

NEW THOUGHTS.

Are you growing more attractive as you advance in life?

"Given a healthy body," says Dr. R. V. Pierce, the specialist in woman's diseases, of Buffalo, N. Y., "and a healthy mind, and everyone can cultivate and enjoy happiness."

We must eat properly and digest well to be beautiful. It is a fact that any form of dyspepsia may in a few days transform a clear, white skin into a mass of pimples and black spots. A beautiful woman has the beauty of her stomach.

Dr. Pierce's Golden Medical Discovery maintains a person's nutrition by enabling one to eat, retain, digest and assimilate the proper nutritious food. It overcomes the gastric irritability and symptoms of indigestion, and thus the person is saved from those symptoms of fever, night-sweats, headache, etc., which are so common. A tonic made up largely of alcohol will shrink the corpuscles of the blood and make them weaker for resistance.

"This is to certify that I have used Doctor Pierce's Golden Medical Discovery, think it's the sandest medicine in the world," writes Mrs. V. M. Young of Weir, W. Va. "I had dyspepsia in its worst form. I decided to try your medicine. I used five bottles, and now I am doing my own housework. A number of my friends also are using Dr. Pierce's medicine and they recommend it highly. May God bless you in your grand work."

Dr. Pierce believes that a tonic made with alcohol will shrink the red blood corpuscles and make the system weak for resistance; that is why he avoided the use of any alcohol or narcotics in his "Medical Discovery," which contains the pure extract from roots and herbs without a particle of alcohol. Accept no substitute for "Golden Medical Discovery." There is nothing "just as good" for dyspepsia or debility.

Blindness is cured by the use of Dr. Pierce's Pleasant Pellets.

U. S. Leads in Trackage.

Interesting statistics bearing on the railroads of the world are brought together in a German publication, the Archiv für Eisenbahnwesen. According to its figures as reproduced by the Railroad Gazette the world's railroad mileage at the end of 1902 was 520,995 miles, representing an investment \$34,964,342,000.

In comparing the railroad mileage of the old world and of the new it is found that the latter has 278,046 miles against 242,909 for the former. In the grand division of the earth the mileage is divided as follows:

	Miles.
Europe	183,927
Asia	44,358
Africa	14,554
North America	233,186
South America	28,822
Australia	16,038

Total.....520,995
Of the total the new world has 53.13 per cent and North America alone has 44.34 per cent. The mileage of the United States alone is about 207,000, as the report of the interstate commerce commission shows, and this is 40 per cent of the total railroad mileage of the earth.

Of the \$34,964,342,000 which has been invested in the world's railroads at the close of 1902 the Archiv für Eisenbahnwesen estimates that more than \$18,800,000,000 have been spent on the 184,000 miles of European railroad and \$16,160,000,000 on the 337,000 miles owned by the rest of the world.

On this basis it is found that the roads of Europe represent an investment of \$114,760 a mile, while those of the rest of the world average \$57,000.

Ayer's

Do you like your thin, rough, short hair? Of course you don't. Do you like thick, heavy, smooth hair? Of course you do. Then why

Hair Vigor

not be pleased? Ayer's Hair Vigor makes beautiful heads of hair, that's the whole story. Sold for 60 years.

"I have used Ayer's Hair Vigor for a long time. It is, indeed, a wonderful hair tonic, restoring health to the hair and scalp, and, at the same time, proving a splendid dressing."
—Dr. J. W. FAY, M. D., IND. T.

for **Weak Hair**

Great Britain's railroads represent the highest cost per mile, the figures standing at \$256,839, while those of Belgium come next with \$150,239. The least expensive government roads of Europe are those in Finland. Their cost is put at \$32,104 per mile. Private railroads in Sweden, however, are estimated at only \$22,578 per mile.

The narrow gauge roads of Japan, where such construction obtains largely, have consumed \$38,320 per mile, and those of West Australia, which are also narrow gauge with very light rails, represent an investment of \$27,950 per mile.

From the report of the interstate commerce commission it is possible to draw comparisons between the roads of other countries and those of the United States. While the capitalization of all the roads of the world in June, 1902, was put at \$34,964,345,000, those of the United States represented a capitalization of \$12,134,182,964 at that time, and a year later this had been increased to \$12,594,990,258. The capitalization per mile amounts to \$63,186.

The progress of the world in railroad building is shown by the following figures. In 1896 there were added to the total 9769 miles; in 1897, 10,747 miles; in 1898, 10,864 miles; in 1899, 13,533 miles; in 1900, 10,800 miles; in 1901, 10,551 miles, and in 1902, 13,338 miles.

This makes a total of 85,629 miles in the seven years and is an average of 12,233 miles a year. From 1880 to 1890 the mileage built was the greatest, the yearly average being 15,218.

The noticeable decrease in construction from 1901 to 1902 was due chiefly to reductions in Asia from 4345 miles in 1901 to 2535 in 1902, and Africa, where construction decreased from 1690 miles in 1901 to 364 in 1902.

Submarines For Orient.

Newport News, Va., Oct. 14.—Carefully guarded by company officials and detectives, two submarine boats that were constructed here are being packed for shipment. It is generally supposed that the boats have been purchased by one of the belligerents in the far eastern war.

Throughout the construction of the submarines, the utmost secrecy has been maintained by the officers of the immense shipyard. Only well known and trusted employes of the company have been allowed to work on the craft, and these men were carefully guarded. Plain clothes men dogged their footsteps, and even the people with whom they talked were watched. This was done to prevent any possible attempt to destroy the vessels by spies known to be lurking in the city. Both Russian and Japanese spies are here.

The boats, which have been taken to pieces since their secret trial trips, are being most carefully packed in strong, wooden boxes. Some of the boxes are marked "shoes," others "books," and with the names of other articles that are shipped to western cities from this section. They will be guarded en route. Several days ago, a freight train carrying several "knock down" submarines was wrecked near a lonely station in North Dakota. The boats had been constructed at an eastern shipyard, and were to have been shipped to the orient from Seattle.

The proud and justifiable boast of the O. R. & N. railway is that not one passenger has yet been killed in a wreck on its lines. Perhaps no other road with the same mileage and volume of traffic in the United States can truthfully make such a commendable showing. It is a tribute alike to the efficiency of employes and the organization of the executive powers of the road.—Ex.

During September an Ashland man sold 37 crates of strawberries, and expects to market as many more in October. Last fall he sold over 60 crates. They bring over \$2 a crate. It isn't everywhere that a man can make money picking fall strawberries.

OUR PUZZLING LANGUAGE.

The Verb and the Preposition Are Difficulties Insurmountable to the Frenchman.

English is said to be one of the most difficult languages in the world for a foreigner to learn. The verbs and prepositions are particularly puzzling. A professor in Columbia School of Mines tells of the trouble of a Frenchman with the verb "to break," relates the New York Times.

"I begin to understand your language better," said my French friend, M. de Beauvois, to me, "but your verbs trouble me still. You mix them up with prepositions."

"I saw your friend, Mrs. Berkly, just now," he continues. "She says she intends to break down her school earlier than usual. Am I right there?"

"Break up her school, she must have said."

"Oh, yes, I remember; break up school."

"Why does she do that?" I asked.

"Because her health is broken into."

"Broken down?"

"Broken down? Oh, yes! And, indeed, since fever has broken up in her town—"

"Broken out."

"She thinks she will leave it for a few weeks."

"Will she leave her house alone?"

"No; she is afraid it will be broken—"

"Broken into."

"Certainly; it is what I meant to say."

"Is her son to be married soon?"

"No; that engagement is broken—"

"Broken off."

"Yes, broken off."

"Ah, I had not heard that!"

"She is sorry about it. Her son only broke the news down to her last week. Am I right? I am anxious to speak English well."

"He merely broke the news; no preposition this time."

"It is hard to understand. That young man, her son, is a fine young fellow—a breaker, I think."

"A broker, and a fine fellow. Good day!"

So much for the verb "break."

MOUNTAIN PEAK MAY FALL.

Tourists Are in Great Danger from Threatening Mountain Top in the Alps.

Although it has been rumored throughout the Alpine region for some time that the Altels—the great mountain peak which rears itself high above the famous Gemmi pass—was in a more or less shaky condition, no one expected to hear that there was any danger of its falling. Now, however, it is definitely stated that the Altels is on the point of splitting in two and may come thundering down almost any time, says a report from Neuchatel, Switzerland.

Damage enough will be done if the famous peak does fall in any case, but it is to be hoped that the crash will come before the next tourist season begins, for the Gemmi, above which the Altels towers, is used to a greater extent than any other Alpine pass. The inhabitant of the region can imagine what will be the result if the Altels should come crashing down, having experienced such an occurrence on a smaller scale when glaciers from this particular peak have descended upon them. The last one fell in September, 1895, and many peasants were killed.

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