



A nervous, irritable mother, often on the verge of hysterics, is unfit to care for children; it ruins a child's disposition and reacts upon herself. The trouble between children and their mothers too often is due to the fact that the mother has some female weakness, and she is entirely unfit to bear the strain upon her nerves that governing a child involves; it is impossible for her to do anything calmly. She cannot help it, as her condition is due to suffering and shattered nerves caused by some derangement of the uterine system with backache, headache, and all kinds of pain, and she is on the verge of nervous prostration.

When a mother finds that she cannot be calm and quiet with her children, she may be sure that her condition needs attention, and she cannot do better than to take Lydia E. Pinkham's Vegetable Compound. This medicine will build up her system, strengthen her nerves, and enable her to calmly handle a disobedient child without a scene. The children will soon realize the difference, and seeing their mother quiet, will themselves become quiet.

**Mrs. May Brown, of Chicago, Ill., says:**



"DEAR MRS. PINKHAM:—'Honor to whom honor is due,' and you deserve both the thanks and honor of the mothers of America whom you have so blessedly helped and benefited. I have used Lydia E. Pinkham's Vegetable Compound when I would feel run-down, nervous and irritable, or have any of the aches and pains which but few women escape, and I have found that it relieved me at once and gave me new strength. Several ladies, members of our Literary Union, speak in the highest praise of your Vegetable Compound, as they have been cured from serious female troubles. One lady, who thought she must submit to an operation, was cured without using anything in the world but Lydia E. Pinkham's Vegetable Compound and Sanative Wash. You have hosts of friends in Chicago, and if you came to visit our city we would delight to do you honor. Gratefully yours,—MRS. MAY BROWN, 57 Grant Place, Chicago, Ill.

**How Mrs. Pinkham Helped Mrs. McKinny.**

"DEAR MRS. PINKHAM:—I feel it my duty to write and let you know the good you and your Vegetable Compound are doing. I had been sick ever since my first baby was born, and at the birth of my second, my doctor, as well as myself thought I should never live through it. After that menstruation never came regular, and when it came I suffered terribly. I also had womb and ovarian trouble. A friend of my husband's advised him to get Lydia E. Pinkham's Vegetable Compound for me. At first I had no faith in it, but now nothing could induce me to be without it. Menstruation has become regular, and I feel like a new woman. Your medicine is a God-send to suffering women. I hope this letter will lead others to try Lydia E. Pinkham's Vegetable Compound. Yours truly, MRS. MILDRED MCKINNY, 28 Pearl St., San Francisco, Cal. (March 16, 1901).

**FREE MEDICAL ADVICE TO WOMEN.**

If there is anything in your case about which you would like special advice, write freely to Mrs. Pinkham. Address is Lynn, Mass. Her advice is free, and her advice is always helpful.

**\$5000 FORFEIT** if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness. Lydia E. Pinkham Medicine Co., Lynn, Mass.

**THE GREAT ROCK ISLAND ROUTE**



Through personally conducted Tourist sleeping cars between Portland and Chicago once a week, and between Ogden and Chicago three times a week, via the Scenic Line.

Through standard sleeping cars daily between Ogden and Chicago via the scenic line. Through standard sleeping cars daily between Colorado Springs and St. Louis. Through standard and tourist sleeping cars daily between San Francisco and Chicago via Los Angeles and El Paso. Through standard sleeping cars and chair cars daily between St. Paul and Chicago. Be sure to see that your ticket reads via the

**Great Rock Island Route**

The best and most reasonable dining car service. Midday lunch 50 cents. For rates, folders and descriptive literature write to:

L. B. GORHAM, GENERAL AGENT, 250 Algonquin, Portland, Ore. T. J. CLARK, TRAV. PASS. AGT., 100 Broadway, Portland, Ore.

The viceroy at Shanghai, has refused to pay the January installment of the indemnity on a gold basis, owing to the recent great fall in the price of silver. The ministers will insist upon the payment being made on the gold basis.

**New Century Comfort.**

Millions are daily finding a world of comfort in Bucklen's Arnica Salve. It kills pain from Burns, Scalds, Cuts, Bruises; conquers Ulcers, and Fever Sores; cures Eruptions, Salt Rheum, Boils and Felons; removes Corns and Warts. Best Pile cure on earth. Only 25c. at Slocum Drug Co.

Thomas Rumbaugh, who has been missing from his home at Lebanon, Or., for several days, has been located at Port Townsend.

**A Cure For Lumbago.**

W. C. Williamson, of Amherst, Va., says: "For more than a year I suffered from lumbago. I finally tried Chamberlain's Pain Balm and it gave me entire relief, which all other remedies had failed to do." Sold by Slocum Drug Co.

The Grant's Pass Board of Trade has let a contract to the Courier of that city for the publication of 25,000 copies of a descriptive pamphlet of Josephine county.

**A PERILOUS CALLING**

Difficulties and Dangers Met With in Bridge-Building.

Mammoth Steel Sinews Must Be Woven Into the Dizzy Structures with Mathematical Accuracy at All Times.

The design of a long bridge span is one of the most elaborate mathematical problems that arises in constructive work. The stresses produced by its own weight, by the weight of traffic, by locomotive drivers, by the hammering of flattened wheels, by the action of brakes on an express train, by the high speed of a curved track, by the wind and by the expansion and contraction of the steel in summer and winter, are all accurately calculated. The definition of the loaded and unloaded bridge is determined, and complete drawings are made of every member of it. The bars of steel are tested in machines which will pull in two a horsehair or a steel bar strong enough to lift half a score of the heaviest locomotives at once, and which will crush an egg-shell or a steel column, and accurately measure the stress in each case. The different kinds of members are forged, riveted, bored or planed in perhaps half a dozen remote shops, and although usually not fitted together there, are examined and measured by specialists to see that they are correct, and are then shipped by scores of car loads to the site of the proposed structure, where steam derricks unload them and pile them many feet high in stacks covering acres of ground.

The huge piers may rise above the water, hundreds of feet apart. It remains to place on them a 1,000-ton structure, high above a savage chasm, over an impassable current or roaring tide, where the water is deep, the bottom of jagged rocks or treacherous quicksand, or where an old bridge must be removed and the new one built in its place without interrupting navigation or obstructing continuous traffic on the bridge. To accomplish this the engineer has timber, bolts and ropes, hoisting engines, derricks, and a band of intrepid builders, who have perhaps followed him for years through more hardship and danger than other call to the lot of almost any other calling, writes Frank W. Skinner, in Century.

The complicated framework of a great span is a skeleton with many accurate joints and thousands of steel sinews and bones, each of which must go in exactly the right place in exactly the right order. The builder must weave into the trusses pieces larger, heavier and far more inflexible than whole tree-trunks; swiftly hoist and swing them to place hundreds of feet high; fit together the massive girders and huge forged bars with watchmaker's accuracy; support the unwieldy masses until they are keyed together and self-sustaining; and under millions of pounds of stress must adjust them, at dizzy heights, to mathematical lines. This he may need to do, not deliberately in a comfortable shop or on a solid platform, but in dangerous emergencies, at utmost speed, putting forth his whole strength on narrow springing planks in a furious tempest, in bitter cold or in blazing heat. He may be in the heart of an African desert, menaced by blood-thirsty fanatics, or in a gorge of the Andes, hundreds of miles from tools or supplies, where there is absolutely no supplement to his own resources. Under such conditions bridge building is one of the most fascinating and difficult of engineering problems, and requires a different solution for almost every case.

**DROPPING OF A PENNY.**

Other Passengers in Street Car Usually More Interested in Its Fate Than the Owner.

Have you ever noticed the interest that money attracts, even if it is only a single cent? The next time that you see a copper coin dropped in a street car just observe, advises the Chicago Tribune. Every eye in the car will turn to the spot where it dropped, and there will be manifested a real general concern over its recovery. Two or three heads are likely to come in contact over the point of its disappearance, and then the owners will draw suddenly back and try to appear unconcerned; but in another second they are again leaning forward.

The man who dropped the cent is usually the first who appears to have brushed memory of the trivial occurrence aside, but just as soon as the eyes in the car have turned from him his own are sure to go back to the floor in the hope that the truant coin will be seen.

When he has gone there is a renewed interest among the passengers for the stage of "finders keepers" has arrived, and those near the spot of disappearance become quite diligent until they are aware they make a center of attraction. But interest in that little coin is not lost while there is a passenger left, and when the car is empty the conductor takes his turn and resurrects the cent.

**FAT GOOSE LIVERS.**

Are Free from Disease, Say Frenchmen Who Pack Them.

Several Forms of Foie Gras Prepared and Shipped by the Dealers of France—Interesting Particulars.

Fattening geese for the sole purpose of enlarging their livers is something of an industry in France, where the novel occupation is carried on in order that choice material may be obtained for that distinctively French morsel, pates de foie gras. French packers have recently been considerably aroused because the charge was made against them that they substitute beef suet and pork for what are termed "diseased goose livers." This they denounce as not only ludicrously improbable but wholly without foundation, says a London paper.

In the first place, they contend that a fattened goose liver is no more diseased than the meat of an overfed hog. Both are abnormal, and in that sense only might be regarded as a product of unsanitary conditions. When a goose is being prepared for foie gras it is usually confined for a time at least by a tether fastened to a stake, beside which it waits with a healthy appetite for its frequently supplied portion of American corn meal, which is the food chiefly relied upon for fattening. The goose is not encouraged to take too much exercise, any more than any other fattening animal. He is not fed for his health, but to incline him to take on fat. The result of this is to greatly enlarge the liver, which is regarded as the most valuable part of the carcass.

Foie gras d'oise, the fat goose liver, is prepared for use and export in several forms, each of which is calculated to meet the whims of fastidious people. One form is the foie gras naturel, another is pates de foie gras, while still another is puree de foie gras. The foie gras naturel is simply the cooked liver served without any form of seasoning except the fat or oil of the liver itself. The pate de foie gras of commerce consists of the cooked liver packed in tin boxes of standard size which the liver is roughly cut to fit. The space not occupied by the liver is filled with the trimmings of the liver or pork finely hashed and pressed in. Over this is poured the melted fat, sometimes of the liver and sometimes of the beef suet. The pieces of liver clipped off in this process of fitting the cooked liver to the box are used with other hashed meats and flavoring matters like truffles in preparing what is known in commerce as puree de foie gras.

The practice of using suet instead of the natural fat of the goose liver, as a support or matrix by which the interstices between the liver and the box are filled, is not so wholly reprehensible as might at first appear, since it has certain good reasons, or at least excuses. In the first place, the suet and the somewhat firmer meat packed about the liver prevents the latter from being broken up by sliding about in the box, as it is likely to do on long journeys when only the thin oil of the liver is used.

Another fact, which shippers have learned by costly experience, is that the pure fat of the goose is much more likely than beef suet to become rancid when used as the sole pack of the foie. It is also claimed that the strong, greenish fat of the goose is sometimes repulsive to persons of weak stomach, and that Americans who are especially opposed to what they term "messy dishes" are unreasonably opposed to pates made with the pure goose fat. The modifications described are prepared simply to reconcile the perverted American taste to the foreign dainty. Though the primal purpose of the change of material was no doubt to reduce the cost of production, the result is said not only to be a reduction in price to the consumer, but to give him an opportunity to select the form of this delicacy he may prefer. Some people greatly prefer the sorts which have the foie naturel with the supporting pate made of other hashed meats and the more wholesome appearing and less highly flavored suet.

**A Terrible Moment.**

Prof. Oscar Browning, writing of "The Royal Family of England" tells this anecdote of Queen Victoria:

One can imagine a privy council at which the new ministers had to be enrolled. The admitted members stood round the room; the new ones knelt in the center. The queen looked wistfully at those who were technically her servants, but who were really her masters, wondering what her relations with them would be, and whether they were fit to bear the burden intrusted to them. Some who accept of office are perhaps surprised at the details of the ceremony. One whose duties necessitated that he should be for some time absolutely alone with the queen, in a small room without a single attendant, wondered what she would say to him and he reply to her. The difficulty was solved by his saying nothing, and the queen only remarking, when she had to sign his commission: "What a tremendous long way they have put the ink off!"—Century.

**THE FORD'S BLACK-DRAUGHT FOR CONSTIPATION**

Constipation is nothing more than a clogging of the bowels and nothing less than vital stagnation or death if not relieved. If every constipated sufferer could realize that he is allowing poisonous filth to remain in his system, he would soon get relief. Constipation invites all kind of contagion. Headaches, biliousness, colds and many other ailments disappear when constipated bowels are relieved. Theford's Black-Draught thoroughly cleans out the bowels in an easy and natural manner without the purging of calomel or other violent cathartics.

Be sure that you get the original Theford's Black-Draught, made by The Chattanooga Medicine Co. Sold by all druggists in 25 cent and \$1.50 packages.

Morran, Ark., May 25, 1901.

I cannot recommend Theford's Black-Draught too highly. I kept it in my house all the time and have used it for the last ten years. I never gave my children any other laxative. I think I could never be able to work without it on account of being troubled with constipation. Your medicine is all that keeps me up.

C. B. McFARLAND.

The sultan of Morocco is in imminent danger of being besieged in Fez, his capital, but he will die to defend it.

**A Scientific Discovery.**

Kodol does for the stomach that which it is unable to do for itself, even when but slightly disordered or over-loaded. Kodol supplies the natural juices of digestion and does the work of the stomach, relaxing the nervous tension, while the inflamed muscles of that organ are allowed to rest and heal. Kodol digests what you eat and enables the stomach and digestive organs to transform all food into rich, red blood. Slocum Drug Co. Ione Drug Co., Ione.

The fact that the navy yard at Bremerton, Wash., is surrounded by gambling houses and dens of vice has caused it to be boycotted by the navy department.

The crowned heads of every nation, the rich men, poor men and nurses all join in paying tribute to DeWitt's Little Early Risers.

H. Williams, San Antonio, Tex., writes: Little Early Risers Pills are the best I ever used in my family. I unhesitatingly recommend them to everybody. They cure Constipation, Biliousness, Sick Headache, Torpid Liver, Jaundice, malaria and all other liver troubles. Slocum Drug Co. Ione Drug Co., Ione.

Advices received from New Guinea state that the natives there have brutally murdered two European prospectors and many other persons. It is feared that the drought has caused the natives to resort to cannibalism.

**One Hundred Dollars a Box** is the value H. A. Tiedale, Summerton, S. C., places on DeWitt's Witch Hazel Salve. He says: "I had the piles for 20 years. I tried many doctors and medicines, but all failed except DeWitt's Witch Hazel Salve. It cured me." It is a combination of the healing properties of Witch Hazel with antiseptics and emollients; relieves and permanently cures, bleed, itching and protruding piles, sores, cuts, bruises, eczema, salt rheum and all skin diseases. Slocum Drug Co. Ione Drug Co., Ione.

Estimates of the sugar crop in Santiago de Cuba transmitted to the state department by Consul Holaday, at that city, place the crop for 1903 at 453,000 bags, an increase of 72,215 bags over that of the year now closing.

**Heads Should Never Ache** Never endure this trouble. Use at once the remedy that stopped it for Mrs. N. A. Webster, of Winnie, Va., she writes "Dr. King's New Life Pills wholly cured me of sick headaches. I had suffered for more than two years." Cure Headache, Constipation, Biliousness. 25c. at Slocum Drug Co.