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ON'S,

OSTRICH FEATHERS.

How to Clean Them at Home and
Have Them Nice and Fluffy.

"Hardly any woman who owns an ostrich feather thinks of washing it at home," Henry D. Surbled tells me. "She believes the cleaning of the feather involves some intricate and delicate process and is withal such a delicate matter that it can only be accomplished by a professional cleaner. But if she only knew it, cleaning an ostrich feather is not any more difficult than cleaning a bit of lace. All there is to it is the knowing how, and that what I'll tell you."

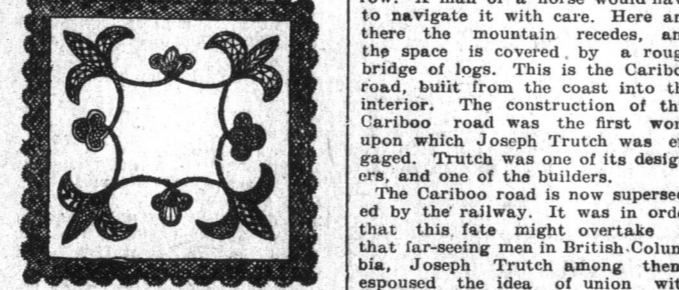
"A suds of soap and lukewarm water must be prepared, and then the soiled feather should be dipped into it and drawn through the hands a few times, as often as necessary, until the feather appears clean. Under no circumstances should it be allowed to remain in the soapy water. Just dip it in and then draw it through the hand to squeeze the water and soap from it before dipping it in again. If it is very dirty it ought to be washed in two suds; then when the cleaning process is over it must be rinsed through several bowls of clear, cold water, the rinsing method being the same as the cleaning, dipping the feather in the water and then drawing it through the hand."

"When it is thoroughly rinsed it must be drawn through the hand repeatedly until it is about dry; then it should be placed on the thigh and slapped with the hand to bring it out fluffy. That is the whole operation. The fluffing of the feather may require a little practice, and it would be well to clean a poor feather before taking a more expensive one through this course of home cleaning in order that the necessary dexterity, a thing that readily comes to one, may be obtained."—St. Louis Globe-Democrat.

DAINTY PILLOW COVER.

One That Can Be Sent to the Laundry When Soiled.

Every housewife knows the value of a pillow cover that can be sent to the laundry when soiled. This one possesses that merit, combined with daintiness, and is made of white linen em-



LINEN AND LACE PILLOW COVER.

bordered in lace effect, with an edge of German Valenciennes lace. The design in the center is first couched, then filled with various lace stitches executed with linen thread, and the back is a square of plain linen stitched to the outer one at three sides, buttoned into place at the fourth, so rendering it quite easy to slip the pillow in and out—New York Mail.

Danger in Enamel.

Just now there is much alarm in many establishments concerning kitchen utensils. It is said that many of the enamel and porcelain lined goods are dangerous on account of certain combinations with chemicals and acids and heat which will produce a melting of the glazed substances and thus introduce into the stomach poisons resulting in appendicitis. It is a well known fact that before the modern kitchenware was introduced appendicitis was almost unknown, and people ate just as many grapes and other fruits and vegetables with seeds as at present. In Paris the restaurants and many of the private kitchens are subjected to visitations from the health authorities, and even the old fear of being poisoned by food cooked in copper fades away when the present danger is considered.—Philadelphia Ledger.

Pickled Lemons.

In case any one should like to try pickled lemons, here is a recipe by which to make them:
Choose a dozen nice, sound lemons and slit the rind up into four quarters, but do not break the fruit. Fill the cracks with plenty of salt and set them upright in a deep pan in a warm place till the salt melts. Turn the lemons very often and baste with the liquor till they are tender. It will take about a week for them to become soft. Then cleanse off the liquor and put the lemons in a jar. Meantime boil the liquor with two quarts of vinegar, half a pound of bruised ginger, a quarter of a pound of mustard seed, a quarter of a pound of black pepper. When it boils pour it over the lemons and when cool tie down. This pickle will keep for years, but it ought to be stored some months before using.

For Bad Figures.

A narrow, hard bed is said to be the best preventive of bad figures. If one can also forego pillows, so much the better. Women with round shoulders and double chins have a means provided for their cure if they are heroic enough to give up the downy couch in which they revel. When one thinks of it, the place and position in which one spends a third of every twenty-four hours must have an effect upon the figure.

Girls of Old.

To show the feminine disadvantages it is worthy of note that Northampton, Mass., now one of our most famous educational centers, voted in 1789 to be at no expense for the schooling of girls, and they were not admitted to its public schools until 1802.

SIR JOSEPH TRUTCH.

His Death in England Recalls the Work He Did in Canada as a Western Pioneer in British Columbia.

The death in England of Sir Joseph Trutch is an event that does not attract so much attention as it deserves, especially in Eastern Canada. That Sir Joseph must have been a prominent man in the West at some time or other is, of course, learned from the biographies. But that he did anything in particular is not so generally understood. Yet Sir Joseph Trutch was an important personage in his sphere, and to him, in a large measure, is attributable the favor with which the Pacific Province looked upon the proposal to join Canada.

British Columbia before the Union was a Crown colony, inherited from the Hudson's Bay Company. The great fur-trading corporation had used the territory for its business purposes, and had built its forts at various points. The company was frequently in conflict with Russia, for the then Czar, or his advisors, had in mind the appropriation of the entire Pacific Coast. It was the hope of Russia to extend, first, under the trading pretext, and then, upon the plea of prior occupation, from what is now the boundary of Alaska down to San Francisco. The gradual movement in this direction led to the elevation of the territory to the dignity of a Crown colony, with the famous Sir James Douglas as its first Governor. Late in the fifties came the discovery of gold and the rush of the gold-seekers from all parts of the world to the Cariboo district. Among the arrivals from England was Joseph Trutch, a Civil Engineer, who was ready to make his fortune either at gold mining or at his profession.

The traveler on the Canadian Pacific Railway when he reaches Yale, on the Fraser River, and proceeds west along the bank of that stream, rich in minerals and in gold, notices that the south shore, opposite him, is mountainous. Half way up the precipice and well towards the mountain top is a little ledge following the course of the river. Sometimes it is moderately wide. A wagon could pass along it. At other times it is exceedingly narrow. A man or a horse would have to navigate it with care. Here and there the mountain recedes, and the space is covered by a rough bridge of logs. This is the Cariboo road, built from the coast into the interior. The construction of this Cariboo road was the first work upon which Joseph Trutch was engaged. Trutch was one of its designers, and one of the builders.

The Cariboo road is now superseded by the railway. It was in order that this fate might overtake it that far-seeing men in British Columbia, Joseph Trutch among them, espoused the idea of union with Canada. The Confederation of the Eastern Provinces had been completed in 1867. The people on the Pacific Coast knew that a great British Dominion was rising on this continent, and they wished to belong to it. The advantages were numerous. It would make their province more firmly a possession of the Crown, to which they were devoted. It would give them Eastern interests, and it would give the Eastern interests in the West. If a railway connecting the two ends of the Dominion were built, important commercial enterprises would be undertaken, and development, particularly of the vast mineral wealth of the province, would follow. With a view to promoting the idea of union three of the leading men of the province were, in 1870, despatched to Ottawa—Messrs. Trutch, Helmcken and Barrington. These diplomats, for such they were, waited upon the Dominion Ministers, and soon terms of Confederation were decided upon.

The terms included the usual financial arrangements applicable to new provinces, and provided for the construction of the Canadian Pacific Railway. On the latter subject the agreement was that the Government of the Dominion would undertake to secure the commencement simultaneously, within two years from the date of the union, of the construction of a railway from the Pacific to the Rocky Mountains, and from some point on the Rocky Mountains to the Pacific Coast; also that the road should connect with the railway system of the East within ten years. Many of the Eastern people viewed the bargain as preposterous, first, on the ground of the expense involved, and, secondly, because the time limit was too short. It was upon these considerations that the project was opposed in Parliament. To expend so freely upon a line to connect us with the "sea of mountains" was pronounced absurd. However, the terms were agreed to, and then the troubles began.

Joseph Trutch, who had done so much both at Ottawa and in London to promote the union and to arrange the terms, was appropriately enough, appointing the first Lieutenant-Governor of British Columbia. Shortly afterwards Sir John Macdonald's Government at Ottawa went out on the Pacific scandal cry, and the Government of Mr. Mackenzie succeeded it. Mr. Mackenzie found the task of carrying out the contract with British Columbia exceedingly difficult. In order to secure delay in the construction of the road he sent a diplomatic mission to the coast under Mr. J. D. Edgar, and endeavored to arrange a modified bargain. Some success was achieved in this direction. Through the intervention of Lord Carnarvon what are known to history as the Carnarvon terms were arranged. This modified agreement set aside the obligation to build the road within ten years, and required the Dominion to proceed with the surveys, to spend from \$1,500,000 to \$2,000,000 a year on construction, to complete the railway by 1900, and to build a railway from Esquimalt to Nanaimo on Vancouver Island. But Parliament would not agree—or at least the Senate would not assent—to the Nanaimo and

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Adders in South Africa.
South Africa is what herpetologists call "rich in snakes," and especially in puff adders, which on account of their size are among the most dangerous.

A GOOD WORD FOR CHAMBERLAIN'S COUGH REMEDY.

"In December, 1900, I had a severe cold and was so hoarse that I could not speak above a whisper," says Allen Davis, of Freestone, N. Y. "I tried several remedies, but got no relief until I used Chamberlain's Cough Remedy, one bottle of which cured me. I will always speak a good word for that medicine." For sale by All Druggists.

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For a bilious attack take Chamberlain's Stomach and Liver Tablets and a quick cure is certain. For sale by All Druggists.

Aman begins to go down the moment he ceases to look up.

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One-sixth of the deaths from disease are due to consumption. Ninety-eight per cent. of all those who have used Dr. Pierce's Golden Medical Discovery for "weak lungs," have been perfectly and permanently cured. Cornelius McCawley, of Leeburg, Armstrong Co., Pa., had in all eighty-one hemorrhages. He says: "My doctor did all he could for me, but could not stop the hemorrhages, and all gave me up to die with consumption." What doctors could not do, Dr. Pierce's "Golden Medical Discovery" did. It stopped the hemorrhages and cured their cause. This is one case out of thousands. Investigate the facts. Free! Dr. Pierce's great work, The People's Common Sense Medical Adviser, is sent free on receipt of stamps to pay cost of mailing and customs. Send 31 one-cent stamps for paper covers and 50 stamps for cloth binding. Address Dr. R. V. Pierce, Buffalo, N. Y.

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Chatham November 30, 1903.

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