CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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The glycerine employed in Dr. Pierce's medicines greatly enhances the medicinal properties which it extracts and holds in solution much better than alcohol would. It also possesses medicinal properties of its own, being a valuable demulcent, nutritive, antiseptic and antiferment. It adds greatly to the efficacy of the Black Cherrybark, Golden Seal root, Stone root and Queen's root, contained in "Golden Medical Discovery" in subduing chronic, or lingering coughs, bronchial, throat and lung affections, for all of which these agents are recommended by standard medical authorities.

In all cases where there is a wasting away of flesh, loss of appetite, with weak stomach, as in the early stages of consumption, there can be no doubt that glycerine acts as a valuable nutritive and aids the Golden Seal root, Stone root, Queen's root and Black Cherrybark in promoting digestion and building up the flesh and strength, controlling the cough and bringing about a healthy condition of the whole system. Of course, it must not be expected to work miracles. It will not cure consumption except in its earlier stages. It will cure very severe, obstinate, chronic coughs, bronchial and laryngeal troubles, and chronic sore throat with hoarseness. In acute coughs it is not so effective. It is in the lingering coughs, or those of long standing, even when accompanied by bleeding from lungs, that it has performed its most marvelous cures. Send for and read the little book of extracts, treating of the properties and uses of the several medicinal roots that enter into Dr. Pierce's Golden Medical Discovery and learn *why* this medicine has such a wide range of application in the cure of diseases. It is sent *free*. Address Dr. R. V. Pierce, Buffalo, N. Y. The "Discovery" contains no alcohol or harmful, habit-forming drug. Ingredients all printed on each bottle wrapper in plain English.

Sick people, especially those suffering from diseases of long standing, are invited to consult Dr. Pierce by letter, *free*. All correspondence is held as strictly private and sacredly confidential. Address Dr. R. V. Pierce, Buffalo, N. Y.

Dr. Pierce's Medical Adviser is sent *free* on receipt of stamps to pay expense of mailing *only*. Send 21 one-cent stamps for paper-covered, or 31 stamps for cloth-bound copy.

THE ROSE OF JERICHO.

It Is the Original of All the Resurrection Plants.

Several varieties of the so called resurrection plant have appeared among the novelties offered by florists, but the original is the rose of Jericho. Along the shores of the Dead sea, far enough away to be out of reach of the death dealing vapors and the salt spray, grows this rose, a little plant famed in many a legendary story, which, when ripened, rolls up its sprays and branches into a curious little brown ball.

The desert winds snap off its dry stem and whirl the seemingly dead little ball away over sandy plains, like a featherweight. After it chances to reach some damp place, in about ten days, the moisture has wrought a miracle, for the once dead is alive again, green and growing.

The old time pilgrims, who brought back this plant with them from the Holy Land, told wonderful tales of its power to bloom out on Christmas day and gave it the name of resurrection flower. Another old legend names it St. Mary's rose, because it is said that when Joseph and Mary were fleeing from Egypt one of these flowers grew from every spot where they halted to rest.

The dry ball when unfolding drops its seed, and from these it may be cultivated as an annual. To resurrect these dry balls it is simply necessary to keep them standing in glasses of water, immersed about halfway to the top of their branches. The expansion is merely a mechanical, spongelike process.

The botanical name of the rose of Jericho is anastatica, from anastasis, resurrection. There are other species of resurrection plants, but they are not so attractive as their Dead sea relative, which, although it has very little beauty, has an honored place among flowers because of the many fancies and associations it calls up and its peculiar development.—Exchange.

INSECT SUPERSTITIONS.

The Koran says all flies shall perish with the exception of one, the bee fly.

It is regarded as a death warning in Germany to hear a cricket's cry in the night.

The Tapuya Indians of South America assert that the devil assumes the shape of a fly.

The grasshoppers are said to forewarn people in Germany of the visits of strange guests.

The Spaniards in the sixteenth century thought that spiders indicated the existence of gold wherever they were in abundance.

Although a sacred insect among the Egyptians, the beetle receives little notice in folklore. It is unlucky in England to kill one.

The ancients believed that there was a close connection between bees and the soul. An old Welsh tradition is that bees came from paradise, leaving the garden when man fell, but with God's blessing, so that the wax is necessary in the celebration of the mass.

The Clock's Tick.

"Not all people," said the jeweler, "like the ticking of a clock. It is a pleasant sound to most people, but not to all. Some people, clock lovers these, couldn't sleep without a clock in the same room. Its ticking is company, and it scares away the spooks. Such people would wake up if the clock should stop in the middle of the night. But there are other people who can't sleep with a clock in the same room and who, if they found themselves in a strange place anywhere with a clock in their sleeping apartment, would stop the clock before they went to bed. Of course there is much of habit in this, but we have our fancies about clocks, as we do about all things else."—Cleveland Plain Dealer.

All Out of the Same Barrel.

Three Americans traveling in the French provinces thought at dinner that they would go a little higher than the vin ordinaire included in their three franc table d'hote, and accordingly one ordered a bottle of Margaux, the second ordered Pontet Canet, and the third ordered Haut Brion. The waiter, suitably impressed with these orders, retired, but he incautiously as he retired left the door open, and thus it was that the three stupefied guests heard him give their order in these terms:

"Baptiste, three bottles of the red." Argonaut.

Optimistic London Gamins.

In spite of all the compassion legitimately excited in his behalf, the London street child seldom looks on himself as an object of pity. He has an unfailing fund of good spirits, a well developed sense of humor and a boundless capacity for getting enjoyment out of the most unpromising materials.—London Guardian.

Unostentatious.

"Is that all the work you can do in a day?" asked the discontented employer.

"Well, suh," answered Erastus Pinkley, "I s'pose I could do mo', but I never was much of a hand foh showin' off."—Washington Star.

The Huns.

The first mention of the Huns in history is in China B. C. 210. They conquered that country and were afterward driven out by the Celestials and marched clear across Asia, penetrating the country now known as Hungary in 376 A. D. For a time they threatened to overrun the whole of the continent, but were defeated in the heart of France and driven back to the banks of the Danube.

FROM HORSE CAR TO THE TROLLEY

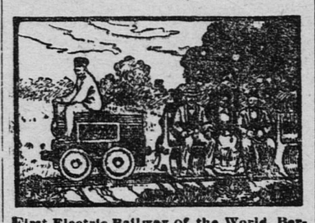
Story of the Wonderful Development in Electric Traction During the Past Twenty Years.

PASSING OF STEAM TRACTION

Gradual Elimination of Distance Through the Development of the Electric Locomotive—Chicago to New York in Ten Hours.

During the summer of 1887, there appeared in the New York Sun the following facetious news item:

"They tried an electric car on Fourth avenue yesterday. It created an amount of surprise and consternation from Third St. to One Hundred and Seventeenth St. that was something like that caused by the first steamboat on the Hudson. Small boys yelled "dynamite!" and "rats!" and made similar appreciative remarks until they were hoarse. Newly-appointed policemen debated arresting it, but went no further. The car horses which were met on the other track kicked without exception, as was



First Electric Railway of the World, Berlin Exposition, 1879.

natural, over an invention which threatens to relegate them to a sausage factory."

That was less than twenty years ago. Today the New York Central Railroad Company is expending $50,000,000 in the electrification of the first thirty-five miles of its system, and the car horses were long ago relegated to the boneyard, if not to the "sausage factory."

"They" have done marvelous things since the increasing knowledge of electricity opened up a new world of achievement, and we have scarcely crossed the threshold. In 1880 the electric car was a dream; in 1890, an experiment; in 1900, a great and wonderful fact which is revolutionizing passenger transportation and will enable human beings to move from place to place twice as fast as they do at present.

Born in Old Vermont.

When in 1834 Thomas Davenport, of Brandon, Vt., ran a toy motor mounted on wheels on a small circular railway, the modern electric railroad with its possible speed of over one hundred miles an hour was born.

In 1838 Robert Davidson, of Aberdeen, Scotland, built an electric locomotive which actually reached a speed of four miles an hour on the Edinburgh-Glasgow railway. Nine years later Professor Moses G. Farmer operated an experimental car which carried two passengers at Dover, New Hampshire.

Then the United States congress became interested. By special grants Professor Page of Smithsonian institute was aided in the construction of several forms of motors. One of them was used as a locomotive and, driven by a battery of one hundred Grove elements, was tried April 29, 1851, on a railroad running from Washington to Bladensburg. A speed of nineteen miles an hour was developed, so great that it destroyed the batteries.

Numerous other experiments followed, all commercial failures because the motors were crude and the source of power a primary battery. The development of the wonderful modern dynamo was necessary before electric railroading could become a commercial success. The first great step was in 1860, when an Italian named Pacinotti invented a continuous current dynamo. Three years later the first practical commercial machine for continuous current operation was made by Gramme.

Still the modern electric car was impossible. The "reversibility of function" had yet to be discovered, involving electrical transmission of energy through two machines, one driven by power and generating electricity; the other reversing the operation, receiving electricity and developing mechanical power.

Like many other important discoveries, this is said to have been the result of accident. A workman coupled a machine to a live circuit by mistake and was greatly astonished to see it begin to rotate. This reversibility of function was publicly demonstrated for the first time at the Vienna exposition in 1873.

Not until 1879 was the first electric railway put in operation, taking the current from a dynamo, using a modern motor and carrying passengers. This novelty was in operation at the Berlin exposition and was a mile and two-thirds, in length. The train consisted of a small locomotive and three small cars, capable of carrying twenty people. It reached a speed of eight miles an hour.

About this time Stephen D. Field and Thomas Edison in the United States began experimenting. In 1880 Edison was operating at Menlo Park an electric locomotive which pulled two cars.

The First Electric Railroad.

The first regular electric line to be established was at Lichterfelde, Germany, near Berlin. It was only a mile and a half in length and opened for traffic in May, 1881. The trains carried twenty-six passengers, at a maximum speed of thirty miles an hour.

The first electric car to be operated regularly in the United States was installed by Deft on the Hamden branch of the Baltimore Union Passenger Railway in August, 1886. That was barely twenty years ago. So great was the skepticism of the public and railway men generally that the contract under which the road was built withheld payment one year so that it might be determined whether the cars would run. "No one but a knave or a fool would undertake such a thing," said a well known scientist at the time. Scientists sometimes have trouble keeping up with the procession. About the same time small cars were operated by Van Derpoele at South Bend, Ind., followed by other small roads in

Edison Electric Locomotive Operated Experimentally at Menlo Park, 1880.

Windsor, Canada; Appleton, Wis.; Port Huron, Mich.; Scranton, Pa., and Montgomery, Ala. In the autumn of 1884 Frank L. Sprague, whose name is inseparably connected with electric traction, began to attract attention with his motors.

Twenty Years of Achievement.

At the beginning of 1887 there were in the whole world less than sixty miles of electric railroad track, and only about one hundred motors and motor cars. In 1905 there were nearly thirty thousand miles of electric track in the United States alone.

This change was not accomplished without opposition, discouragement and financial difficulties. Mr. Sprague himself, who was so potent a factor in working this change, has told the story of his first important contract. In the spring of 1887, the Union Passenger Railway company of Richmond, Va., engaged him to build an electric railway. The first car was run out one night while the skeptical people slept, to make sure it could climb the hills. It started out in a blaze of glory and ignominiously was towed back again by four big mules. But Sprague persisted until on Feb. 2, 1888, in a drizzling rain, the road opened for business.

From that time forward the future of electric railroading was assured and events moved rapidly. City after city adopted the new motive power; horse cars became things of the past; interurban roads began to gridiron the country everywhere, and in each instance a commercial success was scored. Electric interurban lines have been money makers from the start.

The greatest development has been in the east; but the west is not far behind. The Aurora, Elgin and Chicago Electric railway (the third-rail system) which has been in operation several years, is famous. From one center power station over two hundred miles of road are operated, or will be as soon as the line to Belvidere is completed. Electricity at wholesale is sold to cities and villages along the route for lighting purposes; electricity for power is sold to farmers. Trains of elegant cars run into Chicago at a speed which would have seemed impossible a few years ago. Passengers wave good bye to steam trains on a paralleling railroad, which they pass easily. A parlor and dining car is one of the luxuries which the suburbanites enjoy going to and from the city, and the railroad seems a veritable gold mine for its owners.

The horse car has long since disappeared. Will the iron horse, the great steam locomotive, be supplanted also? This question occurs to all who can see the significance of passing events. Probably not for many years to come, as far as heavy freight traffic is concerned, because steam is especially applicable to the hauling of freight. But the action of the New York Central in electrifying thirty-five miles of its road leading out of New York, and the popular agitation for similar improvement in Chicago and elsewhere, would seem to point to a time not far distant when electric railroads will connect distant cities and greatly shorten the hours of travel.

Chicago to New York in Ten Hours.

In fact such a railway already is being built between Chicago and New York by the Chicago-New York Electric Air Line Railroad company, of Chicago. This company, headed by a group of practical railroad men, proposes to run limited trains, making not more than three stops, through to New York or Chicago, in ten hours. The thought fairly takes one's breath away at first, but the project considered soberly seems practical enough, and certainly is "a consummation devoutly to be wished." The work of grading began Sept. 1 near LaPorte, Ind.

As the new road will be an air line, with few curves, the route surveyed is 100 miles shorter than the Pennsylvania "Short Line," and 230 miles shorter than the Lake Shore and New York Central, each of which runs trains covering the distance in eighteen hours. Taking into consideration the shorter route of the Air Line, this is equivalent to a fourteen-hour service. With low grades, a straight track and no grade crossings, the seventy-five miles an hour average necessary to a ten-hour service ought easily to be maintained. Even on the first class steam roads of today ninety miles an hour is not uncommon for short distances.

The Scientific American of Feb. 18, 1905, speaking editorially of the New York Central experiment, says, "The success of this installation, of which there can be no doubt whatever, marks the first step in the gradual substitution of the electric for the steam locomotive in the operation of long distance express trains." The Chicago New York project may be regarded the second step.

Mr. Sprague himself says that speed is "a matter of finance." "What then will determine the future?" he asks. "Chiefly the financial factor, as it must the future of any other great industrial problem. When savings in operation and the increased return for traffic will more than pay a fair dividend on money invested for electrical equipment, will trunk lines be operated by electricity."

Professor Charles P. Stemmetz, one of the greatest authorities on electricity, is quoted as saying, "There is no limit to the speed that may be developed in electric traction—that is, there is no limit up to 150 or 200 miles an hour. Higher speed than that the car wheels could not stand. They would fly to pieces from centrifugal force. Not only can a speed of 120 miles an hour be maintained on a train equipped with electricity, but in

First Regular Electric Railway in United States, Baltimore, 1886.

my opinion it is an entirely feasible scheme from the commercial point of view."

At any rate, the world seems on the eve of great things, and no scientist dares say today as was said twenty years ago, "a man is a knave or a fool." The attitude of the American public is one of faith and expectancy, best expressed by a recent remark of an old lady in her last sickness:

"I don't want to die," she said, "I want to see what they are going to do."

The Passing of Courtroom Oratory.

Inspiration is a lost art in the courtroom. Nowadays no true lawyer advises, prepares documents or tries a case without a careful preparation. Forensic oratory has passed away. No longer does the crowd gather in the county courthouse to listen to and be moved by the wit, pathos and eloquence of the advocate as for hours or days he addresses the jury. The courtroom may be filled, but it is largely with the ubiquitous reporters, many of whom are as destitute of tears as Sahara of water and as callous to emotion as the mummied sleepers of Egypt. No longer is it true that weeping men and women with handkerchiefs to their eyes are moved by the eloquence of counsel. Time is a pressing factor. Facts rather than eloquence is the demand.—D. C. Brewer in Atlantic.

Notice for Publication.

Department of the Interior,
Land Office at Sacramento, California, Jan. 7, 1907.

Notice is hereby given that John Mehrtens, of Clements, California, has filed notice of his intention to make final five year proof in support of his claim, viz: Homestead Entry No. 6962, made June 18, 1900, for the Lot 4 & S ½ of N W ¼, Sec. 3, Lot 1, Section 4, Township 3 N., Range 15 E., M. D. M., and that said proof will be made before the U. S. Commissioner of Amador county, California, at his office in Jackson, California, on Wednesday Feb. 20, 1907.

He names the following witnesses to prove his continuous residence upon, and cultivation of the land, viz:

George Ellis of Ritchey, California.
Edward Grelich of Drytown, Calif.
John Nash of Jackson, California.
D. C. Gibson of Clements, Calif.

JOHN F. ARMSTRONG,
Register.

jal1-td

Notice of Forfeiture.

To H. F. Buthenuth (his heirs or assigns):—Your are herbey notified that I have expended two hundred dollars ($200), in labor and improvements on the Mountain Queen and Mountain King quartz mines, situated in Nigger Gulch, Volcano mining district, Amador county, State of California.

Notices of the location of said mines are recorded in Vol. 6. of Quartz Records, pages 135 and 195 of Amador county, State of California, in order to hold said mines under the provisions of Section 2324 Revised Statutes of the United States, being the amount required to hold the same for the year ending December 31, 1906, and if within ninety (90) days from the service of this notice, (or within ninety (90) days after this notice by publication) you fail or refuse to contribute your proportion of expenditure as co-owner, your interest in said claims will become the property of the subscriber under said Section 2324. B. W. Pitts.

January 3, 1907-10 w.

Notice of Hearing of Petition for Pobate of Will and Codicil.

In the Superior court of the State of California, in and for the county of Amador.

In the matter of the estate of F. M. Whitmore, deceased.

Notice is hereby given that Saturday, the 2nd day of March, 1907, at ten o'clock a. m. of said day, and in the court-room of said court, at the court house in the city of Jackson, county of Amador, State of California, have been appointed as the time and place for proving the will and codicil to the will of said F. M. Whitmore, deceased, and for hearing the application of W. R. Webster and Alfonso Ginocchio for the issuance to them of letters testamentary thereon.

Witness my hand and the seal of this court, this 13th day of February, 1907.

J. R. HUBERTY, clerk.
(Seal)
John F. Davis,
Attorney for Petitioners.

Feb. 15, t. 3

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Vice-President.....S. G. Spagnoli
Secretary and Cashier.....Frederick Eudey
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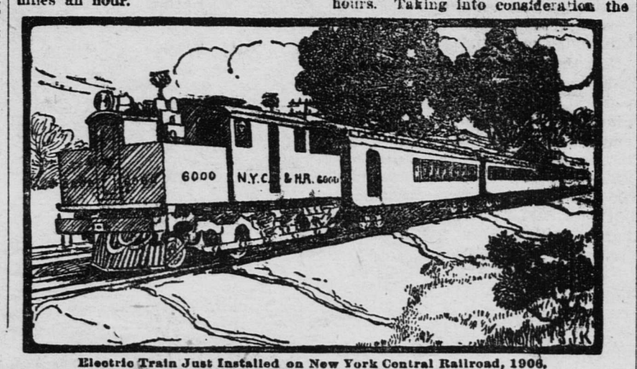
has stood the test 25 years. Average Annual Sales over One and a Half Million bottles. Does this record of merit appeal to you? No Cure, No Pay. 50c.
Enclosed with every bottle is a Ten Cent package of Grove's Black Root Liver Pills.

One Hundred Mile an Hour Electric Train, Chicago-New York Electric Air Line.



Electric Train Just Installed on New York Central Railroad, 1906.

Use a little Kodol after your meals and it will be found to afford a prompt and efficient relief. Kodol nearly approximates the digestive juices. It digests what you eat. It is sold on a guaranteed relief plan. Sold here by F. W. Ruhser.