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lotel, where he had

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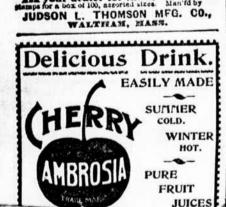
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OCEAN STEAMER THE VAST AMOUNT OF WORK DONE DURING A VOYAGE.

The Sailing, Engineering and the Feeding Department. THE management of all the great ocean liners is practically the same. On every ship there are three departments-the sailing or deck department, the passen-

The Crew and How It is Divided-

ger or steward's department, and the engine department. Each of them is equally important in a way. Each has a crew of its own under the supervision of a chief officer, who is responsible to the captain, the absolute monarch of vessel when at sea. On the crack Paris there are eight

officers, every one of whom holds a master's certificate, and any one of whom would be competent to sail the Paris, should any accident befall the captain. These men are all connected with the sailing department, which has to do with navigating the vessel, and they are rated as mates. Then, here are three second mates, two third

mates and two fourth mates. The object in carrying all these officers is to insure each sufficient rest under any stress. Their work is so arranged that they have sixteen hours out of every twenty-four for rest. other words, they are on

sail the position. Jas. H. Tillman, to my of the "Craddock" letter. It had stated that Mr. Tillman denied responsible for a part of the letter reflects

The rules governing ocean steamer so far as their crews are concerned are very strict. They provide that the crew shall be signed for each voyage, and they must be brought back to the final port of discharge. A voyage of avessel like the Paris from the other side and back again takes about four weeks, including her stops in port, and her entire crew is signed twelve times a year. The crew numbers 415, of whom seven are women.

There are twelve quartermasters or the Paris, six of whom steer the vessel while the other six keep the lookout. The six steering quartermasters have charge of the wheelhouse and keep al the signal flags, rocket lights, and the lead and log lines in good order. They stand watch and watch three at a time taking turns at the tiller. At night one of the quartermasters is stationed in the lower wheelhouse to see that the steering gear works all right. The Paris is fitted with a hydraulic steering gear, and instead of the usual wheel on the bridge there is a teller which opens and shuts the valves of the hydraulic ram which moves the rudder. This ram exerts a pressure of 8000 pounds to the square inch on the rudder, which in consequence can be moved very quickly. In case any-thing should happen to the ram, there are three big wheels in the lower wheel house which can be brought into ser-

The six quartermasters who keep the lookout, stand on the for'sel head in clear weather, but when it is stormy they climb into the crow's nest and report their signals to the officer or All of these quartermasters are picked men.

It is the general opinion among landsmen that it is the captain who is responsible for the breaking of records that ships like the Paris have accomplished, but such is not the case. As a matter of fact it is the greasy looking contingent down in the engine room to whom the credit really be-In the engine room of the Paris there are 198 men. The ruler of them is, of course, the chief engineer, and he has 18 other engineers to nim. Then there are 24 greas ers, 9 water tenders, 72 firemen, 54 trimmers, 3 boss trimmers, and 3 donkeymen; 3 cooks, 3 electricians, 3 store-keepers, 2 hydraulic engineers, 2 refrigerator men-better known a beef stuffers"-and one clerk to the chief engineer.

Of the 18 engineers who assist the chief S rank as second, 6 as third, 6 as fourth and 3 as fifth engineers. All the watches in the engineer's department are four hours long and there are no dog watches. The men stand four hours and are off eight, so that they have the same watches every day. There is always a second engineer in charge of the engines, and with him are 1 other second, 1 third, 1 fourth and I fifth engineer, who are steadily on duty at the stoke-holes.

The Paris has nine boilers arranged in groups of three separate divisions of Eight stokers and six coal a ship. Eight stokers and each of during a watch, and eight hre constantly at work oiling merally sup-

working as ey do in a temperature of something rike 100 degrees, but they would laugh at you 'f you said so to ndeed, the venone of them. And, 'ndeed, the ventilation on the Paris is so perfect that there is always a cool breeze in the engine rooms that very much mitigates the great heat sent out by her big

There is one man on board of a big ocean liner who is in some ways bigger than the captain, and this is the steward, who, under the supervision of the purser, has full charge of the entire passenger department He has work to do that is calculated to make men old before they are fairly of middle age. Everything that any passenger wants to do or thinks he ought to do he asks the steward about.

Then the steward has charge of the stock list and is supposed to know just how the ship's provisions stand at all times. Everything that is used each day is taken from the storeroom on his order. He has to keep a complaint list against his subordinates, and this is not an easy task, for peevish and seasick passengers like to make complaints. Rather queer reading some of these complaints make, too, and they show that, under the influence of seasickness, most of the selfish points of man, and woman, too, for that

matter, crop out. The chief steward calls the roll of his men every morning at half-past five, and assigns them to duty. From this time on they are scattered all over the ship, each doing his special work. Before 7 o'clock in the morning the stowards have the ship cleaned and the runaway years ago.

saloon stewards are putting the finishing touches on preparations for the 8 o'clock breakfast. The deck stewards have the worst of it, for they are on duty from 5.30 in the morning until 11 at night, and the smoke-room steward and barkeeper have the same hours. Under the steward, besides his waiters, there are mineteen cooks

and assistants. The butcher shop is just off the cook's galley. It is a box-like little affair, but every day thousands of pounds of meat are cut up in it and affair, but prepared by the cooks. prepared by the cooks. The five bakers have a shop larger than many of our city bakeries, which is not strange, as it has to turn out bread

for 1000 people every day. The refrigerator room is another interesting part of the ship. The room is so cold that a heavy frost forms on all the pipes. The meat and fowl stored there are frosen stiff and the butter is as hard as a rock almost. indeed the room works so well that American beef and butter are used almost exclusively on the big ships, and the whole appearance of this room recalls somewhat an old-fashioned New England dairy.

Everything that comes from the cooks is served from two pantries. In the port pantry the meats are carved, while in the starboard pantry tea and coffee, pastry, bread, and in fact every. thing coming from the baker

Vednes day It takes a good deal of food three hours, the 1000 or more perso three hours, il like the Paris was the person of I like the Paris hore it was general throughout the co

> recent voyage of the essel, and it is rather an interexhibits. Here it is in the

beef 18,000 pounds were used; of nutton and lamb 5000 pounds; of yeal, pork and corned beef 2600 pounds; of sausages, tripe, calves' heads and feet, kidneys and sweet breads 8000 pounds of fresh fish 2000 pounds; of New York clams 8000; of frying oysters 12,000, of preserved fruit 250 tins; jam and marmalade 200 tine; pickles and sauces 200 bottles; coffee 500 pounds; tea 250; potted fish 250 pounds; fresh lobsters 300; moist sugar 3000 pounds; lump sugar 600 pounds; syrup 20 gallous; milk 800 gallons; cream 24; ice cream 500 quarts; fresh butter 500 pounds; corned butter 700 pounds; salt butter 2000 pounds; potatoes 16 tons; cab bages, turnips and the like 5 tons eggs, 15,000; corned pork 3 barrels; chickens and ducks 1000; turkeys and geese 100; grouse and other game birds 2000, and rabbits 100.

All this was for less than 600 passengers, so it is very evident that sea sickness did not rule in its alleged usually lordly manner.

There are four men who are part of the crew of an ocean liner who should not be overlooked. These are the purser, the doctor, the barber and the orinter. The barber is a taciturn gentleman with a good, firn wrist. printer prints the bill of fare and on ome of the vessels, as on the Paris, for instance, also gets out a paper on each voyage, to which the passengers contribute, and for copies of which they pay from sixpence to a shilling. doctor is always busy bracing up men and women, who find to their sor row that their stomachs are of very weak action is mind they are a device the hardest-worked man aboard ship. He is constantly making the rounds, and to all intents and purposes is it business manager. He is the only man authorized to send letters and tele-grams ashore.—New York News.

WISE WORDS.

He who foresees never sets. Wise men never attempt anything. Shyness is a sport on the tree of

Without trampling the cleverest cannot get rich. Love is blind, but hatred wears

double lenses. The greatest things are done by the

greatest fools. The more space a man acquires the ess room has he.

Men's motives are mercifully faidden by their shirt fronts. Observe moderation in all things-

especially in virtues. Pure love is a phoenix which rises from the ashes of self.

Most men are like small dogs-very ferocious behind the ferce. When you lose a leg begin at once

to practice with a wooden one. The consolation of those who fail is to depreciate those who succeed.

If you cannot become rich remember the many miseries of the rich.

Dives is never an example, because nobody considers himself really rich. Counting the blessings that remain is like enumerating the teeth left after

with the fruit.

Sincerity is not incompatible with reserve, and brutal frankness proclaims its own egotism. A person who demands admiration is disliked in proportion to the admira-

tion we cannot but concede. What a fine glow we feel in defending a slandered enemy; and how fervently we hope our opinions will have

no weight. If every person on earth spoke the truth and nothing but the truth upon one appointed day of each year we

would soon revert to barbarism. When the nature of a natural honest and serious man has suffered a deviation through extravagance, into which by some ill chance he has been led, and having proved the folly of his course he would turn to other ways, marriage is a good thing-for the man.

Honey in a Petrified Tree.

The hollow trunk of a petrified tree, which contained a quantity of honey, was found by workmen digging a well at Live Oak, Fla., it is said. The tree was about ten feet below the surface of the ground. The petrifaction was only on the outside, the vein being about two inches thick. The honey was soft and sticky and tasted like the fresh product of the hive.—New York

A man of Granger, Mo., 103 years old, has a skull patched in two places with silver plates, as the result of a

WAGONS CARRIED ORK ON TRAINS. og Island Farmer Gets to Town for the Early Morning.

ONG

ISLAND farmers who fresh country produce are each morning and for sale on the big west side pla ket do not, at called Gansevoort Mar-drive their teas is generally supposed, their farms. In the old death of the way in from the old death of the way in from the old death of the way in ket do not, at drive their tea wagons are pl ys, but now the farm aced upon flat cars and

The only vso.

could reach the vay by which farmers tomers in the only ir early morning custo drive; but the lity a few years ago was ent. for the could like was very inconvenient, for the con this was very inconvented and the distances great. The morning market we tances great. The morning market we tances great. ing market was generally evening before an early one, and it order to reach From 10 to the long and d from Long J-truck farmi Blanc and drive all night in sevoort in time. o'clock every night Oity into the great

Orleans, are son's. Hot Springs, N. C.

egalnavba la wenty-four ho North Shore farmer ragon the evening be-bed. He gets up beloads his truck He gets up be fore and goes to yet shown signs of fore the sky ha his horses and drives dawn, hitches u railroad station. He to the nearest levated platform the finds there an ar, built alongside the height of a flat track. It is ap roached by a long inspitch, up which his difficulty in dragging horses have no n he rolls over on his the wagon. The sleep, or falls to talkseat and goes to

train comes the platth wagons, and others form is filled wit are waiting belo length comes puffing The train at and rumbling along and stops beside or two broad flat cars and atops beside or an old and shirabby passenger car. The farm wag ons are pushed aboard the flat cars, the wheels rolling in grooves which hold them in position. They are strapped fast so they won't roll off, for the wagons are run cross-Each car carries way on the cars

ing country goss ip with his neighbor.

Long before the

d side by side. four wagons place When the was on is secured farmer takes his horses into one of the box cars and puts them in stalls which car and plentifully Finally he betakes are built in the strewn with straw himself to the oose or passenger black tobacco in car and smokes vay to Long Island wood pipe all the City while he talks props and markets to his fellow farmers. The chances are ninety-nine in a hundred that he growls the whole distance over the

drives on a ferr coat and finds himself in Thirty-four h street. He then makes for Ganso cort Market at a round trot so as to get there early and secure a good place; for at Gansevoort Market first come is first served in matter of position. By this time it is daylight, but the

sun is only just out of bed. The big plaza is full of farm wagons from Long sland and Westchester County and New Jersey. In a short time the streets all around are choked with grocers' and butchers' wagons, and a great swarm of retail dealers call upor the farmers and buy the vegetables they require for their day's trade.

If the farmer is lucky he is sold out by the middle of the morning. Then he drives on to Long Island City again, puts his horses and wagon on the train and comes back to New York, if he has time, to enjoy himself after the fashion of farmers when they come to town, until the afternoon hour arrives for the market train to go back into

the country. At home the farmer finds that his men have gathered a supply of truck for the next day's marketing. This is loaded on the wagon at once, and the farmer goes indoors to his ham and fried potatoes, his pipe and his feather bed.—New York Herald.

Curious Growth of Rattan.

Every one knows the pretty, light and graceful chairs and other articles of furniture made from rattan, but every one does not know that the extremely tough and flexible wood called

snake, and the descending again to the earth and failing along in snake-like curves until it can find some other stately tree to asten and climb upon in its pursuit f light and air. forest is so the and jungle-like that it seems imposible to follow the course of any of the serpent climbers, but there is litt doubt that at the last the successful aspirant, which stooped and cringedso long below, will be found shootily up like a flag-staff a dozen feet of more above the tree which has head it to rise. A use of rattan, which is unknown to those who who have no seen it in its native forest, is as a ster carrier. The thristy traveler has all times a tumbler of cool, refreshing water at his command by cutting oats or eight feet of rattan and puttin one of the severed ends to his mosh or holding it over a dish to catch to water.

Ingenious aw to Cut Stone.

French insatity has contrived an improved sto cutting saw of remarkable efficiency a circular saw having its edge set ith black diamonds in the same was the straight blades; but as the straight on the diamond is all in one direcon, the setting can be made much fire.

An Antwer Belgium) steeple is 476

GFARM PRODUCE ONLY ONE "WILD TRIBE."

THE SEMINOLES OF FLORIDA ENJOY A PROUD DISTINUTION. They Have Never Been "Rounded Up" in a Reservation-Brave Oc-

cupants of the Everglades. Y "wild" Indians, says Kirk Monroe in the New York Advertiser, I mean those who have never been subjected to the taming processes of a reservation, and of the quarter of a million aborigines still to be found in the United States the Seminoles, of Florida, alone can lay claim to that distinction. Al-

though to those unacquainted with the situation it may appear strange that the only Indians still roaming at will over a large part of their original ter-ritory, and leading to-day, in unre-strained liberty, the life of their fathers, should be found in that portion of the Union first settled by white men, the apparent anamoly is easy of explanation. Florida is the largest, and at the same time the most sparsely settled State east of the Missisappi. The 10,000 square miles of its territory, of which some four hundred Seminole are almost the only occupants, comprise the vast swamps of the Everglades and the Big Cypress. These are unsurveyed, almost unexplored, and are well nigh inaccessible save in cances by those

the grave nature of an Until

is, of course, the prime reason way the Chine Seminoles have been allowed to retain Chine unmolested possession of them for so long. Then, too, these Indians are the immediate descendants of Osceols and those other desperate fighters who, in defense of their homes waged against the United States the longest, bloodiest and most costly of its many Indian wars.

The Florida Seminole has proved himself worthy of respect and consideration by his bravery as a fighter, his absolute independence, his freedom from many of the vices common to Indians, his industry and his willingness to adopt civilization if allowed to do so gradually and through imitation. Physically he is one of the finest existing specimens of the North American red man—tall, straight and clean-limbed. Following the dictates of an immutable custom, rather than those of comfort, the Seminole wears on his head an immense turban formed of gay kerchiefs covering a light frame of rattan. With the exception of a braided scalp lock, which is hidden beneath this turban, all hair is closely cut from his head and none appears on his face. The remainder of his dress consists of a gay red and yellow, beau-

tifully-sewed calico shirt and a breech cloth. Save on occasions, when they are covered with buckskin leggings and moccasins, his legs and feet are bare. He is always armed with the most improved pattern of a rifle, but despises a shotgun and regards a revolver as a toy. He fashions commodious and most excellent canoes from single whisky whenever he can obtain it.

His principal occupation is hunting, but in intervals of this he builds his huts of poles and palmetto thatch, overhauls his weapons, nets, traps or cance, cares for his live stock, principally cattle and hogs, clears land for a field, assists at starch (coontie) making, and does not wholly disdain to work in the fields, or to amuse his children; for these he exhibits a decided fondness, and he is always as indulgent to them as he is kind to his women. He sleeps beneath a canopy of cheese cloth, which protects him n onat and fed, is rarely ill, and appears thoroughly contented with his lot, though oppressed with an ever-presentanxiety ncerning the encroachments of his

white neighbors. The Seminole dead are buried, together with weapons, cooking utensils and such other things as they may need in the Seminole hunting grounds to which they have journeyed; and above their graves are built solid tombs of

The women of this interesting tribe are of medium height, plump, cheer-ful in disposition, and often good looking. Their jet black hair is banged across the forehead, and twisted into a Psyche-knot behind. Their goodnatured faces always suggest a suppressed mirth, and when they are at home the forest encampments ring with their laughter, They dress in s long sleeved, calico jacket, and a full skirt so long that it conceals their bare feet. About their necks they tremely tough and flexible wood called rattan is that of the climbing palm tree. This curious dimber, which is more of a vine than a to De one or a will be so of forest growth in other Malayan countries. Starting with a trunk a little thicker that through the some gigantic snake, and the descending again to saving machines, of which they are sewing machines, of which they are immensely proud, and the mysteries of which they quickly comprehend. They keep them in order by the use of alligator oil, which is unexcelled as

a lubricant for fine machinery. The Florida Seminole lives well and is never subject to those periods of semi-starvation that are of such fre quent occurrence among his northern brethren. For meats he has venison, bear, coon, possum, pork, terrapin, turtles, gophers and sometimes beef. His larder is well supplied with chickens, wild turkeys, quail, ducks and many other fowl. In their season he procures quantities of turtle eggs from the sea beaches, and an inex-haustible supply of fish is to be had

for the spearing. He raises sweet potatoes, squashes, melons, beans, corn and sugar cane, and has scattered groves of guavas, oranges, lemons, cocoanuts, pawpaws and various other fruits. He exchanges plums, alligator hides, deer skins and starch for flour, coffee, sugar, tobacco and many another thing of civilization, but limits his intercourse with the white to the necessities of trade. avoiding them as much as possible on all other occa-

An withary plane contains a mile of

A Thrilling Adventure

Ezra Thomas, a prospector of Shasta County (where he is known as the "Mountain Boy"), had an exciting ad-venture on Sunday last in the neigh-borhood of Taylor's Flat. While bernood of Taylor's Flat. While leisurely walking along the trail with his pick on his shoulder his attention was suddenly called to the fact that mething was running along behind him. On turning around he saw a deer coming on the dead run and within a few feet of him. He stepped aside, and, as the deer reached him, he struck it on the head with his pick, the point of which was embadded deep the point of which was embedded deep in the deer's forehead. The deer dropped dead. No sooner had he dispatched the deer than his attention was again directed to the trail over which the deer had come, when, to his atter astonishment and alarm, he saw a huge California lion bounding along after the decr. The 'Mountain Boy had barely time to step aside to give the animal the right of way and get his pick in readiness for an attack when the lion came leaping to where he was. He made a lick at the ani mal's head with the pick, but as the lion was going at such velocity he missed his mark and struck one of the tion's hind legs, breaking it. The lion with a savage growland snapping its

Chinese Government twenty centuring ago to build a wall across Northern China 3000 miles in length seems to be not yet extinct. China just now deems

it necessary to have a chain of forts all

along her seacoasts and up the Yangtz,

and the Province of Shantung must

have her share of this protection.

Therefore, there is to be a naval station

at Chiao Chou, south of the Shantung

romontory, another to the east and a

third at Cheefoo itself. During the

past year Krupp guns—nine of them, according to Clement Allen's informa-

tion-have been ordered for the two

forts which are in progress of construc-

tion, one on the point commanding the

south entrance of Chefoo Harbor, and

another on the hill to the westward.

Brig. Sun Chin-piao, the General in command, is stated to have set his men

to work to make roads round about

the forts and a trunk military road to

go to Wei Hai Wei.—New York Com-

mercial Advertiser.

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Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the remedy, Syrup of Figs.

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Surup of the service of the substance of the sale by all gruges. dend door

for sale by all drug-bottles, but it is man-alifornia Fig Syrup The most of the promises

Out of the Wilderness. Bees and birds court the society of man—that is, they seek the localities where fields and gardens abound, for they fare better when human industry extorts from the soil the products upon which they subsist. A Maine bee culturist says it is the rarest thing in the world to find bees away from the settlements or from openings where flowers grow. It is in small patches of forest that they are oftenest found, and generally not far from the edge of the wood. It is the same with pirds. There are no song birds in the Northern Maine wilderness, and scarcely anything that can be called bird life. Birds cluster around towns and villages.—San Francisco Ex-

There are said to be 1 non. one square miles or unexplored terracey to Canada 不是不是不是不是不是不是不是不是不是

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Baking Powder is absolutely pure. No other equals it, or approaches it in leavening strength, purity, or wholesomeness. (See u. S. Gov't Reports.) No other is food. No other will maintain its strength

without loss until used, or will make bread or cake that will keep fresh so long, or that can be eaten hot with impunity, even by dyspeptics. No other is so economical.

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