A UNION PACIFIC OUTLET.

The New Road Closing the Gap Between It and the Soo.

SPECIAL RATES FOR EXHIBITS.

Five Freight Cars Derailed By a Misplaced Switch—The Elkhorn's Grand Army Train—Railroad Notes.

Closing the Gap.

A communication was received by a well-known railroad official, here, stating that the contract for the construction of eighty miles of railroad from Sioux City to Palisade, on the main line of the St. Paul, Minneapolis & Manitoba, had been awarded to E. P. Reynolds & Co., and that the road was to be known as the Sioux City & Northwestern.

It was also stated that this line would connect with the "Soo," thereby giving the Union Pacific a short line to the eastern coast.

A reporter was also shown a contract for the delivery of ties and railroad timber at Le Mars, Ia., Valley Springs, Dak., and other points along the proposed line, the last place being Palisade, where it taps the Manitoba line. The importance of this move the official stated, was not only in the fact of the Union Pacific acquiring a short line to the east but in making a direct opening for the road to Duluth, which would enable it to pro rate with the lake steamship lines. In doing this the differential allowed St. Paul lines on Dakota freight would also be allowed the Union Pacific on Nebraska freight. This would be an important factor, he said during the lake season, and when the lakes were closed the Union Pacific would have connecting facilities with the Ste. Marie—a portion of the Canadian Pacific system—at Duluth.

The official was also of the opinion that the new road was a creature of the Union Pacific and that the latter would soon show its hand.

Vice President Holcomb of the Union Pacific said, when asked as to whether his road was directly interested, that he had no information to give out on that point, and that he was of the opinion that there was no foundation for the story as far as the Union Pacific was concerned.

It was learned, however, from a reliable source that the Union Pacific is associated in the deal, but largely from a traffic standpoint. The officials state that the scheme is one of timely importance.

Special Rates Exhibit.

Chairman Finley, of the trans-Missouri association has issued a circular, the substance of which is as follows and will apply on all lines of the association: All freight from points within the state of Nebraska, intended for exhibition at the State Fair at Lincoln, and for the Omaha fair and exposition at Omaha, during the year 1889, may be billed to Lincoln or Omaha at tariff rates, all charges prepaid, except specimen fruit, grain and vegetables, which may be billed free. On presentation to the agent at Lincoln or Omaha, of a certificate from the secretary of the fair, that the goods have actually been on exhibition, and have not changed ownership, they will be returned free. On presentation of the same certificate to the agent at the station from which the shipment was originally made, the prepaid charges will be refunded, provided that all the articles shipped be returned. If any part of the original consignment be disposed of at Lincoln or Omaha, the agent will retain such proportion of prepaid charges as may be due at tariff rates to Lincoln or Omaha on the articles not returned. Racing stock will take full tariff rates both ways.

A Severe Storm.

Reports were received at the railway headquarters that a severe rain storm passed over the western section of Nebraka and the eastern portion of Colorado Monday night.

Two washouts occurred on the Union Pacific. One thousand feet of track near Ogalalla was carried away. At Paxton the road-bed is badly eaten away, and all main line trains were delayed about eight hours. The break in the track at the former place occurred about midnight, and just after a freight train had passed over the road.

On the B. & M. main line a culvert and a large portion of the road-bed near Hudson were washed away and the east and westbound overland trains transferred their passengers at that point. The reports are to the effect that the rain was accompanied by a high wind which damaged the crops to a considerable extent.

Corn Fed Cattle.

The Burlington hauled twenty cars loaded with cattle fatted at the Iler distillery, to Chicago, consigned by McCloud, Love & Co., of South Omaha.

When questioned as to why the stock was not marketed at South Omaha, a Burlington attache said that it would be sold on the market at Chicago as corn-fed cattle, while at South Omaha it would be known as distillery-fed cattle and would not bring the same price it would at Chicago.

A Union Pacific Wreck.

Owing to a misplaced switch five empty freight cars were derailed and more or less damaged in the Union Pacific yards near the Thirteenth street viaduct yesterday. One of the cars came near falling from the viaduct to the street below, which would, no doubt, have resulted in the loss of life, as at the time the street was thronged with pedestrians.

G. A. R. Special Train.

The Elkhorn will run a special train of through coaches during the G. A. R. encampment at Milwaukee to accommodate those who desire to attend the reunion of the veterans. It will stop at all points of importance along its line in Nebraska. The Burlington will also make similar arrangements.

A Methodist Encampment.

The Methodist state encampment will be held at Beatrice August August 13 to 20 inclusive. The Burlington will transport people to and from that point on the certificate plan at a fare of one and one-third for the round trip.

Squatters Must Go.

The attaches of the legal department of the Union Pacific state that the squatters upon the company's land at Cut-off lake must go, notwithstanding their opposition. If an eviction is necessary it is said it will be resorted to.

Railroad Notes.

General Superintendent Hughes of the Elkhorn has returned from a trip of inspection.

S. O. Goodman, trainmaster of the Sioux City & Pacific at Missouri Valley is in Omaha.

W. P. McFarland, superintendent of telegraph of the Elkhorn at Missouri Valley is in Omaha.

A car load of sea lions passed through Omaha en route to New York, where they will be deposited in the waters of the Atlantic.

John W. Scott, chief clerk in the general passenger department of the Union Pacific, is again at his post, having recovered from a protracted illness.

Assistant General Freight Agent Knapp and General Agent Rattle of the Northwestern at Chicago arrived in Omaha Monday. They left yesterday, accompanied by General Freight Agent Morehouse for a trip over the Elkhorn system.

A HERO OF THE RAIL.

A Strange Accident and How it Resulted in Death.

William Dixon, a section foreman on the Oregon Short Line, on July 15 found a rail in the track, about one mile west of the snow shed, which is five miles west of Soda Springs, Idaho, which was out of line on account of the pressure of the other rail. With one man named Kelly to him, he undertook to replace it with a shorter rail. They had removed the spikes from the inner side of the rail, and Dixon took a claw bar to pry the rail out of its place. As soon as the rail was relieved from the pressure of the other rails, it sprung as if it was made of spring steel to a distance of fifteen feet, striking Dixon and breaking both of his legs below the knees.

There he lay, both legs broken, a rail out, a passenger train nearly due, and only one man to help him in his misery and warn trains in time to avert disaster. He ordered Kelly to get the hand car on the track and help him upon it, and with the broken bones protruding through the flesh, he started down grade, which at the point spoken of is heavy and with nothing but a shovel to push himself along, he set out to meet the men from the next section, while he sent Kelly on foot in the other direction to meet the passenger train. Dixon had to go about three miles before he met the men he was seeking, and it was about three hours before he could have his injuries attended to. One leg was then amputated and there was hopes of his life and the other leg being saved. Later, however, it became necessary to amputate the other leg, and his death followed on the afternoon of July 18.

Cramps in the Muscles Cured.

John I Wood, of Stratford, Ont., was cured of cramps in the legs by wearing ALLCOCK'S POROUS PLASTERS. Mr. Wood says:

Some three months ago I was taken very sick with severe pain in the small of my back over the kidneys. The pain was excruciating. I applied an ALLCOCK'S POROUS PLASTER over the affected region and had relief almost within an hour. At the same time in conjunction with this trouble, I had a very great nervous disturbance, affecting my legs with cramps so I could scarcely sleep. Meeting with success with my back I applied a plaster under the knee on each leg, and in three days was completely cured, and have never been troubled in either way since.

GEORGE GOULD.

Joe Howard Describes Him as a Very Pleasant Young Man.

Between George Gould and his father, Jay Gould, exists an affectionate interest and regard delightful to witness, writes Joe Howard to the Chicago News. You may have noticed that while Jay Gould and his operations have been a target for abuse, for vituperative assault, for twenty years no man has yet come to the front with ridicule of either him or his affairs. They say, and I believe, he cares nothing for newspaper assault. I can quite understand that, because very, very often I find in metropolitan papers assertions so wide of truth, conclusions drawn from incorrect bases that of course mean nothing to him or to those who are familiar with the facts. This course pursued for a long term of years naturally hardens the man who is attacked. He falls back upon the certainty that his associates know what is so and what isn't so, and with that he is content. Jay Gould is now about fifty-five years of age and in better health than he has been for a long time. Nevertheless, although his spirit is still potent and his finger still indicates the way, upon George Gould's shoulders rests the larger part of the Gould responsibilities.

George is about twenty-five years old, short, well built and of an extremely rugged constitution.

Where he gets it I don't know, for neither his father nor his mother gave evidence of physical strength beyond a certain wiriness. However, George has it. Physically he is well developed to a degree; an athlete, fond of yachting and outdoor sports, as brown and tanned as an Indian, quick-stepping, alert in movement and a very good fellow. Mentally he seems to be well equipped; indeed he must be, or he could not sustain the burdens placed upon him by his father. He couldn't even understand the hither verge of manipulations, of operations, of schemes and programme, unless there was something to him. I have known him a number of years and have always found him quick in sympathy, kind hearted, and particularly frank and open with men who have business dealings with him. Representing as he does his father's very innermost soul, it would be absurd for causual acquaintances to attempt to discuss with him, with any degree of frankness, business situations. The man would be a fool indeed who was not suspicious of the motives of one who would attempt to talk business to him, unless the meeting were for a business purpose. But in all matters of social intercourse, where young men come together for the purposes of enjoyment, George is, and always has been, more than ready to sustain his full proportion, and where he has been appealed to for courtesies and helpfulness, as all young men are more or less, the record shows he has not been found wanting when fairly tried.

He is particularly happy in his married life.

He succeeded in drawing from the stage Miss Edith Kingdon, who bade fair at one time to rank high as a professional beauty. Standing on that most dangerous elevation, the dramatic stage, she, with rare good sense, repelled the attention of dudes, and with equal good sense accepted the honest admiration and manly offer of the brightest of her admirers. Their union has been particularly fortunate in every way, made especially interesting to Jay Gould in that thereby he has become a grandfather twice over, and to George because it has concentrated his attention more at home, drawing him entirely from worldly gayeties and youthful follies. I thought as I looked at him, "how men differ in their opportunities in life." I began my life in 1860, and I remember thinking then that there were just two men in the world whose opportunity I envied. One was the Prince of Wales and the other James Gordon Bennet, jr.; but now that I see what his royal nibs has accomplished, and the extraordinary utilization the younger Bennett has made of his magnificent outlook, I don't know that I envy either one of them; but see the chance George Gould has. He is now vice president of the great Western Union telegraph company; he is the chief officer in the Pacific Mail Steamship company; he represents his father's interests and his own in thousands and thousands of miles of railway service, and he has in his right hand that greatest of potentialities, money galore.

Some years ago the czar saw fit to expel the Jews from his domains.

A very short time thereafter, desiring beyond question to go to war with Great Britain and to take all the risks that that wonderful determination carried with it, he went to the Rothschilds seeking to negotiate a loan, but they very quietly and meaningly informed him that if Jews were not good enough to live in Russia they were not kind enough to lend Russia money. We have reached that point here, as in Russia, where money is king, and money is power—when money rightly directed can raise the race. Gould has the money, he has the power, and therefore, whether in car or opera-house, on the street or in the park, in multitudinous assemblage or in the calm retiracy of domesticity, he is a figure of significant interest the scope of which can not well be overestimated.

Large Iron Girders.

Twenty-eight iron girders, said to be the largest ever used, will form a portion of the new American Museum of Natural History in New York. Each girder measures about sixty-two feet in length and weighs about 40,000 pounds. Great difficulty was found in their transportation from the river front to the site of the building.

TRAINED BRAINS FOR FARMERS

The Great Value of a Special Agricultural Education.

SOME GROUNDLESS PREJUDICES.

Danger of Feeding Too Much Hay—Proper Food for Cows—Fighting the Trusts—A Standard Bred Horse Defined.

The Langshan Fowl.

We have made a number of experiments with pure-bred fowls this year, and tested their merits thoroughly, says the Iowa Homestead. Among the class were Langshans, Light Brahmas, Houdans, White and Brown Leghorns, Partridge Cochins, Wyandottes, Silver Spangled Hamburgs and White-Faced Black Spanish. The Houdans, Leghorns, Spanish, Wyandottes, Hamburgs and Langshans laid the most eggs, in the order we have named them, but the Langshans laid theirs at the time eggs were scarce and brought good market prices. The Brahmas and Cochins, too, laid in the cold months, but not as many eggs as the Langshans, and they were not as large in size.

For eating, we found the Brahmas, Houdans, Cochins and Wyandotte's excellent—noted for their plumpness and fine flavor, but when we tackled the Langshans we met a meal that offset them all. While there was no lack in plumpness, the flavor was delicious, coming so close to that of a turkey that we doubt if the best judges could not be fooled.

For hardiness, we found the Hamburgs the most delicate, while the rest of the breeds were about equal.

Agricultural Education.

When the results which may be accomplished, and in many instances are accomplished by trained men, are taken into consideration, there can be no question of the value of special agricultural education to those who desire to qualify themselves for deriving the greatest profit from the products of the soil, says the National Stockman and Farmer. The man whose practical farm training is supplemented by a scientific knowledge of everything with which he has to deal in growing crops or feeding stock is by that knowledge better equipped for his business than his neighbor who has enjoyed none of these advantages. This is demonstrable common sense, if such an expression may be used.

There is altogether too much of an inclination among agricultural people to sneer at the idea of education for farming, but we believe that this is largely owing to the scarcity of men industriously educated for the business. These school-trained farmers are so few that when a failure is found among them—and such failures must be expected right here as well as in everything else—it creates a widespread but really groundless prejudice against the idea of an agricultural college in itself. The idea is certain to give way as knowledge of the facts of the case increases.

The people have really no opportunity of knowing just what agricultural school training will accomplish. Though we have forty-eight schools devoted primarily to agriculture, the usual curriculum includes so much else that many attend without any idea of inquiring into the underlying principles of farming. There are also about forty other institutions which are supposed to teach agriculture incidentally. It is estimated that in all these schools there are now probably 5,000 students preparing themselves especially for high class farming. There seems to be an impetus in this direction just now, and this total will no doubt be largely increased in the next few years, all of which points to a time when this kind of education will be more nearly appreciated at its true worth. The whole subject will be regarded altogether differently by the public ten years hence, and we make this prediction without any hesitation whatever.

Feeding With Hay.

It is the practice of some farmers to give their horses too much hay. There has been great improvement in this respect within a few months, and still there are many farmers who have not "caught on" to the better way, says the Rural World: When a boy upon the farm, I well remember that it was a standing rule to rake down a little hay into the horses' rack every time that one went into the stable. The result was that the horse would keep his grinders nearly all the time, and became a pot-bellied unsightly animal. Horses fed in this way became mere machines or hay-cutters, the nutrition of the hay is not assimilated, and a large portion of it is wasted.

By such stuffing every organ in the body is interfered with, and when put upon the road or to work upon the farm, a horse so fed cannot move with any comfort until relieved of the superabundance of the feed. The disease known as the heaves is generally due to over-driving when the stomach is full of hay.

Bulk in feeding is necessary, but when the food is nearly all bulk an extreme has been reached and it is time to change. Hay should be fed with as much care as grain is fed. The working horse should be fed three times a day on each. The horse when standing in the stable should be fed three regular meals, and this will give the food time to digest, and all the nutritive portions will be assimilated.

Different horses will require different quantities, and in feeding a new horse it becomes a matter of experiment until his wants are ascertained. But even when experimenting there should be some sort of estimate as to how much a horse can utilize, and then the quantity can be approximated to it. A horse should not be permitted to lose flesh, nor over-feeding with hay is an unkindness to the beast, second only to over-driving or overloading.

The Best Way to Feed a Cow.

A Kansas correspondet wishes us to give a few plain directions for "the very best way to feed a cow." We remember to have read in the long time ago, "Plain directions of how to bring up a baby," by Miss Minerva Jones. The directions were just splendid, as Miss Minerva wrote them without the baby, but unfortunately only old maid's babies will grow up by the rule, and Miss Minerva's model nursery was a dismal failure. Now, cows are somewhat like babies, says the Jersey Bulletin. They will not always work, or rather eat, by rule. We have read and tried not a few "very best ways" to feed a cow, but just about the time we get them all mixed and fixed the cow says no. And when a cow says no, she generally means it.

The truth is cows have their likes and dislikes, and they will not be forced, except by hunger, to eat what they do not like. In the wide range of good wholesome food at the command of the American farmers, it is very easy to make up a large variety of rations to suit any cow. As standard food, we can place corn first, oats, bran, cotton seed meal, linseed meal, etc., each to be given its proper place, and neither to exclude or usurp the place of any other, when the other can be had. To the grains there, of course, will always be added hay, silage, corn fodder or other bulky fodder. Among hays for milch cows nothing equals good clover. But our Kansas friend must remember that however he may read what others write or listen to what others say, the actual mastering of the material facts in feeding a cow, he can learn only by feeding a cow. Knowledge gotten in that way will stick.

If the sum of human knowledge is know thyself, the sum of cattle knowledge is, know thy cow.

The Twine and Bagging Trusts.

The twine and bagging trusts have brought on the opening skirmish between the yeomanry of the land and the speculative element which proposes to levy taxes for their own benefit at will. The cause that fired the patriots of '76 and changed the destiny of the American people was an unjustly levied tax, contemptibly small in amount, but representing the right to tax without representation. The combinations of capital now presuming to dominate the commerce of the nation have again assumed the same right, and again the American spirit of resistance is aroused, says the National Economical. This spirit is invincible, and the conflict now inaugurated cannot end except in the establishment of justice and the overthrow of arrogant assumption. The forbearance of the American people is only equaled by their determination; once aroused they will never cease the conflict until their cause is vindicated and their dignity acknowledged.

What is a Standard-Bred Horse?

The phenomenal success which has attended the developement of the trotting horse makes the principles upon which it has been developed a matter of interest to breeders of live stock of all classes. The following are the rules governing the registry of standard-bred horses, says the Iowa Homestead:

1. Any stallion that has himself a record of two minutes and thirty seconds (2:30) or better, provided any of his get has a record of 2:30 or better, or provided his sire or his dam, his grand-sire or his grand-dam is already a standard animal.
2. Any mare or gelding that has a record of 2:30 or better.
3. Any horse that is the sire of two animals with a record of 2:30 or better.
4. Any horse that is the sire of one animal with a record of 2:30 or better, provided he has either of the following qualifications: 1. Record himself of 2:35 or better. 2. Is the sire of two other animals with a record of 2:35 or better. 3. Has a sire or dam that is already a standard animal.
5. Any mare that has produced an animal with a record of 2:30 or better.
6. The progeny of a standard horse when out of a standard mare.
7. The female progeny of a standard horse when out of a mare by a standard horse.
8. The female progeny of a standard horse when out of a mare, the dam of which is a standard animal.
9. Any mare that has a record of 2:35 or better and the sire or dam of which is a standard animal.

It will be seen from the above that there are but two principles involved; first, actual performance, and, second, the inheritance of the blood of performers. It will be noticed that among these rules there is nothing said about the color of the hair, nor about fashionable pedigrees, or any particular line of breeding. The New Jerusalem of the trotting horse breeders lies, like that of the Apocalypse, four square, has gates on every side, and admits anything that can trot at a given speed, with their posterity, and asks no further questions.

Prairie Trees from Seeds.

As a rule failure almost invariably follows the attempt to grow trees from seed planted where the trees are intended to stand, yet the difference in the first cost, relatively, between seed and rooted trees, or cuttings, induces many to plant seeds. The cost of seed usually required for five acres is $3 or $4, of cuttings $12 to $18, and of young trees from $20 to $30. The cost of planting trees or seed is almost as much in favor of the seed, says the American Agriculturist. The only possible chance of success with the seed is when the ground selected has been previously cleanly cultivated by some hoed crop, or better by summer fallowing, and when it is put in the finest possible condition and the seed planted late in the fall. There is then an even chance of the seed coming up with the weeds, which must be thoroughly and systematilly kept down, or the time and labor are thrown away. Our prairie weeds are easily destroyed when small, but if allowed a few days growth become a terror to the cultivator, and will effectually smother all tree seedlings, or even good sized young trees.

If the trees are to be raised from seed, select a clean, rich piece of ground in the garden, which should be made as fine as possible by thorough harrowing and planking, stretch a line lengthwise the patch, and make a drill about six inches wide and two inches deep. Sow the seed thickly in this drill, say about twenty-five seeds to the foot, and cover with the fine earth, which should be compacted firmly with the feet or hoe, according to moisture in the soil. Other drills can be made parallel with this, about thirty inches apart, so that the ground between can be kept cultivated by a horse hoe or harrow toothed cultivator. If good ground is selected and clean cultivation carried out, the seedlings will be of just the right size to transplant the next spring, and by clean cultivation or summer fallowing (preferably the latter) of the ground which they are intended to occupy, you have the first essentials of success. But here, as elsewhere, "eternal cultivation is the price of trees."

Andrew J. Grisham, of Rock, Pope county, Ill., says: "I tried Chamberlain's Colic, Cholera and Diorrhœa Remedy in my family for summer complaint and cholera morbus and it gave the best of satisfaction. It also proved good as a preventive of flux. I praise it very highly and think it is the best I ever saw for such complaints." All of the leading druggists in Omaha sell it.

A BIG MELON PATCH.

Four Hundred Carloads Expected from Eight Hundred Acres.

"Georgia has the biggest watermelon patch in the world," said J. J. Griffin, who has just seen it, to an Atlanta Constitution man.

"Think of a lane two miles long with melons on each side as far as the eye can reach. It is an interesting sight when the laborers go out at daybreak to gather the melons. Squads of them are moving the vines aside to make room for the wagons to go through. Others are thumping and cutting off the melons from the vines, while others follow, gathering the fruit into the wagons.

"I never saw anything like it. The largest melons will average forty pounds, and there will be lots of sixty pounders. There will be cars of 1,200 melons with hardly a melon under thirty-five or forty pounds.

"The Phillips Melon company, which owns this immense melon patch of 800 acres, will make a big thing out of it. In my judgment their profit will be not less than $150 a carload, and they will ship 400 cars. Sixty thousand dollars on 800 acres will beat cotton. Without disaster they will make such a success that the farmers who are watching them will plant an immense acreage in that section next year.

How did they do it? By business methods. They went to work with enough cash in bank to carry out their plans on a grand scale, and they fertilized and worked the crop to the best advantage in every way. I couldn't tell you how many pounds of fertilizer they used, but was all they could use to advantage.

"The thing is business from one end to the other. Why, they have half their crop already said at fancy prices—200 cars in Boston. Their estimate of 400 cars for 800 acres is a very conservative one. I think it will go over that."

A Dude's Great Feat.

The other night five or six young men of the listless, self-sufficient variety, so familiar just now, dined together in a private room at a fashionable restaurant, says the New York Times. After cigars had been lighted one of them drawled:

"I'll bet, fellows, that I can throw this knife and it will stick in the crack of that door every time."

He rose from the table and pointed out the the narrow crack between the door and the jamb, and showed how he proposed to place the knife. The five others approached the place and cried: "We take that bet. For how much?"

"I am to have ten throws. Each time that I fail I pay a $10 bill; if I succeed in putting the knife in the crack ten times each of you will pay me the same sum."

The young man took his position, and, with a rapidity and accuracy that words cannot decribe, executed ten times in succession this remarkable feat.

When he had finished everyone hurrahed with delight. Each one of his wagers being paid, he pocketed a roll of bills with a just pride.

"But how did you ever learn to do this?" asked one of the company.

Then he revealed the secret. For two or three years, having nothing pressing to do, and anxious to be talked about, he had given himself up to patient practice at this work. Each morning he locked himself in his room, and, far from prying eyes, he attempted for hours to put a knife into a hole. He had to make innumerable experiments to measure the distance required, the force necessary, and the curve, but his perseverance was invincible. At first he threw the knife into the wide mouth of a Chinese jar; then into the neck of a bottle; finally he succeded in lodging his projetile in the narrowest opening.

And yet some people say that our dudes are good for nothing and incumber the earth!

Whisky in Melons.

A gentleman who has tried it vouches for this story: Taking a gallon jug of whisky, he passed a cord through its cork, which cord dropped to the bottom of the jug. The twine was then introduced into a watermelon vine by slitting the vine and the vine permitted to produce only two melons. When the melons were matured they were served at a private barbecue to six gentlemen. The effect was astonishing. The gallon of whisky got in its work. Not a drop of the liquor remained in the jug when the melons were ripe.

Sick Headache

IS a complaint from which many suffer and few are entirely free. Its cause is indigestion and a sluggish liver, the cure for which is readily found in the use of **Ayer's Pills.**

"I have found that for sick headache, caused by a disordered condition of the stomach, Ayer's Pills are the most reliable remedy."—Samuel C. Bradburn, Worthington, Mass.

"After the use of Ayer's Pills for many years, in my practice and family, I am justified in saying that they are an excellent cathartic and liver medicine—sustaining all the claims made for them."—W. A. Westfall, M. D., V. P. Austin & N. W. Railway Co., Burnet, Texas.

"Ayer's Pills are the best medicine known to me for regulating the bowels, and for all diseases caused by a disordered stomach and liver. I suffered for over three years from headache, indigestion, and constipation. I had no appetite and was weak and nervous most of the time. By using three boxes of Ayer's Pills, and at the same time dieting myself, I was completely cured."—Philip Lockwood, Topeka, Kansas.

"I was troubled for years with indigestion, constipation, and headache. A few boxes of Ayer's Pills, used in small daily doses, restored me to health. They are prompt and effective."—W. H. Strout, Meadville, Pa.

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LADY (addressing servant).—"Evidently you are not up with the times. "GOLD DUST" is the latest and best article for scrubbing; go at once to the grocery and get a package. Soap is a thing of the past."

Strong lye is commonly used for scrubbing floors, which is very injurious, and causes the wood to turn yellow.

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