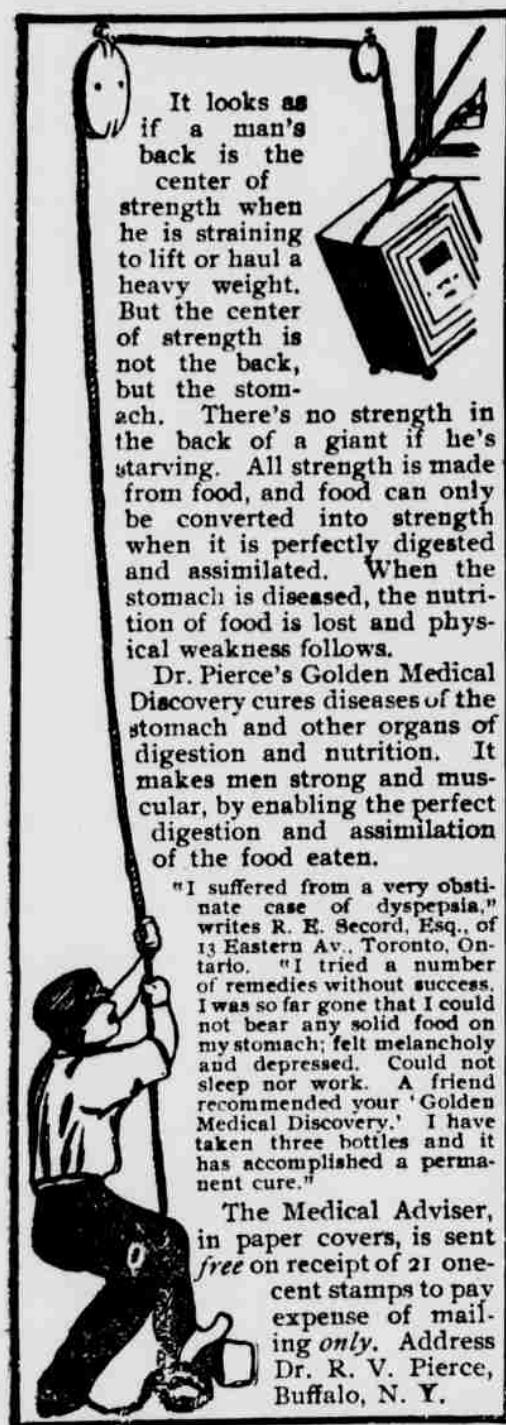




It looks as if a man's back is the center of strength when he is straining to lift or haul a heavy weight. But the center of strength is not the back, but the stomach. There's no strength in the back of a giant if he's starving. All strength is made from food, and food can only be converted into strength when it is perfectly digested and assimilated. When the stomach is diseased, the nutrition of food is lost and physical weakness follows.

Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition. It makes men strong and muscular, by enabling the perfect digestion and assimilation of the food eaten.

"I suffered from a very obstinate case of dyspepsia," writes R. E. Secord, Esq., of 13 Eastern Av., Toronto, Ontario. "I tried a number of remedies without success. I was so far gone that I could not bear any solid food on my stomach; felt melancholy and depressed. Could not sleep nor work. A friend recommended your 'Golden Medical Discovery.' I have taken three bottles and it has accomplished a permanent cure."

The Medical Adviser, in paper covers, is sent free on receipt of 21 one-cent stamps to pay expense of mailing only. Address Dr. R. V. Pierce, Buffalo, N. Y.

Night Was Her Terror.

"I would cough nearly all night long," writes Mrs. Ohas. Applegate, of Alexandria, Ind., "and could hardly get any sleep. I had consumption so bad that if I walked a block I would cough frightfully and spit blood, but, when all other medicines failed, three \$1.00 bottles of Dr. King's New Discovery wholly cured me and I gained 58 pounds. It's absolutely guaranteed to cure Coughs, Colds, LaGrippe, Bronchitis, and all Throat and Lung Troubles. Price 50c and \$1. Trial bottles free at Slocum's drug store."

The Multnomah county circuit court has upheld the sailor boarding house law passed by the Oregon legislature, and the "crimps" must get a license and behave themselves.

Brutally Tortured.

A case came to light that for persistent and unmerciful torture has perhaps never been equaled. Joe Golobick of Colusa, Calif., writes: "For 15 years I endured insufferable pain from Rheumatism and nothing relieved me though I tried everything known. I came across Electric Bitters and it's the greatest medicine on earth for that trouble. A few bottles of it completely relieved and cured me." Just as good for Liver and Kidney troubles and general debility. Only 50c. Satisfaction guaranteed by Slocum Drug Co.

Colombia is in debt \$1,262,375, 900. Its own currency is worth 11 cents on the dollar, which virtually multiplies the debt figures given above by nine.

Working Night and Day.

The busiest and mightiest little thing that ever was made is Dr. King's New Life Pills. These pills change weakness into strength, listlessness into energy, brain-fog into mental power. They're wonderful in building up the health. Only 25c per box. Sold by Slocum Drug Co.

Professor S. P. Langley is about ready to begin experiments with a flying machine of the aeroplane pattern. He announces considerable faith that it will prove to be a success.

A Surgical Operation.

Is always dangerous—do not submit to the surgeon's knife until you have tried DeWitt's Witch Hazel Salve. It will cure when everything else fails—it has done this in thousands of cases. Here is one of them: I suffered from bleeding and protruding piles for twenty years. Was treated by different specialists and used many remedies, but obtained no relief until I used DeWitt's Witch Hazel Salve. Two boxes of this salve cured me eighteen months ago and I have not had a touch of the piles since. H. A. Tisdale, Summerton, S. C. For Blind, Bleeding, Itching and Protruding Piles no remedy equals DeWitt's Witch Hazel Salve. Sold by Slocum Drug Co. and Ione Drug Co.]

INDIANA GOLD MINES. LIGHTHOUSE SYSTEM.

Hydraulic Mining on a Large Scale Is Now Under Way.

Operations Have Caused a Panic Among Grizzly Recluses Who Have Been Panning Out the Yellow Metal.

For a hundred years or more it has been known that there was gold back in the hills of the Indiana counties, says a writer in the St. Louis Globe-Democrat, and for over half a century a queer lot of illiterate, grizzly recluses have been washing gold back in the hills, making from one dollar to two dollars a day. The gold that they brought in to market occasionally in little bags and in phials passed assay in the government mint on an equality with Snake river gold, the finest standard in the United States. It remained for an old California miner, who came east two months ago for his firm, to open up the first hydraulic gold mine in the state.

It is located in Morgan county, north of Martinsville, the county seat. It is a small affair, compared with those in the west that tear down banks 400, 500 and 600 feet high, but it is capable of thoroughly developing the 50-foot hills in which the gold is lodged along the hill streams of Morgan, Brown and Johnson counties.

The first clean-up on the hydraulic mine has not yet been made, but it is confidently expected that it will run 40 cents a yard. Such a panning out would mean that Indiana would immediately blossom forth as one of the greatest gold mining states in the union. In most of the California placer mining camps dirt is being worked that yields only ten cents a square yard, and there the water rates are high.

R. L. Royse, who has brought about the present development, became convinced three years ago that there was gold in the Indiana hills that would cause a national sensation if it was ever handled by improved methods. For over three years he has been prospecting in the hills, and here and there has been picking out tracts of land that showed good tests. He now has 2,500 acres under his absolute control and has supervision over 6,000 or 8,000 more acres.

The chickens and ducks of the gold hills picked the gold up, mistaking it for grains of wheat or corn, and, being heavy, the gold had lodged in their craws. Mrs. George Johnson, who lives just across the river from the city of Martinsville, killed a duck that had picked up its dinners along the little stream that ran through the barn lot. She cleaned up the craw of the fowl and netted \$2.10. William Bothwell, who lives seven miles from Martinsville, killed a chicken that netted him 90 cents. A farmer near Martinsville killed a duck that was a veritable Klondike.

The hydraulic operations have caused a panic among the grizzly recluses who have been panning the gold. They are a quaint lot, with queer names. The king of their camps is a 40-year-old wild-eyed, red-bearded man who can neither read nor write and who is known as "Wild Bill Stafford." He is king because he is known all over the gold fields as the man that found the \$12 nugget and that drank 75 schooners of beer in one day without getting drunk. Bill, as a rule, operates in "Gold creek hollow." He cleans up three dollars a day when he works steadily. "Old Man Moon" is a Brown county washer. "Old Man Jim Stanley," who operates around in "Highland hollow," put his name into the history of the gold discoveries by finding a \$200 diamond, which was sold in the Indianapolis market. Quite a number of large diamonds and a number of valuable rubies have been found. "Old Man Stanley" has been washing gold in the hills for over 42 years and has raised a big family. "Bill" Merriman is the patriarch of the section. He won't permit a stranger to get within a half mile of him, so secretive is he concerning his operations.

Taylor, the California miner who built the hydraulic mine and the dunes, says the Indiana dirt is of the same character that is found in California, except that there is no cement in it, which makes the operation in California so costly. He thinks that there is a great deal of dirt in the Indiana hills that will run over one dollar a yard. He says that with the latest devices dirt can be handled now that runs only four cents a yard at a big profit.

State Geologist Blatchley holds to the theory that the gold was brought down by the glaciers. It is found where the glaciers from Hudson bay ended and deposited great banks of conglomerate.

Rejected for Stammering.

As stammering is a cause of rejection for military service, its frequency is shown by the statistics of the examination of recruits in different nations. The number rejected as stammerers is 7.50 per thousand examined in France, 3.23 in Switzerland, 2.87 in England, 2.2 in Austria, .86 in Italy and but .19 in Russia.

The Money Remains.

During the last three years 23 millionaires have died in England. Their average age was 75 years.

That of Our Government Is Without an Equal in the World.

Upwards of Fifty Vessels and Over Four Thousand Men Engaged in the Service—Interesting Particulars.

The necessity for affording aid and protection to vessels along a seacoast of excessive length has resulted in the development by the United States government of a lighthouse system which is generally admitted to be without a parallel on the globe, says the Chicago Daily News.

Employed in one way or another in the supervision and maintenance of the lighthouse system are upward of 50 vessels and between 4,000 and 5,000 men. The phase of the operations at once the most interesting and the most picturesque is performed by the lighthouse tenders—vessels of various sizes within the range of the operations of which are found all manner of tasks from the conveyance of material and supplies to the most isolated lighthouses and lightships to the replenishment of the gas supply in those novel buoys which are illuminated continuously for several months as the result of one charging.

There are now in the service of the United States 35 steam tenders, 11 steam launches and two sailing tenders—a lighthouse fleet without a counterpart in the world—and the aggregate of the officers and crews of which amounts to nearly 1,000 men. If the recommendation of the United States lighthouse board is carried out the fleet will shortly be increased by the addition of four new steel tenders. One of these will be a handsome vessel to be constructed at a cost of \$131,000 for carrying on the Porto Rican lighthouse service. The vessels now on this unique squadron, in addition to the important part which they play in all works of construction undertaken by the engineer branch of the lighthouse board, and the care given to the thousands of buoys maintained by his government, also distribute each year supplies valued at about \$500,000.

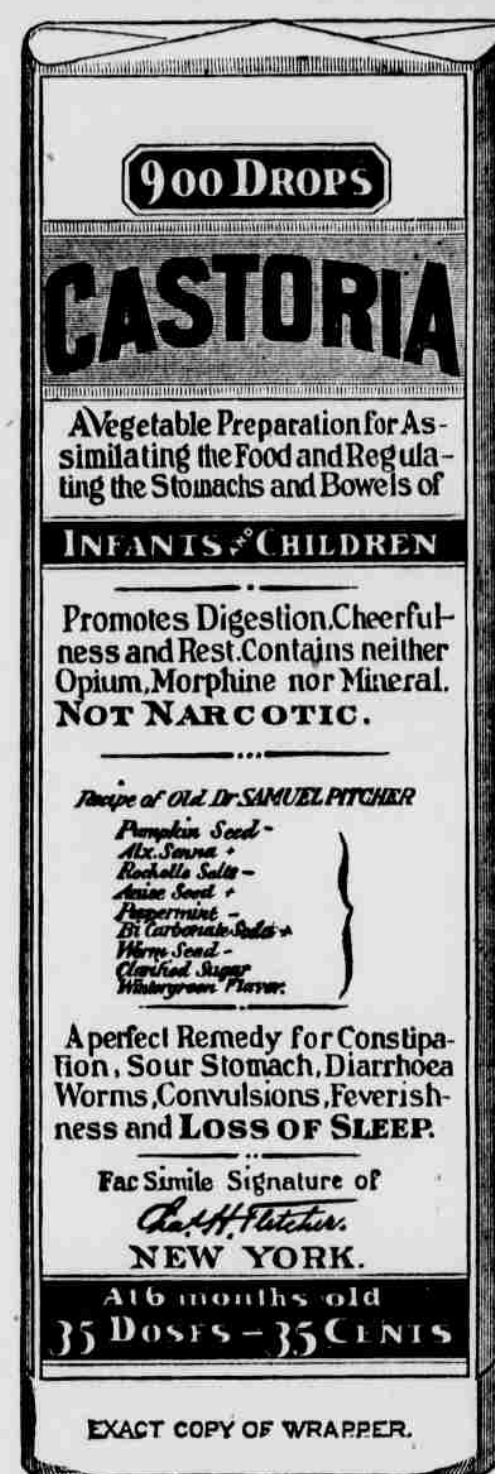
In the lighthouse fleet are vessels of several distinct types and, indeed, the development of the tender to its present high plane of efficiency may be traced by means of vessels yet in service. One of the pioneer craft is the wooden sidewheel steamer Geranium, which is in service on the coast of Maine. This vessel was built in 1863 and is of only 356 tons burden, but she steams, on an average, about 8,000 miles a year in discharge of her duties, which consist principally of the maintenance of buoys. Another wooden sidewheeler, the Verbena, built in 1870, is also in service on the New England coast.

An adequate appreciation of the characteristics of the latest approved type of craft for lighthouse service may be gained from the stipulations in the specifications for the steamer Magnolia, to be constructed at a cost of about \$125,000 for service along the Florida coast and in the Gulf of Mexico. This tender has a length over all of 173 feet; length between perpendiculars, 165 feet; beam molded, 30 feet, and a depth of hold of 12 feet. She is fitted with two compound surface condensing engines and steam is furnished by two Scotch boilers capable of developing about 750 indicated horse-power.

This vessel is unique and of special interest from the fact that the natural conditions of the district in which she is to operate render it imperative that the steamer shall be so constructed as to make it possible to alter, when necessary, not only her trim, but her draft of water. A vessel with great draft could not, for instance, act as a tender in the lakes and inland bays with which this coast abounds, while on the other hand, a light-draft craft would be inefficient and even dangerous in performing her duties in the open sea of the Gulf of Mexico. The problem has been solved in the case of the Magnolia by the construction amidships of a ballast tank extending from the bottom of the vessel to within about three feet of the main deck and the provision of trimming-tanks forward and aft. The relative capacity of these three tanks is such that the draft and trim of the vessel may be changed from six feet six inches on an even keel for inside work to nine feet aft and seven feet six inches forward for gulf service. A powerful pump fills or empties these tanks while the vessel is on her way to or from the gulf. The displacement of this ingenious craft is 720 tons, or 550 tons, as her tanks are full or empty.

Great Britain Leads.

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