

THE DARLINGTON HERALD.

VOL. III.

DARLINGTON, SOUTH CAROLINA, FRIDAY, AUGUST 12, 1893.

NO. 50.

CURRENT TOPICS.

WHAT YOU KNOW AND WHAT YOU DON'T KNOW.

Personals and Short Items of Interest to the Local and General Reader.

Mr. Frank Wardlaw is at home again.

Mr. D. F. Houston, is visiting his parents in town.

Mr. E. M. Wells is visiting his parents at Cheraw.

Miss Essie Witcover has returned from a visit in Florence.

Mr. Harry Andrews is sick at his home in the Oats section.

Mr. J. E. Hanks of Florence was in town on Tuesday.

Miss Lema Lucas, of Hartsville, is visiting Miss May McCall.

Mrs. Margaret Williamson has returned from Cleveland Springs.

Mr. and Mrs. C. B. Edwards have returned from Cleveland Springs.

Miss Emma Blackwell is spending this week with Miss Lalah Kelly.

Mr. W. W. Gardner is taking a short vacation in Kershaw county.

Misses Fannie and Bettie Lucas, of Society Hill, spent Saturday in town.

Mr. F. C. Lechner, of Timmons-ville, is spending several days in town.

Mrs. Carpenter and Mrs. Reid, of Augusta, Ga., are visiting Mrs. E. H. James.

Mr. and Mrs. Marco have returned from a brief sojourn at Glenn Springs.

The Misses McCall, of Florence, are visiting Misses Edna and Eliza Dargan.

The County Teachers' Association will meet in the court house on Saturday.

Capt. Coker has moved into his new house and is now a resident of the town.

The Governor's spies have appeared in town, but have made no arrests yet.

Mrs. C. A. Von Dohlen, of Charleston, is visiting the family of Mr. B. A. Earley.

Major and Mrs. Charles and their daughters have returned from the World's Fair.

Mr. J. D. Haynsworth has returned from a months' sojourn at the World's Fair.

To-morrow is the day set apart for the Bicycle races at Florence. A lively time is anticipated.

Mr. and Mrs. DesChamps are visiting the parents of the latter, Mr. and Mrs. W. E. McCall.

Mrs. Sweet and Mrs. W. E. James have returned from a three weeks' sojourn at the Hammocks.

Mr. and Mrs. J. M. James left yesterday afternoon for Virginia, where they will spend some weeks.

Mr. and Mrs. H. M. Wilcox and Miss Maggie Law spent last week on the sea coast in Georgetown county.

Mr. McWillis has returned from Rawley Springs, Va. Mr. Robert Nettles who accompanied him has also returned.

Mr. W. B. Taylor, Jr., of Columbia, the new superintendent of the Phosphate Works, spent part of the week in Darlington.

Misses Annie and Meta Williamson, Emma James, May Ervin and Messrs. B. F. Williamson and R. E. James are at Pawley's Island.

Misses Eloise Porter and Mayme Brown, who have been visiting their uncle, Mr. G. W. Brown, have returned to their home in Lancaster.

The essays of Messrs. Coker and Beasley will be published in the two succeeding issues of THE HERALD, one next week and the other the week after.

Mr. and Mrs. Patterson Wardlaw, after spending some weeks in the mountains, and taking in the teachers' convention at Spartanburg, are at home again.

The meeting that is being conducted at the Baptist church by Rev. Dr. Pritchard, of Charlotte, N. C., has been well attended, and all who have heard Dr. Pritchard are very much pleased with his preaching.

In the improbable event of the passage of a free coinage bill, we shall insist that the measure be extended so that the government shall be compelled to buy cotton at 10 cents per pound. This is just the same help that will, with free coinage, be extended to the silver mine owners.

Mr. P. P. Chambers left for the World's Fair on Tuesday, and his trip will not cost him a cent. One year ago the Fidelity Insurance Agency, of Philadelphia, offered a free trip to the World's Fair to the agent who would secure \$250,000 of insurance. Mr. Chambers secured this amount and is now reaping the reward of his energy.

We think it would be a good idea to photograph the mail wagon and the lively looking animal that pulls it and send it to the Postmaster

General in order that he might see how rapidly our mails are conveyed to and from the two depots. The vehicle travels at such a breakneck speed that our postmaster can keep the mails open until thirty minutes before the train leaves.

There was a large sociable at Mr. Fuller Howles' on Wednesday night in the Swift Creek section, to which the town contributed the following contingent: Misses Manie and Lalah Kelley, Emma Blackwell, May McCall, Laura Lucas, Bettie and Henrie Cain, Alice Parrott. The gentlemen were, Messrs. W. A. Parrott, L. G. McCall, F. F. Martin, L. M. and J. H. Norment, N. R. Harrell, E. Vaughan, Eugene Harrell, John Skinner, B. F. Smoot.

The election of Gen. James to the presidency of the agricultural society is a compliment worthily bestowed, as there is no man in the county that has done more to keep up the society and make it a benefit to the farmers. He has been secretary and treasurer almost ever since the war. His successor in the office of secretary and treasurer, Mr. A. A. Gandy, is a splendid farmer and one of the best citizens in the county, and no better selection for the position could have been made.

On Tuesday Mr. A. J. Smoot, of Palmetto, was in town with one of the finest samples of tobacco we have ever seen. He says that the crop will be good both in quantity and quality, and that the cost of its production has been less than ever owing to the absence of worms. His crop will average one thousand pounds to the acre, which at no greater price than ten cents per pound will be far more profitable than a cotton crop. Some of the most prosperous towns in North Carolina have been built up entirely by the tobacco business and there is no reason that the same thing can't be done in South Carolina.

It gives us great pleasure to announce that the council are at last fixing up the artesian well, and in a few days it will be possible to get water without running the risk of damaging the clothing. The top will be taken off the cistern, surrounding the pipe, and the water will pour out in a steady stream without the trouble of pumping. It will be fixed so that it will be impossible for any one to drink from the spout. A convenient drinking fountain for horses will be put on the square and those who wish to water their horses will have to use it, as there will be no place for a horse to drink at the well.

In another column we publish the proceedings of the Agricultural Society which met at the Fair Grounds on Tuesday. The meeting was an interesting one and it is a matter of profound regret that it was not more largely attended. In fact the attendance was very small, and it speaks poorly for our farmers to show so little interest in the meetings of the society. It will be an evil day for them when they take more interest in politics than in the advancement of the agricultural interests of their section. The very interesting essays read by Messrs. Beasley and Coker, to say nothing of the other remarks made on the occasion, were worth a long ride to hear, and no one could fail to be profited by following the suggestions that were made. These essays will be both published in full and we hope they will be carefully read by all our farmers.

Survivor's Meeting.

All men who were members of Company F or Company M, 8th South Carolina Regiment, are requested to meet at the Mineral Spring, near Darlington, on Tuesday, August 22, with one day's cooked rations.

It is earnestly hoped that all the survivors of these companies will extend this notice to their comrades and that this will be first of many reunions in the future.

W. C. Coker, Capt. Co. M.
J. E. Bass, Capt. Co. F.
J. F. Howie, 1st Lieut. Co. M.
W. E. James, 1st Lieut. Co. F.
S. T. Rhodes, 2d Lieut. Co. F.

Protection Against Burglars.

One of our citizens who expected to be absent for several weeks, and not wishing to leave his house unprotected, secured the services of a popular young society man to sleep in the house while he was away. This young man by the way is a member of the Guards and of course has no fear for his own personal safety, had failed to provide himself with any firearms, and to guard against emergencies armed himself with a brick which he put in convenient reach of the bed so that he could smash the head of any intruder. It is almost needless to say that his slumbers were not disturbed, as no burglar would like to expose himself to so formidable a weapon. As an additional protection we have let him have the use of the boat paddle that we have kept for a long time for our own protection. It won't do for any one to presume on this, however, and make a raid on the office, as this courageous youth only has the use of it during the night.

THE MEETING

OF THE DARLINGTON AGRICULTURAL SOCIETY.

Election of Officers—Interesting Papers Read and Discussed—The Memoir and Resolutions.

FAIR GROUNDS, Aug. 8.

The Darlington Agricultural Society met this day, and was called to order by W. C. Coker, first vice president.

The minutes of the last meeting were read and approved. Mr. E. T. Coker read a report on "Farm Experimentation," and best method of conducting the same. The subject was discussed by Messrs. Lucas, Mcintosh, E. E. Evans, E. R. McIver, W. D. Byrd, J. W. Beasley, T. S. Bell, G. W. Dargan, J. F. Miller and J. J. Lucas. Mr. J. W. Beasley read an essay on the cheapest method of supply for this section. Discussed by A. A. Gandy, J. F. Howie, Sam Gandy, B. R. McIver, W. D. Woods, T. J. Bell.

There being no further business the society adjourned after electing the following officers:

President—W. E. James.
First Vice President—E. R. McIver.
Third Vice President—E. D. Coker.

Secretary and Treasurer—A. A. Gandy.

The following was offered by Maj. Lucas and unanimously adopted: Mr. President:—Since the last annual meeting of the Darlington Agricultural Society, it has pleased Him who giveth and Him who taketh away, to remove from the sphere of his usefulness, our late honored President. It is meet and right that we should place on record our appreciation of his worth as a man and as a member of this society.

The following brief sketch of his life and services is respectfully submitted for your consideration and approval:

IN MEMORIAM.

Col. William H. Evans, was born at the old homestead of his maternal grandfather, Capt. William De Witt, on Cedar Creek, near Society Hill, in September, 1819. He was the second son of that eminent jurist and statesman, Hon. J. J. Evans. His primary education was received at St. David's Academy, at Society Hill and at Raleigh, N. C. He was prepared for the South Carolina College by that peerless teacher, Mr. J. W. Hudson, of Wimsboro, S. C., and was graduated by that institution in 1839. He read law with Mr. Pettigrew, in Charleston, and was admitted to the bar in 1842. The same year he married an accomplished daughter of Mr. John D. Witherspoon, and began the practice of his profession, which he continued for some years, but relinquished for the more congenial occupation of planting. He became an expert in Agriculture and Horticulture, and gave to his brother toilers the benefit of his ripe experience, through essays before this society, and by contributions to the press.

His leisure hours were given to reading, of which he was very fond, especially of English history and of English classical authors, a taste he never lost. He was given to hospitality and thoroughly enjoyed the companionship of his many warm friends.

As a patriot he served the county of Darlington faithfully and efficiently as a member of the Legislature before and during the war for constitutional government and Southern independence.

In anticipation that war would follow secession, he organized a company of minute men, which subsequently formed the nucleus of Company F, 8th South Carolina Regiment S. C. V.

This regiment took a conspicuous part in the battle of First Manassas, and Company F shared in the dangers and glories of that sanguinary conflict. During the engagement, Col. Cash received information that the enemy had abandoned some of his artillery, and he at once called for volunteers to secure the piece. The response was prompt, with Capt. Evans in command. He brought off safely fourteen pieces, with the full complement of horses and ammunition belonging to them. It was a gallant act most creditably executed. When the term of twelve months' service expired he remained in South Carolina and became a member of the Governor's Council, and gave his best energies to the furtherance of the Southern cause. Like most men of large means, the war left him in an impoverished condition, and he sought other employment than agriculture. He became a teacher, where he had been taught, at St. David's Academy, and was afterwards elected County School Commissioner.

In the management of the public schools he gave great satisfaction, and excited a lively interest in education among all classes. It was his fourteen years' service as School Commissioner that he served this society so acceptably as its president.

He was confirmed in the Episcop-

pal church in early life, and was always present at its services, save when sick or absent from home. He served as Junior Warden of Trinity church for many years. He gave liberally of his substance to church work, and his aims were not withheld from the deserving poor. In all the relations of life, he discharged his duties with rare fidelity.

In the language of the Major of his regiment, he was a noble, Christian gentleman, I propose the adoption of these resolutions:

1. That in the death of Col. William H. Evans, this society has lost one of its most valued and efficient members.

2. That a page in our minutes' book be dedicated to his memory.

3. That we tender to his bereaved family the expression of our sincere sympathy.

4. That a copy of this memoir and these resolutions be sent to his family, and also published in the county papers.

TO-DAY'S PROGRAM

Of the Bicycle Races to be Held in Florence.

About two o'clock to-day a special train will leave Darlington to carry the wheelmen and their friends to Florence. Several local riders will enter the races and will likely bring home some of the prizes.

The races will begin at 4 o'clock, sharp.

The program is as follows:

FIRST.—Two Mile Open.

First prize, gold medal; second prize, gold pen; third prize, China mug.

SECOND.—One Mile Open.

First prize, silver medal; second prize, silver match box; third prize, goose egg.

THIRD.—Half Mile Boys.

First prize, bicycle cap; second prize, bicycle bell.

FOURTH.—Half Mile, No. 1 Ramblers Only.

First prize, box cigars; second prize, cigar holder.

FIFTH.—One Fourth Mile Boys.

First prize, pocket knife; second prize, base ball.

SIXTH.—Half Mile, No. 4 Ramblers Only.

First, silver cup; second prize, fine pipe; third prize, goose egg.

The South Carolina College.

In another column will be found the announcement of this time-honored institution, which is thoroughly equipped for its work and offers every advantage to young men securing a thorough education. The president, Dr. Woodrow, is one of the best men and finest scholars in the South, and he has the assistance of an able and experienced faculty. The college has one of the finest libraries in the South, and this alone will be of great help to the students.

The Patrick Military Institute.

Col. Patrick, the principal of this institution, is too well known throughout the State as a successful teacher to need any commendation from us, and we deem it only necessary to call attention to his announcement, which appears elsewhere in this issue, in order that our readers may recognize the many advantages he offers. Anderson is one of the most healthy and progressive towns in the State, and both mentally and morally a boy could not be in better hands than those of Col. Patrick.

Wofford College.

Parents who have sons that they wish to educate could not do better than to send them to Wofford College where the cost of living is very low, and the moral and social advantages afforded the students are everything that can be desired. A notice of this college appears in our advertising columns and we call attention to its claims for patronage. The record of the college has been an enviable one, and to be taught by such a man as Dr. Carlisle is of itself worth a great deal to any young man.

Colored Fair.

We have been requested by the colored fair company to publish the following notice:

"The Pee Dee Colored Fair Company will hold its third annual fair on the 30th and 31st of October, next. Clayton Cannon, Peter Johnson and David Thompson are the managers; Henry Brown, general supervisor. Any assistance rendered by our white-hearted merchants and our white friends generally, in the way of contributions, will be thankfully received. The public is cordially invited to attend the fair and assist us in making our organization a permanent success."

A Sad Accident.

A little boy, son of Mr. John Freeman, of the Oates neighborhood, was drowned in Harrell's mill pond yesterday. He could not swim and there was no one near to rescue him. He went into the water without the consent of his father. He was twelve years old.

A GREAT SCHEME.

GOVERNMENT OWNERSHIP OF RAILROADS THE IDEA.

Immediate Financial Relief of the Country and the Inauguration of a Period of Unparalleled Prosperity Promised.

CHICAGO, August 6.—Since the close of the silver question, Mr. George Washburn, of Boston, chairman of the Eastern division of the national committee of the People's party, and Col. A. C. Fiske, of Denver, president of the Pan-American Bimetallic Association, together with other prominent Populists of the West, have been in daily consultation with leading government officials, bankers, capitalists and railroad men of the West, devising a gigantic railroad scheme of government ownership, which they think will afford financial relief to the country and make at once an issue of two of the pet planks of their platform.

Mr. J. H. Davis, of Texas, who was the Populist candidate for attorney general a year ago, and who during his campaign proposed a similar plan, is the legal counsel for the Populists.

It is alleged that the money stringency has effected transportation so greatly that the receipts on so many Western roads have fallen off fully one-third, and that receiverships for some of them have already been asked for, which will also mean the ruin of commercial and industrial interests in every Western and Southern State. Mr. Washburn, who is a prominent business man in Boston, to-day states that most of the stock of these roads is held in New England, they being Boston enterprises, and that is the loss of dividends and threatened ruin is rapidly changing section in favor of government ownership of railroads, as well as for bimetalism.

The plan proposed is that the national government shall issue bonds for all legal and just indebtedness of the railroads, being governed by the same tenure and contracts which now exist, (the amount is estimated to be about two-thirds of the value of the railroads) and the issuance of legal tender treasury notes or silver certificates, for the remaining one-third. Objection was raised to the Populist plan to pay one-third in the Treasury notes, which would greatly increase the price of products in the country; but it was claimed that, even though the full amount, one-third should be issued, sixty-five millions of people could better afford to absorb two more millions of treasury notes now than twenty-five millions of people did in 1867, and that this issuance of Treasury notes would afford immediate financial relief and inaugurate a period of prosperity unparalleled in the history of the world.

But the Populists do not propose that the government shall own all the railroads at once, but so gradually that no shock would be felt in the money market; beginning with the Western roads, they would be taken in the order of their application, some being ready now. The Populists say that while their party is opposed to any new issuance of national bonds, no objection could be offered to the even exchange of bonds which already exist, and that the bonds could be gradually paid, and in a few years the government would own the railroads.

It is claimed that the plan would not antagonize existing railroad interests, and that if the government owned all of the railroads west of the Mississippi river, instead of being competitive to the Eastern roads they would be distributive, and could be used by the government to move the crops to the markets at cost, and in this way develop the resources of the great Western country and thereby stimulate trade. Also, that unimpaired sections could be colonized, the low fares being inducement to emigration, and in this way relieve the cities from their present congested state and provide an additional market for the manufacturers' products for the people who remain; and that, inasmuch as a commission only would be needed in each State, the saving in high salaries would be enormous.

It is claimed that the bondholders like the idea, because they would receive national bonds in exchange for fluctuating railroad bonds of uncertain value, and would save the stockholders from loss. The bankers are kindly disposed toward the scheme, because it makes clear the problem of how to get more bonds. The employees would advocate the plan, because they would have tenure and stability of employment, and through election and civil service laws be able to protect themselves against injustice by a prior officers as well as against being removed.

It is further alleged that merchants and shippers favor the plan, because there would be no discrimination in transportation rates in favor of fruits and specialties, and that it would reduce the aggregate of fixed charges fully one-third. The farmers favor it, because they would get

freight rates which would be all the traffic would bear and thereby absorb all their profits.

Mr. Washburn will leave for Washington to-morrow, to have the matter presented to Congress and to secure the support of Western and Southern Congressmen.

EXCURSION TICKETS.

Through Cars to Chicago and the World's Fair.

The Queen and Crescent Route, widely known as the road running the "Finest Trains in the South," is in the field to carry everybody from the South to the World's Fair at Chicago. No part of the Southern country is left uncared for by this great railway and its connections.

The Through Car System is an admirable exposition of the wonderful capabilities of American railroading. From New Orleans and Birmingham Through Sleeping Cars run daily via Cincinnati to Chicago without change.

From Shreveport, Vicksburg and Jackson another Through Sleeping Car Line comes to join and become a part of the magnificent Vestibuled Through Trains, which passing through Birmingham and the famous Wills Valley of Alabama, is joined at Chattanooga by the train from Jacksonville, Fla., Brunswick and Atlanta, Ga., over the E. T. V. & Ga. Ry., and proceeds north over the beautiful Cincinnati Southern, through the grandest natural scenery and most attractive historical country in the world, to Oakdale, where two magnificent Pullman Cars are received, coming from the Richmond & Danville System from Charleston, S. C., through Columbia, S. C., the beautiful French Broad country, and Asheville, N. C., and Knoxville, Tenn., one car to Cincinnati, the other via Louisville to Chicago. The Sleeping Cars from Jacksonville, Savannah and Macon also run through to Chicago via Cincinnati without change.

The time to Chicago is made so as to afford the most convenient hours for departures from the principal cities, and arrivals in Chicago. Passengers can purchase tickets good over one line north of the river, and returning via another if they desire a variable route without extra charge. Or they can go via Cincinnati, returning via Louisville or vice versa.

Round trip tickets on sale at reduced rates. Agents of the Chicago line will, on request, assist in looking up rooms or accommodations for visitors to the Fair.

Everything that an almost perfect system can devise to deserve the praise and patronage of the traveling public has been provided. Any of the agents of the company named below, will cheerfully give all possible information or assistance. R. H. Garratt, New Orleans, La.; I. Hardy, Vicksburg, Miss.; J. R. McGreggor, Birmingham, Ala.; E. T. Charlton, Chattanooga, Tenn.; W. D. Cozart, Junction City, Ky.; D. G. Edwards, Cincinnati, Ohio, or any agent of the E. T. V. & Ga. Ry.

The President's Message.

Like everything else that comes from Cleveland's pen this message is clear, forcible and unequivocal in its language, and leaves no doubt in the minds of the people as to what he considers the cause of the present financial stringency. He recommends the immediate and unconditional repeal of the Sherman silver law, and expresses the opinion that when this is done confidence will be restored and the business interests of the country will be conducted on a firm and enduring basis. He calls attention to the paramount need of tariff reform, but is convinced that, just at this juncture, the financial condition of the country should take precedence of everything else.

To the World's Fair.

The members of the State Press Association will leave for Chicago on the 17th, and will be absent two weeks. For that time they will have a rest from professional work and the readers will be deprived of their brilliant editorials. As Mr. Prince, the secretary, has already made the trip, we presume that he will assume the role of Mark Twain, and write the "Innocents Abroad." The editors, that is those who have them, are allowed to take their wives, but quite a number of them can't avail themselves of this privilege from the fact that they are bachelors. For so we reason, which would not undertake to explain, it is not a popular profession with the fair sex, and the number of bachelors in the Association is amazingly large.

Mental depression, wakefulness, lost manhood, caused by errors of youth or later excesses quickly cured by Magnetic Nervine. Guaranteed by Dr. J. A. Boyd.

Ayer's Hair Vigor is cleverly, agreeably, beneficial and safe. It is the most elegant and the most economical of toilet preparations. By its use ladies can produce an abundant growth of hair, causing it to become natural in color, lustre and texture.

THE WORLD'S FAIR

THE C. H. & D. AND MONON RAILROAD THE FINEST ROUTE.

Pullman Safety Vestibuled Cars Running Every Day and "Sunday Too."

If so, see that your ticket reads via Cincinnati and the C. H. & D. and Monon—the acknowledged World's Fair Route."

The only line out of Cincinnati connecting with the E. T. V. & G. and Q. & C. train No. 2, arriving at Cincinnati 10:30 p. m. A solid train carrying through sleepers from Jacksonville, Savannah, Birmingham, Atlanta, Chattanooga, Macon and New Orleans via E. T. V. & G. Q. & C. H. & D. and Monon Route to Chicago.

You can stop over in Cincinnati if your ticket reads via the C. H. & D. and Monon Route, by depositing same with the Merchants' and Manufacturers' Association, Chamber of Commerce Building, corner of Fourth and Vins streets, one block from Fountain Square (the C. H. & D. ticket office in the same building). This enables you to visit the picturesque "Queen City" at no additional cost, and special efforts will be made to entertain strangers hospitably and reasonably.

The universal verdict of the traveling public is that the Pullman Safety Vestibuled trains, running every day, "and Sunday too," via the C. H. & D. and Monon, between Cincinnati, Indianapolis and Chicago are without doubt "the finest on earth." These trains were especially built by the Pullman Company for this service, and embrace every improvement. Their magnificent coaches, luxurious smoking cars, superb sleepers, observation cars and unexcelled dining car service, afford "all the comforts of home."

Leaving Cincinnati you pass through the beautiful Miami Valley, and for twenty-five miles the double tracks run through the very front door yards of the finest suburban homes in the country. Beyond Hamilton and into Indianapolis, the line is noted for its scenic beauty.

A stopover at Indianapolis, the capital of Indiana, may be obtained by depositing your ticket with the Secretary of the Commercial Club. This city is more worthy of a visit than almost any other of its size in the West, and offers the greatest inducements to traveler and tourist. Between Indianapolis and Chicago, the line traverses the very best agricultural and commercial territory, and the ride is one of unparalleled comfort and beauty.

Bear in mind that the C. H. & D. and Monon Route trains all run via Burnside Crossing, from which point the Illinois Central suburban trains run direct to the World's Fair grounds every moment. At Englewood connection is made with the electric cars, which run every five minutes to the grounds, but we recommend all persons to go directly into the Dearborn Station, which is located in the heart of the city and from which all street car lines converge, then go directly by car or cab to your hotel or boarding place. First locate yourself; know where and how you are to live while in Chicago. Get the locality firmly fixed in your mind, before going to the World's Fair by any of the numerous convenient ways; the cable cars, electric roads, elevated railroad, Illinois Central R. R., suburban trains and the steamboats afford ample accommodations for all possible visitors, and is but five minutes ride from the business portion of the city to the grounds. Take your breakfast down town, buy your lunch at the grounds and take your supper down town. If you follow these suggestions you will save money. The facilities for serving lunch at the World's Fair grounds are extraordinary and the prices are cheaper than at your own home, but breakfast and supper should be taken down town, or at your boarding house. The World's Fair is already the most astounding and stupendous spectacle ever attempted by any people, and a day's visit will afford more light and instruction than can be possibly obtained in any other way or by the same expenditure of money. For further particulars, descriptive pamphlets, rates, etc., address M. A. Hoover, General Advertising Agent C. H. & D. R. R., No. 209 W. Fourth St., Cincinnati, Ohio.

Do You Want to Join the Army?

First Lieutenant C. W. Foster, of the 3rd Artillery is in town and will open an office for the purpose of securing recruits for the United States Army. In time of peace the service is not hard and the men are well fed and clothed.

As a hair dressing and for the prevention of baldness, Ayer's Hair Vigor has no equal in merit and safety. It eradicates dandruff, keeps the scalp moist, clean and healthy, and gives vitality and color to weak, faded and gray hair. The most popular of toilet articles.