It has been well said that good roads are tion. Judged by this standard Canada has scarcely emerged from a condition of semi-barbarism, and dependent on such an agency, her progress towards higher civilization would be slow. In very few parts of the would be slow. In very rew parts to test the parts of country have we good roads. Almost everywhere in the rural districts they are execrably bad, and the streets of most of our towns ly bad, and the s and cities are little better. Neither our streets nor areal highways reflect the intelligence and progress of the Canadian people. In probably no country of the world is the average of intelligence greater than in the province of Onearic, for instance. While we have few very wealthy men, we have very few helpless poor. There is practically no pauper class in the country. The average of comfort, of prosperity, and of intelligence is unusually high. For a young country Canada has made strady, if not rapid, progress. In some directions we have done really marvellous things. With a relatively have a magnificent system of canals. Every a network of railways-too rivalry, which has multiplied and paralelled ity to sustain them. Long ago we connected across the continent in advance of settle-ment. And we are not through yet. We are now making enormous appropriations for new railways, and for the extension and deepening of our canal routes. Probably no country in the world, population and area country in the world, population and all considered, has made a more heroic effort to solve the great problem of transportation than Canada. And in grappling with this problem our vision has not been local but problem our vision has been the problem. national, and, indeed, imperial. For we are the mother country by means of a fast trans-atlantic service, which will at once give us Supremacy on the ocean.
Still, all this vast expenditure of energy

and of wealth has only touched one phase, should feed them are lacking or sluggish in their circulation. It is the common reads of the country that must supply the chief avenues of commerce with most of the pro-ducts which these convey to the markets of the world. But during much of the year these roads are useless. During the rest of enhance the cost of traffic, and to this extent decrease the profits of the producer. railway mileage into new regions, regulate, reduce, and control freight rates; but we will never have solved the entire problem of cheap and rapid transportation until we have improved the rural highways of the country and our civic thoroughfares as well. Neither our farmers, our lumbermen, nor our manufacturers can increase the price of their They cannot affect these markets. They can merely decrease the cost of production. This is the sole method open to them to increase their profits. Perhaps from no other cause does the country suffer so much in the way of dear production as through bad roads. The direct, and indirect and baneful effects United States loses from two hundred and fifty to six hundred million dollars per year unnecessarily through bad roads. Whatever e, Canada's loss may b similarly computed according to population. It is quite certain that in one of her leading agricultural industries the annual loss in hauling through bad roads is not less than one million dollars. In the rural districts we have spent in ten years thirty-five mil lions on roads, besides our statute labor. Much of it has been thrown away. And the appalling less through ignorance and inefficlency in the towns and cities of the country is not less great. The mayor and some members of the city council of Toronto ad-

mitted the other night that several hundred

thousand dollars had been thrown away in

that city in recent years on badly constructed

wind this one city alone during the last twenty

The ancients knew how to build roads.

staught the world how to make roade early in the present century.

The ancients knew how to build roads. Roman gapins had, solved the problem long before Paul entered the city over the Appian way, a road which still remains the admiration of the world. And on this 'continest, in the extreme southern leads of South America, ancient races now extinct have left anduring monuments of their ganius and akill seroad builders. But ancient methods aways and the continuous and age in which both material and labor are not only of some account but were the chief elements in the problem. Modern road building on scientific or common sense principles is not so old, as the present, century. The system now pursued everywhere is the continuous problems of their greatly and a few other men of like genius, who have contributed through their system fabulous sums to the profits of agriculture and trade.

So it, espane, be said that Canada, has bad road seeause she is a young country. The modern art of roadmaking is not older than should districtes of this country. And we shake no inauperable difficulties to, contend with, or any difficulties that differ greatly in the street of the past, the light is dawning. There is not much about the area and other countries which have all but ideal streets of the southry. And we shake no inauperable difficulties to, contend with, or any difficulties that differ greatly in the sum of the countries which have all but ideal streets of the southry. And we shake no inauperable difficulties that differ greatly in the present of the past is now popular interest and on a segences for change. A revolution in the sum of the problems the problem in the condition of the problems the countries which have all but ideal streets of the past the light is dawning. The problems the problems the countries which are contributed through their system fablus and the problems the countries which are contributed through their system for the problems the fablus and the problems the countries which are contributed through

Why then, have we bad roads in Canada?

It is not through lack of intelligence; it is not through lack of energy; it is not our inmay be traced to heredity. Away back in their brains, their energies, their whole life to minute parts of specialized professional work or of industry. Without such specialized professional work or of industry of industry of industry of industry. Without such specialized professional work or of industry of industry of industry of industry. Without such specialized professional work or of industry of industry. Without such specialized professional work or of industry. Without such specialized professional who almost rose in the literature of their veins to this day. Others of them are clearly of American repulses a well-dustry disease the common sense of science rebukes the claim. This insidious and grow-all who almost rose in day. Others of their veins to this day. Oth

in office. They do not work to any definite and uniform plan. They are not under trained direction. Ignorance has charge of work requiring special skill and some knowledge of the scientific principles on which roadmaking and maintenance depend. The results under this system could be greatly through enhanced cost of production, and improved by a more careful selection of path-masters, their retention in office, and their masters, their retention in office, and their men and animals during some weeks or months of the year. Every blacksmith and seems appointed by the townships and countries of the year. It is not to the country is an obties. But we can never have good roads un-til the work is done by men specially selected roads bring the producer and the consumer dian towns and cities the streets are little better than country roads. The inefficiency, the waste, and the shocking roads.

national, and, indeed, imperial our superb now undertaking to connect our superb propaganda, and has accomplished gratify-mease of transport, by beat and rail, with ing results. Of late the work has been left ing results. central agency for some years of an active chiefly to the Provincial Road Instructor, Mr. A. W. Campbell, an official appointed by the Ontario Government on the represen-tation of the association. During the past though the greator one, of the all-important question of cheap transport. Much of the value of our great arteries of trade and of rapid transit is lost if the little arteries that dred meetings throughout the province.

These have been successful far beyond all are following in the most of the civic and

here has extended into Quebec and the Mar-feime Provinces.

In connection with this work it is curious to note the entire absence of information on these roads are useless. During the rest of the question of roadmaking among many the year they are so bad as to enormously people who are highly intelligent on other topics. There is everywhere seen an ab-sence of the most elementary knowledge on the subject. Incredible sums of money and vast volumes of labor are thrown away on roads and streets by men who are frugal to meanness in every other direction, and who would go into rebellion if the State took from their pockets the sums which they waste on childish efforts at road building and repair. And yet the principles of road-making are very simple. Macadam was once asked what they were. He replied that there were three: "(1) drainage; (2) drainage; (3) drainage." Still, underdrainage of Canadian roads is almost unknown. But a good road, strange as it may seem, is just like a house. It must have a good foundation and a good roof. The foundaof dear transport by wagon are felt in every line of industry throughout Canada to day. tion can only be got in most soils by underproper grading, by metalling with clean material, by rolling, and constant repair. The crown of the road must shed water as the roof of a house does. This is the whole philosophy of roadmaking made easy. How many Canadian roads are built on these principles? But good roads cannot be made on any other. The gospel of good roads is very

simple, like the old, old Gospel of the good Book, but how few there be that know or receive it?

There is, of course, a great difference between the roadways needed in the country districts and for the streets of our larger towns and cities. In very few places in the country is macadam necessary. Good gravel and stone roads (that is, broken stone in place of gravel, where the latter is not available) or even well drained, well graded mud roads are all that that is necessary. But modern experience suggests that the leading and unnecessarily, expensive pavements.

Probably half a million would not cover the laid with asphalt or vitrified brick. Where cost of ignorance, inefficiency, and dishonesty heavy traffic converges about wharfs and five years. And still Macadam and Telford half the streets of our cities and towns mac-

shillty to pay for good roads, for these cost the early history of Britain the Romans yastly less than bad ones. It is through built roads into the interior of the country, apathy and lack of knowledge on this special so that good roads came to be regarded as ambject. In the rural districts it is the fault of our system, or lack of system. In this age of specializing the highest intelligences held in dread for this reason. And we have

But the effects of good roads are not all material. We have alluded to the vast loss

sparse population scattered over a vast teritory, we have grappled with the problem ritory, we have grappled with the problem of transportation in a way to excite the plore.

It is this belief which led to the formation and to the centres of thought and trade will der and admiration of the world. We a magnificent system of canals. Every years ago. The agitation for good roads had been kept up in a systematic way and with may smile at the idea of a religious side to definite objects for some years previous.

The association was formed to give direction, book called "Wayfaring Life in England" unity of aim, and, therefore, influence, to | we find that centuries ago there were relig the agitation. The association has gone on the principle that education must precede In the world's history religious orders have legislation, that in a country enjoying (or been devoted to less useful and beneficent suffering under, as some might wrongly wish objects. In the vision of Piers Ploughman to put it,) popular government, we must ducate our masters, as Robert Lowe once the means of reaching Paradise the religious. the means of reaching raradise the religious, said with a groan. No law under popular government can be effectual which is not based on popular intelligence and approval. For this reason diffusion of knowledge and our chief road builders. But hitherto they have confined their efforts chiefly (when they have kept out of politics and other secular fields) to instructions on "the straight and and narrow way," and to warnings against roads of a different character. But they might very well in self-defence add the gospel of good roads to the other Gospel which they preach. It might do more good than some of the modern simi-secular talk which comes from our pulpits under the guise of religion. Our clergy, as suggested, would be acting merely in self-defence. For who isters of the gospel in rural districts? One of the fell destroyers of the day, especially rural municipalities which he has visited.

And the influence of the movement begun of the pioneer days of Canada, has been the spare bedroom. It is responsible for many spare bedroom. It is responsible for many many a devoted pastor to his eternal reward It has been the instrument of the devoted but unsanitary housewife in removing pe parsons from this world of trial and labor The spare bedroom has been the twin broth er of Canadian roads for several generations

> without a sigh or shudder. These classes should all be preachers of the gospel of goo Another effect of good roads would be an increase in the value of farm property, especially in districts contiguous to large cities or attractive towns. There is a regrettable tendency in these modern days to leave the farm for city life. But there is also a growing tendency, happily, if much slighter, the other way. Men who have made wealth in the city show an increasing feeling, universal in the Old Country, is now a hopeful growth in Canada. It would be greatly promoted by road improvement. The dread of city folk who go into the country is the state of the roads. The value of farms in many places within easy reach of cities like Toronto could be enhanced from ten to twenty-five per cent. by the efforts of skilled road-makers

numberless doctors by a half score or score

of years. No professional man or commer

cial traveller can think of our country roads

But this is not all. Good roads would not only take more of the wealth, of taste, and of leisure into the country, but they would help to keep many boys there. It is said that over-education or misdirected education, and many other influences, are san and the pressure of competition in the city. But a potent reason for the boys and girls leaving the farm is that the ordinary Canadian farm is not as attractive as it might be. inspired by the events of history. It is not piers, manufactories and wholesale ware-piers, even heavier pavements made of houses, even heavier pavements made of triumphs. This love and pathetic longing beauty of the landscape and of all the home

tries know that good roads cost nothing.

They mean economy, saving, the avoidance of water Canadians suffer incredible loss through bad roads, and imagine that they They mean economy, saving, the avoidance of waste. Canadians suffer incredible loss through bad reads, and imagine that they are avoiding taration. They close their eyes and ears and endure burdens that the people of other countries would consider intelligence; it is not through lack of intelligence; it is not through lack of intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through lack of energy if is not our intelligence; it is not through the influence of others, swells in volume. Then they seek to launch their little barks on its creat, to sail into the harbor of popular approval or of office. So it is that men, called leaders, who a few years ago denounced the good roads movement as the work of cranks and faddists, are now eagerly approving of it. It is a healthy include the elevation of public taste, and the cultivation of that home love called participant.

MUST BE DISSOLVED.

KIDNEY DISEASE CAN ONLY BE CURED BY REMEDY WHICH IS IN LIQUID FORM-COMMON SENSE OF SCIENCE.

Biliousness

Hoods

1897 - - 1897

Spray Pumps, House Pumps, Wash Boards, Barrel Covers,

Garden Hose, Maslin Kettles, GRANITE IRONWARE in all the latest patterns ickle-Plated Tea Kettles

Wringers,

KITCHEN FURNISHINGS. **Cook Stoves and Ranges.**

-AND ALL KINDS OF-

Custom-made Tinware. Factory Cans and Cheese Fac-tory Work a specialty. lumbing and Jobbing Promptly attended to

R. ALLEN CROWE

Do You Use Them?

.. THE .. E. B. Eddy Co's Matches.

They Are The Best.

Has special virtue in healing diseased Lungs and restoring flesh and strength to those reduced by wasting disease.

Always get Puttner's, it is the Original and Best.

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MANUFACTURING CO. BRIDGETOWN, N. S.,

WOOD-WORKERS To be brief we cover the entire line of building finish and fittings, and furniture for houses

Glass and Putty, Picture and Room Mouldings, Fly Rods of Lance Wood, Screen Doors and Windows.

We have orders ahead. Wish it to be o right along. Want yours to come early and we will fill them. JOHN H. HICKS, HARRY S. SANCTON

EXECUTORS' NOTICE! ALL persons having legal demands against the estate of CHARLES A. CHUTE, late of Granville, in the County of Annapolis, farmer, deceased, are requested to render the same, duly attested to, within twelve months from the date hereof, and all persons indebted to said estate are required to make immediate FRED B. STONE, HARRY RUGGLES, Executors

A LL persons having legal demands against the estate of EPHRAIM BAUCKMAN, late of Paradise West, in the County of Annapolis, deceased, are requested to render the same, duly attested, within six months from the date hereof, and all persons indebted to said estate are requested to make immediate CHARLES M. DANIELS,

Dated Bridgetown, May 26th, 1897. 3m

ADMINISTRATRIX'S NOTICE *ALL persons having legal demands again the estate of RICHARD S. McCORMICI late of Bridgetown, in the County of Annapoli Merchant, deceased, are requested to rend late of Bridgetown, in the County of Annapolis Merchant, deceased, are requested to rende the same, duly attested, within one year from the date hereof, and all persons indebted to sai estate are requested to make immediate pay

MARY McCORMICK.

F. L. MILNER, Proctor of Estate. Bridgetown, March 24th, 1897. NOTICE ALL persons having legal demands againg the estate of ALBERT FITZRANDOLPH

the estate of ALBERT FITZKANDULTH late of Williamston, in the County of Annapo lis, farmer, deceased, are requested to render the same, duly attested, within one year from the date hereof, and all persons indebted to said egiate are requested to make immediate payment to AGNUS M. FITZRANDOLPH, Administratriz,

Or ROBERT FITZRANDOLPH,

Administrator, Lawrenceto Williamston, April 12th, 1897. **Portland Cement.**

The subscribers will have a car load of sixty bbls. Best Portland Cement landed here about middle of April. This having been bought at a low figure, and through rate of freight from Antwerp to Bridgetown, we are enabled to offer it at lower rates than it has ever been bought for in Bridgetown. CURRY BROS. & BENT.
Bridgetown, March 17th, 1896. 15 tf

DOMINION ATLANTIC

Land of Evangeline" Route On and after MONDAY, 1ST MARCH, 1897, the Steamship and Train Service of this Railway will be as follows (Sunday except-

Trains will Arrive at Bridgetown:

Express from Halifax.... 11.26 a.m. Express from Yarmouth... 12.35 a.m. Accom. from Richmond... 5.05 p.m. Accom. from Annapolis... 6.30 a.m. Trains will Leave Bridgetown: Express for Yarmouth... 11.26 a.m. Express for Halifax..... 12.35 a.m. Accom. for Halifax...... 6.30 a.m.

Royal Mail S.S. "Prince Rupert," ST. JOHN and DIGBY, Monday, Wednesday, Friday and Saturday.

Leaves St. John..... 8.00 a.m. Arrives in St. John 4.00 p.m. Trains are run on Eastern Standard Time. W. R. CAMPBELL, General Manager K. SUTHERLAND,



The Shortest and Best Route between Nova Scotia and United States. THE QUICKEST TIME. 15 to 17 hours be

The fast and Popular Steel Steamers "BOSTON" and "YARMOUTH

W. A. CHASE, Sec. and Treasurer

BRIDGETOWN

THOMAS DEARNESS, and manufacturer of

Monuments, Tablets, Headstones, &c. Also Monuments in Red Granite, Gray Granite, and Freestone. Granville St., Bridgetown, N. S. N. B.—Having purchased the Stock and Trade from Mr. O. Whitman, parties ordering anything in the above line can rely on having their orders filled at short notice,

SCRIBNER'S MACAZINE

A Red Letter Year for 1897!

CRAND THE ENTIRE NOVELTY of many of the plans for 1897 is noticeable. For instance,

the series devoted to

London as seen by Charles Dana Gibson. Mr. Gibson has not before appeared as
a writer. He visited London last summer for
SCRIBNER'S MAGAZINE, for the purpose of depicting with pen and pencil those scenes and
types which the huge metropolis presents in
endless variety. Of like novelty is the first
considerable Novel by Richard Harding Davis,
"Soldiers of Fortune." The hero is one of the
most vigorous men that Mr. Davis has drawn.
Illustrated by C. D. Gibson. Men's Heavy Grain Bellows T

The Conduct of Great Business. A beautiful illustrated series of articles of which the following are already completed:
"The Great Department Store."
"The Management of a Great Hotel."
"The Working of the Bank."
"A Great Manufactory." Boys' Scotch Grain Boots, Boys' Buff Boots, Youth's Heavy Grain Roots A Great Manufactory."

Heggs. A series of articles touching upon the life of our older universities as represented by the doings of the students themselves.

Judge Henry E. Howland writes on "Undergraduate Life at Yale."

Mr. James Alexander on "Princeton," and Robert Grant and Edward S. Martin on "Harvard." avy Grain Boots, Japan and China since the War will be a most interesting group of articles richly illustrated.

illustrated.

The Unquiet Sex. Under the title of "The Unquiet Sex." Mrs. Helen Waterson Moody will write a series of articles: "Woman and Reforms." "The College-Bred Woman." "Woman's Cluba." and "The Case of Maria" (a paper on domestic service).

W. D. Hewellis' Story of a Play. In this Mr. Howells gives us the best novel he has over produced in his delightful vein of light comedy. has ever produced in his dengined well of light comedy.

George W. Cable. In addition to the fiction enumerated there will be a series of four short stories by George W. Cable, the only ones he has written for many years.

How to Travel Wisely with a minimum of wear and tear must be regarded as an art little understood. Mr. Lewis Morris Idings. In two articles, will offer a variety of useful suggestions and data on "Cocan and Land Travel." This will be happily rounded out by an article from Mr. Richard Harding Davis on "Travellers One Meets; Their Ways and Methods. The illustrations by American and foreign artists will be highly pertinent.

. It is impossible in a small space to even mention the many attractive features for 1877. A beautiful illustrated booklet has been pared, which will be sent, postage paid, on re-pared, which will be sent, postage paid, on re-Scribner's Magazine \$3 a year, 25 cents a copy.

CHAS. SCRIBNER'S SONS, 153-157 Fifth Avenue, New York. PALFREY'S CARRIAGE SHOP

-AND-REPAIR ROOMS. Corner Queen and Water Sts.

buggies, Sleighs and Pungs, that may desired.

Best of Stock used in all classes of work.

Painting, Repairing and Vanishing execu in a first-class manner. ARTHUR PALFREY. town, Oct. 22nd, 1890,

We know that Cod-liver Oil is a fat-forming food because takers of it gain rapidly in weight under its use and the whole body receives vital force. When prepared as in Scott's Emulsion, it is quickly and easily changed into the tissues of the body.

As your doctor would say, "it is easily assimilated." Perhaps you are suffering from fat starvation. You take fat enough with your food, but it either isn't the right kind, or it isn't digested. You need fat prepared for you, as in Scott's Emulsion.

Accom. for Annapolis.... 5.05 p.m. Pullman Palace Buffet Parlor Cars run each way daily on express trains between Halifax and Yarmouth. NOVA SCOTIA AGENCY.

> Il descriptions.
>
> The make of the establishment will be par-Light Single and Double Riding

Waggons, Phaetons, Express, Grocery and other Delivery Teams, etc., etc.

Lawrencetown, April 14th, 1896

Cinerariæfolium!

Powdered

Dalmation

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This Insect Powder

Put up in 1-lb. Sifting Tins and in bulk.

LISTEN!

"Have you any of that good

'I cannot get any Coffee like

The above remarks were made to me las

week by a lady and gentleman of our town. Suppose you give it a trial and let me hear what you have to say about it.

PATENT MEDICINES.

yours in town."

THE USUAL LINE OF

GROCERIES,

STATIONERY.

TOILET SOAPS.

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Four Trips a Week.

Commencing June 24th, and until further notice will leave Yarmouth for Boston every TUES-DAY, WEDNESDAY, FRIDAY and ARBORNEY WEDNESDAY, FRIDAY and ARBORNEY WENT AND ARBORNEY WENT HOLD AND ARBORNEY WENT HOLD AND ARBORNEY THURSDAY and FRIDAY at 12 celock, noon, making close connections at Yarmouth with the Dominion Atlantic R'y, and coach lines for all parts of Nova Scotia.

These are the fastest steamers plying between Nova Scotia and the United States, and forms the most pleasant route between above points, combining safety, comfort and speed. Regular mail carried on Steamers. Tickets

L. E. BAKER, Pres. and Managing Director

DEARBORN & CO., Agents-ST. JOHN, N. B N. B.—Our Sifting Tins contain from 1 to w. more than other makes.



Importer of Marble

Bridgetown, March 19th, 89.

Also Good Cider Vinegar. F. C. PALFREY.

Men's Heavy Grain Bellov gue Boots, Men's Heavy Split Boots, Men's Scotch Grain Boots, Men's Overboots, Men's Overboots.

L. CHUTE. Payson Store, Bridgetown.

FARM FOR SALE!

The subscriber offers for sale the valuable property, on Port Lorne Mountain, known as the Joseph Corbett farm. This farm is nicely located, being the farm of the farm of the post of the subscriber of the farm of the farm contained acres, more or less, has two extra pastures with never failing water; is in good condition and cuts sixteen toos of hay. There is also wood and poles enough to supply the place. There is a nice dwelling house with woodhouse combined; a barn 30x40 feet; carriage house and piggery, 20x30 feet. There is a never-failing well of water on the premises. Intending purchasers will please call and examine. Terms to suit purchasers. Apply to Mrs. Louisa Slocomb on the premises.

CAUTION!

All persons indebted to the estate of the ate J. AVARD MORSE, either by accounts or promissory notes, are hereby notified that all payments of the same must be made to he undersigned, as no person has been auth-rized by them to collect said accounts or

E. BENT, J. B. GILES, Executors. Bridgetown, March 10th, 1896.

Direct Evidence

A. STANLEY BANKS.

The Household.

A distinguished American physician has evised and elaborated a method for the relief of a large class of persons who, while suffering from no apparent organic trouble, have fallen into a condition which is more or less alarming. In nearly all such instances careful study reveals the fact that owing so some severe strain the vital forces have been exhausted, leaving the body unable to perform its various offices.

Under this method of treatment, the rest

cure, as it may be called, it is necessary that the patient be kept in bed for from three to six weeks, according to the nature of the case. The room should be bright and airy, and easy of ventilation and cleaning. Adjoining it should be a smaller room for the attendant nurse, who with the doctor is to be the patient's sole companions. Even the mem-bers of his own family are not to be admitted, since visitors of all kinds necessitate the physical and mental effort of conversation. In severe cases the patient must be fed, and on no account should be allowed to sit

up. All reading should be done by the nurse.

"Yep," said Johnny, and he recited the up. All reading should be done by the nurse, and if the patient be a woman the hair should | first two lines be dressed by the nurse.

Two measures are necessary to take the place of the ordinary daily exercise—massage and electricity. Massage may be employed rom half an hour to an hour every mo and afternoon. Even the face and scalp ated with the electric current. Neither of an ounce of the patient's nerve force, and at | and he saw a lot of faces, not one of which the same time the general nutrition is in- he had ever seen before, and it was lighter creased.

The remainder of the rest cure consists in carefully prepared and systematic course of feeding, combined with bathing and other | enterte hygienic measures. The benefits to be derived from this part of the programme are to be found in the regularity and the simplicity of the daily living. A definite hourly his tongue, which seemed lost in the roof of scheme must be arranged and strictly adhered his mouth. His hands hung down as his

Very few if any drugs are needed to sup- a little wooden man, and when he forgot and plement the treatment by the rest cure; but entire charge of the patient should be left to again applauded. The manager took that a competent physician.

where the buffalo beetle has not yet arrived | hoarse voice: or is just taking up quarters. For the benefit of such localities we give his description. The grub which is the only creature that is likely to be seen about the house is a hairy ittle creature not over an eighth of an inch long or so large as a common lady bug. It moves very fast. Benzine poured freely around the edges of any carpet that has been attacked by buffalo "moths" is an effectual remedy. The creature seems especially fond of certain colors. It has been known to eat all the red figures and stripes in the border housekeeper, taking advantage of this peculiarity, placed bits of red flannel in the corner Insect flowers of a closet inhabited by buffalo moths, and each day destroyed all she found collected on the flannel. Finally they ceased to appear. the Highest Grade Manufactured The peculiarity of this moth is that it may be | building, in St. Louis, hired a new office boy introduced with hardware, china, straw or in a few days ago. He was in the habit of us-

> around the weights had become inhabited and large numbers were found in the box of There is no remedy so effectual as a prompt upheaval of the carpet where this pest has ome established, with a thorough scrub- If any more people come, I don't want to see bing of the floor. Benzine must then be them." poured around the edges of the room and in the cracks of the floor. It can be purchased price that it can be freely used around the edges of the floor and in any crack where this

bug may lodge. If the room is well aired afterward there is no danger from its use. On the marriage question I am perfectly

certain, from my own experience, that, in the majority of cases, the marriage life is the majority of case, the majority of case where the people becoming one in mind, that kind of union can only belong to the "higher" kind union can only belong to the "higher" kind "Dead?" shrieked the woman, piteously.

"Dead?" shrieked the woman, piteously.
"Yes, ma'am, dead," reiterated Johnnie. unhappiness is sometimes caused by the unpractical yearning of one of the two for the mpossible—an ideal that cannot be reached. affection not only for each other, but for the children. This is the kind of union which affection not only for each other, but for the really makes marriage happy; and one does really makes marriage happy; and one does Imagine her surprise when she reached 'higher"-but is found among quite ordinary folk. The union of hearts, however, is very seldom found where the wife is a "superior" person, whose intellect soars above the common things of earth, and, like Peter,

calls them all unclean. To Clean White Straw Hats.

Make a paste of pounded sulphur and cold water, wet the hat or bonnet and cover it with the paste until you do not see the straw; rub hard, hang the hat up to dry; when dry brush the sulphur off with a brush till the straw gets beautifully white. This method is easier than the sulphur bleaching box, and can be done very quickly.

-Half shoes will be worn more this sum mer than ever, because they will be made of substantial cut, strong soles, with flat heels, giving them a good walking strength. Light tan is also prohibited to the well-dressed woman. If a color is used, it must be dark reddish brown, holding the same light as mahogany, capable of a polish like a meerschaum pipe, getting darker with each day's

-A child brought up close to the mother's neart, with perfect confidence in the strong nother love, will give her unquestioned obedience when that obedience is necessary, ecause it will not enter her mind to doubt her love in the demand. Share your chil- nigher nor it is fer, an' if you keep rist dren's joys as well as their sorrows; be one with them when you can, and the battle will fer, but it's considerable of a jaint from hyar be half won.

While tomatoes are ripe and plentiful, they are excellent to remove freckle, tan and muddiness from the skin. A thorough rubbing of the skin once or twice daily while the season lasts, with a ripe tomato will work

wonders. -Pies baked in a plate with perforated bottom will have a lighter undercoat than one without. A pie plate should be hot and not greasy. As a good old grandmasaid to her granddaughter whom she was teaching. "It's poor pie crust that can't grease its own

-The rubber rings of fruit cans will re cover their elasticity if soaked for a while in weak ammonia water. This is quite an item when canning is being done, and the rubber rings are found to be stretched out of shape.

Minard's Liniment cures Burns, etc.

Joher's Carner.

A small orator made his debut in front of Demosthenes after his recent experience. His deluded, but loving family, who had egged him on to this sacrifice, were mostly with him in the dressing room. His age being 7, they wanted him to be sure that his bangs did not fall over his eyes and obscure his view of his mother, father, aunt, uncle and cousins in reserved seats directly in front sure you make a nice bow."
"You bet I will," said Johnny, with a

swagger.
"And let your hands hang easily by your side, like this," and his father struck an at-

"Of course," assented Johnny. "Are you sure you know your piece

"That's right; he'll do splendidly", reminute now, and we must get into our seats. Don't you be scared a bit, Johnny. "Whoth scared?" asked Johnny, who benuscle of the body should be gently stimu- gan to feel a sinking of the knees, while his hese measures calls for the expenditure of and then somebody was pushing him forward,

than any electric searchlight he had eve

opportunity for a stage whisper:
"Speak up, now," and he began with the first line. Then Johnny said in a stra

I wish I had a little pat, To dog him on the head. Roars of laughter and frantic dem tions on the part of Johnny's family. I wish I had a little pat, To head him on the dog.

His father rose in his seat, but this only added to Johnny's confusion I wish I had a little dog, To head him on the pat. Then a weary family took Johnny by the

He Was too Literal.

OFFICE BOYS MUST USE DISCRETION IN ORDER One of the busiest lawyers in the Ros almost anything. In one new house it was discovered that buffalo bugs were introduced before the house was inhabited in a box of and knew just how to take him. Not so the

window weights. All the crevices of the floor around the weights had become inhabited and One day last week the lawyer had an unusually important brief to prepare, and when he had been interrupted by a dozen or more callers he jumped up and exclaimed "I'm going to get out of this, Johnnie.

"What shall I tell 'em." asked Johnnie "Tell 'em anything! Tell 'em that I am

alammed the door. Johnnie took him at his word. He wasn't a brilliant fellow at best, and as he was new he thought the boss meant just what he said. It wasn't three minutes before in walked a lady, whom Johnnie had never seen before.

She asked for the lawver. "He isn't here any more," said Johnnie "Not here any more?" repeated the lady with surprise. "Where is he?"

"Oh, mercy," sobbed the lady, and ther fell in a dead faint on the floor.

Johnnie rushed out and called for help. The union of hearts, however, is very far | Two men from the next office came in. They rom uncommon; I mean that kind of union | sent for a doctor, and when the woman was in which there is mutual trust and respect between man and wife, with a graceful allers about her husband's death. They knew lowance for little foibles and with a common nothing of it, and Johnnie had disappeared.

home and found her hasband seated at his desk in his library preparing a brief.

Suffice to say that Johnnie is office bey no longer in the office of the man who expects the lad he hires to have a sense of humor. He sent for the old boy and raised his wages, and Johnnie is looking for a place where he

is not in danger of misunderstanding his boss, to the great distress of his family. -The pedlar-I have the most excellent silver polish.

The lady of the house-Don't need it. I haven't got any silver. "Well, then, it will take grease spots out of wall paper."

"Haven't got any wall paper." "Then it will renew the curl in feathers." "Haven't got any feathers." "Well, then, it will make oil paintings look like new." "Haven't got any oil paintings."

make you feel as if you had some of these things. Good-day." Considerable of a Jaunt Anyway. "How far is it from here to Brushburg?" asked a tourist of an old fellow who was hoe ing weeds in a field of sickly corn "down South." "Is it far?" "Waal, it hain't so go around by the big road it's ferder nor it is nigh, but if you cut acrost country it's

"Well, then, a little taken internally will

straight ahead it's kinder betwixt nigh an no matter how you git thar." "Have you any cooks that weigh 200

pounds?" "Goodness! What do you want with such a big one?" "Well, we would like one that won't be

always trying to ride my wife's wheel on the -"Why did you leave your last place?" "Because the man av the house was no gin-tleman." "What did he do?" "He locked me out av my room an' t'rowed me clo'es out av the windy, an' called in an officer an' put

me out av the house be main foorce, an' faix oi niver wint back!" -Hicks-"It's so hard to get anything through Jackway's head." you come to think of it. Surely there

be nothing in the way." -Minard's Liniment Cures Colds, etc.