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M. R. C. PHELPS, the leading pension attorney of Belfast, N. Y., writes: "I was discharged from the army on account of ill health, and suffered from heart trouble ever since. I frequently had fainting and smothering spells. My form was bent as a man of 80. I constantly wore an overcoat, even in summer, for fear of taking cold. I could not attend to my business. My rest was broken by severe pains about the heart and left shoulder. Three years ago I commenced using Dr. Miles' Heart Cure, notwithstanding I had used so much patent medicine and taken drugs from doctors for years without being helped. Dr. Miles' Heart Cure restored me to health. It is truly a wonderful medicine and it affords me much pleasure to recommend this remedy to everyone."

Dr. Miles' Remedies are sold by all druggists under a positive guarantee, first bottle benefits or money refunded. Book on diseases of the heart and nerves free. Address, DR. MILES MEDICAL CO., Elkhart, Ind.



ANDREE WILL SUCCEED.

Scientists Loath to Believe in Reported Disasters.

THE AEROAUT'S PLUCK.

Reaching the Pole by Balloon Not a New Idea—Some Margin Should be Allowed for the Venturesome Trip of Prof. Andree—Capt. Mortensen's Theory Disproved.

Men in scientific circles here who have been following the development and progress of Herr Andree's balloon expedition to the North Pole, do not place the least bit of credence in the rumors being circulated as to the fatal ending of the venturesome trip and the reported finding of his balloon by a whaling bark off the north coast of Norway, says a New York special to the Philadelphia Times. Five days ago a sailing captain started abroad the news that he had discovered a collapsed balloon floating in the sea. A day later another captain, cruising over the same course, discovered the supposed balloon, which turned out to be nothing more than the carcass of a sperm whale, which floating on the water, back up, gave quite the appearance of a balloon partially inflated. No sooner had these reports been made than Captain Mortensen, of the bark Ansgar, came into port on the White Sea with the information that when about two days' run from the North Cape east he had sighted a balloon floating on the water and he believed this balloon to be the one in which Professor Andree set sail.

Taking all things into consideration, the flow of the current, the distance which Andree's balloon had to travel in order to get to the point claimed, the obstructions standing in the way of a swift passage, the probability of the gulf stream taking it in an altogether different course, and particularly the date upon which Captain Mortensen is said to have seen the balloon, it is rather clearly disproved that the supposed balloon was Andree's, if, indeed, it was a balloon at all.

Scientists here say that in no case could the balloon have been that of Herr Andree. Captain

Mortensen's bark was, as he claimed, two days' sail east of North Cape. Taking 75 miles as a poor average day's sail would have made the spot where the supposed balloon was sighted at least 150 miles from North Cape, or about 800 miles from where Andree's balloon rose on Spitzbergen is approximately 600 miles from North Cape, and at least 800 miles from where Mortensen is said to have seen the balloon. The Captain of the Ansgar claimed that he saw the balloon on July 13, two days after Andree set sail from Spitzbergen. In order to have reached the point off Norway the balloon would have had to float in the water at the remarkable speed velocity of twenty miles an hour, allowing that Herr Andree and his companions simply rose high enough to clear the cliffs and then immediately dropped into the ocean.

But, as all the dispatches showed, Andree's car rose to an altitude of several hundred feet and then headed north before a stiff twenty-two-mile breeze, and was watched by those left on shore until out of sight. As it is a question of how far a balloon so large as 100 feet in height can be seen with a telescope, the impossibility of its drifting back in two days becomes even more pronounced. Even had the airship dropped into the ocean it is most natural that it would have drifted into the current and flow of the gulf stream, which washes the Greenland coast, and in this current drifted in a much different direction. Another point scientists make is that Mortensen, would have at least picked up a portion of the balloon to prove the conclusion of Andree's trip, since the King of Sweden had sent circulars all over the northern country to aid in any possible way the expedition, and deriving all that would have been of scientific value to the Swedish government.

These circumstances, together with what Andree himself had said before starting on his trip, are taken as good foundation for the firm belief that Andree is still alive, though where and under what circumstances there is nothing but speculation.

Although on every side there is the greatest concern and apprehension for Andree and his two companions in their daring trip, there is a great deal of hope that they will turn up safe, but not for several months. Andree himself said there was a possibility of his not being heard from for six weeks or perhaps until next year. He has now been gone one month and several days. He declared there was a possibility of his being able to make the pole in six days, which seems credible, and to continue across and make head southward and land himself in North America. From Spitzbergen to the pole is almost in a due northerly direction, and upon Andree's theory of a steady northern current carrying him across into North America, he would land somewhere near the gold fields of the Yukon in British America.

While allowing some margin for the venturesomeness of the trip, there are no two ways of looking at the pluck and determination of Herr Andree and his co-explorers, Nils Strindberg and Knut Hjalmar Ferdinand Frakel, who sailed away from Amsterdam Island, Spitzbergen, on July 11 last. Herr Andree is a Swede and about 43 years of age. He is an engineer by profession, but also is chief examiner

of the Royal Patent Office in Sweden. He is unmarried, but leaves a mother behind him at Gothenburg who anxiously awaits news of the success or failure of her son.

About twenty years have elapsed since Herr Andree conceived the idea of ballooning to the pole, forming at that time the impression that the trade winds blew with regularity at certain seasons of the year. In 1876 his first intention of getting to the pole took hold of him. But at that time he was a young man and lacked the influence and the command of financial assistance, without which such an enterprise, as he contemplated, costly as it must necessarily prove, would be impossible. So he did nothing but think over his project until 1882 when he made his first experiments with balloons. He used a small balloon, and was fairly successful in a number of ascensions. The great journey upon which he had set his heart, however, was the trip to the North Pole, for which he needed about \$40,000. Mr. Alfred Noble, the dynamite inventor, who died recently, gave Herr Andree \$15,000; King Oscar of Sweden and Norway added \$5,000, and Baron Oscar Dickson, a wealthy Swede, deeply interested in all that concerns arctic exploration, and whose death also lately recorded, contributed a like sum.

The balloon in which Andree made his first ascent was 75 feet high, or 97 feet from the cap to the bottom of the car, and cost \$10,000. It is this airship, with modifications, which was used in his most recent attempt to travel to the pole. It is made of three thicknesses of silk as to the upper part, and two thicknesses as to the lower, the whole being fastened together with varnish. On the outer surface of the balloon also is a coat of varnish, very thick. The steering gear of the balloon is a somewhat recent invention, and acts upon the principle of a rudder of a ship. The theory of the drag pole is this: That a line dragged behind a balloon will always keep in a line in the direction of the wind. If it is placed in any other relation to the balloon, the latter will at once swing around so as to be in a line with the wind. In this way the balloon may be steered as high as 30 degrees from the direction of the wind, and Herr Andree has said he has accomplished this highest degree.

Herr Andree expected to make one of four landings, aside from his possible landing near the pole. They are: Siberia, about 70 degrees north latitude and 135 degrees east longitude; Samoyeden Peninsula, 70 degrees north latitude 70 degrees east longitude; Alaska, in the vicinity of Cape Barrow, 70 degrees north latitude 155 degrees west longitude, and British North America, 68 degrees north latitude 100 degrees west longitude.

While there is no positive proof of Andree's tragic end, and just so long as there is any possibility of his ever returning with anything to add to the scientific knowledge of the pole, people here are loath to accept as even pointing to a fatal end of the most daring and venturesome attempt to reach the North Pole the reported collapsing of his balloon in the North Sea.

Chamberlain's Colic, Cholera and Diarrhoea Remedy always affords prompt relief. For sale by J. F. Mackey & Co. and B. C. Hough & Co., Lancaster, S. C.

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AJAX TABLETS POSITIVELY CURE ALL Nervous Diseases—Failing Memory, Impotency, Night Emissions, etc., caused by Abuse of other Excesses and Indulgences. They quickly and surely restore Lost Vitality in old or young, and prevent Insanity and Consumption if taken in time. Their use shows immediate improvement and effects a CURE where all other fail. For sale by J. F. Mackey & Co., Lancaster, S. C.

For sale in Lancaster, S. C., by J. F. Mackey & Co.

STRUCK IT RICH.

Edward Thorp Cleans Up \$130,000 In Klondike in Six Weeks.

Seattle, Wash., Aug. 18—The steamer Alki arrived this morning from Dyea, Alaska. This afternoon Willis Thorp was handed a letter by a man who came down on the Alki from Dyea. It was written by Edward Thorp and came overland, saying that he had cleaned up \$130,000 in the Klondike in eight weeks and was coming home on the steamer Portland, which is due in Seattle on August 26. Thorp left Seattle one year ago, having gone north with a drove of cattle.

Rheumatism Cured.

After eminent physicians and all other known remedies fail, Botanic Blood Balm (B. B. B.) will quickly cure. Thousands of testimonials attest this fact. No case of Rheumatism can stand before its magic healing power. Send stamp for book of particulars. It contains evidence that will convince you that B. B. B. is the best cure for all Blood and Skin Diseases ever discovered. Beware of substitutes said to be "just as good." \$1.00 per large bottle.

A NOTED JOURNALIST CURED AND TESTIFIES.

I was afflicted for three years with rheumatism of the ankle and joints to such an extent that locomotion was difficult and, I suffered great pain. I was induced to try a bottle of B. B. B. and before I had completed the second bottle I experienced relief, and four bottles effected an entire cure, for which I am very grateful.

W. G. WHIDBY, Atlanta, Ga. For sale by Druggists.

Educate Your Bowels With Cascarets. Candy Cathartic, cure constipation forever. 10c. 25c. If C. C. C. fail, druggists refund money.

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TERMS, reasonable. For further information address

A. M. RANKIN, Superintendent.

Aug. 17, 1897—1m.

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NEW HOME

Plain finish Nos. 4 and 5, which can be seen by calling on us, are in finish and style equal to many of the \$55.00 and \$60.00 machines.

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To Cure Constipation Forever. Take Cascarets, Candy Cathartic, 10c or 25c. If C. C. C. fail to cure, druggists refund money.

ONIO RIVER AND CHARLESTON RAILWAY CO.

PASSENGER DEPARTMENT.

In Effect Wednesday, May 5th 1897.

Table with columns for Northbound and Southbound, listing stations and times. Stations include Camden, Westville, Kershaw, Heath Springs, Pleasant Hill, Rock Hill, Newberry, Yorkville, Sharon, Hickory Grove, Smyrna, Blacksburg, Patterson Sp. R.R., Shelby, and Baltimore.

No. 32 has connection with Southern Railway at Rock Hill, and with Seaboard Air Line at Catawba Junction. Nos. 34 and 35 will carry passengers. Nos. 11 and 12 have connection at Marion with Southern Railway. All trains will stop on signal at Oakhurst, E. gin, Cantrays, Roddys, Old Point, London, King Creek, and Vain Mountain.

SAMUEL HUNT, President. S. B. LUMPKIN, G. P. A.

Tourist Sleeping Car Line Between Washington and San Francisco.

The Southern Railway and its connections (the A. & W. P., L. & N. and Southern Pacific) have inaugurated a Tourist Sleeping Car Line between Washington and San Francisco, via Atlanta, New Orleans, and Los Angeles. This sleeping car goes through without change, leaving Washington every Saturday morning at 11:15, and is accompanied by a Personal Conductor and Pullman porter, who go through. The Pullman fare for double berth is \$7.00 from Washington to San Francisco.

This service is especially for the convenience of the parties holding second-class tickets, though first-class tickets are good in the car.

Further information may be obtained from any Southern Railway or Southern Pacific agent or official, or from A. J. Poston, General Agent, 511 Pennsylvania Avenue, Washington, D. C., or from W. A. TURK, G. P. A., So. Ry., Washington, D. C.

LANCASTER & CHESTER RAILWAY.

Between Chester and Lancaster.

In effect 7:00 a.m., Sunday, Feb. 14, 1897.

Daily Except Sunday.

Table with columns for Westbound and Eastbound, listing train numbers and times. Stations include Lancaster, Chester, and various intermediate points.

Train leaving Lancaster at 7:30 a.m., connects at Chester with Southern Railway going south, C. & L. going north and G. C. & N. Vestibule and local trains going west.

Train leaving Lancaster at 3:40 p.m., connects at Lancaster with O. R. & C. from Camden, and Chester with Southern Railway going north and south and with C. & L. north.

Train leaving Chester at 11:05 a.m., connects at Chester with Southern Railway from Charlotte, also C. & L. from north.

Train leaving Chester at 7:05 p.m., connects with Southern Railway from Columbia, G. C. & N. from Atlanta and C. & L. from Lenoir.

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Better, Salt-Rheum and Eczema.

The intense itching and smarting incident to these diseases is instantly allayed by applying Chamberlain's Eye and Skin Ointment. Many very bad cases have been permanently cured by it. It is equally efficient for itching piles and a favorite remedy for sore nipples; chapped hands, chilblains, frost bites and chronic sore eyes. 25 cts. per box.

Dr. Cady's Condition Powders, are just what a horse needs when in bad condition. Tonic, blood purifier and vermifuge. They are not food but medicine and the best in use to put a horse in prime condition. Price 25 cents per package.

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