

WASHINGTON EVENTS.

The Closing Scenes of the House—Much Bitterness.

WATSON OF GEORGIA HAS CHARGES

The Senate Resolution on the Homestead Riots a Broad One.

WHICH SIDE VIOLATED LAW MOST.

The Sundry Civil Bill Failed, Hence the Record Failed to Make Its Appearance.

WASHINGTON, Aug. 1.—The house adjourned Saturday night in spite of protests that the public business required house to remain in session. This leaves the departments supplied under the sundry civil bill unprovided for, and among others the public printing office had to be technically closed and publication of the Congressional Record stopped at midnight. No work is being done today in the government printing office, which occasions great inconvenience.

In the senate it is no longer possible to get a voting quorum present, but a resolution authorizing an inquiry into the Homestead strike was regularly authorized, on a broad scope which will give the strikers an opportunity to answer some very pertinent questions. If it is shown that the Carnegie company employed Pinkerton men it may be able to show that this employment was unlawful, yet, at the same time, if the investigation is conducted properly, it is bound to show that the strikers violated more laws than Carnegie or the Pinkertons. The senate views the situation with some calmness, and does not propose that the investigation shall be a juggled affair.

A sensation outside of congress may come of the investigation into the charges made in the house by representative Watson, of Georgia, who in a pamphlet alleges drunkenness on the floor of the house, suppressing names. One member, with whose name rumor has been busy in connection with the charge of intoxication, is reported as having threatened, in case his name was mentioned by Watson to horsewhip him in the corridors of the capitol until he cried for mercy. Investigating the charges Watson wanted to prove the existence of a barroom in the capitol building, but chairman Boatner wouldn't let him, and wouldn't agree that the record should show a refusal. Boatner said it was a matter of public notoriety that whisky could be had at either the senate or the house wing of the capitol. During Mr. Dates' testimony it was developed that Representative Cobb, of Alabama, was the person charged with intoxication by Watson.

THE FORFEITED LANDS.

Here is the Act as it Passed Congress. Preserve a Copy.

Special to THE CHRONICLE.]

THE DALLES, July 26.—Following is a copy of the act, recently become a law, in reference to purchase of forfeited railroad lands under section three, act of September 29th, 1890.

Be it enacted by the senate and house of representatives of the United States of America in congress assembled:

That section three, of an act entitled an act to forfeit certain lands heretofore granted for the purpose of aiding in the construction of railroads, and for other purposes, be, and the same is amended so to extend the time within which persons actually residing upon lands forfeited by said act shall be permitted to purchase the same in the quantities allowed upon the terms provided in said section at any time within three years from the passage of said act.

As we understand this, "three years from the passage of said act" will expire on the 29th day of September, A. D. 1893.

But the County is Disrupted. One of the Statesmen. Such a rigorous shaking up as the county of Adams is now receiving will prove of incalculable benefit. For a crime has been committed at the same time and place, and the protest for fear of the vengeance of the very element in our society which, when shown to hand, offensively to the people, has been the cause of the same. Let the people be reminded of the same, and the same will be done. After our county has been shaken up by the law, and the same will be done. Let the people be reminded of the same, and the same will be done.

Adams, Charles F. H. Smith, Hugh Gouhey, Harter, Geo. A. L. ...

UP MILL CREEK.

The Beauties of Nature Developed by Cultivation.

How many people are there in The Dalles who know anything of the advancement made in orchard cultivation by the Columbia River Fruit company? The writer, and county clerk Crossen, and James A. Crossen, plead guilty to the charge of ignorance in this respect until Sunday.

At the invitation of Mr. Crossen we of THE CHRONICLE took a seat in his carriage yesterday morning, and went bowling up Mill creek to Ned Weeks' retreat, just below the falls. Ned went up there several years ago, and took up two eighties, which he is making to blossom as the rose. He had no intention whatever of locating there, but he had actually broken down in health, and the change proved so beneficial to him that before he realized the situation he was digging up stumps and planting fruit trees. Soon Mrs. Weeks joined him, and the place became known to them as home. Both have worked industriously, and to show for it the home is well stocked with comfortable surroundings, and what may be classified as the beginnings for one of the most agreeable resorts in the mountains. Picturesque mountain walls of solid basaltic towering on one side and white sandstone on the other, with a circular granite wall of 110 feet at the upper end, over which pours a lovely sheet of clear water, form the environment. The soil between these high cliffs is rich, and the garden, the meadow, and the orchard attest the bountiful returns of labor. Mr. and Mrs. Weeks are never lonely in their chosen home. They always have company. Yesterday, besides the party of which we were one, Mr. and Mrs. Garretts on called, Mr. G. seeking the speckled beauties of the stream, of which he secured quite a number. Mrs. Fitzgerald was a guest of the home, with her children, and was enjoying her outing equally as though at the coast. She expects to return to The Dalles this week. Mr. Ed. Martin and Will A. Crossen have been there nearly a week, and will probably not return before Wednesday.

Returning we stopped at the Wilson ranch of the Columbia River Fruit Co., to pay respects to Mr. Higby, by invitation. Passing these ranches, on either side the high state of cultivation calls forth admiration from anyone. Once inside the gate and meandering through the rows of trees, around the blackberry patch, etc., one's admiration is struck with a great big exclamation point! then follows questions? which we will proceed to publish and answer at an early day, of interest to all.

Warm Springs Agency News. An Indian policeman from Warm Springs agency, passed through Friday to Yakima to arrest another Indian who abducted a girl from one of the Warm Springs schools. He expects to get his man today. The Indians at this agency have pluck, and while there are renegades in all tribes, the most of these believe in law and order.

There are now 923 Indians on the reservation. The two missions are conducted by the Presbyterian board of missions. They are located twenty miles apart. One of them is in charge of Rev. Mr. Spear, and the other by Rev. Mr. Allen. Two nations of Indians the Warm Springs and the Wascos, patronize them. Rev. M. Spear is now engaged in constructing a new school house, and a parsonage.

The new saw mill at one of the Warm Springs Indian missions now cutting lumber, and affords work for numerous Indians. It was put in by the Womans board of missions, and cost \$1,800. Prof. Mann, of Tiffin, Ohio, and Prof. Hertzog, of Seven-Mile, Ohio, are daily looked for here. They come to teach at the mission at Warm Springs.

SALT LAKE, Aug. 2.—Bishop Sneazly is still in pursuit of his daughter Ruth, and his abductor Slade, but as the couple are married it is not known what he can do about the elopement. Slade stole the girl because he loved her. Not long ago Slade, who is known as the Marion was imported because it was believed he was the only man who could whip John L. Sullivan. Slade was a fine bulky specimen of manhood, but he proved a dismal failure and was relegated, about three years ago, to Salt Lake. He is now hiding from Bishop John Sneazly, who ruled over a small agricultural town known as Mover, about 100 miles from Salt Lake. He is wealthy and his only child, a girl about 18 years old, was a recognized beauty. She had all the young members of the Mormon church within a circuit of 500 miles at her feet, when the giant fighter, Slade, appeared in the town the two became despondently enamoured. They eloped, but Slade had to first play Romeo to his bride, and because she was locked up in an upper chamber of her watchful parents' home. Bishop Sneazly learned of the elopement, and he made before the people a high denunciation, and the girl was locked in a chamber, from which Slade stole her in the most approved and romantic style. They hastened to a justice of the peace 20 miles away and were married. The bishop and all his flock were enraged, but they were helpless, and the girl was returned to her father's home.

AN OPEN QUESTION. How Soon will the Columbia be an Open River? [THE DALLES, Aug. 2.—If the trunk lines of railroad in New York state, the Central, Erie, Lachawanna, Lehigh and the Reading can earn quarterly dividends of 2 1/2 per cent. when carrying wheat from Buffalo to New York, distance of 425 miles for "2 1/2" cents per bushel, what dividend should the Union Pacific earn when carrying wheat from The Dalles to Portland, distance 88 miles, for "12 1/2" cents per bushel? Possibly the financial editor of the Morning Oregonian, or Maj. Handbury, can figure this out. LINUS HUBBARD.]

Balfour Accused of Bribery. LONDON, Aug. 1.—A petition has been granted against the return of Right Hon. James Balfour, first lord of the treasury and conservative leader in the house of commons, as a member of parliament for East Manchester, on the ground that his election was obtained by bribery and illegal voting by the wholesale treating of voting and hiring of vehicles to carry them to the polls. Balfour was declared elected by 5147 votes to 4749 for Professor K. F. C. Munro, Liberal.

Gladstone is Still Ill. LONDON, Aug. 1.—Gladstone passed a good night. Sir Andrew Clarke, his physician, called upon him at noon today. To the associated press the physician stated that he was satisfied with his progress toward recovery, but that Gladstone was not yet entirely rid of his cold and must spend at least another day in his bedroom. He is permitted, however, to receive his colleagues on urgent business.

TO HAUL THE PEOPLE.

The Problem of Transportation at the Chicago Fair.

A VERY IMPORTANT QUESTION

Which Visitors to Chicago Should Take Into Consideration.

PRACTICALLY NOTHING IS DOING.

When all the Facts Become Known a Great Many Will be Magoons or Stay at Home.

CHICAGO, Aug. 2.—A very important question confronting the worlds fair management is the matter of the transportation of visitors to and from the grounds. It has been assumed that facilities for handling 150,000 people an hour would be no more than adequate to provide the attendants at the fair with the necessary accommodations for going to and returning from the grounds to the city without discomfort. The street cars will accommodate many, the elevated road will take care of many more and the boats on the lake will carry some. It would be a reasonable estimate to say that these three modes of conveyance could accommodate 50,000 persons an hour, leaving 100,000 an hour to depend on the railroads. Eight cars would be about the limit in size of these trains, although ten could be drawn. A car will seat about sixty passengers. But suppose each should carry eighty; this would make for a train of ten cars 800 passengers. It would take an hour and a half to make the round trip, and perhaps four minutes between trains. A simple calculation shows that to handle 100,000 passengers an hour under such conditions would require 1,500 cars. The cost of 1,500 cars at \$3,000 each and of 150 locomotives at \$7,000 would call for an outlay of \$4,500,000 for cars and \$1,050,000 for locomotives, or a total expenditure of \$5,550,000 for rolling stock alone.

A railroad official said the other day that he did not believe all the railroads in the city could, on three days' notice, lend to another road for a day's use twenty cars. When one considers the demand that will be made for cars on the roads in the transportation of their own passengers to and from Chicago it is not reasonable to suppose that they can furnish 1,500 for carrying passengers from the city to the world's fair grounds. Not long ago a committee of railway officials was asked to make a report upon this subject. The report declared that, leaving out the Illinois Central, all the railway companies in the city could not handle 60,000 passengers an hour without going to some millions of dollars' expense for rolling stock. But this is only one phase of the question. Terminal facilities at the world's fair adequate for the handling of 100,000 passengers an hour cannot be put in without much work, extending through several months. Yet practically nothing has been done. Any one who goes to Jackson park and attempts to come back when the work stops in the evening and the workmen start for home can understand what the difficulties will be when 20,000 or 40,000 people want to take the train at the same hour for the city, to say nothing of 100,000 people.

"A Branch Custom House." Since when has Astoria become "a branch custom house," as intended to be interpreted by the following from the Telegram last evening: "Collector of Customs Lotan has received a statement of the branch custom-house office at Astoria for that part of the district, among which are some interesting statistics of other matters not directly pertaining to customs." Beg pardon; Portland is the branch. Astoria has the merited distinction of being a regularly constituted port of entry and departure before Portland was known, even to the oldest inhabitant. In fact the first federal building erected on the Pacific coast was the Astoria custom house. It is still standing in that city. The natural course of events would long ago have made Astoria a city equal to the combined cities of Puget sound, and Oregon would have had a sea port worthy of the great state she might have been—only for similar reasons which are now and have been so long preventing the opening of the Columbia river to free navigation.

Good Astrology Anyway. Seattle Telegraph. Those who believe in astrology are getting a great deal of left handed comfort out of this year of grace 1892. Of all the years for flood, fire, pestilence and general outrageousness, it bears the palm, as against any for a long time; and every night the red eye of Mars shines down on us out of the southeastern sky. Mars has the reputation of being a malefic planet, and the nearer he gets to this earth of ours the more trouble we have. This is good astrology; we do not intimate that it is good sense.

We Never Boast. The crazy freaks of the cholera stricken in Asiatic Russia, July 6th, published in THE CHRONICLE ten days ago, appears in the Oregonian today.

The CHRONICLE published the news of the sinking of the island of Great San Francisco received by steamer via San Francisco four days before any other newspaper in the Pacific Northwest. Yet we never boast.

M. E. Church Notice. THE DALLES, Ore., Aug. 2d, 1892. The trustees and building committee of the M. E. church beg leave to announce to the church, and to the public, that for certain reasons they deem it necessary to close the new church building against all meetings of whatsoever character, until such time as the bishop may come to dedicate the church, or until we hear from him.

THE DALLES, Ore., Aug. 2d, 1892. (Signed) Wm. Mitchell, R. B. Hood, Wm. Saunders, Wm. H. Van Biber, Smith French, Jas. Sutherland, trustees M. E. church. Wm. Mitchell, Mrs. Ester B. French, R. B. Hood, building committee.

The Strikers to Blame. Review. If the Coeur d'Alene strikers had conducted themselves as American citizens should, martial law would never have been declared in Shoshone county, and they would not have been thrown into prison.

When the hair begins to fall out or turn gray, the scalp needs doctoring, and we know of no better specific than Hall's Vegetable Sicilian Hair Renewer.

THE PORTLAND EXPOSITION.

How Oregon may be Practically Represented at Chicago.

From the Pacific Farmer.]

A visit to the Portland exposition and an interview with Superintendent Mitchell demonstrate that everything is progressing rapidly toward the completion of one of the best exhibit ever held in the state. Mr. Mitchell says that he intends dividing the floor of the floral into as many spaces as there are florists who wish to exhibit, and let them draw for their choice of plot on which to place their flowers. From indications at present there will be more county exhibits than ever before. Mr. Morgan is kept constantly busy with collecting grain, grass, wool, etc., and Mr. Sargent has been placed in charge of the horticultural collection. It was found that the west gallery was too warm, so that the horticultural display will be transferred to the eastern gallery where the green fruits will keep better. This will throw all the carriage and similar exhibits on the west side. The building will be thrown open probably about the 25th of August if all arrangements can be made that visitors and strangers passing through the city can view the fine horticultural exhibit.

One of the finest exhibits will be the wool. There are already something like 100 fleeces on hand, of which W. H. Wythcomb of Hillsboro sends ten Marino and ten Cotswold. D. C. Stewart sends seven ewe fleeces, Ladd & Co. ten, Mr. Chas. E. Ladd sends three fleeces, one buck weighing twenty-two and one-half pounds, and two ewes each weighing eighteen and one-half pounds. Mr. R. Scott, of Milwaukie and others expect to send in fleeces. One of the most encouraging features of this wool exhibit is the fact that it is all full blood. The fleeces, or rather pelts, furnished by C. E. Ladd will be thoroughly washed, combed and mounted.

The exposition officials will act on a suggestion that the produce shown here will be carefully preserved and forwarded to the world's fair, at Chicago. Under these circumstances it behooves every farmer to exert himself and send something to the exposition.

Salmon Propagation.

Oregonian. United States fish commissioner Hubbard, in charge of the Clackamas salmon hatchery, is making extensive preparations for the coming season's work. The racks across the Clackamas, washed away by the spring freshets, have been rebuilt by more substantial structures further up stream so that no salmon will be lost this year by early migration to the headwaters of the river. The troughs in the hatchery are in excellent condition, and everything is in readiness for beginning work. Operations will begin about the 1st of September, but it is not thought that the season will be a very successful one for the hatchery. With the hundreds of fishing-boats, fish wheels and nets in the Columbia and Willamette to pass, a salmon is extremely lucky if it reaches the Clackamas river. It will have to pass many more nets before the hatchery is reached. Last year the hatchery turned out about 3,500,000 young salmon and the output for the present year is not expected to be any larger. The hatchery has a capacity for turning out about 10,000,000 salmon annually.

Weather Report.

PORTLAND, August 3.—Pague's official weather bulletin says of Eastern Oregon: "Wheat harvest is well along in the Columbia river country, the reports indicate a better berry than usual and very well filled heads. The fall wheat will average up fairly well. In parts of Gilliam, Morrow, Sherman and Wasco counties not over one half a crop will be secured. Spring wheat is poor and much of it will not be cut; some fields that last year averaged 25 to 30 bushels to the acre, this year yield from 21 to 27 bushels per acre; in other fields there is a less yield. Oats are fair and vary in condition as does the wheat. Corn is coming on fairly well. East and south of the Blue mountains hay harvest is yet in progress. Wheat and oats are indicating less than average yields. The warm weather of last week did no damage; but was rather beneficial, as it advanced the vegetation. Melons and sweet corn are ripening well and will be an average crop."

Water Transportation.

Chicago News. If a cargo of grain can be secured at convenient elevators the big new wharfed steamer Thos Wilson will be chartered today for the largest cargo of grain ever carried on the lakes. It will be not less than 120,000 bushels of wheat or 180,000 bushels of corn. This will exceed the amount of these cereals brought into Chicago by all the western railroads for many consecutive days this season. The Wilson is now at South Chicago unloading 3,000 tons of iron ore for the Illinois Steel company, which she brought from the head of Lake Superior. There was but fourteen feet six inches of water in the locks at Sault Ste Marie, and the big wharfed drew but fourteen feet five inches. Her load has probably never been exceeded in the world on the same draft of water.

Ayer's Ague cure never fails to neutralize the poisons of malaria, and eradicate them from the system. This preparation purely vegetable, contains no harmful ingredients, and, if taken according to directions, is warranted to cure fever and ague. Try it.

TRIENNIAL CONCLAVE.

Great Army of Knights Templar Moving to the Western Center.

A HALT IN CHICAGO FOR DENVER.

Gilt-Edged Outing Parties From the Beveled Side of the Continent.

PIVOTAL POINT IN THE JOURNEY.

Taking in the Worlds Fair Grounds, as They Tarry in the Sooty Garden City—Other News.

CHICAGO, Aug. 3.—This sooty city, famous for its many nuisances, covered its face with a sense of shame yesterday at the predicament of confusion predominating everywhere, when the special limited vestibuled train bearing the advance guard to the great army of Knights Templar rolled in from the Atlantic, and it became known that from now on until the end of the week a steady stream of knights will pass through en route to the triennial conclave at Denver. Yesterday's arrivals were the members of St. John commandery of Philadelphia, one of the gilt-edged commanderies of the order. There were about 150 in the party and most of them spent the day at the worlds fair grounds. The railroads have arranged to make Chicago the pivotal point of the journey both going and returning, and all the bodies from the east will be given an opportunity to visit the fair grounds, and any other places of interest they may be able to find in this smoky western metropolis.

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A ROAT RAILWAY.

The First one in America Rapidly Nearing Completion.

Cor. New York Times.]

What will be the only ship railway in North America is rapidly approaching completion. It is destined to convey vessels over the isthmus of Chignecto, a narrow strip of land which joins the province of Nova Scotia and New Brunswick, a distance of seventeen miles. The first project was the Baie Verte canal scheme, by which it was proposed to make a cut between the gulf of St. Lawrence and the bay of Fundy through this isthmus and so avoid the long detour round Cape Breton and Nova Scotia, which all American fishing schooners and vessels trading between Prince Edward Island and the gulf ports on the one side and St. John, Portland, Boston and New York on the other, were obliged to make.

The immense expense of this undertaking rendered it impracticable, and other means of transportation across the neck of land between the gulf of St. Lawrence and the bay of Fundy had to be sought. The Chignecto marine transport railway aims at a solution of the problem and it has reached a stage of progress which insures its completion. The roadbed is ballasted and ready for tracklaying, and the docks at either end are in progress of construction. The steel for the track is the heaviest ever made and weighs 110 pounds to the yard. There will be a double track, upon which the cradle containing the vessel under transportation will be placed. The locomotives, two of which will be used in drawing the vessel across the isthmus, are built on the same principle as ordinary engines, but of much greater weight and power.

The vessels to be transported will be hoisted by hydraulic power from the basin to the track, and it is estimated that with this power and the roadbed in good condition a ship of ordinary capacity will be taken from the bay of Fundy and placed in the gulf of St. Lawrence in two and a half hours, though a speed of ten miles an hour is obtained. During the coming year the Chignecto marine transport railway should be in active operation, and a saving on each trip will be effected of 500 miles. It would, however, be more prudent to say that the company will be ready to handle whatever business offers, because it is a matter of pure speculation as to the earnings of the enterprise.

The tariff for lifting and hauling vessels over the railway will be fifty cents per ton for cargo and twenty-five cents per ton for hull, so that a vessel of 1,000 tons would pay \$750 for transportation. The permanent success of the scheme is looked upon as highly problematic, for the class of schooners engaged in this trade at present are totally unable to bear any such charges, and the prospects of traffic in ships between Lake Ontario, St. John and Boston, which some people have alleged would accrue, are altogether too visionary to warrant such an expenditure.

The promoters, however, will not be the losers. In Canada the advocates of such schemes form an important part of the industrial community, and it has come to be one of the most important industries—the erection of public works with British capital, secured by the promise of Dominion subsidies. The country is full of such enterprises. In the province of New Brunswick alone there are three railways which have been thrown aside when the "promoters" had sucked the profits dry. This marine railway company obtained incorporation from parliament in 1882, and the same year was granted a subsidy of \$150,000 for twenty-five years in aid of the work, and the proposal of so liberal a subvention was scarcely challenged in parliament, being voted under the impression that it would never be demanded. Nothing was done until 1885, when an order in council was passed authorizing entry into agreement with the company, subject to the approval of parliament, and such approval was obtained in March, 1886.

Under the terms the subsidy was to be \$170,000 a year for twenty years, or such portion of it as would bring the net earnings up to 7 per cent. on the authorized share and bond capital of the company. Should the earnings exceed 7 per cent., one-half of such surplus is to be paid the government until repayment of the subsidy is made. Surely this was tempting enough to any capitalists—7 per cent. guaranteed upon an ostensible capital of \$5,500,000, though up to this date no one has been able to learn the exact or even probable cost of the undertaking.

Cherry Farming.

Albany Democrat. S. Higgins, of Zena, Polk county, picked \$74 worth of cherries off of four Royal Ann trees this season. It looks as if that kind of farming paid pretty well. There is one good thing about fruit raising and that is that it can hardly be overdone as the canneries are always willing to pay a first class price for all kinds of fruit.

During the dog-day season, the drain of nervous and vital energy may be counteracted by the use of Ayer's Sarsaparilla. In purifying the blood, it acts as a superb corrective and tonic, and enables the system to defy malarial and other climatic influences.