

# La Grippe

If you have had the Grippe, you know its aches and pains, the fever, the chills, the cough, the depression—you know them all. The Grippe exhausts the nervous system quickly, lowers the vitality. Two things should be done at once:—the body must be strengthened, and force must be given to the nervous system. Cod-liver Oil will do the first; Hypophosphites the second. These are permanently and pleasantly combined in Scott's Emulsion. It lifts the despondency and heals the inflamed membranes of the throat and lungs.

But you need not have LA GRIPPE. You can put your system in a condition unfavorable to it. You can have rich, red blood; resistive strength; steady brain and nerves. Scott's Emulsion prevents as well as cures. And whether you send or go for Scott's Emulsion, be sure you get the genuine.

SCOTT & BOWNE, New York.

### DON'T BLAME THE WORLD.

Don't blame the world because the thorns are found among the roses. The day that breaks in storm may be all sunshine when it closes. We cannot hope to always meet with fortune's fond caressing. And that which seems most hard to bear may bring with it a blessing. That buried seed must rot in earth ere it produce the flower. And the weak plant to fructify must have both sun and shower. So man, to gain development, must struggle with life's crosses. And view with calm philosophy his trials and his losses. A deadly, pois'nous weed may yield a salve of surest healing. The sweetest blossom may pois'nous be, although its bane concealing. Things are not always what they seem, but still 'twas heaven designed them. And we should class them all as good and take them as we find them. Little we know of this brief life and nothing of its sequel. Then let us take in humble trust all that may seem unequal. God's ways are not our ways, and He should certainly be trusted. All that is wrong in his His good time will surely be adjusted.

—Hawke's Bay (New Zealand) News.

### UNITED STATES WEATHER BUREAU.

**Predicting Storms Reduced to an Exact Science. How the Forecaster Gets His Information and Makes His Deductions as to the Weather.**

The United States Weather Bureau is a branch of the Department of Agriculture, but it occupies two large buildings of its own a mile or more from the main department building.

Here a large force of expert meteorologists are employed to study the conditions of the weather and collect and compare data as to the movements of storms with the view of rendering the predictions sent out more accurate. To such a science has this been reduced that now nearly every great change in temperature, and nearly every severe storm, is anticipated by telegraphic bulletins sent out from this office. It would be impossible to estimate the value of shipping saved by the signals run up at every port along the Atlantic announcing the approach of the dreaded West Indian hurricane.

Throughout the length and breadth of the country are careful observers who are in daily communication with the Weather Bureau, and after long and careful study, the regular route of storm centers across the United States has been accurately mapped.

Storms generally come across

the line from British America in the far northwest, sweep down in a circle to the Mississippi valley near St. Louis, and then turning back towards the north leave by way of the St. Lawrence valley. The tropical hurricanes pass upwardly along the coast from Florida.

In forecasting the weather very little attention is paid to the thermometer, as that instrument indicates nothing but a local condition. A half mile above the ground at any given point there may be a very much warmer or colder stratum of air.

The barometer indicates the weight of air at a given point, and a number of observations at different points taken at the same moment will show the location of the great atmospheric "waves" which accompany or produce the storms.

Every morning at 8 o'clock the Weather Bureau has placed at its disposal telegraphic lines leading to all its stations throughout the country, and each observer sends in a cipher dispatch giving temperature, barometric condition, rain-fall force, and direction of wind, etc.

In the forecaster's room now all is activity. At a long desk are arranged a series of maps of the United States marked with circles representing each point of observation. One man will mark down the temperature, another the barometric reading, etc., as the reports come in. On these maps are then drawn lines, one indicating the points of equal temperature called "isotherms," and another indicating the points where the barometer registers the same pressure of air called "isobars."

By comparing these maps with those made for a few preceding days the movements of the air waves can be followed, and their probable course and rapidity of movement outlined.

While the men are at work with the maps, still others are setting up the returns in type, and also arranging the special forms to indicate the condition of the sky, the direction and force of the wind, and the sections where rain or snow is actually falling. By half past nine o'clock the reports are all in and tabulated, the maps are made and the predictions for the next thirty hours telegraphed throughout the land.

If it is thought that a severe gale is coming up the coast a dispatch is sent to each seaport in its supposed course directing a danger flag to be displayed. Upon the wall of the forecaster's room is a map of the United States filled with holes, representing the different cities. When a danger flag is ordered up at a certain city, the forecaster puts a wooden peg in the proper hole, so that it can be seen at a glance just where a storm flag is flying. A similar map is used to show where "cold wave" flags are flying at any particular moment.

As the business of forecasting the weather is being reduced more and more to an exact science, the percentage of accurate predictions is gradually increased.

So much confidence is now placed in the predictions of the Weather Bureau that they are generally accepted by the more intelligent people.

### A Large Corporation.

In a recent number of Current Literature an English writer asserts that "the greatest corporation on earth is the London and Northwestern railway company of England, with its capital of \$595,000,000, a revenue of \$6,500 an hour, 2,300 engines and 60,000 employes and repairs which cost \$130,000 a month."

"Everything is made by the company," says this writer, "bridges, engines, rails, carriages, wagons and innumerable lot of other things, even the coal scuttles and the wooden limbs for the injured of the staff."

The Northwestern railway company is no doubt a gigantic corporation for a little country like England and worth bragging about, but we have got a bigger one here in the United States that might absorb it very easily. The Pennsylvania railroad, for example, has a capital of \$857,075,600 and 15,430 miles of track, which traverses thirteen states. It has 3,756 locomotives, which consume 10,000 tons of coal a day and make runs equal to the distance around the globe every two hours. It has 3,935 passenger cars, 153,000 freight cars, 350 Pullman cars and 241 other cars for construction and other purposes, making a total of 158,524 cars, which make a journey equal to the circumference of the earth in every eight minutes. These locomotives and cars, if placed upon a single track, would reach from New York to Chicago, or ten times the distance between Philadelphia and New York. The rails of the Pennsylvania Railroad, if laid end to end, would encircle the globe and overlap about 4,000 miles. The total annual revenue of the road is \$135,000,000—equal to \$372,506 a day, and \$15,525 every hour of the day and night—which is two and a half times as much as that of the Northwestern of England.

Persons who sympathize the afflicted will rejoice with D. E. Carr of 1235 Harrison street, Kansas City. He is an old sufferer from inflammatory rheumatism, but has not heretofore been troubled in this climate. Last winter he went up into Wisconsin, and in consequence has had another attack. "It came upon me again very acute and severe," he said. "My joints swelled and became inflamed; sore to touch or almost to look at. Upon the urgent request of my mother-in-law I tried Chamberlain's Pain Balm to reduce the swelling and ease the pain, and to my agreeable surprise, it did both. I have used three fifty-cent bottles and believe it to be thing for rheumatism, pains and swellings extant. For sale by J. F. Mackey & Co., B. C. Hough & Co., Lancaster, S. C.

Sam Jones declares that he will fight with the devil only. It is presumed that he bars all other aspirants until they can accumulate reputations.

**CASTORIA.**  
The famous little signature of *Chas. H. Fletcher* is on every wrapper.

The Republican members of the United States Senate appear to have a very poor opinion of "Blaine on Hides."—N. Y. Journal.

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### Who Can Measure

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system that Child-Birth is made easy and the time of recovery shortened—many say "stronger after than before confinement." It insures safety to life of both mother and child. All who have used "Mother's Friend" say they will never be without it again. No other remedy robs confinement of its pain.

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### Registration Books Open.

IN ACCORDANCE WITH THE Act of 1896 providing for the registration of electors, the books of the Supervisors of Registration will be open at the Court House on the first Monday in each month for the registration of electors entitled to registration and kept open for three successive days in each month until the general election of 1898.

W. G. A. PORTER, } Board of  
R. M. KIRK, }  
R. J. FLYNN, } Registration.  
Nov. 18, 1896. tr.

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