

## Use of the Auto in War.

Military Officials Make Many Experiments With the Motor.

It was predicted four or five years ago that the time was not far off when automobiles—that is, motor-vehicles capable of travelling over ordinary highways, as distinguished from those designed to run upon rails—would occupy a conspicuous place in the military equipment of the great civilized nations of the world, but it is doubtful if even the most sanguine advocates of the automobile as an agent of war believed that the progress in the direction indicated would be so rapid and satisfactory as is shown by recent reports.

General Miles is not only a firm believer in the use of the automobile in warfare, but is personally an enthusiastic automobile. He said not long ago: "The facility of movement of the horseless carriage depends, after all, upon the condition of the roadway over which it passes. Therefore, in this country, a transcontinental highway joining the two oceans would be of the greatest value from a military point of view and especially so when the automobile is considered."

The United States have made fewer experiments with the auto looking to its permanent adoption in the army than most of the large countries. Numerous interesting tests have been made in the west with an automobile gun carriage, and a few motor carriages have been assigned to the United States signal corps for use by officers in the quick delivery of messages, and also as a means of transporting miscellaneous goods. Other unofficial experiments with light carriages tended to show that in regions favorable to their use they would be of unquestionable advantage where speed was a primary consideration.

It must not be supposed, however, that because the United States have been somewhat backward in their military outfit there is any lack of interest here in the experiments in other countries. The auto manufacturers in this country and abroad have had many obstacles to overcome in their product, and there could be no possible harm in exercising proper care in the matter of adapting for the army an auxiliary of improved merit. The question of motive power is still to be settled, as in the opinion of military experts each and all of the various agents of power now employed are to some extent objectionable. British army vehicles appear to have the preference, but this may be due to the fact that England is always behind the times in her experiments with other means of propulsion, such as benzine, gasoline, and electricity.

From preliminary tests it was demonstrated beyond doubt that in certain respects automobiles were superior for military use to vehicles drawn by horses, but the impression prevailed among army authorities that for various reasons the utility of the former would be lifted to certain branches of the service. In other words, it was not believed originally that automobiles would take the place of the heavy wagons used to transport war material of one sort or another, owing to the fact that their drawing power would be insufficient for this purpose. It was soon shown, however, that speed was only one of the automobile's virtues and that if properly constructed its motive power was relatively as great as its rapidity of movement.

This having been determined its field of military usefulness quickly broadened. Official inquiries were made as to what type of motor vehicle was likely to prove the most satisfactory for special purposes, such as transporting artillery, provisions and ammunition, and prizes were offered for machines which should be found, after a fair trial, to answer these requirements. For example, a few years ago the Emperor of Germany volunteered to pay \$250,000 for the best auto for all-round military use which should be produced and the war department of Great Britain offered a prize of \$5,000 for a motor wagon powerful enough to tow a machine gun twenty-five miles on a maximum grade of one in eighteen. It was stipulated that the machine should not weigh more than thirteen tons, and should be able to maintain a speed of from three to five miles per hour and to travel at least forty miles without stopping for supplies.

Within the past few years great interest in automobiles as engines of war has also been manifested in Russia, Austria and Italy and it is well known the French Government during the last six years has been engaged in conducting a series of experiments calculated not only to demonstrate the utility of the machines in one or two departments of the army but to show that they could be employed in nearly all the departments. During the French manoeuvres of 1898 the automobile was valued chiefly as a means of delivering important communications and of enabling commanding officers to inspect their troops with an immense saving of time. Later it was found to be valuable for transporting supplies and artillery and now the variety of horseless vehicles in France which have been built particularly for the army almost defies description. One of them is an eight-wheeled omnibus of twelve horse power and a speed of twenty-five miles an hour, this machine having been designed especially for staff officers. Then there is a military post-office automobile with a speed of eighteen miles an hour, a surgeon's carriage of ten horse power with numerous shelves and drawers for surgical

instruments and for medicines and an operating table and compartments for invalids; a telegraph supply wagon similar in operation to those commonly used, and a searchlight automobile of three horse power, which carries a dynamo of great brilliancy.

In England also the automobile manufacturers have devoted a deal of time and attention to the designing of machines for the army. One English inventor has turned out a steam carriage with a Maxim gun attached, and also an armored "motor car" for guarding railways. Another product of the same genius, is a long armor-protected vehicle for road use, which is provided with a gun at either end and also with turrets and guns. England's experiments with automobiles in South Africa, which were undertaken almost at the outset of the Boer war, have been exceedingly valuable in determining the extent to which vehicles could be practically employed with success. The machines used in that campaign are large and heavy and their wheels are broad enough to permit them to run even on soft ground, where horses could only go with difficulty. A large number of machines used there are armor-clad, the armor being thick enough to afford ample protection from the fire of rifles. Light carriages, however, such as runabouts, are found to be of great service, and their utility is not confined to carrying important despatches and to providing quick transportation for officers; they are valuable also as a means of exploring mines, of operating searchlights and also for furnishing heat for cooking.

During the French and German manoeuvres which occurred a short time ago horses were dispensed with entirely by the general staff and automobiles used in their stead. The experiments with these machines have proven so successful that orders have been placed for several, which are to be fitted with circular tables whereon the officers can spread their maps. Automobile ambulances and gun carriages and wagons to transport ammunition are also being constructed for the German war office.

In a few places the United States army officials have introduced automobiles for transporting ammunition and officers. Many automobiles, too, are used at the various military posts. Eliminating the difficulties which must be presented to their progress in this country on account of bad and insufficient highways there appears to be no reason why automobiles could not be employed to as great advantage by the United States army as any of the armies of Europe; and it is safe to predict that the next few years will witness many changes in our military equipment as regards the facilities for quick and effectual transportation. —Chicago Chronicle.

### Sport for Lion Hunters.

Mountain lions have increased so rapidly in Yellowstone Park of late that they threaten the extinction of deer, elk and other wild animals that live in this great government game preserve. So numerous have the cougars become that the Government, through President Roosevelt's recommendation, has given John and Homer Goff, celebrated guides and hunters at Meeker, Col., a contract to clear the lions out of Yellowstone Park. John Goff is the guide who won fame taking President Roosevelt on his successful cougar-hunting trip to Colorado.

The work of hunting lions in Yellowstone Park will, it is estimated, take several seasons, and in the meantime there is a demand for lion hunters in Colorado, Wyoming and other cattle states, where stockmen are suffering great losses from these predatory animals. Cougars are said to be on the increase in the Rocky Mountains. Owing to the enormous amount of mountain lions in Yellowstone Park the Government will now have to pay a large bounty to the Goff brothers. The hunters will receive a bounty of \$5 on each mountain lion they kill, in addition to a salary of \$75 a month each for their work. Most of the work will be done between the spring and fall, for the winters are very severe in Yellowstone Park, the climatic conditions being almost arctic, owing to the moisture generated by many glaciers. The Goff brothers have the largest and finest pack of cougar hounds in the world.

For some reason the mountain lion prefers the flesh of a goat to that of any other animal, and cougars have become the terror of horse raisers in the Rocky Mountain States. It is estimated that as a result of the ravages of mountain lions in the last year not fifty goats are left alive on the ranges between Phoenix and Prescott.—San Francisco Bulletin.

### Plenty of Bait.

(Columbus Dispatch.)  
Dear me, pouted the young wife, who was wedded to a disciple of Isaac Walton. I don't see why a man can't go fishing without carrying a bottle of bait.

My husband never carries a bottle, cooed the matron next door.  
How long of him.

No, he carries a demijohn. But my grandfather was a great fisherman. He never carried a bottle or a demijohn. He carried a keg.

Yes, he always carried a keg, John.

## Good Complexion

When Pimples and Blisters Disfigure the Skin

It means bad blood, bad digestion or constipation. First two are the result of the last. FRUIT-A-TIVES cure all three.

When the bowels don't move regularly, poisonous matter remains in the intestines. Instead of the blood taking up wholesome nourishment to build up the system, it absorbs part of this poisonous matter which causes pimples and blotches on the skin.

Gases are formed by this matter, which get into the stomach, upset digestion, coat the tongue, and taint the breath.

Fruit-a-tives purify the blood—correct digestion—and clear the complexion—because they cure constipation.

"I am on my second box of Fruit-a-tives now, and can honestly say they are the best medicine for Constipation and Stomach Trouble I ever used."

MRS. F. CODY, OTTAWA, ONT.

These wonderful little tablets are pure fruit juices—prepared according to the secret formula of an Ottawa physician who discovered the method of using fruit to cure disease. Fruit-a-tives act directly on the liver, increase the flow of bile, and thus cause the bowels to move regularly and naturally every day.

## Fruit-a-tives

or Fruit Liver Tablets.

At all druggists. 50c. a box. Manufactured by Fruit-a-tives Limited, Ottawa.

## APPALLING NUMBER OF LATE AUTO ACCIDENTS

During the last two months the automobile accidents at home and abroad have been greater than at any other time this year.

Not to speak of the really large number who have died of their injuries, and those who have been killed outright, and those who have been maimed, there have been various mishaps in their machine. The last one was almost a tragedy.

Mrs. Gould was badly cut about the face and neck by the whip of the Swiss peasant who attacked them as they were driving their automobile through a narrow defile, but on this occasion her injuries were not very fatal.

But the worst of all the summer's touring experiences of the Goulds occurred near Normandy, in Normandy, when Mrs. Gould was going down a steep incline with Mr. Gould at the wheel, the children following in another car, when the brake refused to work and Gould lost control of his machine.

The road was a very poor one and the danger so imminent, as a steep cliff was right in front of them, that Gould told his right hand to turn the car around and drive back down the road. The car did this, but in doing so it fell into a ditch, where it was overturned, and the children, who were sitting in the back, were thrown out. The car was then run over by a low part of the cliff through a wire fence to the road below.

The scene that followed was a startling one for the children and attendants and their cries were frantic as the car disappeared. They rushed forward, and found the car lying on its side, with the wheels turned over, and the wire fence having broken the fall.

A serious automobile accident occurred the other day at the seventeen-mile drive at Monterey, Cal. The car was driven by Mr. and Mrs. John Bruner and Mr. and Mrs. William Cluff, all of San Francisco, who were on their way to the Carmel hotel, and, dashing at headlong speed down a steep embankment, overturned. All the occupants were thrown out. They escaped with but a few injuries.

The party left the hotel early in the afternoon for the seventeen-mile drive. The auto was in the hands of Mrs. Bruner, who had been driving it since she had become an expert chauffeur. She had guided the motorcade of the Kaiser's band recently paid \$3,000, over the drive several times during their stay in the city, consequently the party had had no thought of danger.

On rounding the turn Mrs. Bruner suddenly lost control of the auto, which began to skid. Suddenly it swerved sharply to the right and plunged down the embankment. The car went down the embankment twenty feet and that all in it were not killed or maimed. When reached the bottom it turned over and the occupants had to struggle out from under the heavy tonnage.

It was providential that the machine turned to the right instead of the left, otherwise it must have rushed upon the rocks and tumbled over into the waters of the ocean. Princess Radziwili, the sister of Mrs. Bruce Kelly, of New York, met with a serious accident near Munich a few weeks ago by being thrown from her automobile, in which she and her husband were touring Germany.

The heavy motor car overturned and the passengers were thrown out. She was severely injured and cut and when she picked up an ax to cut her way out of the car she was suffering seriously from the shock.

The car was a narrow one, and being under the heavy machine, the tangled mass of wreckage having only missed falling on him by a few feet, he, however, escaped without injury, but with a few scratches. The car was completely wrecked, being reduced to a pile of twisted iron and splintered wood.

This is not the first time the princess has been in an automobile accident. She is known in Europe as a scorching, and when she followed one of these little villages in the Black Forest, there is great running hither and thither by the villagers, who may be seen at the rate of thirty miles an hour.

In a large red automobile, owned by the city of New York, and assigned to the use of Borough President Littler of Brooklyn, two men and two women came to grief last week at the Brooklyn Bridge. The machine was wrecked and the occupants were injured.

The chauffeur is under arrest, charged with reckless driving and intoxication. Going at a furious rate of speed, struck by the big machine, with its horn tooting, came row, sliding on two wheels, and causing trolley car conductors to pull up short and the bridge entrance to jump out of the way.

At the entrance of the bridge is an iron girder, and it is out of the way of travel, a trifle to one side. The machine, going at a furious rate of speed, struck it, and then stopped short, the wheels were eagle-spread, and a lady who was on the front seat with the chauffeur was thrown through the auto's plate glass and landed on her head on the pavement. The other occupants were knocked unconscious, and two ribs were broken. There would not be one of those persons to escape with their lives, but, strange to say, was not the case. They all escaped with but few bruises.

Mrs. Robert Mather, wife of the president of the Rock Island Railway, and Miss Mary Robson, of New York, who are touring Europe in the motorcade of the Kaiser's band, were on the road from Dijon to Paris, at the bottom of a long hill, their car was overturned, and the occupants were thrown out. The car was then run over by a low part of the cliff through a wire fence to the road below.

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## QUEER QUAKERS OF THE WEST.

Most uniformly prosperous of all the successful westerners are the 3,000 River Brethren whose headquarters is Abilene, Kan., and whose farms are among the best in that section. Few portions of the middle west can boast such advancement in material things as is seen at the homes of this Quakerlike sect. Its members have adapted themselves to the west without being affected by its looseness or influenced materially by its lack of convention. They have been there for 20 years. They have the best farms, the sleekest horses and the largest crops of any of the western farmers.

Their big white houses scattered over the prairies are modeled after the old Pennsylvania homesteads, the former homes of most of the older members of the western colony. Their barns are red, their houses white; they ride in queer four-posted carriages with curtains for the storm. Their fields are well tilled and their cattle take first place in the market.

The River Brethren went to Kansas intelligently, but they went to preserve their traditions. Their homes show this. Not a gable is built for looks and never a flaring weather vane. The discipline says it is inconsistent to put up lightning rods, hence none appears. In business life they hold it wrong to foreclose a mortgage on a brother or oppress him in any way. It is allowed, however, to take a mortgage for security for debt.

If one fails to meet his obligations he receives the advice and then the help of his brothers. The latter takes the form of a direct donation. One instance of this was a case long ago when \$5,000 was contributed by the brethren to help one of their number out of debt. The church declares that it is a sign of pride to have one's photograph taken, though this rule is sometimes broken. Life, insurance, secret societies and divorces are unknown. In all the 20 years of their life there has not been a pauper, and but one criminal. No other class of people can show as good a record in Kansas.

They settle disputes by arbitration and refuse to run for office or to vote. Only one member of the church has held office and that was a school position, and his election was so unanimous that he was forgiven. Once they voted. A member of the church wished to cast a vote in a county precinct and a Populist, thinking the vote would be Republican, and that the River Brother would not swear it in, challenged it. The voter raised his hand. "I will swear it," he said, quietly, and went to the booth.

When he sat near the judges and challenged every Populist who came to the polls. He also sent notice to his brethren and they all voted as well. The Populists were defeated and the River Brethren did it.

They prefer quiet and their large meetings are held in the country, ten to fifteen miles from the railroad. There they have peace. Last year's conference was held in Abilene and the meeting was dreads of families throughout, as hundreds of families drove from the surrounding country to take part in the ceremonies. The church was fitted to care for the children and meals were served to all in the basement or on the lawn. Every home was open and hospitality reigned supreme.

When the River Brethren went to that section in 1879 they had a special train. It was loaded with their goods and of farming implements. There were 500 people in the company it was estimated by the bankers of Harrisburg, Pa., whence they started, and it had a special train. It was loaded with their goods and of farming implements. There were 500 people in the company it was estimated by the bankers of Harrisburg, Pa., whence they started, and it had a special train.

They remained in a large store building for several days until they picked out their farms; then they paid cash and built houses. From that time to this seldom has a River Brother given a mortgage or been in debt for his land. They were the pioneers in the mixed agriculture that has made central Kansas successful. They did not worry when the crops failed in the '90's. They simply ploughed a little deeper and harrowed oftener. They raised crops when the speculative neighbors did not. Consequently when the good crops came they had the largest in the whole community and their bank accounts were, as they now are, the envy of the community. They succeeded because they planned right.

The bible, which is their guide in all things, furnishes the rule for several curious customs, one of which, feet-washing, is observed every Sunday of a conference by a vast congregation. The men sit on one side of the table, the women on the other, the elders making the addresses as the spirit moves them. When dusk has come the older members among the men and the aged sisters among the women put on great white aprons and sing and pray and distribute bread and wine.

A "self-examination" means a half hour of perfect silence during which all meditate, presumably upon their sins. Then the "holy kiss" is passed from brother to brother and from sister to sister, but there is no salutation among the sexes. Then is observed the most interesting rite of all. In their white robes the ministrants go from member to member with towel and bowl. The foot is bared, touched with the water, dried with the spotless towel and then the one who has given this example of humble spirit salutes with a parting kiss and goes to the next. It is the essence of humility and most unconventional. During the ceremony the congregation drones—there is no organ or choir—this hymn:

Children of the Heavenly King,  
While we journey sweetly sing,  
Or this one:  
We're marching to Zion,  
Beautiful, beautiful Zion,  
Such is the closing ceremony of the love feast and it is only held on the most solemn occasions, as the general conference or a joint council, which means a state meeting.

One of the notable features of the sect is its determination to secure the most possible out of this world's goods. The members do not go to shows or circuses, but they do dearly love to visit. Their old homes back east are very dear to them and their trip to that section are among the novel features of their life. Every fall they take the journey. They come in from their homes with big baskets of food and prepare for the trip in comfort. The railway via for the custom and give them a special chair car or a Pullman for their convenience. It is usually \$40 at least for the round trip, and when a party of seventy-five comes in and plunks down \$3,000 for tickets it makes the railroad agent's heart happy. That is what they do. They visit among the eastern friends and go back with more immigrants.

Once a party of fifty, filling a chair car to its limits, started for Pennsylvania under the guidance of an enterprising young passenger agent who had secured the business through the judicious distribution of passes. The shrewd leaders would not, however, buy tickets farther east than Kansas City, leaving until arrival there their determination as to the route to be taken thence. The passenger agent, determined to carry them over his road, quietly looked the car doors and prepared to hold his party until Kansas City was left behind. While the train stopped at the station a member of the party tried the door, but found he could not open it; he suspected what had been done.

Mounting a seat he made a speech. "The smart railroad man," he began, "thinks we are children and that he owns us. Let us show him that we are not. Brother Engle, can you raise that window? Let all the men go out first."

Then was seen the odd spectacle of men and women climbing through the car window and when the passenger agent returned he found the car empty—his party had started east by another line.

In dress the Quakerlike tendency of the members of the sect is noticeable. The men wear black or brown severely cut clothes with broad-brimmed hats. The women are forbidden to wear any fancy garments and their gowns are of plainest cut, unadorned by ribbon or buckle. Each woman wears throughout the day from the time of her baptism a white lace cap. Over it may be a silk or cloth bonnet, poke style and tied with heavy strings, but the lace cap is always there. In school the young girls continue to wear this distinctive head-dress. Some of the young women are very pretty and when in bridal array, in soft grey gown, silk bonnet and low-combed hair, they make a picture that even the heathen turn to look at. Despite the influence of surrounding communities it is noticeable that the old customs are retained when immigrants come to the new lands. The number is steadily increasing, and as they put their savings into real estate rather than into stocks or business properties they are becoming rich in the best lands of the State.

The younger generation is making some innovations. For instance, the hair is not worn so long as of old, the requirements of the church in life insurance and in business are not so strictly adhered to and some day there may even be organs in the churches. Already they have a semi-monthly paper that is made up of contributions from its members.

The Fire Brander, a form of Dowdism, is a disturbing thorn in the church and it has secured some of the members. But the leader who inaugurated it fell from grace and some of his assistants were ducked in a horse trough. Since then there has been less interest in that particular form of departure from established methods.

It is a curious fact that this odd people should seek the farthestmost parts of the earth for its missionary efforts. The interior of South Africa is a favorite location for such effort and last spring its missionaries, sons and daughters of farmers in this country, are there. Others are in India and Japan, while in contrast a little company is working year after year in the slums of Chicago. This latter has a hall for its services and last spring its lease expired and a saloon was to be established in the room. The leader went to Kansas to secure funds to buy it. He wanted to form a company of fifty to put in \$100 each. "Too many in it," said a long-haired farmer. "I will be one of three to buy the building. I would just as soon own Chicago property as not." In ten minutes the amount was ready and now three River Brethren own the structure.

With this spirit any people ought to win, and the River Brethren have thus far shown no disposition to abate their aggressiveness. Their business ability, thrift and religious zeal make them an important factor in middle west development.

Will Test Preserves by Sea Voyage.  
From June 21 to 26, 1906, a large agricultural exposition is to be held at Berlin, which will also comprise a special division for preserved food articles, such as products of the dairy, dough, potatoes, fruits, wines and extracts, meats, beer, etc. Money prizes, diplomas and medals will be awarded. In order to test the preserving capacity of these exhibits they will be sent to the tropics.

Iowa railways are preparing to handle the largest corn crop in the history of Iowa. The total corn output will be about 375,000,000 bushels.

## CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

### What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrup. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It Relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

### GENUINE CASTORIA ALWAYS

Bears the Signature of

*Chas. H. Fletcher*

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Mounting a seat he made a speech. "The smart railroad man," he began, "thinks we are children and that he owns us. Let us show him that we are not. Brother Engle, can you raise that window? Let all the men go out first."

Then was seen the odd spectacle of men and women climbing through the car window and when the passenger agent returned he found the car empty—his party had started east by another line.

In dress the Quakerlike tendency of the members of the sect is noticeable. The men wear black or brown severely cut clothes with broad-brimmed hats. The women are forbidden to wear any fancy garments and their gowns are of plainest cut, unadorned by ribbon or buckle. Each woman wears throughout the day from the time of her baptism a white lace cap. Over it may be a silk or cloth bonnet, poke style and tied with heavy strings, but the lace cap is always there. In school the young girls continue to wear this distinctive head-dress. Some of the young women are very pretty and when in bridal array, in soft grey gown, silk bonnet and low-combed hair, they make a picture that even the heathen turn to look at. Despite the influence of surrounding communities it is noticeable that the old customs are retained when immigrants come to the new lands. The number is steadily increasing, and as they put their savings into real estate rather than into stocks or business properties they are becoming rich in the best lands of the State.

The younger generation is making some innovations. For instance, the hair is not worn so long as of old, the requirements of the church in life insurance and in business are not so strictly adhered to and some day there may even be organs in the churches. Already they have a semi-monthly paper that is made up of contributions from its members.

The Fire Brander, a form of Dowdism, is a disturbing thorn in the church and it has secured some of the members. But the leader who inaugurated it fell from grace and some of his assistants were ducked in a horse trough. Since then there has been less interest in that particular form of departure from established methods.

It is a curious fact that this odd people should seek the farthestmost parts of the earth for its missionary efforts. The interior of South Africa is a favorite location for such effort and last spring its missionaries, sons and daughters of farmers in this country, are there. Others are in India and Japan, while in contrast a little company is working year after year in the slums of Chicago. This latter has a hall for its services and last spring its lease expired and a saloon was to be established in the room. The leader went to Kansas to secure funds to buy it. He wanted to form a company of fifty to put in \$100 each. "Too many in it," said a long-haired farmer. "I will be one of three to buy the building. I would just as soon own Chicago property as not." In ten minutes the amount was ready and now three River Brethren own the structure.

With this spirit any people ought to win, and the