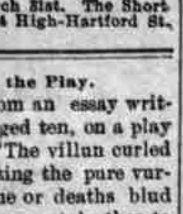
$4200 Reward!

For Those Who Tell

The Shortstory Publishing Company, Boston, Mass., will pay $4,200 in cash prizes, ranging from $100 to $500 each, to those who will tell in writing some unusual experience, thrilling adventure, or fascinating freak of the imagination in a style that will interest the hundreds of thousands of readers of THE BLACK CAT, the unique shortstory magazine which has won the title of "The story-telling hit of the century." This Prize competition is open to all, and each story will be judged solely upon its merits without regard to the name or reputation of its writer; *but no story will be considered at all unless it is sent strictly in accordance with the printed conditions*, which will be mailed free, postage paid, to any one, together with 5 complete specimen stories, and many of the names and addresses, as references, of the men and women in all parts of America who have received over $30,000 cash for BLACK CAT stories, also information of real value to all who are interested in earning money at home. Send address at once, as the contest closes March 31st. The Shortstory Publishing Co., 64 High-Hartford St., Boston, Mass.



Appreciated the Play.

The following is from an essay written by a schoolboy, aged ten, on a play he had been to see: "The villun curled his mustarsh and seezing the pure vurgin shreeks ha ha mine or deaths blud is on my head this dagger stabs thee to thy utermost sole ha ha vengunze. But the good hero comes and says O hevins stur won step and thy ded body lies at my door. Lay won parm on the vurgins korpse and it was better if you was drowned with a millstone. Avarnt avarnt from the sweet korpses presunz."

His Terms Were Accepted.

General Joubert, when he was in New York city a few years ago as the guest of Henry George, told with modesty of his negotiations with the British at Majuba hill and his eyes sparkled as he recited his reply to the British commander-in-chief. "It does not comport with these," said the British general, pointing to the decorations on his breast, "to accede to your terms." To which said Joubert, pointing to his riflemen: "And it does not comport with those to offer any others."

The Nome Gold Fields

The first map folder or circular respecting the Klondike gold strike of 1898 was issued by the Northern Pacific railway. It is more than a coincidence that the first map folder or phamphlet of the Nome mining district comes from the same source. The present folder not only contains a good map of the Nome district, but is embellished with several cuts of views at Nome City and the beach where the method of mining is clearly shown. All information obtainable regarding sailing dates from Seattle and Tacoma, through rates, etc., is given in this book and the public cautioned to go to the agents of the N. P. Ry., who are supplied with diagrams of the Alaska steamers, and arrange in advance for their accommodations rather than to put off this very important business until they reach Puget Sound. There is no doubt but what there will be a very considerable passenger business from the middle and eastern states and a very heavy business from the Pacific coast states to the Nome district next spring.

For folders, rates, etc., call on A. D. Charlton, Asst. Gen. Pass. Agt., Portland, Or., or send a two cent stamp to Chas. S. Fee, General Passenger Agent, St. Paul, Minn., and he will mail you the Nome folder.

The Daughters of the American Revolution in New York city are making a strong effort to save the famous Hamilton trees of St. Nicholas avenue, at 142d street. The trees are the ones left of the original 13 planted by Alexander Hamilton to commemorate the 13 original states. It is likely that the society will buy the lot and have it neatly fenced in. If they cannot raise enough money to buy the place the trees will be cut down and a block will be built thereon. We Americans do not pay enough attention to the reservation of such historical valuables.

James Eads Howe, of St. Louis, who has given his fortune of $1,000,000 to the poor, says he was influenced to do this by the incident of the rich young man related in the tenth chapter of St. Mark's gospel. Mr. Howe is a grandson of James B. Eads, the famous engineer who built the great Mississippi bridge at St. Louis.

The Sioux and Blackfeet Indians will at parting dig their spears in the earth as a sign of confidence and mutual esteem. This is the origin of the term "burying the tomahawk."

The governor of Oklahoma in his annual report, filed in Washington, says that the time is not ripe for the statehood of Oklahoma, and he recommends that it would be best to wait a while. He believes that the best plan is to join Oklahoma and the Indian territory and make one state of them. Such a state, he says, would be a pride and gratification to its people and to the people of the nation.

BEST FOR THE BOWELS

If you haven't a regular, healthy movement of the bowels every day, you're sick, or will be. Keep your bowels open, and be well. Force, in the shape of violent physic or pill poison, is dangerous. The smoothest, easiest, most perfect way of keeping the bowels clear and clean is to take

CANDY CATHARTIC Cascarets TRADE MARK REGISTERED REGULATE THE LIVER

Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sicken, Weaken, or Gripe, 10c, 25c, 50c. Write for free sample, and booklet on health. Address Sterling Remedy Company, Chicago, Montreal, New York.

KEEP YOUR BLOOD CLEAN

PISO'S CURE FOR CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in time. Sold by druggists. CONSUMPTION

PROTECT SETTLERS.

Lieu Land Claim Not Really Effective Against Occupants—Burden of Proof on Railroad, Instead of Settler.

Settlers in the states of Washington and Oregon, and, in fact, in all the staes through which the Northern Pacific railroad passes, are very much interested in the rulings now being made by the interior department on the act of congress of June 4, 1897, which allows the Northern Pacific Railroad Company and others to select lands in lieu of lands embraced in the various forest reserves and held by them under patent or under unprotected claims or squatters' rights

In lieu of the lands so relinquished the railroad company and others was authorized to select from any vacant lands open to settlement.

The department of the interior has held "vacant lands to settlement" to mean, if necessary, all unsurveyed lands. Therefore, settlers or squatters on unsurveyed lands have been very uneasy for some time, and many of them felt that there is little prospect of holding their claims.

The land department of the railroad company, however, asserts that it is not its purpose to take the lands of any bona fide settler.

At the same time the department of the interior encourages the settlers to continue their settlement, and within three months after the acceptance of the official survey of their lands to assert their claims thereto.

The ruling of the department is that the party first initiating the right of settlement has the prior claim.

Congressman Jones, of Washington, who has just introduced a relief bill on behalf of settlers, is of the opinion that most settlers would not think of fighting the railroad company, and, therefore, the law as it was enacted does grave injustice to settlers, as a rule. In an interview Mr. Jones said:

"It has been repeatedly asserted that lands upon which there are settlers have been filed on by the railroad company under the present law. To prevent this is one of the objects of the law. I know that settlers have their remedy. That is to fight the claim of the company and establish their prior rights. This is expensive. The settlers are not wealthy. The prospect of delay is discouraging, and many prefer to abandon their settlements rather than bear the expense and delay of a contest.

"The railroad cannot complain at these provisions. If its claim to a tract of land is just it will prevail. Delay and expense cannot hurt it as they do the settler. All it has to do is to inspect the land. If it finds a settler and does not think he is there bona fide it can contest his claim as any other contestant, but it should bear the burden of such contest. These bills are introduced without any hostility to the railroad, but out of a desire to do justice to the settler. I believe the government should be quite lenient with men who are striving to reclaim the public domain, especially now when the choice land is taken up. If we had more owners of small tracts of land we would be better off."

Senator Foster and Representative Cushman have each given much attention to the claims of settlers and their rights, and in all cases there is an unqualified sentiment favorable to the pioneer and home-building squatter and settler.

Government Hospital at Vancouver.

President Beebe, of the Portland chamber of commerce, at its last meeting, called attention to the bill locating a permanent general hospital at Vancouver, Wash., which has been introduced in congress by Representatives Jones, of Washington. George Taylor, jr., said that the hospital was of great importance to Portland. "Vancouver's healthful location is well known," said Mr. Taylor. "Before long, many soldiers will be returning from the Philippines, and Vancouver is the place for them." The trustees voted to request the Oregn congressional delegation to co-operate with the Washington delegation in behalf of the Vancouver hospital. Statistics showing that Vancouver is a healthier place than the Presidio will be sent to Washington to help the bill along.

Northwest Notes.

Steelhead salmon are reported very numerous in Coos bay.

The Dalles has authorized a contract for an electric fire alarm system for 10 years.

Fish Commissioner Little has arranged to plant a carload of Eastern lobsters in Puget sound waters as an experiment.

A horse, loaded with United States mail, was recently killed near the falls below Brewster valley by missing its footing and rolling over a precipice on the rocks, 150 feet below. The mail was recovered.

The Christian denomination of Albany intends to build a new church and has raised $2,000 toward it. The pastor announces that the size of the building is to be determined by the amount of money raised, as the congregation intends to build only such a structure as may be dedicated free from debt.

The common council of The Dalles has passed an ordinance to refund $20,000 of 6 per cent bonds at 4 per cent.

At the December meeting of the board of Thurston county commissioners the quesiton of calling $20,000 worth of the Olympia & Chehalis railroad funding bonds of 1889 was considered, and the call decided upon. Of course, as the bonds have 10 years yet to run the call was conditional on the disposition of the holders to release them.

A Pomeroy man has been fined $20 for allowing his son to remain on the streets after 7:30 o'clock in the evening, in violation of a curfew ordinance.

The oldest letter-carrier in Seattle is Everett A. Hartley, whose term of service dates from August 6, 1888. He will, therefore, wear two black stars.

The private banking firm at Burns has been dissolved, and in its stead a bank has been incorporated by citizens with a paid-up capital of $25,000. J. W. Biggs is president. The News says the stockholders are prominent citizens of Harney county.

WEEKLY REVIEW OF TRADE.

Wind-up of Old Business Holding Back New Transactions.

R. G. Dun & Co.'s weekly review says: Failures in 1899 were 9,393 in number, with liabilities of $123,132,679. The last few days of the year added a few to the number, and some millions to the known liabilities of firms and banks which failed close to the end, so that commercial defaults reached $90,879,889. Most people in business have been so occupied with their accounts and the settlements of the past year that little new business has yet been done. No new tendency in manufactures or in trading appears, and less change than was anticipated in money markets.

There is nothing unsound in the business of the great industries, but an extensive revision of prices may disappoint extreme expectations. Two ways of stimulating business are adopted. The Iron Age notices "transactions of magnitude in foundry iron, which indicates that some sellers are willing to make concessions to secure the trade of good customers." But the steel and wire company has advanced prices of wire, nails, barbed and smooth wire 25 cents.

Wool is strongly held, though prices of a month ago cannot be otbained. Cotton does not rise further because receipts from plantations have somewhat increased, and accounts of large stocks at many small towns have attracted attention.

Cotton goods are at the highest quotation of last year, with good demand, though cotton has declined a little.

Wheat moved very sluggishly, with small change in prices. In six months of the crop year about 99,000,000 bushels (flour included), have been exported, against 123,000,000 last year. Atlantic exports have now fallen to only 2,690,926 bushels for the week, against 5,514,240 last year, and Pacific exports were 531,225 against 614,833 last year.

PACIFIC COAST TRADE.

Seattle Markets.

Onions, new, $1.00@1.25 per sack
Potatoes, new, $16@20.
Beets, per sack, 75@85c.
Turnips, per sack, 60c.
Carrots, per sack, 50c.
Parsnips, per sack, 75@85c.
Cauliflower, 75c@$1 per dozen.
Cabbage, native and California, 75@90c per 100 pounds.
Peaches, 65@80c.
Apples, $1.25@1.50 per box.
Pears, $1.00@1.25 per box.
Prunes, 60c per box.
Watermelons, $1.50.
Nutmegs, 50@75c.
Butter—Creamery, 32c per pound; dairy, 17@22c; ranch, 22c per pound.
Eggs—Firm, 25@26c.
Cheese—Native, 16c.
Poultry—9@10c; dressed, 13@14c.
Hay—Puget Sound timothy, $12.00; choice Eastern Washington timothy, $17.00@18.00
Corn—Whole, $23.00; cracked, $23; feed meal, $23.
Barley—Rolled or ground, per ton, $21; whole, $22.
Flour—Patent, per barrel, $3.25; blended straights, $3.00; California, $3.25; buckwheat flour, $6.00; graham, per barrel, $3.80; whole wheat flour, $3.00; rye flour, $3.80@4.00.
Millstuffs—Bran, per ton, $15.00; shorts, per ton, $17.00.
Feed—Chopped feed, $19.50 per ton; middlings, per ton, $20; oil cake meal, per ton, $30.00.

Portland Market.

Wheat — Walla Walla, 51@52c; Valley, 52c; Bluestem, 54c per bushel.
Flour—Best grades, $3.00; graham, $2.50; superfine, $2.15 per barrel.
Oats—Choice white, 34@35c; choice gray, 34c per bushel.
Barley—Feed barley, $15@16.00; brewing, $18.00@18.50 per ton.
Millstuffs—Bran, $17 per ton; middlings, $22; shorts, $18; chop, $16 per ton.
Hay—Timothy, $9.50@11; clover, $7@8; Oregon wild hay, $6@7 per ton.
Butter—Fancy creamery, 50@55c; seconds, 42½@45c; dairy, 37½@40c; store, 25@35c.
Eggs—20c per dozen.
Cheese—Oregon full cream, 13c; Young America, 14c; new cheese 10c per pound.
Poultry—Chickens, mixed, $2.50@3.50 per dozen; hens, $4.00; springs, $2.50@3.50; geese, $7.00@9.00 for old; $4.50@6.50 for young; ducks, $4.50 per dozen; turkeys, live, 12½@13c per pound.
Potatoes—55@75c per sack; sweets, 2@2¼c per pound.
Vegetables—Beets, $1; turnips, 90c; per sack; garlic, 7c per pound; cauliflower, 75c per dozen; parsnips, $1; beans, 5@6c per pound; celery, 70@75c per dozen; cucumbers, 50c per box; peas, 3@4c per pound; tomatoes, 75c per box; green corn, 12½@15c per dozen.
Hops—8@11c; 1898 crop, 5@6c
Wool—Valley, 12@13c per pound; Eastern Oregon, 8@14c; mohair, 27@30c per pound.
Mutton—Gross, best sheep, wethers and ewes, 3½c; dressed mutton, 6½@7c per pound; lambs, 7½c per pound.
Hogs—Gross, choice heavy, $5.00; light and feeders, $4.50; dressed, $5.50@6.00 per 100 pounds.
Beef—Gross, top steers, $3.50@4.00; cows, $3@3.50; dressed beef, 6½@7½c per pound.
Veal—Large, 6½@7½c; small, 8@8½c per pound.

San Francisco Market.

Wool—Spring—Nevada, 12@15c per pound; Eastern Oregon, 12@16c; Valley, 20@22c; Northern, 10@12c.
Hops—1899 crop, 11@12c per pound.
Onions—Yellow, 75@85c per sack.
Butter—Fancy creamery 26c; do seconds, 24@25c; fancy dairy, 21@23c; do seconds, 19c per pound.
Eggs—Store, 28@31c; fancy ranch, 39c.
Millstuffs — Middlings, $16.00 @ 19.00; bran, $13@14.00.
Hay—Wheat $6.50@9; wheat and oat $7.50@9.00; best barley $5.00@7.00; alfalfa, $5.00@7.50 per ton; straw, 35@45c per bale.
Potatoes—Early Rose, $1.00; Oregon Burbanks, 65c@1.10; river Burbanks, 45@75c; Salinas Burbanks, $1.00@1.25 per sack.
Citrus Fruit—Oranges, Valencia, $2.75@3.25; Mexican limes, $4.00@5.00; California lemons 75c@$1.50; do choice $1.75@2.00 per box.
Tropical Fruits—Bananas, $1.50@2.50 per bunch; pineapples, nominal; Persian dates, 6@6½c per pound.

OCEAN GRAVEYARD.

MOST DANGEROUS PART OF THE ATLANTIC.

It Lies About the Mouth of the Gulf of St. Lawrence—Cross Currents, Fogs, Icebergs, Reefs and Other Snares to Harass Mariners.

If one prong of a pair of compasses be placed about the center of the Gulf of St Lawrence, and the other describe a semicircle from Labrador to the southernmost point of Nova Scotia, the area circumscribed might well be called the graveyard of the Atlantic. Not only is this part of the ocean subject to all the gales of the roaring forties, but every kind of water snare that entraps luckless sailors is found in this section of the North Atlantic. The dirty brownish fogs that lie across the horizon above Belle Isle are, of course, the most treacherous enemy for the ocean liner. They conceal the other dangers, and the other dangers are neither few nor far apart. What with icebergs ranging in size from a few hundred feet in circumference to monsters nine miles in length (the exact dimension of one measured by the Newfoundland superintendent of fisheries), with naked rock walls rising vertically 700 feet out of the sea, with crumbled ledges whose saw-tooth edge stands up in pinnacles or slopes down to a white-capped reef, and with the submerged shoals of the Sable and Magdalene Island districts, the pilot has as difficult a piece of water to navigate as could be found.

The perils of Nova Scotian waters can be and have been lessened. Lighthouses now mark the most dangerous points, and long ago a stop was put to the nefarious work of the wreckers who plied successful depredations with Sable Island as a basis. Time was, within the memory of navigators still living, when false lights above the sands of Sable Island lured passing ships to their ruin, and when the government cruisers would come to the ships' aid not a thing would be found but the stripped hull. Though passengers might have waded ashore in some places, the dead used to be found stripped of all clothing and jewels, with the ring finger cut off, and frequently the gash of a wrecker's weapon across the forehead, signs plainly telling of a conflict between the passengers struggling ashore through beating surf and the murderous men who awaited them. But all this is a thing of the past on Sable Island. Not only were wreckers driven off, but live stock was placed on the long stretch of grass-grown sand, so that castaways could have some means of subsistence until help came.

Belle Isle strait is by far the most treacherous part of the North Atlantic route. The coast of Labrador projects into the ocean like a barrier against the flinging tides; and when the baffled current finds resistance suddenly removed, when the narrow straits open between Newfoundland and Labrador, the waters toss in with the sidling motion that creates the beam sea so hateful to all landsmen. The strength of this inbursting current simply cannot be calculated or counteracted by any mariner. In width the straits vary from nine to forty miles; and when the brownish fog never absent from the northern horizon spreads southward, obscuring every landmark, it is impossible for any captain to keep up speed and retain his bearings. He may refer to his chart as often as he pleases and tell himself, "Thus and thus have we come, and here is the place we are." Tide and fog may have betrayed him in spite of his calculations, and he may be at least a hundred miles out of his course.

Besides the danger from fog and tide at the entrance to the Gulf of St. Lawrence, there is the peril of long, sharp ledges that furrow all parts of the northern coast and are only visible by the fretted line of surface spray. No lighthouses mark these hidden reefs, and many a schooner comes to grief upon them during the night or in a fog. False Cape runs out from Newfoundland in great, jagged, towering rocks, torn by the driving tide, and White Island lies off the shore bare and lonely as a tombstone. Afar, from other rocky islands, comes the dull booming of the surf, which Indian legend of Labrador describes as the shrieking of demons over their prey. Roofless huts used as wind-breaks by the sealers in the spring add to the indescribable loneliness of the tenantless coast; and if some fisherman's dory comes bounding over the waves its sudden disappearance behind some rocky eminence only accentuates the utter dreariness of the whole region.—New York Evening Post.

A TITIAN IN MEXICO.

Indians of a Ruined City Refuse $50,000 for a Masterpiece.

Here is a story about a picture which hangs in the ruined Church of Tzinzuntzan, Mexico, and which the Mexican Herald asserts is a genuine Titian, which, though the average traveler knows nothing about, has been visited by artists from all parts of the globe, who have made the journey to Mexico solely for the purpose of seeing this canvas. And they have all declared that the picture was well worth the trip.

The famous picture hangs in one of the old ruined churches. The padre himself will point out the way and stay with you while you are there. The entrance to the auditorium of the church is through a long, dark corridor, that leads up to a great door, barred and chained and padlocked—that seemed to carry you back to the old feudal days and make one think that the doors of some old castle were being opened to him.

The door opens into an inner room as dark as night, the padre unfastens a grated window, and a flood of golden sunlight comes from over the western hills beyond the lake and falls full upon the picture. Such coloring, such composition, such feeling as could only come from the hand of a master. Tradition says it was painted by Titian and presented to Philip of Spain. Eminent men, authors and painters agree with this version. An effort has been made to buy the painting, and $50,000 was offered by the Bishop of Mexico, but the faithful, devoted Indians refused.

The picture is an entombment, sixteen feet long by seven feet high. Surrounding the dead Christ, wrapped in a winding sheet, stands the Virgin, Magdalen, St. John and nine other figures all life size. The picture's state of preservation is marvelous. More than 300 years have lapsed since the great master touched it, and yet one is deluded into the belief that it was painted but yesterday, so fresh, pure and rich is its color.

Tzinzuntzan is easily reached by the Mexican National Railroad. It is at the end of Morelia Branch of this road, which branches off the main line at Acambaro. Five hours from Acambaro the Indian town of Patzcuaro, on the lake of the same name, the end of the branch, is reached. Tzinzuntzan is almost directly across the lake from Patzcuaro. It can be reached by a horseback ride of two hours and a half, around the lake, or more easily by taking one of the Indian canoes and being paddled across.

ANECDOTE AND INCIDENT

Some time ago Nat Goodwin had an opportunity to witness Alf Hampton's imitations of himself in his favorite roles. Hampton, knowing Goodwin was present, outdid himself, but at the close of the seance Goodwin had never a word to say. At last an intimate friend ventured to ask how he liked it. "Well," replied Goodwin, "all I can say is, one of us is d——n bad."

Kate Field used to take daily lessons in Latin from Walter Savage Landor, when she was in Florence, and at her entrance into the room his rugged expression invariably softened and he became what his pupil called "chivalry incarnate." One day he dropped his spectacles, and as she picked them up and handed them to him, he exclaimed, "Oh, this is not the first time that you have caught my eyes."

Prince Henry of Orleans when he travels takes with him a physician, a scientist, an editor, a historian, and a photographer, each of whom makes a daily contribution to the book which is to describe the journey. In describing his method at a Paris salon, a friend ironically asked: "And what is the hard work which you do for your book?" "The hardest of all," said the Prince; "I have the overwhelming duty of making the various accounts agree."

Gen. Joubert, when he was in New York City a few years ago as the guest of Henry George, told with modesty (says the Sun) of his negotiations with the British at Majuba Hill, and his eyes sparkled as he recited his reply to the British commander-in-chief. "It does not comport with these," said the British general, pointing to the decorations on his breast, "to accede to your terms." To which said Joubert, pointing to his riflemen: "And it does not comport with those to offer any others."

A colored man was before the United States court, in Philadelphia, recently, charged with some infraction of the law. He had no counsel, and the judge assigned Hampton L. Carson to defend him. The government by the testimony of several witnesses established a strong case against the defendant. The learned counsel for the prisoner said: "Now, Sambo! please take the witness-stand and give your version of this affair." The "man and brother" looked wise and quizzical, and turning round for a moment said: "Boss! in these yeah circumstances, I guess it would be bettah for me to remain neutral."

"Bob" Palmer, the comedian, had been originally a bill-sticker, a fact pretty generally known among his colleagues of the stage. One evening, when dressed for the character of Sir Brilliant Fashion, he strutted into the greenroom with buckles sparkling on his shoes and a fine diamond on his finger. A brother-actor inquired if his gems were real. "To be sure they are; I wear nothing but diamonds," was the reply; whereupon Bannister remarked: "I congratulate you, Bob, for I remember when you wore nothing but paste." Palmer did not take the joke with becoming good humor, and an angry altercation ensued, which was only broken when Mrs. Jordan cried out: "Why don't you stick him against the wall, Bob? Stick him against the wall!"

A Detroit man, whose wife was going to San Francisco on a visit, accompanied her as far as Chicago and put her on the overland train. Before leaving her, he gave the porter half of a five-dollar bill that he had torn in two, telling the man that his wife had the other half and would give it to him at the end of the journey if she were properly looked after. When he got home he found he had neglected to give his wife the other half of the torn bill, and a few days later he received a letter from his wife reminding him of the fact and saying that she had torn a dollar bill in two and given half of it to the porter. Somewhere along the line there must be a wild-eyed darkey with the halves of two worthless bills in his possession and a firm conviction that he has been worked by some sort of a new flimflam game. Meanwhile, the Detroit man is very anxious to find out what sort of reasoning his wife used when she gave that porter a half instead of the whole of that one-dollar bill.

New York Vulgarity.

I had not been three hours on American soil before I heard a charming young lady remark, "Oh, it was bully!" I gathered that this expression is considered admissible in the conversation of grown-up people only in New York. I often heard it there and never anywhere else. A very distinguished officer who served as a volunteer in Cuba was asked to state his impressions of war. "War," he said, "is a terrible thing. You can't exaggerate its horrors. When you sit in your tent the night before a battle and think of home and your wife and children you feel pretty sick and down-hearted. But," he added, "next day when you're in it, oh, it is bully!"—William Archer in Pall Mall Magazine.

When a grocer advertises that his eggs can't be beat, avoid him.

A Cat as a Fire-Alarm.

Had it not been for the mewing of a pet cat for two or more hours early the other morning the Kisthardt home would probably have been burned to the ground while members of the family were asleep, says the Philadelphia Public Ledger. Several pieces of hot coal fell from the kitchen stove on the floor and ignited the carpet. The flames spread slowly, but harassed the cat to the extent that it made itself heard. Members of the family were awakened, and coming downstairs they found the kitchen in smoke. Had the fire spread to the pantry, where some dynamite was stored, the house must have been blown up.

New Cable Lines.

France is dependent upon England for news of the Transvaal war, because the cables are under their control, and she is ready to spend a vast sum of money to free herself. This is like many people who have dyspepsia, spend a fortune seeking deliverance. They should try Hostetter's Stomach Bitters. It never fails to cure dyspepsia, constipation and biliousness.

The inhabitants of Winton, England, believe that with the close of the century the world will come to an end.

TO CURE A COLD IN ONE DAY Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

A novelty is the cold storage of hops. This is done in several places in England.

Only Safe Medicine for Children.

The tender little insides of children are ruined by violent purges, pills or liquids. Cascarets are pleasant, harmless, effective. Druggists, 10c, 25c, 50c.

Some naturalists believe that hares never drink, but get enough liquid for their needs in the dew on the grass they eat.

VITALITY low, debilitated or exhausted cured by Dr. Kline's Invigorating Tonic. FREE $1 Trial Bottle containing 2 Weeks' treatment. Dr. Kline's Institute, 931 Arch St., Philadelphia. Founded 1871.

Half a century ago nails were slowly wrought one at a time with hammer and anvil.

Mothers will find Mrs. Winslow's Soothing Syrup the best remedy to use for their children during the teething period.

Henry James, the novelist, does most of his writing at night.

Two bottles of Piso's cure for consumption cured me of a bad lung trouble.—Mrs. J. Nichols, Princeton, Ind., Mar. 26, 1895.

The quickest wink on record is about one-sixth of a second.

Improved Train Equipment.

The O. R. & N. and Oregon Short Line have added a buffet, smoking and library car to their Portland-Chicago through train, and a dining car service has been inaugurated. The train is equipped with the latest chair cars, day coaches and luxurious first-class and ordinary sleepers. Direct connection made at Granger with Union Pacific, and at Ogden with Rio Grande line, from all points in Oregon, Washington and Idaho to all Eastern cities. For information, rates, etc., call on any O. R. & N. agent, or address W. H. Hurlburt, General Passenger Agent, Portland.

A Syndicate Baby.

At New Brunswick, N. J., a syndicate of foster mothers may adopt Gertrude Davison, of Carman street, and bring her up on the cooperative plan. The syndicate baby is 11 months old. Her [illegible]

Lovely Book Free.

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N. P. N. U. No. 3—1900.

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Read carefully what Mr. L. R. Smith, of El Dorado Springs, Mo., writes us under date of Nov. 27, 1899, also Martan Bowers, of Caraghar, Ohio, under date of Dec. 16th, 1899:

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Your "5 DROPS" came to hand on the 11th of last month and was glad to receive it for I was suffering at the time with untold agonies. The first dose helped me out of my pain on short notice. Bless the name of God for it. It will do all you say it will, and more too. I had severe pains all over my body, when night came I could not sleep. The worst pain was in my left leg. I could not put my foot to the floor without suffering great pain. Have used four different kinds of medicine for RHEUMATISM and got no relief until I got your "5 DROPS," which gave me immediate relief as above stated. MARTAN BOWERS, Box 83, Caraghar, Ohio. Dec. 16, 1899.

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