

STARTING A FROG FARM.

Got Government Pamphlet and Put Up a Fence to Keep Snakes Out. Pensacola News.

A gentleman of this city has recently received pamphlets from the Department of Agriculture on the raising of the large food bullfrog. It is the purpose of the gentleman shortly to start the culture of the frog on quite an extensive plan. It is also the intention of the gentleman to get a large collection of the best bullfrogs he can find and put them in a large marsh that is located near his place in Santa Rosa county, fencing the marsh in such a manner that snakes cannot get into it. It is thought by the gentleman that he can thus raise a large number of healthy bullfrogs for the market and make a good profit out of the business.

He has been living in Escambia and Santa Rosa counties for the last ten years," he said, "and has noted the plentitude of bullfrogs that are in the fresh water bodies in both counties. The frogs grow to monstrous size and seem to thrive in this section of the country. I think that a large and better grade of frog can be raised with proper care and I think that the raising of the frog will make a comfortable living for the man who engages in the business.

"I wrote to the Department of Agriculture some months ago inquiring as to the method of raising the frog, and have received a pamphlet giving me full directions. My intention is to fence in the marsh that is on my place and start a frog farm in it. I shall get all the snakes out of the place and keep it as clean as possible, so that the frogs will be healthy at all times. I shall have the enclosure large enough to accommodate a large number of the croakers.

"I believe that there is an ample market for them in Pensacola, as all of the restaurants and hotels buy them whenever they can. The reason for the great scarcity of frogs at the present time is not that they are scarce but that they are rather difficult to catch.

"I am a firm believer in the work and shall set out with an eye to succeed. It seems to me that all a man has to have is a mudpuddle in his back yard and put some frogs in it, put a fence around it and feed the frogs. The climate is natural to them and they will thrive in spite of all efforts to exterminate them. With a little attention a large, high grade frog can be raised."

Lord Roberts as a Collector.

The fact is not generally known that Lord Roberts, who celebrated his golden wedding the other day, is a great collector of curios. His charming house, Englemere, Ascott, is literally crammed with odds and ends picked up from time to time, nearly all of which have some interesting story attached to them.

One of the most curious of these is an irregularly shaped piece of dirty white wax which greatly puzzles all who behold it for the first time. It is the flag of true which General Cronje sent in to announce his surrender at Paardeberg.

Indians Buying Automobiles.

The automobile fever has struck the residents of the Cheyenne River Indian reservation and a number of the mixed bloods are investing in cars, wagons with which to do their traveling.

To emphasize further the changed conditions a number of the younger Indians are taking to the camera and the typewriter, and the "Indian ways" of to-day stand out in startling contrast to their ways of even a quarter of a century ago, when the white men first came in numbers to this part of the State.

Men Past Fifty in Danger.

Men past middle life have found comfort and relief in Foley's Kidney Remedy, especially for enlarged prostate gland, which is very common among elderly men. L. E. Morris, Dexter, Ky., writes: "Up to a year ago my father suffered from kidney and bladder trouble and several physicians pronounced an enlargement of the prostate gland and advised an operation. On account of his age he was afraid to stand it and I recommend Foley's Kidney Remedy, and the first bottle relieved him, and after taking the second bottle he was no longer troubled with this complaint."

Southern Railway

N. B.—Following schedule figures published only as information and are not guaranteed. May 30, 1909.

11:30 p. m., No. 28, daily, for Washington and points North. Pullman drawing room sleepers to New York. Day coaches to Washington. No. 29, daily, for Columbia, Savannah and Jacksonville. Pullman drawing room sleepers to Augusta and Jacksonville. Day coaches to Jacksonville.

3:30 a. m., No. 29, daily, for Birmingham. Special Pullman cars and day coaches to Birmingham.

8:30 a. m., No. 3, daily, for Richmond and local points.

6:30 a. m., No. 44, daily, for Washington and points North. Day coaches Charlotte to Washington. Pullman sleeper Atlanta to Raleigh.

11:30 a. m., No. 35, daily, for Columbia and local points.

7:15 a. m., No. 29, daily, for Atlanta. Day coaches Charlotte to Atlanta. Stops at principal points en route.

8:00 a. m., No. 15, daily except Sunday, for Statesville, Taylorsville and local points. Connects at Statesville for Asheville, Knoxville and Chattanooga.

7:35 p. m., No. 38, daily, New York, Atlanta and points North. Drawing room sleepers, observation and club cars to New York. Dining car service. Solid Pullman train.

MILK BOTTLE STOPPERS

Used in Charlotte, N. C., will be VALUABLE as COUPONS. Watch for them in the future. 6 caps good for Hunting Flask. 4 caps good for Imported Brush. 2 caps good for Watch Fob when returned to us with an order from Pre-paid List. Write for FULL PRICE LIST.

PHIL. G. KELLY CO., Box 675, Richmond, Va.

National Educational Association.

Denver, Col., July 5-9, 1909. Prof. F. C. Griffin, State Director, Salisbury, N. C., has selected the Southern Railway via Asheville, Knoxville, Louisville and St. Louis as the official route to Denver and return for the above occasion, passing through the mountains of western Carolina and the Blue-Grass Region of Kentucky.

Professor Griffin and a number of the delegates will extend their trip to Seattle, Wash., taking in Yellowstone Park en route, returning via San Francisco, Los Angeles, Salt Lake and Chicago.

Through Pullman car to leave Goldsboro at 2:05 p. m. July 1. Circulars showing full itinerary of route will be furnished on application. For further information and Pullman car reservation, please write R. L. VERNON, D. P. A., Charlotte, N. C.

SEABOARD

These arrivals and departures as well as the time and connection with other companies, are given only as information and are not guaranteed.

Direct line to the principal cities North, East, South and Southwest. Schedule taking effect May 2, 1909, subject to change without notice.

Tickets for passage on all trains are sold by this company and accepted by the passenger with the understanding that this company will not be responsible for failure to run its trains on schedule time or for any such delay as may be incident to their operation. Care is exercised to give correct time of connecting lines but this company is not responsible for error or omission.

Trains leave Charlotte as follows: No. 40, daily at 8 a. m., for Monroe, Hamlet and Wilmington, connecting at Monroe with 12 for Atlanta, Birmingham and the Southwest, with 26 for Raleigh, Weid and Portsmouth with 46 at Hamlet for Raleigh, Richmond, Washington, New York.

No. 45 daily at 10:30 a. m., for Lenoir, Shelby and Johnson City, Tenn. No. 44, daily at 5:15 p. m., from Rutherford, Hamlet, Wilmington and all local points, connecting at Hamlet with 42 for Columbia, Savannah and all Florida points.

No. 15, daily at 5:15 p. m., for Rutherford and all local points.

No. 12, mixed daily, at 5:20 a. m., for Monroe, connecting with 13 for Atlanta and all local points.

No. 126, mixed daily, at 5:30 p. m., for Monroe, connecting with fast express 37 for Atlanta and Birmingham.

Trains arrive in Charlotte as follows: No. 46, daily at 10:15 a. m., from Wilmington and all local points North.

No. 44, daily at 5:15 p. m., from Rutherford, Shelby, Lincolnton and N. W. Railway points, Johnson City, Tenn.

No. 127, mixed daily, at 8:45 a. m., from Monroe, connecting with 36 from Atlanta and Birmingham.

No. 125, mixed daily, at 7 p. m., from Monroe, connecting with 32 from Atlanta and local stations.

No. 29, daily at 11:30 p. m., from Wilmington, Hamlet and Monroe, also from points East, North and Southwest, connecting at Hamlet with Monroe.

Connections are made at Hamlet with all through trains for points North, South and Southwest, which are composed of vestibule day coaches between Portsmouth and Atlanta, and Washington and Jacksonville, and sleeping cars between Jersey City, Birmingham and Memphis and Jersey City and Jacksonville. Cafe cars on all through trains.

For information, time-table, reservations or Seaboard descriptive literature, apply to ticket agent or address JAMES KER, JR., C. P. A., 22 Selwyn Hotel, Charlotte, N. C.



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S. L. PARROTT, District Passenger Agent, 6 North Pryor St., Atlanta, Ga.

