE LAUGHED MERRILY.

ways of pleasantness—the ways one never desires to unlearn. Nobody is ever too old to cease to do evil, learn to do well, but old habits cling like Spanish needles."

On the following day the league picnic in the McNair grove was a happy event.

Selim, in the phaeton shafts, stood quietly beside a maple tree, Julie McNair holding the lines.

"Dr. Love is coming our way with little Bess," said Marie.

"Cadence," whispered Ruth Wheeler, "it is our friend."

Dr. Love had not forgotten. A twinkle gleamed in his brown eyes.

"We—we did not expect to see you again, sir," stammered Cadence. "We are grateful to you."

"The old fellow gave you no more surprises?" said the doctor.

"No; but wasn't it dreadful—two girls in a phaeton trying to keep up with the hose carts?" laughed Ruth Wheeler.

"Selim is a lovely horse for the country," Julie eagerly declared.

"He certainly doesn't forget. A horse is a wonderful creature. One of the world's famous military men who understood men and horses said: 'A horse craves kind words—a little kindly expressed sympathy from men.'"

Buzzy was quite proud that Selim attracted general notice. Compliments, sweets and loving pats were lavished upon the handsome, sleek-coated horse.

Selim yet makes frequent trips to Lewisvale. The ladies do not drive him, since he still responds to the fire signals. Selim evidently is in spirit one of the hook and ladder company, disdaining to be retired from active service.

Buzzy is earnestly striving to learn newer, better ways. Julie does not now call him "Tad Hoober, Junior."—Edith Alger, in Prairie Farmer.

A Modest Little Boy.

Eight-year-old Fred was the youngest member of a large family, and, unlike many boys of that age, was accustomed to regard himself as a person of little importance.

At the table he ate what was given him with a thankful heart and a vigorous appetite. He was not consulted as to his personal likes or dislikes, as far as food was concerned.

Naturally enough, therefore, his ideas were much confused when, on the occasion of his first dinner out at the home of one of his schoolboy friends, he was asked whether he would like his slice of beef rare or well done.

"Why—I—think," stammered Fred, bashfully; and then, with his usual bright smile, he said:

"It doesn't make any difference, Mrs. Brown. Any old thing will do nicely for me!"—Chicago Post.

What He Needed.

The man was melancholy, and when he called on the doctor for advice, that artist thought he had his man sized up on the first turn. He told the doctor his symptoms and the doctor asked a lot of incidental questions.

"How long have you been here?" inquired the physician after finishing up the regular list.

"Much longer than I have wanted to be," replied the patient, wearily.

"That's it; I thought so," exclaimed the doctor, brightly. "What you need is a change of scene."

The patient threw up his hands as if to ward off a blow.

"Oh, doctor," he wailed, "I belong to a theatrical company playing a repertoire of five-act plays."—Detroit Free Press.

—Prof. Zakbarin, of Moscow, the czar's physician, is eccentric. When he is called to atttend a patient all dogs must be kept out of his way, all clocks stopped, and all the doors must be thrown wide open. He insists on perfect silence in the sick room excepting answering his questions, when only "yes" or "nay" is allowed. His eccentricities, however, cease at the bedside of his patient, where he is courteous and considerate.

—An Inexorable Youth.—Polly Green—"What's the flutter now?" Jack Parrott (who has just been brought in)—"Flutter! Why, that confounded kid has been using my cage for a baseball mask." Polly Green (tearfully)—"What's a cage to personal beauty? He just plucked out all my tail feathers to play Injuns with."—Judge.

LIGHT IS SOUGHT.

Investigation Into the Causes of the Late Strike Begun.

The Labor Commissioners in Session at Chicago—Vice President Howard and General Master Workmen Sovereign Testify.

TOLD LABOR'S STORY.

CHICAGO, Aug. 17.—President Cleveland's special commission to investigate the recent strikes and boycott against the Pullman and the railroad companies began its inquiry Wednesday in the district courtroom in the federal building. The commisioners, consisting of Labor Commissioner Carroll D. Wright, John D. Kernan, of New York, and Judge N. E. Worthington, of Illinois, occupied the judicial bench.

G. W. Howard, vice president of the American Railway union, was called as the first witness.

He told how the Pullman strike was precipitated by the alleged discharge of members of a committee that waited on the Pullman company officials. He said he had advised against the Pullman strike and he told of the efforts that were made by the American Railway union and the civic federation to induce the Pullman company officials to arbitrate the difficulties. He further related how the convention of the American Railway union, composed of delegates from all the United States, declared that no more Pullman cars would be handled by the American Railway union after a certain date unless the Pullman company decided to arbitrate. The company refused to arbitrate and the railway men refused to handle the Pullman cars.

Mr. Howard said that the cause of the general strike was that the General Managers' association made a declaration that they would back up George M. Pullman.

Mr. Howard testified that he had given information to city detectives that certain persons had been paid large sums by General Manager Egan, of the Rock Island road, to burn cars, thereby arousing public sentiment against the strikers.

In the beginning of his afternoon testimony Mr. Howard told about the conference of labor leaders at the Briggs house and said Mr. Debs did not advise either Mr. Gompers, Mr. Sovereign or Mr. McBride or any other labor leaders to counsel men beneath them to strike.

Mr. Howard advocated the government ownership and operation of railroads to prevent such troubles in the future. As to arbitration, the labor leader had little faith in its efficacy unless it was voluntary.

General Master Workman Sovereign, of the Knights of Labor, followed. He said he knew little of the grievances of the Illinois Central employes and comparatively little about the Rock Island, except that the latter road was the subject of a discussion in a convention at Des Moines before the general strike in Chicago.

Concerning the violence and destruction of property, Mr. Sovereign said he believed the burning of cars was the work of United States deputy marshals. He had read information filed with the mayor of Chicago by the police department which justified that belief.

"I do not believe arbitration will avoid such strikes," he said in conclusion. "Voluntary arbitration is too slow and compulsory arbitration is not a remedy.

Second Day's Test mony.

CHICAGO, Aug. 18.—It is a question whether the commission will be able to get much information from the railway managers. The commission has the power to summon witnesses, but cannot compel them to answer questions. There is no doubt that George M. Pullman, Vice President Wicks, General Managers Egan, St. John and other corporation officials will be called. Whether they will testify or not is quite another matter.

George W. Lovejoy, former yardmaster at La Salle, Ill., for the Rock Island, testified that he was discharged June 19 for reasons unknown to him. The employes of the Rock Island struck because of a local grievance and of the Pullman troubles. The Rock Island people, the witness declared, will not employ a member of the American Railway union. His plan for preventing strikes was government ownership of railroads. He thought compulsory arbitration unsatisfactory.

Sylvester Keliher, secretary of the American Railway union, was the next witness. He thought that the cause of the boycott was the grievance of the Pullman employes. The Pullman employes were organized as a lodge of the American Railway union. To a committee of the American Railway union which waited on them Manager Wickes and Mr. Pullman said the grievances would be investigated, and these gentlemen promised that the members of the grievance committee of forty-three should not be discriminated against. Notwithstanding this, the members of the committee were discharged the next day. Then the Pullman employes went out and the convention of the American Railway union voted to sustain them.

Mr. Keliher said he thought the best preventive of strikes on railroads would be government control of all railroads; the next best thing, compulsory arbitration.

B. B. Ray, who was assistant yardmaster for the Rock Island road at Rock Island, Ill., but was discharged previous to the strike because he joined the American Railway union, was the third witness. He gave the usual account of what led to the strike. The remedy for strikes, he thought, lay in compulsory arbitration.

At the afternoon session T. W. Heathcote, who was chairman of the Pullman strike committee, was the first witness. He presented to the commission the wage scale that obtained at Pullman in 1893 and compared it with that in force at the time the strike was inaugurated. In June, 1893, he said he knew first-class mechanics who made between $43 and $45 in two weeks. A year later he said it was necessary for the men to do four times as much work to get the same pay, there having been a reduction of about 60 per cent. in the pay of the men. While wages were reduced to this remarkable extent Mr. Heathcote said there was not the slightest reduction in the rents collected by the Pullman company out of the wages of its employes. Mr. Heathcote also presented an official copy of the "black list" prepared by the Pullman company and forwarded to other corporations with the request that the men whose names it contained be not employed.

Jennie Curtis was a seamstress for five years in the repair shops of the Pullman company, president of the girl's local union 269, American Railway union, at Pullman, and also a member of the committees that called on Mr. Wickes and Mr. Pullman on behalf of the girls employed at the carshops town. In her department, she said, employes made in June, 1893, $2.25 a day, and at the time of the strike from 40 to 80 cents a day. "My father worked for the company for thirteen years," she said, "and last fall he died. He was a tenant of the Pullman company. He owed $60 rent, and out of my small wages I had to pay that $60 or leave the employ of the company."

R. W. Combs has been a car carpenter in the freight department of the Pullman works for ten years. He testified: "A year ago my wages averaged $2.20 a day and in March, 1894, they were 68 cents. The cut commenced in November, 1893.

Proceedings of the Third Day.

CHICAGO, Aug. 20.—The first witness before the labor commission at the opening of its third day's session was Ray Goodwin, one of the directors of the A. R. U. Mr. Goodwin was somewhat inclined to be uncommunicative, and occupied the stand but a short time. He thought the way to prevent strikes was to have a cooperative commonwealth.

Vice President Howard, of the A. R. U., again became a witness, and created something of a sensation when he informed the commission that the United States governmen is boycotting 3,000 of the A. R. U. men and the strikers in the courtroom became interested. The Union Pacific road receivers are United States officers, and they have refused to reemploy the 3,000 men who struck on that road. This, according to Mr. Howard, is a boycott of the men by the United States.

The commission did not consider the statement of Mr. Howard relevant, but heard him on. He proceeded to say that half a dozen roads are engaged in a boycott on the Missouri, Kansas & Texas road on account of a passenger rate made by the latter road. Yet the government had not interfered as it had in the boycott on Pullman cars. It should let the railways and their employes fight out their differences just as it does not interfere in disputes between one road and another.

There was a volley of hand clapping as Mr. Howard finished. The commission decided, however, that the matters he referred to were not germane to the investigation.

E. W. Bemis, associate professor of political economy in the University of Chicago, appeared as a witness. Arbitration, he said, seems to have worked well in the settlement of disputes in private industries in Massachusetts, where there is a state board of conciliation and arbitration. In cases where either side refuses these conciliatory measures the board may make an investigation. Where the parties consent to arbitrate the commission has the right to compel employers to show the books as to wages, but they cannot be compelled to testify as to profits.

As to railroads, it was likely that some time in the future they would pass into government control and that civil regulations would prevail. But that time is remote, and as a present remedy Prof. Bemis suggested the creation of state courts for the settlement of disputes between company and employes on interstate roads, and of a federal court of inquiry, conciliation, and arbitration for the adjustment of labor difficulties on interstate railways. These courts should have power to make exhaustive inquiry and compliance with their decisions should be obligatory. He thought it would be a good plan to license all railway employes, just as lake and river engineers and pilots are licensed.

H. F. Griswold testified in regard to blacklisting. He is a switchman, 28 years old, and had been a railroad man about ten years. He was one of the American Railway union organizers for the Northwestern road. "I applied for work less than a week ago at Altoona, O.," said he. "I wrote out my name and then the trainmaster turned to a book, and, finding my name there, said I was blacklisted and could not have work on that road. The same experience was met with at Columbus, O."

A. B. Connors, the next witness, also had some experience with the black list. He learned of it for the first time when he applied to the Union Stock Yards & Transit company for work. His name was upon a list, he said, which the company had in the office, and he was turned away because of his participation in the strike.

Rev. William H. Carwardine, of the Pullman Methodist Episcopal church, testified at the afternoon session. After stating briefly the origin of the strike, Mr. Carwardine said:

"After the strike was declared I felt in justice I must state my views on the question, and I discussed the matter in the pulpit. The wages were cut severely and unequally. There was dissatisfaction with the local administration and with the abuses of the foreman. The men did not have a reduction of the rent when the wages were cut, and the men felt that justice could not be received. Mr. Pullman and Mr. Wickes are not so much to blame for the present state of affairs. The difficulty is with the local administration. If Mr. Pullman had been in closer relationship with his men and if rent had been reduced when the wages were the strike would have been averted. I don't know how much the rent should have been reduced. The Pullman company starts out with the idea of a system of paternalism and the system was founded to improve the workingmen. I contend that the company should not cut the wages of their old employes, but act from the standpoint of the paternalistic system."

Mr. Carwardine went on to explain how he had met the committee of the Pullman strikers and had interviewed Mr Debs and endeavored to have them declare the boycott off. He was not an advocate of strikers, was inclined much in favor of arbitration and the government management of railroads. He had been charged with being an anarchist and a socialist. It was impossible to be both. Anarchy he repudiated entirely; he was what might be called a Christian socialist. Referring to the strike he said he thought the conduct of the strikers had been remarkably good. He said he knew sixty-four families were soon to be evicted at pullman, and after he left the stand said he was in the city to raise money some way to stop the ejectment proceedings.

Eugene V. Debs has telegraphed the commission that he is recovering from his recent illness, but on account of the sickness of his wife, he will not be able to appear for examination before the middle of next week.

Additional Testimony.

CHICAGO, Aug. 21.—The first witness before the labor commission at the opening of the fourth day's session was Thomas W. Heathcote, chairman of the Pullman strike committee, who had been recalled. He said that the Pullman company's statement that the company's books might be looked over by the employes was merely a statement by one of the clerks. When the employes went to investigate the books they were refused. He said that the Pullman branch of the American Railway union was formed during the last of March and the month of April. Nearly all of the 4,000 employes of the company joined the union. Each man paid one dollar for the privileges of membership. Of all the employes between 2,500 and 3,000 lived in the houses of the company.

Miss Mary Abbott Wood, who worked in the electrical department at Pullman, was the next witness. She said she was a member of the American Railway union and was one of the Pullman strikers. Her father had died some time ago in the company's employ. She had to support her mother on the one dollar a day she received from the Pullman company. She lived in one of the Pullman houses and paid $17.71 a month. Miss Wood showed the commission a notice of eviction, dated May 3, she had received from the company. She testified that she had paid her rent to April 30. The company, by mistake, had credited the rent to her sister. When she asked for a rectification she was refused. She had not yet been evicted.

Frank P. McDonald, a locomotive engineer on the Chicago Great Western was next called. He said that sometimes he was compelled to remain on continuous service from sixty to seventy-two hours without rest. Mr. McDonald went into an extended account of the trouble on the Chicago and Great Western. It was caused by a refusal of the company to restore wages, which had been cut.

Mr. McDonald said he opposed the recent strike because he thought the American Railway union was not strong enough to fight the general managers in the hard times when so many men were out of work. He did not think the strike would be successful. He voted for the strike only because he was so instructed by his local union.

"I am opposed to strikes in general," said Mr. McDonald, "but when the federal government will do nothing for us, and we have no weapon but the strike, we must use it. If it were not for strikes the railroad men in this country would be working for one-half the pay they are now getting."

Asked what he knew about the stoppage of mail trains the witness said that the Chicago & Great Western mail train No. 3 on June 28 last was "killed" by the management of that road and its crew was used to take out an excursion train to St. Claire. This mail train was obstructed by the railway managers and not by the strikers or the members of the American Railway union.

McDonald told how it was impossible for him to obtain employment after the Burlington strike, when he was blacklisted. The company's influence was used against him, he said, even to the extent of protesting to Gov. Francis, of Missouri, against McDonald's appointment as oil inspector at St. Joseph, Mo.

Miss Jane Adams, superintendent of Hull house and member of the board of conciliation of the civic federation, was next called. She recited the efforts of the civic federation to bring about a settlement of the trouble. The employes of the A. R. U. were always willing and anxious to arbitrate, but Pullman and his officials would say to the committee only that they had nothing to arbitrate.

Arthur M. Wilson and Nettie M. West, employes of the Pullman company, testified as to the reduction in wages.

H. W. Pearson, a real estate agent who operates at Kensington, Roseland, Southwest Pullman, and other localities adjacent to Pullman, said houses which rented for $17 in Pullman could be had for $10 a month in Kensington. In all cases, in his judgment, rents were about 75 to 100 per cent. higher in Pullman than in the adjacent towns.

The commission adjourned to 10 o'clock Monday. Application has been made the commission to hear statements by representatives of unorganized labor. All persons who think they can give the commission any information as to the conditions of labor, organized or unorganized, will be heard.

FAILURES IN NEW YORK.

Theodore S. Baron & Co. Go to the Wall and Carry Another Firm with Them.

NEW YORK, Aug. 20.—There were two assignments Friday, one the outcome of the other. Theodore S. Baron and Samuel Baron, copartners under the firm name of Theodore S. Baron & Co., manufacturers of knit underwear in this city, and their mill in Clyns street, Brooklyn, assigned. It is said the liabilities will reach $125,000, with nominal assets to equal that amount. The firm has paid out during the last three years about $50,000 for improved machinery. This failure forced the firm of S. Baron & Co., comprised of Samuel Baron and Max Straus, manufacturers of knit goods at the same address, to the wall, and they also assigned. The liabilities are said to be about $150,000; assets, $125,000. The assignments are attributed to the uncertainty of the tariff legislation, the general financial depression and the inability to make profitable sales.

ASKING FOR AID.

Pullman Strikers Appeal to Gov. Altgeld for Succor.

SPRINGFIELD, Ill., Aug. 21.—The following letter has been received by Gov. Altgeld:

"KENSINGTON, Ill., Aug. 20.—To His Excellency the Governor of Illinois: We, the people of Pullman, who, by the greed and oppression of George M. Pullman have been brought to a condition where starvation stares us in the face, do hereby appeal to you for aid in this, our hour of need. We have been refused employment and have no means of leaving this vicinity and our families are starving. Our places have been filled with workmen from all over the United States, brought here by the Pullman company, and the surplus were turned away to walk the streets and starve. Also there are over 1,600 families here in destitution, and their condition is pitiful. We have exhausted all the means at our command to feed them and we now make this appeal to you as a last resource. Trusting that God will influence you and that you will give this your prompt attention, we remain yours in distress, the starving citizens of Pullman.

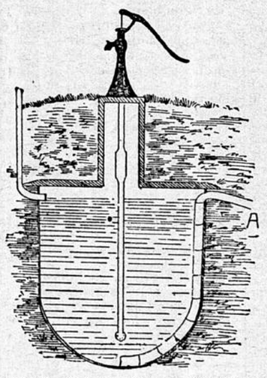
"T. E. POLENS,
"L. J. NEWELL,
"THEODORE RODEK."

FARM AND GARDEN.

SELF-CLEANING CISTERN.

How to Keep the Water from Getting Foul or Ill-Smelling.

Soft water for washing purposes is a necessity. To meet this necessity cisterns of various kinds are built, but the dust lodging on the roof, together with dead leaves, and various substances whirled about by the wind, will be carried by the water into the cistern. Unless it is frequently cleaned, this fouls the water and gives it a bad odor. The illustration presented above shows a plans for a cistern so arranged as to avoid this difficulty. The overflow pipe, a, instead of simply entering the cistern at the surface of the water in the usual way, continues down the inner surface and opens near the bottom. Then, whenever the cistern fills with water and overflows, the surplus enters the discharge pipe at the bottom, thus carrying off whatever sediment may have been deposited. As the substances that are washed from the roof into the cistern always settle gradually to the bottom, each hard rain that fills it to overflowing forces them into the discharge pipe and carries them off to the drain. Such foul sediment forms a good nest for disease germs. Where the ground is of firm texture it is not necessary to brick up the sides, but the cement may be laid directly on the earth. Begin by laying out a circle about a foot larger across than the intended size of the cistern. Dig this size down three feet, then dig the cistern six inches smaller on all sides, thus leaving a shelf on which to place the covering stones three feet below the surface, to be out of the way of the frost. Cover it by laying on opposite sides of this shelf two long flat stones,



SECTION OF A SELF-CLEANING CISTERN.

eighteen inches apart. Then lay two other stones across the ends of these, and a man-hole eighteen inches square will be left. It is now ready for plastering. Use Portland cement, one part of cement to two of fine, clean sand, giving the sides a good layer clean up to the cover, the leader from the roof having been inserted in or near the top. Now dig a drain from some convenient point of discharge, and lay the overflow pipe by beginning at the bottom of the cistern, passing it out near the top. It may be made of common round two-inch drain tile, having that part which is in the cistern well covered with cement. When all is complete place a crib of plank over the man-hole, through which it may be entered by means of a small ladder; then cover with earth, rounding it well up.

If a pump is used the suction pipe should be furnished with a strainer, and should reach to within a foot of the bottom of cistern. Where a cistern can be built directly under the kitchen it is very convenient to connect it with a pump over the kitchen sink. The capacity of a cistern may be approximately ascertained by allowing seven gallons to the cubic foot. Or, if it is round, multiply the diameter by the average depth, in feet, and the product by five and one-half. The result will be the capacity in gallons.—American Agriculturist.

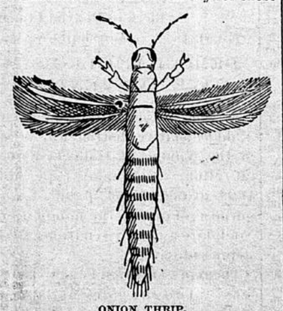
THE ONION THRIP.

Description of One of the Enemies of the Much-Tried Farmer.

This minute fly has long been known as an onion pest, producing what is termed "white blight" of the onion tops. It also attacks cucumbers, strawberries and many kinds of flowers.

The insect is very small, the mature female being about one twenty-fourth of an inch in length. The color varies from a pale lemon to a brownish yellow, the darker specimens appearing quite smoky. The only black parts are the compound eyes and tips of the mouth parts. In form they are long and slender, and very active in their movements. They travel by jumping and flying short distances.

The most successful remedy for these



ONION THRIP.

pests is kerosene emulsion. This should be thrown forcibly upon the plants, care being taken to wet thoroughly the axils of the leaves, where the young are usually to be found in numbers. The application should be made early in the morning or in the evening when the mature insects are less active than in the heat of the day. —N. Y. World.

DAIRY SUGGESTIONS.

THE warm weather develops odors. Keep them away from the milk or the milk away from the odors.

IF a stable is kept sweet, especially if it be an underground stable, it makes a comfortable milking place.

IT is not best to milk in the ordinary stable. Not one stable in a thousand is clean enough to milk in in summer.

THE question is raised whether butter that is well colored naturally is better flavored than when it is not. The imagination considers that butter that is colored naturally or artificially is of better flavor, and that is about the same as if it really was.

WHILE no very definite rule can be laid down for feeding calves, it may be generally stated that for the first two or three days two to three quarts of mother's milk per day will be sufficient, which may be increased to four or five quarts by the end of the first week, to six or eight in the second week, and to nine or ten by the end of the first month. These quantities refer to new milk or to its equivalent, and to a full-sized and healthy calf.—Farmers Voice.

A DECEPTIVE TARGET.

It Costs Something to Learn to Hit the Dangling Ball.

A shooting gallery peculiarity that has recently came into popularity consists in a very light and fragile ball of blown glass, or in some cases a hollow egg shell suspended from a string.

This always attracts the inexperienced marksmen, because the natural destructiveness inherent in human nature causes him to prefer to shoot at something which he can smash rather than at a target that gets no harm from his accuracy.

Therefore, says the New York Sun, he wastes his three shots, at one and two-thirds cents a shot, not on targets, but on the suspended mark. And he never hits it.

The experienced man in rifle range gunnery wastes no time on the deceitful ball. He knows that it can't be hit. Probably he knows it from experience, for it is one of those facts that no man will believe until he has tried it for himself.

The reason for it is that a very light hollow glass ball, or a blown egg if properly hung on a slender thread, will dodge any bullet that ever came from a gun barrel. The air that the bullet piles up in front of it blows the light mark out of the projectile's path until it has passed, after which the target swings back to its original position.

This is very provoking for the marksman, who, if he be a good shot, has the doubtful satisfaction of seeing his target execute three quick dodges at the aforementioned price of one and two-thirds cents per dodge.

There is nothing, however, so renumerative to the proprietor as these pendent marks, for the gunners, provoked at their lack of success, will keep on and on and on trying to hit a mark compared to which a pin head would be a barn door shot, and they only give it up in disgust when the cost begins to tell upon them or when some wiser friend explains their lack of success.

Two dollars is a cheap price to pay for the knowledge that one of these hanging targets is a better mark for a baseball than for a bullet.

HIS HEARING WAS RESTORED.

But After Being Cured He Couldn't Even Bear the Ticking of a Watch.

A well-known physician recently told the following story to an Indianapolis Sentinel reporter:

"A prominent Marion county farmer discovered that he was gradually getting deaf. He couldn't hear the hired man blast stumps with giant powder. He came to my office and made signs that he wanted his ears examined. I examined them, and in an instant, almost, found that his defective hearing was caused by the gathering of a waxy substance in the ears. When I removed that obstruction of the hearing I was surprised at the result. The old gentleman jumped from the chair where he had been seated and put both hands to his ears. He couldn't stand the noise from the street and the least sound startled him. He was one of the most pleased men I ever saw. He went away and it was several weeks before I saw him again. He called at the office with his wife and she did all the talking. She hardly raised her voice above a whisper and every now and then she looked at her husband in a timid way. She said that for several days he would not allow the least bit of noise in the house, and that he butchered some pigs before their time because of being affected by their squeal. His daughter and her husband had lived with them for two years and they had to leave on account of the crying of their six-months-old baby. There were two clocks in the house, one in the dining-room and one in the bedroom. These he stopped on account of the ticking. The clock in the bedroom was an alarm clock. It went off one night. He jumped from bed and nearly broke his neck by falling head first on the floor. The woman said that she had to keep the house as quiet as a country graveyard for more than two weeks, for it was that long before her husband became accustomed to hearing. His daughter, however, has gone back to the farm with her baby, and the clocks have been started again."

A Temple Made from a Single Stone.

Mayalipmam, India, has seven of the most remarkable temples in the world, each of these unique places of worship having been fashioned from solid granite bowlders. Some idea of their size and the task of chiseling out the interior may be gleaned from the fact that the smallest of the seven is twenty-four feet high, seventeen feet long, and twelve feet wide. Travelers who have carefully examined them are of the opinion that it took centuries of work to carve these graceful edifices from native rock.

A SURGEON'S KNIFE

gives you a feeling of horror and dread. There is no longer necessity for its use in many diseases formerly regarded as incurable without cutting.

The Triumph of Conservative Surgery

is well illustrated by the fact that **RUPTURE** or Breach, is now *radically* cured without the knife and without pain. Clumsy, chafing trusses can be thrown away! They never cure but often induce inflammation, strangulation and death. **TUMORS** Ovarian, Fibroid (Uterine) and many others, are now removed without the perils of cutting operations. **PILE TUMORS,** however large, **Fistula** and other diseases of the lower bowel, are permanently cured without pain or resort to the knife. **STONE** in the Bladder, no matter how large, is crushed, pulverized, washed out and perfectly removed without cutting. **STRICTURE** of Urinary Passage is also removed without cutting in hundreds of cases. For pamphlet, references and all particulars, send 10 cents (in stamps) to World's Dispensary Medical Association, 663 Main St., Buffalo, N. Y.

PISO'S CURE FOR CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in time. Sold by druggists. CONSUMPTION

A. N. K.—G. 1514.

WHEN WRITING TO ADVERTISERS PLEASE state that you saw the Advertisement in this paper.

IF THERE are any housekeepers not using ROYAL BAKING POWDER, its great qualities warrant them in making a trial of it.

The ROYAL BAKING POWDER takes the place of soda and cream of tartar, is more convenient, more economical, and makes the biscuit, cake, pudding and dumpling lighter, sweeter, more delicious and wholesome.

Those who take pride in making the finest food say that it is quite indispensable therefor.

ROYAL BAKING POWDER CO., 106 WALL ST., NEW-YORK.

UNREHEARSED EFFECT.—Aged and Venerable Retainer—"Here, noble sire, is the legacy of your great ancestor; this chest has not been opened for a couple of generations!" Don Diego—"Open it." (When the lid is raised a live cat jumps on to the stage.) Old Servant—"Drat those mischievous chorus lads!"—Humoristische Blatter.

A MAN dat plants a watermillion patch next to de graveyard may not save all his melons, but he is de means of eradicatin' de germs ob sooperstishun from de minds ob de colored population in dat vicinity.—Puck.

"Palace Cars."

Under this head are comprised sleeping, hotel, dining, drawing-room, private, hunting and composite cars. As long ago as 1836, the first attempt to provide sleeping accommodations on a train was made on the Cumberland Valley railroad, in Pennsylvania. The train from Harrisburg arrived at Chambersburg at night, and many travelers desired to go immediately through to Philadelphia. A car was fitted up with stationary bunks, such as are in use on steamboats, and was divided into four sections, each having three berths, upper, middle and lower. Each passenger was expected to furnish his own bedding. The first regular sleeping car, built according to present ideas, was constructed by a man named Thompson, at Springfield, Mass., in 1837 or 1838. This car was bought from Thompson by the late Webster Wagner, then a wagon maker, and from this has developed the great Wagner Palace Car company. Geo. M. Pullman is another of the pioneers in the business of making travel luxurious, and his cars are known all over the world. Another early inventor was Woodruff, who made considerable money on his patents, by royalties paid by both the Pullman and Wagner companies. Sleeping cars were first used in the state of New York in 1858-9. The Burlington Route trains contain the finest products of the Pullman company in the way of sleeping cars of the most modern kind, and as to dining cars, they long since had the title of peerless bestowed on them by the delighted public. For tickets, maps and time tables of this route apply to your home agent, or address W. A. C. KENYON, Gen. Pass. Agent, St. Paul, Minn.

HE—"You are the one girl among a thousand." She—"I didn't suppose there had been more than a dozen or so."—Indianapolis Journal.

Hay Fever Sufferers—

Do you know that
The Greatest Hay Fever Resort
In the West is Bayfield, Wis.,
On the Southern Shore of Lake Superior!
And that the best way to reach this resort
Is via "The North-Western Line"—
C., St. P., M. & O. R'y!
For excursion rates to Lake Superior Cities
And via steamer lines for short trips
To Port Arthur and around Isle Royale
"The Gem Isle of the Great Unsalted Sea"
Apply to your local agent.

"TRADDLES seems fond of good books." "Mercy, yes! He never borrows any but those with the most expensive bindings."—Inter Ocean.

A New Arrangement.

ST. PAUL, Minn., Aug. 20, 1894.—The new traffic arrangement between the Great Northern and Oregon Railway and Navigation Co. is one of the most important of the year. It gives the Great Northern the most direct entrance of any road into Portland and to Willamette Valley points. It also becomes the short line into the Palouse and Walla Walla districts of Washington, the Couer d'Alene, Moscow and Snake River districts of Idaho.

HE that drives with the whip needs strong reins.—Chicago Herald.

Hall's Catarrh Cure

Is taken internally Price 75c.

IT is death to a lie to become lame in the feet.—Ram's Horn.

WE do not like to be lied about. But most of us probably lie more about ourselves than anybody else ever does.—Boston Transcript.

How Jolly!

Eh! who said that? The answer is as prompt as the question from the dear chappie who has checkmated the rheumatism with Hostetter's Stomach Bitters, unequalled as well for dyspepsia, liver complaint, inactivity of the bowels or kidneys, nervousness, lack of vitality, appetite or sleep. Use the great tonic and you will be ultimately happy if now afflicted.

JONES—"So Smith gave you a cigar?" Brown—"Yes, but I was in luck; neither of us had a match."—Life.

When Visiting Minneapolis

Stop at HOTEL NICOLLET, the central, first-class hotel, with all modern conveniences. Electric cars to all parts of city, and to St. Paul, pass the door. Rates, $2.00, $2.50 and $3.00 per day; suites of rooms with baths, extra