A Nonsensical Notion.

Some folks actually believe that they can cure skin diseases through their stomachs. It's absurd on its face—absurd on the face of the man who believes, too, because his disease stays right there. Stays there till he uses Tetterine. It's the only safe and certain cure for Tetter, Ringworm, Eczema and other itchy irritations. Good for Dandruff, too. At drug stores, or cents by mail from J. T. Shuptrine, Savannah, Ga.

Some men who possess neither gold nor silver have lots of brass.

DYSPEPSIA, Indigestion and all Stomach troubles cured by Tabler Orange Compound. Sample bottle mailed free. Tabler Mfg. Co., Savannah, Ga.

The battleship Kearsarge needs water in those launching ceremonies.

Educate Your Bowels With Cascarets.

Candy Cathartic, cure constipation forever. 10c, 25c. If C. C. C. fail, druggists refund money.

The dollar you pay back looks twice as large as the one you borrow.

To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets. All Druggists refund money if it fails to cure. 25c.

Come to think of it, a worthless man couldn't be worthless anyhow.

Mrs. Winslow's Soothing Syrup for children teething, softens the gums, reduces inflammation, allays pain, cures wind colic. 25c. a bottle.

It is wicked to tell a lie, but a man has no moral right to be wrong.

To Cure Constipation Forever.

Take Cascarets Candy Cathartic. 10c or 25c. If C. C. C. fail to cure, druggists refund money.

Everything seems to be coming in a revolving circle.

Whenever the counterfeiter needs money bad he makes it.

Chew Sta-Tet-Nickel The Best. Smoke Sledge Cigarettes.

A man may be full of ideas, but rather slow when awake.

Don't Tobacco Spit and Smoke Your Life Away.

To quit tobacco easily and forever take no-to-bac, the wonder worker that makes weak men strong. All druggists, 50c or $1. Cure guaranteed. Booklet and sample free. Address Sterling Remedy Co., Chicago or New York.

Love and war are all fair, but they cannot be divorced.

Fits permanently cured. No fits after first day's use. Marvelous new discovery. Send for FREE $2 bottle and treatise. Dr. R. H. Kline, 931 Arch St., Phila., Pa.

A man resembles an orange when he is wrapped up in himself.

Land and a Living

A few left on the Famous New South Land $10 to $15 per acre. Easy terms. Good schools and churches. No mosquitoes. No cold waves. New illustrated folder, map and a Homeseeker's Guide, including Indianapolis, sent for 4 cents in stamps. W. C. Rand, Supt. Immigration, Cincinnati, O. Mention this paper.

When doctors disagree the patient has a fighting chance for life.

Beauty Is Blood Deep.

Clean blood means a clean skin. No beauty without it. Cascarets Candy Cathartic clean your blood and keep it clean by stirring up the lazy liver and driving all impurities from the body. Begin today to banish pimples, boils, blotches, blackheads, and that sickly bilious complexion by taking Cascarets.—Beauty for 10 cents. All druggists, satisfaction guaranteed, 10c, 25c, 50c.

The stories of miserly misers are often illustrated with original cuts.

Don't TRY to keep house without Blue Ribbon Baking Powder. Accept no imitation. H. B. P. Company, Richmond, Virginia.

It is easier for a correspondent to keep lent than it is for a newspaper.

Piso's Cure for Catarrh is the best. Sold by druggists everywhere. 25 cts.

The English language contains 47 different sounds.

No-To-Bac for Fifty Cents.

Guaranteed to cure any form tobacco habit, make weak men strong, blood pure. 50c. $1. All druggists.

It is intimated that the incandescent lamps in use in all parts of the world have 400,000,000 candle power.

STATE OF OHIO, CITY OF TOLEDO, } ss.
FRANK J. CHENEY makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE. FRANK J. CHENEY.
Sworn to before me and subscribed in my presence, this 6 day of December, A. D. 1886.
A. W. GLEASON, Notary Public.
Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.
F. J. CHENEY & CO., Toledo, O.
Sold by Druggists, 75c.
Hall's Family Pills are the best.

When a man begins to do wrong, he cannot answer for himself how far he may be carried on. He does not see beforehand, he cannot know where he will find himself after the sin is committed. One false step leads to another; one evil connection requires another.

Spring Medicine

A Good Blood Purifier a Necessity Now

Hood's Sarsaparilla Unequalled for Making Rich, Red Blood

The necessity for taking a good Spring Medicine to purify the blood and build up the system is based upon natural and unavoidable causes. In cold weather there has been less perspiration and impurities have not passed out of the system as they should. Food has consisted largely of rich, fatty substances, and there has been less opportunity for outdoor exercise. The result is, the blood is loaded with impurities and these must be promptly expelled or health will be endangered. Hood's Sarsaparilla is the best Spring Medicine because it is the best blood purifier and tonic. It thoroughly purifies the blood and gives vigor and vitality.

Hood's Sarsaparilla
Is America's Greatest Medicine. $1: six for $5.

Hood's Pills are the favorite cathartic. All druggists. 25 cts.

SEND FOR A BICYCLE
High Grade '98 Models, $14 to $40.
GREAT CLEARING SALE of '97 and '98 models, best makes, $9.75 to $18. Sent on approval without a cent payment. Free use of wheel to our agents. Write for our new plan. "How to Earn a Bicycle" and price money. SPECIAL TIRE IN FREE—Strong grade '97 models (slightly shopworn) $10.75 each. '97 Cushings & Weed, $7. Innumerable bargains. Write for catalogue while they last.
K. F. MEAD CYCLE COMPANY, Chicago.

S. N. U. No. 14.—'98.

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

GOOD ROADS NOTES.

Compare Conditions Carefully.

Misrepresentation makes mischief. Care should be exercised in making comparisons. Statements have been made that some States are paying $2000 a mile for good roads, while other States pay $10,000 for about the same thing. As a matter of fact, the roads are very unlike, and differently built. A first-class, permanent stone road, well drained and properly graded, are likely to cost very much nearer the latter figure than the former.—L. A. W. Bulletin.

Different Forms of Pavement.

There is no one variety of pavement suited to all degrees and forms of traffic, says the Municipal World. "Granite block pavement is the most durable which can be constructed, requires but little repair and is well adapted to steep grades, but is rough, noisy and trying on the hoofs of horses. Asphalt is a very smooth and agreeable pavement on which to drive, is handsome, sanitary and may be very clean, but is less durable than granite, and cannot be used on steep grades. Vitrified brick is fairly well adapted to steep grades, ranking next to granite in the foothold afforded horses, is smooth and less noisy than granite, is very agreeable for driving or wheeling, may be kept very clean, but is less durable than either granite or asphalt. Crushed stone macadam is the most agreeable for driving, is not noisy, is superior to all in safety is adapted to steep grades, but under exceptionally traffic is very expensive to maintain.

A Stimulus to Life in Rural Communities.

We have 1,200,000 miles of country roads in the United States. Most of them are in bad condition, a costly, laborious and joyless work, while thirsting for recreation is out of the question. The pleasures of country life would be doubled were there turnpikes in every neighborhood. Notice those counties in Kentucky, like Shelby, where the roads are kept in a high state of improvement and others, like Oregon, where there are virtually no highways. Witness the improvement in the social life of Harlan and Warren counties, which have recently built extensive and valuable systems of turnpikes. There is no greater agency to stimulate farmers and the whole life of rural communities than the building of roads, as other events to be reached. It is a necessity to more frequent social intercourse, to the hearthstone, to all comforts of life, that the life of the generation to come and other worlds be made easier and more pleasant than that of the present. What the other changes may be, the New York Commercial says, we can only conjecture, but the improvement of roads is one of very benefit that can be brought about by legislation. Let it be limited only to some hundred miles from the seaboard, and a system of turnpikes, costing, say, $2,000 per mile, could be created, it would mean a total saving of nearly $2,000,000. These figures may seem exaggerated, but they will not be found so when we realize the saving actually accomplished by the reduction in railroad rates in the last ten years. For instance, in 1887 the average freight rate of the New York Central railroad was 2.1 cents per ton per mile, in 1896 it was seven mills. The saving on the business of that road in the last year, at the former rate, would have been $[illegible]. This is the reduction brought about by the application of the science of civil engineering to the subject of railroad building. During these years the world has grown so much that it has grown to be a matter of necessity that the farmer should have a share of the benefit. Improved roads are the means by which he can secure it. Farmers' Review.

Cost of Good Roads.

Assembly bill 1[illegible] in the Journal of Transport, says that he became as a delegate to Detroit and a discussion on the question, "Is it cheaper to haul the farm products to market on good roads or bad roads?" he found that a farmer who will live over a mile-and-a-half from one of the roads on any side of him, and thirty months will have amortization on them, and value a good road at $50 per acre, and Lancaster and Columbus he paid him for his farm. It looks like an easy way to get rich made. The dinner is about [illegible] by thirty steps, so it would require nearly 300 miles to haul it once, or in bad years, every three miles. But the intangible allows for hauling [illegible] low.

[illegible]

And this on a net of only four dollars on each thousand of valuation.—L. A. W. Bulletin.

To Watch Legislative Conflicts on the Road.

The bill introduced in the Virginia Legislature for the employment of convicts on the roads of the State provides that all able-bodied male prisoners, committed to jail or penitentiary for more than ninety days, shall be set to work on the roads. Those confined in county jails shall work upon the roads in such counties where there is no immediate need of them in other counties, but only for road work.

The [illegible] required for convicts on the roads may be to be obtained [illegible] quarter, or [illegible] and is to be hired out for any purpose for road work. Not [illegible] more than twenty-five cents a day may be hired to other counties, but only for road work.

The [illegible] required for convicts on the roads may be to be obtained [illegible] quarter, or [illegible] and is to be hired out for any purpose for road work. Not [illegible] more than twenty-five cents a day may be hired to other counties, but only for road work.

[illegible]

Good Roads Easy to Secure.

A Pennsylvania paper says that a competent engineer and contractor offers to give bonds to guarantee Lancaster County with first-class macadamized roads within five years, so that there won't be a farmer who will live over a mile-and-a-half from one of the roads on any side of him, and these roads will pay immediately on them, and value a good road at $50 per acre on the average, and Lancaster and Columbus he paid him for his farm. It looks like an easy way to get rich made. The dinner is about [illegible] by thirty steps, so it would require nearly 300 miles to haul it once, or in bad years, every three miles. But the intangible allows for hauling [illegible] low.

[illegible]

Cost of Bad Road Transportation.

Some very interesting observations as to the cost of bad roads to farmers were made in an address delivered to the students of Union College, N. Y., by Mr. Francis V. Greene, President of the Barber Asphalt Company. As a thorough discussion of the expense as well as the inconvenience of bad highways is necessary to bring about a reform some of his remarks are here reproduced.

"In the older and more settled portions of the country the railroads are so numerous and the rates are so low that they yield but a small return on the capital invested, and the construction of new railroads has ceased to be an attractive field for investment. The rates of freight have been steadily reduced, year by year, until they are now barely one-fourth of what they were thirty years ago. Still the transportation problem can not be considered as satisfactorily solved if it costs as much to carry a ton of wheat or potatoes to the railway station as it does to carry it 400 miles over the railroad.

"The bad condition of the roads began to attract widespread attention something over ten years ago. Certain elementary principles were evident at a glance, to wit: the price of farm products is fixed at the great cities or centers of consumption and distribution, and is wholly beyond the farmer's control, and the cost of transportation is a principal factor in determining his profit or the possibility of any profit. On the railroad this has been reduced until in some instances it is [illegible] per ton per mile. But the average rate is [illegible] per ton per mile. But the average rate is [illegible] a two-horse team and wagon, the value of which is [illegible] per day, cannot haul a ton of produce more than ten miles and return in a day. The cost of road transportation, therefore, may easily be [illegible] per ton per mile, or about [illegible] times as great as that on the railroad. Farmers living at a distance from the farm to the nearest railroad station for at least ten miles, so that it actually costs more to get the goods to or from the railroad station than to carry them a hundred miles on the cars. Under such circumstances [illegible] to close what is sometimes [illegible] sources.

"It is evident that an improvement in these conditions is necessary, and the remedy is equally evident, for it has been proved, not once, but many times, by actual experience, beyond a doubt, that the same force which drags a ton on a miserable earth road will drag fifty tons on a hard road. In fact, the transportation of a ton is [illegible] horses of four to five tons are habitually driven by a single horse. This effect is a result of fact, therefore, of the [illegible] of friction, and relates to the [illegible] from a dirty road to a clean road, and equal to [illegible] per mile. What the other changes may be, the New York Commercial says, we can only conjecture, but the improvement of roads is one of very benefit that can be brought about by legislation. Let it be limited only to some hundred miles from the seaboard, and a system of turnpikes, costing, say, $2,000 per mile, could be created, it would mean a total saving of nearly $2,000,000. These figures may seem exaggerated, but they will not be found so when we realize the saving actually accomplished by the reduction in railroad rates in the last ten years. For instance, in 1887 the average freight rate of the New York Central railroad was 2.1 cents per ton per mile, in 1896 it was seven mills. The saving on the business of that road in the last year, at the former rate, would have been $[illegible]. This is the reduction brought about by the application of the science of civil engineering to the subject of railroad building. During these years the world has grown so much that it has grown to be a matter of necessity that the farmer should have a share of the benefit. Improved roads are the means by which he can secure it. Farmers' Review.

Good Roads Convention.

According to an account in the Journal of Transport, a good roads convention was held in Detroit, and a discussion on the question, "Is it cheaper to haul the farm products to market on good roads or bad roads?" was held. The result was that it was found that a farmer who will live over a mile-and-a-half from one of the roads on any side of him, and thirty months will have amortization on them, and value a good road at $50 per acre on the average, and Lancaster and Columbus he paid him for his farm. It looks like an easy way to get rich made. The dinner is about [illegible] by thirty steps, so it would require nearly 300 miles to haul it once, or in bad years, every three miles. But the intangible allows for hauling [illegible] low.

[illegible]