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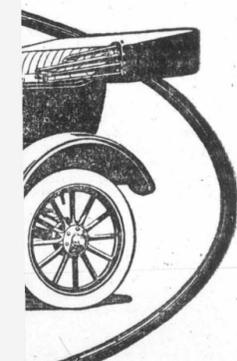
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WATFORD

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Everybody likes preserved Pears because they retain so much of the refreshing quality of the raw fruit. Owing to the absence of sharp acid, they can be preserved in light syrup with excellent results.

Pears are good and may be abundant this year, and the ten-pound sack of Lantic Sugar will preserve a fine supply.

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Home, Workshop, School, Club
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RULE OF RIGID DISCIPLINE.

Laxness is Not Tolerated, Because Responsibility Rests Upon the Shoulders of Every Man on Board—The Duties From Captain to Seaman.

The modern battleship is probably the most complete and complex machine man has ever produced, and, though the picturesque features which surrounded the wooden man-of-war of years ago have gone, their place has been taken by features a thousand times more interesting and inspiring.

The modern battleship is the last word in a cold, brutal fighting machine that is also a home for a thousand men—a machine that fairly radiates personality and proves itself both a workshop and a self supporting community, able not only to clothe and feed, teach, employ and amuse those who live in it, but also to supply virtually everything that the average man's comfort or interest demands. Truly the modern battleship offers community life developed to the highest degree.

Probably, too, there is no more complete and startling proof of the value of rigid discipline, drill and co-operation for maintaining not only efficiency, but also safety, than that given on a battleship.

Responsibility rests on the shoulders of every man on board, and vital responsibility rests on the shoulders of many hundreds among the thousand.

That is why practical, not theoretical, training is necessary, why the maneuvers at Guantanamo are the most valuable side of naval life, why laxness is not tolerated. Too many million dollars' worth of property and too many hundreds of lives are at stake to permit of inefficiency or carelessness.

With such a complexity of duties in mind as fall to every man from common seaman to captain, one may readily understand why the government wants only its best and most intelligent among the young men of the country in its navy.

At the top, with full command and responsibility, stands the captain, the administrator. He is perhaps as near an absolute monarch when at sea as the civilized world offers.

After the captain comes the executive officer, on whose shoulders his chief places responsibility for maintaining the general and military efficiency of the ship. He is the captain's representative, and to him every question is referred. The heads of departments and all officers and men are under his direct orders.

Under the executive officer, who may have one of several ranks, but on the larger ships is likely to be a lieutenant commander, comes the first lieutenant. To him are delegated the care and order of the vessel. In short, he is "the housekeeper."

Then, day and night, some officer must be in temporary and full charge of the deck. His headquarters are on the bridge. He is known as the officer of the deck. On these officers rests the main executive control.

At the heads of the various departments are the medical and pay officers, the officer in command of the marines, or "sea soldiers;" the chief engineer, who has charge of the motive machinery and lighting and heating plants; the navigator, the gunnery or ordnance officer, who is responsible for the real work for which the ship is built—that of destruction—and the chaplain. These men, with their direct subordinates, down to the younger ensigns, form what is called the ward-room mess.

The captain, however, dines alone. Other messes, or "families," dining together are those formed by the junior, the warrant and the petty officers.

Divided up among the various departments of the ship are the various officers and the petty officers of many classes and grades. The boatswain and his mates, acting under the executive officer and lieutenant, have charge of the decks, anchors and cables. They summon the crew to its duties by whistle and pass on all orders to the men. They are the experts in seamanship.

The gunners and their mates have charge of the ship's ordnance and electrical equipment, under the ordnance officer or his division officers.

The carpenters and their mates have as their duty the maintenance, in good condition, of the ship. The quartermaster and his assistants come under the navigator and see to the carrying out of all orders which have to do with navigation. The masters at arms act as ship police. The yeomen form the clerical force in the different departments. Coxswains act as boat crew commanders.—Richard Smith in *Life*.

An Arizona City of Distances.
Mesa (Ariz.) streets are eighty feet wide, and every block comprises ten

Worth Protecting

A good article is worthy of a good package. A rich, strong, delicious tea like Red Rose is worth putting into a sealed package to keep it fresh and good.

A cheap, common tea is hardly worth taking care of and is usually sold in bulk.

Red Rose is always sold in the sealed package which keeps it good.



acres. A residence building site there averages about an acre. When you ask an address in Mesa and the obliging inhabitant directs you to walk six blocks it doesn't sound far, but you realize the distance before you arrive. Mesa was laid out by Mormons, who favored unusually wide streets for attractiveness and who made the ten acre blocks in order that every family might be more or less self sustaining in time of Indian raids, when the family garden might be the only source of food.—El Paso Herald.

Falsehood may have its hour, but it has not the future.

THEY SOOTHE EXCITED NERVES.—Nervous affections are usually attributable to defective digestion, as the stomach dominates the nerve centres. A course of Parmelee's Vegetable Pills will still all disturbances of this character, and by restoring the stomach to normal action relieve the nerves from irritation. There is no sedative like them and in the correction of irregularities of the digestive processes, no preparation has done so effective work, as can be testified to by thousands.

Cost of Discovering America.
The discovery of America cost a little more than \$7,000, at least so say some documents that were found in the archives of Genoa. These documents give the value of Columbus' fleet as \$3,000. The great admiral was paid a salary of \$300 a year, the two captains who accompanied him received a salary of \$200 each, and the members of the crew were paid at the rate of \$2.50 a month each.—American Boy.

Her First Day in Church.
The two trustees in the church took up the collection in the middle aisle, then began in front again and worked the side aisles.

"I should think," whispered the small girl to her father, "they would have four waiters, one for each aisle."—Newark News.

Courage.
What one needs to cultivate is a tenacity of purpose that will not quail nor turn aside, a courage that in emergencies dares to separate from the crowd, that never recognizes defeat.

One Way to View It.
"Distance lends enchantment to the view," some poet says.
"That's right. At any rate it's easier to admire a girl when she's well off."—Boston Transcript.

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WEAK WOMEN
STRONG**

Positive—Convincing Proof
We publish the formula of Vinol to prove convincingly that it has the power to create strength.

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Any woman who buys a bottle of Vinol for a weak, run-down, nervous condition and finds after giving it a fair trial it did not help her, will have her money returned.

You see, there is no guess work about Vinol. Its formula proves there is nothing like it for all weak, run-down, overworked, nervous men and women and for feeble old people and delicate children. Try it once and be convinced.

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Chicago Express, 13 12 31 a.m.
Accommodation, 83 6 44 p.m.

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Accommodation, 80 7 48 a.m.
New York Express, 6 11 16 a.m.
New York Express, 2 3 05 p.m.
Accommodation, 112 5 16 p.m.

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