

HAY FEVER'S CONQUEROR.

Breathe Hyomei and Escape This Dreaded Summer Visitor.

By the use of Hyomei you can save an expensive trip to the mountains and escape weeks of suffering. This remarkable remedy for the cure of hay fever kills the germs of the disease, soothes and heals the irritated mucous membrane and if used two or three weeks before the time of the usual appearance of hay fever will prevent the attack.

The complete Hyomei treatment consists of a neat pocket inhaler, through which Hyomei is breathed, a bottle of Hyomei and a medicine dropper. The air taken into the lungs in this way is filled with healing balsams and forms a perfect safeguard against attacks of hay fever or rose cold.

Those who have had hay fever know how little help can be gained by stomach dosing in this disease. Hyomei is the only scientific yet common-sense treatment for the trouble.

It is easy enough for anyone to say that a remedy will give satisfaction, but the Red Cross Pharmacy offers to refund the money if Hyomei does not do all that is claimed for it, which certainly inspires faith in the treatment.

Hyomei really gives you in your own home a change of climate, and hay fever sufferers know from past experience that this has been the only thing that afforded them relief. By breathing Hyomei a few times daily you can save the expense and trouble of a mountain trip and avoid all danger of hay fever.

NEW RATION FOR SOLDIERS.

Ready Cooked "Roast Beef Hash" For Use in the Philippines.

The war department has undertaken a new venture in the matter of a field ration, writes the Philadelphia Ledger's Washington correspondent.

The trial of a new ration called roast beef hash seems now likely to solve some of the problems of subsistence for men in the field. This is a canned beef that has been thoroughly cooked and mixed with chopped potatoes and onions. It will keep indefinitely and is said to be most appetizing. The men like it, and the first trial has proved so successful that a larger amount will be shipped.

It is packed in boxes and can be transported readily and served out to each mess quickly, supplying on occasion a complete meal ready cooked. On forced marches or in a country where a fire is not desirable it is a very convenient food. It is adapted to rapid marching, where it is impracticable to take along a supply train, pack animals being able to carry a considerable amount, and in case of necessity each man can put a day's supply in his haversack.

The Consulting Caddie.
There is one personage who of late years has rather disappeared from the golfing world, but used to be greatly in evidence in it—the advisory caddie. Many of the caddies of the old Scotch school used to treat their masters (so called) much in the manner that a good old nurse treats a baby when she is beginning to teach it how to walk. In those days there was not a stroke played without the most careful consultation with these sapient mentors.—Westminster Gazette.

Fashion Show For Women.
A fashion show is to be held at the Madison Square Garden in New York from Aug. 31 to Sept. 14 with the announced purpose of setting the style for a year to come in everything pertaining to women's wear, says the New York Tribune. The exhibits will include Parisian and American made gowns. Women are to find in the Garden articles of attire ranging from a shoe to a hat pin. Costumes are to be exhibited on living models. A special hairdresser has been engaged to show the latest methods of dressing women's locks. There will be music, and other entertainment is being contemplated. Prizes will be given for the best made gowns, the judges having been selected from the various dry goods buyers all over the country. J. M. Geddings of Duluth, Minn., will be the chairman of the judges. Lectures will be delivered on subjects pertaining to fashion by prominent merchants.

New Coal Field.
Large deposits of coal are reported to have been found in western Ontario.

MINE TIMBER SUPPLANTED.

Concrete Displacing an Old Element of Danger Underground.

The mining industry in the anthracite region is advancing very rapidly from the crude to the most progressive stage, and the miners of forty years ago would have scoffed at the idea of putting into execution some of the modern methods that now predominate, says a special dispatch from Hazleton, Pa., to the Chicago Inter-Ocean.

What miner, for instance, would have thought even ten or fifteen years ago that concrete would in the opening of the twentieth century supplant timber? Yet this is a fact, and concrete gives promise of becoming universal in its use, thus relieving to a great extent the apprehension of timber becoming exhausted.

Concrete is now being used at many of the operations in wailing the sides of air ways and openings extending from the underground channels to the surface. When so used it makes a permanent job, lessens the operating expense and removes a bad feature of such openings—viz, the dripping of water that finds its way through the crevices of the earth. Many of these air shafts and manways are very objectionable because of the water that drops from the side, not only wetting the men, but injuring their health as well.

The using of concrete has been but recently introduced, and the new shafts and not a few of the older ones are now being lined with it, the work being done after the manner in which the abutments of concrete for modern railroads are constructed. Besides making a permanent job, it also imparts an element of absolute safety from caving in. The shafts are deeply lined, and mine operators are well pleased with the new method.

VALUE OF THE ZEBRULA.

Hybrid Animal's Future Chances Compared With the Mule's.

Prophecy that the "zebrula" will in time supplant the mule of the army and the ordinary mule of commerce is made by United States Consul General Richard Guenther, at Frankfurt, Germany. He sends an official report to the state department on the future chances of the zebra, a cross between a horse and a zebra, and says:

"It has been demonstrated that the mule, the cross between horse and donkey, is inferior to the cross between horse and zebra. Formerly the opinion prevailed that the zebra was almost extinct. The opening up of Africa, particularly the eastern part, reveals these fine animals in large numbers.

"Compared with horses and cattle they possess peculiar advantages, as they are immune against the very dangerous horse diseases of Africa and also against the deadly tsetse fly. The zebra, on account of its form and general bodily condition, especially the hardness of the hoofs, is specially adapted for all the transport work heretofore performed by mules. The zebra is much livelier than the mule and at least as intelligent.

"In Germany much interest in this animal is manifested. The well known Hagenbeck is experimenting in this direction and intends to introduce the zebra into Germany and America. The zoological garden at Berlin possesses some very fine specimens. The zebra stripes are often well preserved. A full grown zebra is fourteen hands high and the girth circumference about sixty-three inches.

The "Just Alike."

Few people perhaps notice that all omnibus wheels are painted yellow, says the London Chronicle, so that any wheel may be worn with any bus color. Every circus ring in the world is of precisely the same diameter, whatever the size of the auditorium, so that the rider knows the angle at which he must lean in San Francisco is the angle of safety in St. Petersburg. Even the ladder is "standardized." Every hodman in England knows what he has to step when toiling up the builder's ladder, though he may not know it is seven inches. The sailor who runs up the ratlines has twelve inches as a step, and that makes a run possible, and the fireman's ladder is crossed with exact equivalence to the ratlines.

TRAINS TO CARRY MAILS

Federal Plan to Improve the Postal Service.

RAILWAY MEN TO HANDLE BAGS

Government Authorities to Assume Responsibility For All Packages Intrusted to Employees of the Railroads—Protection Against Violence Will Be Accorded.

Postmaster General Payne has decided on an important step which will practically put the railroads of the country under the protection of the United States government and prevent interference with interstate commerce by strikers, says a Washington special to the Chicago Tribune. This will be accomplished by making every railroad train a mail train and by commissioning railroad conductors, baggage masters and other trainmen as employees of the United States postal service and empowering them to handle mails.

The agitation which really led to the adoption of the new policy has been growing for several years and is the result of the tremendous growth of the rural free delivery service. This service has resulted in more than quadrupling the circulation of newspapers throughout the country in the period of six years.

Protests were received at the department from the entire country regarding the inefficiency of the mail train service. Officials have endeavored to devise a means of relief. After long consideration it was thought impossible to arrange any plan which would prove satisfactory to the government, railroads, publishers of newspapers and the millions of subscribers. The fact that the government requires all mails to pass through the post offices and handles them only in sealed pouches was the greatest drawback to the quick service desired and, in fact, to the sending of United States mails on any except mail trains.

The postal officials declined to enter into an agreement whereby they would be responsible for mails not carried in closed pouches and handled by sworn employees. Nothing was done until Mr. Shallenberger gave the matter his personal consideration and devised a new plan. It is really an amplification of the system used by the publishers of newspapers in sending out their mail editions. It has been the practice of publishers to intrust bundles of papers to trainmen on trains which do not carry mail, with instructions to throw off the packages at certain points. This system has not been entirely satisfactory.

The government has now decided to assume the responsibility for the carriage and delivery of these newspapers and will commission and pay salaries to the trainmen over and above the compensation received for the regular work. In putting into effect this far reaching policy each case where additional facilities are needed will be considered separately. When the request for additional mail train facilities is received at the department an employee of the railway mail service will be assigned to the case and will attend to the preliminaries of looking to the commissioning of trainmen as employees of the postal service and of arranging the schedules.

Any train—passenger, local or freight—will be empowered to carry mails, and the United States will hold itself responsible for their delivery. This means that in case of a strike every train which carries these special mails will be just as much under the authority and protection of the federal government as through and local mail trains which run on a regular daily schedule, and when all the arrangements have been made and the plans of the department put into effect there will be few trains which are not either regular or "special" mail trains.

In case of interference with any of these special trains during the time of strike or mob violence the United States must under the statutes afford it the same protection, by federal troops if necessary, that has been and will be given to the regular mail trains.

The government will be permitted to settle upon the salary to be paid to the trainmen. At the coming session of congress Postmaster General Payne will ask for a special appropriation to pay the salaries of these special employees.

The Coming Americans.
The American people can never lose its English-Teutonic force and masterfulness, but the infusion of a measure of Mediterranean and Alpine blood is to make us more versatile intellectually, says Ivan C. Waterbury in the World Today. It will make us more truly scientific by developing that power of inductive research and of forming judgments by scientific weighing of evidence which is declared to be correlated with a mixture of bloods. Above all, it is to make us more imaginative and gentler in our thoughts and feelings. In other words, it is to quicken and develop in us the artistic and poetical nature. Therefore not only will there be great achievements in literature, music, painting, sculpture and architecture by American individuals, but also an artistic public consciousness by which we shall enjoy highly the beautiful things of life and be intolerant of commercial neglect and vandalism.

Hector Macdonald Fund.
The Hector Macdonald memorial fund is now approaching \$4,000 (\$20,000), and John Bannan of Glasgow is indorsing a check for \$1,000 (\$5,000) renewing his promise to contribute a similar sum when the next \$4,000 (\$20,000) is subscribed.

NEW BACON CIPHER.

St. Louis Doctor Claims to Have Solved Shakespeare Riddle.

Dr. W. Hutson Ford of St. Louis, a well known scholar and scientific investigator, claims to have discovered a new cipher in the writings of William Shakespeare which proves that Francis Bacon was in reality the author of the Shakespeare plays, says the New York World.

Dr. Ford has worked out and will publish a large number of anagrams from the text of the Shakespeare plays and from the prefatory odes by Ben Jonson and others in the 1623 folio edition, which, he declares, are the cipher writings of Bacon. In them is reiterated Bacon's claim to the authorship. They also contain his urgent appeal to the decipherers to work out all the cipher and let the world know the truth.

The cipher writing discovered by Dr. Ford has nothing to do with the ciphers which have engaged the attention of Ignatius Donnelly and other advocates of the Bacon theory.

According to his discoveries, made after years of long and patient study, the translations of the anagrams in the Shakespeare plays not only prove that Bacon was their author, but that he claimed to be the son of Queen Elizabeth and rightful heir to the throne. They reveal, says Dr. Ford, many extraordinary personal and state secrets. But perhaps the most remarkable of all is the investigator's reading of the inscription on the tomb of Shakespeare, which, he says, coupled with the cipher writing in the text of the plays, shows that Bacon, with the assistance of Ben Jonson, hid the body of Shakespeare and cast it into the river Thames, depositing in its place a small casket containing the key to the cipher and some of Bacon's (Shakespeare's) latest and best writings in the original manuscript, together with other indisputable proof of the authorship of the great plays. This proof is in this casket.

Dr. Ford is certain, will be found when the grave is opened. Dr. Ford's translation of the inscription follows: "U wake, good friend, for the dead set. I tel, Fr. Bacon dugg; he rose. See, Sir! Haste! Move the stones. Syphers and a best Mis rest beneath them. Bacon Blest U."

SOCIAL SERVICE IN BRITAIN.

Institute Organized in London on Lines of American Society.

Word was received recently by the American Institute of Social Service of an initial meeting in London looking to the formation of a British Institute of Social Service. The committee of organization appointed at the preliminary meeting consists of the Rev. Dr. John B. Paton of Nottingham, who has been the principal representative of social betterment in England for thirty years; Budget Mackin, who is associated with the Shaftesbury Institution; Rev. J. P. Gladstone, son of the late premier; Canon Barnett, who has long been associated with Toynbee Hall, the first great social settlement in London; Frederick Rogers, and F. H. Stead, brother of William T. Stead.

In its plan and scope the organization committee announces that the British institute will be similar to the American Institute of Social Service. The organizers are of the opinion that the time has now come for combining sources of information and suggestion relating to social amelioration, which are scattered in many minds and in many organizations throughout Great Britain. The Christian religion, without denominational distinctions, will supply the basis of purpose and action.

It has also been decided that in view of the widely differing conditions in the different parts of the British Isles the new institute shall consist of Scottish, Irish, Welsh and English sections.

CANE FOR JUSTICE HARLAN

A Unique Gift From His Admirers in Porto Rico.

Judge E. B. Wilcox of the district court of Ponce, Porto Rico, who sailed recently on the steamer Ponce for New York, en route to his home in South Carolina, carried with him a unique gift for Mr. Justice Harlan of the United States supreme court, says the San Juan correspondent of the Washington Star. It is a tortoise shell cane with a head made of Porto Rico gold, on which is engraved the new coat of arms of Porto Rico.

On the ferrule, which is of silver, is inscribed, "The constitution follows the flag." This is a recognition of appreciation of Justice Harlan's decision in accord with the sentiment quoted in the case will be presented to Justice Harlan by Judge Wilcox in behalf of Delegate Hipolano Colon and other friends of Justice Harlan in Ponce.

Search For a New Grain Route.

A British expedition has been sent to explore Hudson bay for the purpose of determining whether a new grain route is practicable. The plan is to ship grain from the western portion of Canada, to be stored in elevators on Hudson bay and shipped by water during the brief summer season in which navigation is open.

RISE OF A TOWNSHIP.

Tumut to Be Capital of Australian Federation.

SITUATED IN A FERTILE DISTRICT

Highly Cultivated and Well Watered, the Land About Tumut Is Little Subject to Extremes of Climate With Which Other Parts of the Continent Are Familiar—Agriculture the Chief Industry.

The commissioners appointed to report on the question of the federal capital of the Australian commonwealth seem to have exercised a rare discretion in giving the very strongest recommendation to the claim of Tumut for the coveted honor, says the London Standard. The place is, roughly, halfway between Sydney and Melbourne, the two largest Australian cities, which were both chagrined at losing the supreme right. Melbourne in possessing palatial parliamentary buildings which would have housed the federal legislature admirably—they have already done so since the establishment of the commonwealth—felt that it had a very tangible claim, while Sydney as the oldest city and the capital of the mother colony was most tenacious of her right. The statute finally decided that New South Wales had the better claim and enacted that the capital should be placed within that state, not less than 100 miles from Sydney. Tumut is, however, 200 miles distant from the city of the beautiful harbor, and the commissioners have thus given Melbourne an advantage of 200 miles from the minimum, while favoring it, moreover, by fixing a spot on the straight line from Sydney to Melbourne.

The United States republic, when establishing a federal capital, built it on a swamp in the midst of the virgin forest. The new commonwealth has taken another method. Tumut is a little township of some 1,300 inhabitants in the center of a fertile and highly cultivated plain. It stands high in a valley flanking the mountains grouped round Mount Kosciusko, the culminating peak of the Australian continent. Well watered to a degree that is unusual in places so far west, the district is little subject to the extremes with which the other parts of the continent are familiar. The Tumut river, fed by the Kosciusko snows and the steady springs of its neighborhood, does not dwindle almost to extinction, as do the rivers of the "Never Never country" farther west. In drought the latter become mere chains of water holes—nay, even disappear altogether under stress of a succession of dry seasons. Vegetation in Tumut does not become dry and burned up, and the district is a resort for stock from less favored regions. Agriculture is the chief industry, and maize growing receives most of the attention of the farmer. The fine quality that characterizes Tumut maize is the result of careful cultivation and the extreme care taken by the people to prevent the intrusion of disease into their staple crop. The farmers agreed that they should give up the use of old sacks, in which disease germs might lurk, and they keep strictly to bags bought straight from the factory. Next in importance to Indian corn comes tobacco. The soil at Tumut has shown itself most kindly to the culture. If in its natural state Tumut tobacco would prove somewhat overpowering, still, blended with American, an excellent mixture can be made with the Australian weed.

Such is the quiet and secluded spot in which the federal authorities propose to raise a new city to accommodate the machinery of central government in Australia. If isolation from the grosser interests of mere commerce be sought, Tumut is the ideal, and in its excellent climatic conditions the legislator will be provided with the best atmosphere for stimulating mental activity and at the same time insuring a healthy mind in a healthy body. The isolation is, of course, not irremovable. A short line of some twenty miles—a distance now served by coach—would connect the town with Gundagai, the nearest railway terminus. The latter town is not on the main railroad from Sydney to Melbourne, but is the terminus of a branch thirty miles in length that joins the main through Cootamundra. From the latter junction the federal legislator can go northwest to Queensland or south to Victoria and on to South Australia. West Australia, still unconnected by rail, and the island state of Tasmania are out of touch with the main arteries of railroad communication.

It is curious to note how this little, unknown town has in its way a commanding position with regard to the four state capitals of the east. It is equidistant from Sydney and Melbourne, which are, however, about 300 miles farther off than the two first mentioned. Then, situated at it is on a tributary of the one great Australian artery—the Murray river—Tumut, as it were, overlooks from the highest spot the whole Murray basin, a district which comprises much more than half the area of the continent.

The Lipton Stocking.

The girl who wishes to show her favoritism for the Irish knight, yet dislikes to swerve from her patriotism, wears dainty silk stockings with double emblems embroidered on the instep, says the New York Evening Journal. The colors of Sir Thomas Lipton's club and that of his American competitor blend prettily on the up to date girl's lacy hosiery. This fact promises to become an absolute craze during the all exciting days of the great contest.

THE SUMMER GIRL

People rave over the summer girl. This is because the summer girl is the healthiest, and therefore the most magnetic of all girls. Air, sunshine and exercise have quickened and clarified her blood and her whole organism is alive with energy.

Energy—animation—makes people charming, and this may be traced to pure blood and those factors so essential to its production—air, sunshine, exercise, and not less important, wholesome food—food that does not burden but facilitates the digestive processes—food that includes all those elements for perfect bodily development. Such a food is shredded whole wheat biscuit. The people who have eaten Shredded Wheat—and they number thousands—are eloquent in their praise of its excellence.

Shredded Wheat biscuit contains a food property which acts on every part of the body. It can be prepared quickly in many tempting ways. Mrs. J. D. Kincaid, Albion, Mich.

MELVILLE'S BRAVERY

How the Admirer of the "Typee" Saved His Life to Him a Year Ago.

An incident in the life of Rear Admiral George W. Melville, former chief of the bureau of ocean engineering, who recently retired, which began in 1831, when the admiral and three brothers entered the navy, stands out with great clearness in all accounts of his life, says the New York World. It was his plan for the destruction of the Confederate cruiser Florida in the harbor of Bahia, Brazil.

While Melville was serving on the Wachusett, which was refitting in the Brazilian port, the Florida came in and anchored within five-eighths of a mile of the anchorage of the Federal vessel. She cleared decks for action, but a Brazilian vessel got in between the belligerents and the Brazilian forts trained their guns upon the American ships.

The Florida declined a challenge from the Wachusett to come outside and fight a duel. Thereupon Captain Collins of the Wachusett called a council of his officers, and it was decided that the way to dispose of the Confederate cruiser was to ram her while she lay at her anchorage. To this the objection was made that the shock of the impact would tear the boilers from their lashings and cause the death of every man below decks.

"I do not think the boilers will break loose," interposed young Melville, "but if they do there need be but one man sacrificed, for, after the engines are started, I can work them alone and will order all hands on deck."

In the preparation for the attack Melville volunteered and succeeded in going aboard the Florida and ascertaining the location of her machinery and the strength of her battery. This he did in a rowboat, and the Florida's officers of the deck seized him and threw him overboard with an injunction to get out or be shot.

At 2 a. m. Oct. 7, 1864, the Wachusett, with lights out, was under way. Below decks were only Melville and a fireman named Bradley, who refused to leave his post. The affair was all over in twenty minutes. Then a haversack was made fast to the Florida's foremast, and while the Brazilian forts were wasting ammunition in a perfunctory fire the Florida was towed out to sea. On the Wachusett only three men were wounded, Melville receiving a cut across the left hand.

AN ALL STEEL CAR.

Pennsylvania Railway Coach For Underground Use in New York.

The Pennsylvania railroad is building at its shops in Altoona, Pa., an entirely steel passenger car for use on its underground system in New York. The car is an experiment. It is fifty feet long, with a vestibule, but no steps, since the platform of the vestibule will be the same height as the platform of the stations. The only wood about the car is in the rattan seats, says the New York World.

The car is so built that it can be used not only on the Pennsylvania underground system, but on all other systems in New York. It will be heated by steam and equipped with air brakes and electric lights. The car runs on two trucks of four wheels each. The electricity will be generated from the axles of the car. The car is now on the wheels and will be turned out for a trial run in a few weeks.

ARE YOU SATISFIED?

It Not, What Better Proof Can Barre Residents Ask For?

This is the statement of a Barre citizen. The testimony of a neighbor. You can readily investigate it. The proof should convince you.

Alvin F. Smith, retired, address 19 West Street, says: "I was interviewed by a gentleman in the winter of 1897 about my experience with and opinion of Doan's Kidney Pills, a preparation for which I had gone to E. A. Drown's drug store and of which I took a course of the treatment. I believe I was born with a weak back and as I grew older, at least every year, I was subject to an attack of backache which compelled me to take to my bed. Doan's Kidney Pills stopped that annual occurrence and they have been the means of stopping other attacks since. When I look back over the 22 years of my life and think what I might have escaped had I known about the value of Doan's Kidney Pills, it makes me wonder that people, when they know of a remedy which sets up representation, will not avail themselves of a positive means of preventing kidney complaint or any of its consequences. Often I could neither lift my weight nor stoop without suffering and added to this there was a dimality with the kidney secretions. Doan's Kidney Pills absolutely stopped a very severe attack I have recommended them to many friends and acquaintances since the remedy came to my notice, and I know of a great many who have taken a course of the treatment and received undoubted benefit."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name—Doan's—and take no other.

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