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Gi the Stomach, Lowels, Liver, and Kidneys, Aver's Part are taken with excellent results. Leing purely vegetable, they leave no ill enects, and may be safely administered to any one, old or young, in need of an aperient and cathartic. Physicians, all over the country, prescribe Ayer's Pills and recommend them as a good Family Medicine.

" If people would use Aver's Pills," tays Col. D. W. Bozeman, of Franklin, Pexas, "in course, as you direct, very many of the serious ailments that come from torpidity or derangement of the inver and from malarial infections would be avoided. I have used these pills hove a quarter of a century and know v hereof Laffirm.

Herman Bringhoff, iewelry engraver, Nark, N. J., writes: "Costiveness, La luced by my sedemary habits of life, became chronic. Aver's Pills afforded the speedy relief. Their occasional use has some kept me all right."

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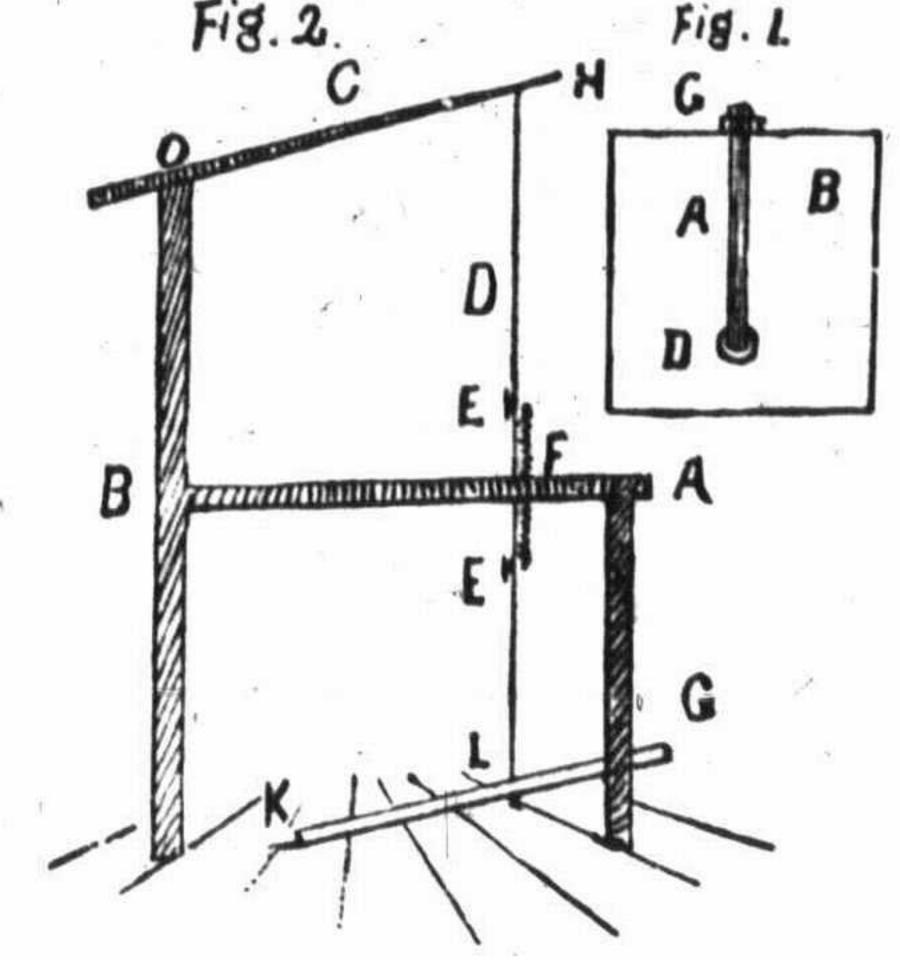
### YOUNG FOLKS' COLUMN.

SHORT STORIES ON INTERESTING SUBJECTS FOR YOUNG READERS.

A Description of a Treadle Saw with Directions and Diagrams That Will Teach Any Boy of Ingenuity How to Make

In the first place you must construct a small table 214 feet high (or lower, if you desire). The top of this table should be a board 14 inch thick, and should measure 15 inches each way.

Fig. 1 shows a view of the table's surface. At G a long leg, twelve inches higher than the table, will be needed, to the top of which a well seasoned and springy hickory lath (A, Fig. 1, and C, Fig. 2) must be securely screwed. It must be nine inches long.



DIAGRAMS OF A CHEAP TREADLE SAW. wooden treadle (G, in Fig. 2) is next fastened to the floor at K, by means of a common hinge. From the treadle, at L, a strong iron wire, D, runs to E, below the table, and another from E, above the table, to H, at the top of the spring lath.

At E E are two iron screw clamps for holding the saw blades. These are procurable at any hardware store, at a cost of about 15 cents. The saw blade, F, is screwed tightly between them, and, passing through a hole in the table, is firmly suspended by the wires between L and H. Thus, when the sawyer presses the treadle to the floor, the hickory lath immediately draws it back again, and the desired up and down motion is gained without a fly wheel or rotary working part. The whole thing ought not to cost over \$1, says Golden Days, from which the above was taken.

In Fig. 1, which gives a view of the table's surface, A is the spring lath; B, the table; G, the long leg; D, the saw hole. In Fig. 2, which gives a side view of the saw, A is the table; B, the long leg; C, the spring lath; D, the wire suspenders; E, the saw blade holders; F, the saw blade; G, the treadle.

### A Few Railroad Signals.

Red signifies "danger."

Creen signifies "caution-go slowly." White signifies "safety."

Green and white signifies "stop at flag stations for passengers or freight." A train while running must display two green flags by day and two green lights by night, one on each side of the rear of the

After sunset, or when obscured by fog or other cause, must display headlight in front and two red lights in rear.

Two green flags by day and two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train running on the same schedule and entitled to the same time table rights as the train carrying the signals.

Two white flags by day and two white lights by night, carried in the same manner, denote that the train is an extra.

A blue flag by day and a blue light by night, placed on the end of a car, denotes that car inspectors are at work under or about the car or train, and must not be coupled to or removed until the blue signal is removed.-Golden Days.

### A Heavenly Visitant.

THE FIRM

It was a winter morn-Snow and ice with-I did not think of 800111g Celestial folk about, When sudden in my

chamber A figure fair and A face like Laphael's cherubs In the picture on the wall'

She knew no mortal language,

Talked of heavenly affairs; I entertained an angel -Yet not all unawares.

A goat is a harmless and useful animal,

-Wide Awake. A Live Goat in a Railroad Car.

and, in spite of tradition, not belligerent, as a rule, if let alone. But occasionally a goat goes on a rampage and makes more or less disturbance, as the following story indicates: On the Union Pacific road recently a theatrical party was traveling, and among their. properties was a live goat, which was in the baggage car. After the train left Cheyenne the goat mounted on the trunks and chewed the bell cord until the train stopped. Two brakemen came to see what was the matter, and were promptly chased into the caboose, where they remained in mortal terror. When the conductor came to the car the goat slipped out and into a passenger car, where he cut a broad swath down the aisle, butting boxes, bags and legs, without fear or favor. By this time a rumor had spread through the train that there was a wildcat on board, and everybody was preparing to take to the woods, when the theatrical manager came to the rescue with a stout sack, in which he muffled the goat's head after a severe scuffle, and peace once more reigned triumphant.

### Stepping Stones to Success.

Some of the stepping stones to success are: Learn your business thoroughly. Keep at one thing; in nowise change. Observe system in all you & and under-

Whatever is worth doing at all is worth

doing well. One today is worth two to morrows,

Be self reliant; do not take too much advice, but rather depend on yourself. Never fail to keep your appointments, nor

Never be idle, but keep your hands or mind usefully employed, except when sleeping. Use charity with all; be ever generous in thought or deed; help others along life's

thorny path. He that ascends the ladder must take the lowest round. All who are aceve were once

Two large silver salt cellars are now used, one at each end of the table. These are to be passed to each guest, who will remove a little of the salt to his empty individual salt cellar.

SERVED UNCLE SAM SIXTEEN YEARS. Gen. John B, Clark, Just Retired from

Public Life. Gen. John B. Clark, who retired from public life March 4 after a career of sixteen years in the south end of the Capitol-ten years as a member of congress from Missouri and six as clerk of the house of representatives-has led a busy life. He was born in Fayette, Mo., 58 years ago. At 15 he entered Missouri uni-

versity, and after two years there studied law

with his father, Gen. John B. Clark, Sr. The

elder Clark was also a member of congress from Missouri. The son afterward graduated from the law department of Harvard university and practiced law six years, or till the "outbreak of the war, when he entered the Confederate army as lieutenant colonel. Here his courage



JOHN B. CLARK.

and inherited fighting instinct brought him much success, for he was successively promoted to be captain, major, colonel and brigadier general. Gen. Clark's : rmy record is one that any man may be proud of. He served in Missouri, Mississippi and in the Virginia campaigns. During the latter part of his military career he was in the cavalry, and after the capture of Gen. Marmaduke commanded that dashing est rates. cavalryman's division till the end of the war.

When peace came Gen. Clark returned to Glasgow, Havre, Antwerp and other points Missouri and was elected to the Forty-third, on the Continent and for Mediterranean Forty-fourth, Forty-fifth, Forty-sixth and ports. Forty-seventh congresses. He was chairman of the postoffice committee, and in that capacity made the first investigation of the star route frauds, and submitted a report of 1,000 printed pages.

There are but few men in the house who were there when Gen. Clark first took his seat. Among them may be mentioned Sam Cox, Holman, Randall, Kelley, Cannon and Bland. During the last three congresses Gen. Clark has filled the responsible and onerous position of clerk of the house. The duties of this office are complex and difficult, requiring the assistance of a staff of thirty-six clerks. During the last recess they prepared 18,000 printed pages of testimony in contested election cases.

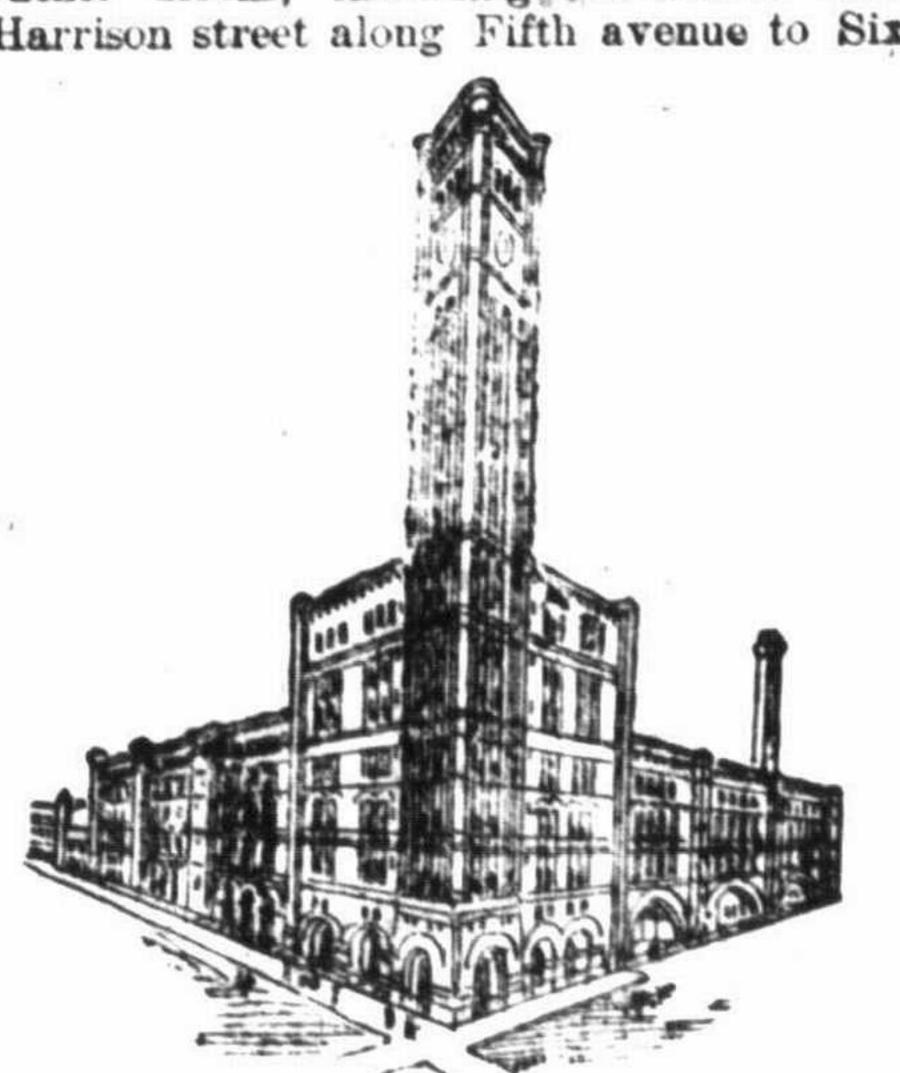
Gen. Clark is one of the most popular men in Washington. It is significant of his hontached to public life, that after a service of sixteen years he finds himself without any substantial accumulation and under the necessity of retiring to private life and facing from the outset the problem of bread winning.

A GREAT DEPOT.

It Is to Be Built by the Wisconsin Central Railroad in Chicago.

There are more beautiful railroad depots in Chicago than in any other city in the world. Save one-the Chicago, Rock Island and Pacific, built d short time previous to the great fire of 1871, and no tem destroyedthey are all less than eighteen years old. Indeed, they are all comparatively new, and built after modern plans. Recently another has been conceived which, it is claimed, will eclipse anything of the kind in America. This is to be the depot of the Vi isconsin Central railroad.

rather blocks, extending southward from New and Elegant Cars are run on all Express Harrison street along Fifth avenue to Six-



WISCONSIN CENTRAL DEPOT. seventeen acres. This will bring the depot within four blocks of the Board of Trade building, and very near the center of the city.

The depot building will be plain and massive. It has a frontage on Harrison street of 232 feet, and on Fifth avenue it reaches to a distance of 484 feet. It will be built of brown pressed brick, Connecticut brown stone and terra cotta hard burnt tile The interior will be finished in hard wood, and the walls and corridors laid with tiling. There will be steam heating and electric lighting. special feature will be a clock tower, 250 feet high. Then there is a covered court, capable of sheltering fifty vehicles, entered through three great stone archways, the court being 157 feet long by 100 feet wide. The main waiting room is 200 feet by 72 feet. There is a ladies' parlor, a restaurant, a barber shop and bath rooms. The train depot building is 600 feet long, the tracks being THOM building is 600 feet long, the tracks being spanned by semi-circular steel arched trusses, steel arches supporting the glass roof. The height of this roof is 90 feet. It is intended to arrange electric lights along these arches.

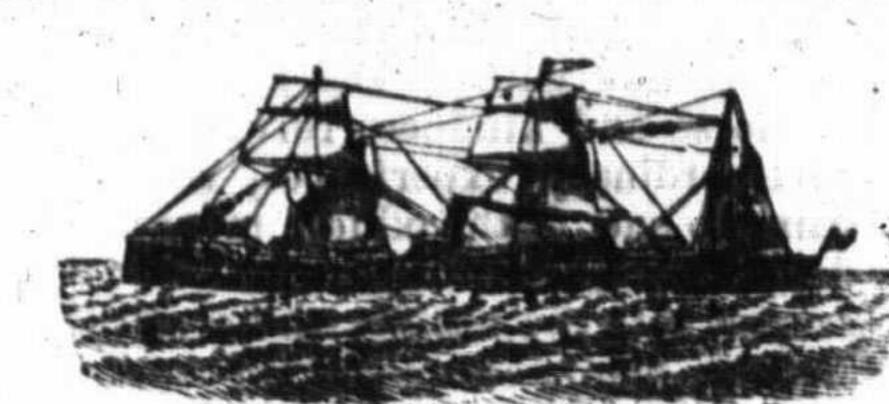
In the tower will be a great clock, with a face illuminated by electric light. From the summit one will get a splendid view of Chicago; its business blocks directly below; a forest of frame houses stretching west and the vast fields of lumber and planing mills on the south, while half a mile to the east, and contrasting with the busy scene on land, are spread the blue waters of Lake Michigan.

Gen. Jacob Brown.

In the war of 1812 a leading position belonged to Gen. Jacob Brown, who was born on May 9, 1775, and died on Feb. 24, 1828, His parents were Quakers, residing in Bucks county, Pa., and from his 18th to his 25th year the future general devoted himself to school teaching in New Jersey. From this he turned his attention to land surveying in Ohio. In 1794 he opened a private school in New York city and began the study of law. At this time he attracted the attention of Gen. Alexander Hamilton, who appointed him his private secretary. In this capacity Brown went to northern New York and bought lands on Black river, near Sackett's Harbor, on the site of the present village of Brownsville, where he built the first house within thirty miles of Lake Ontario. He was elected county judge and became a colonel of militia in 1809 and a brigadier general in 1810, and in 1812 was appointed commander of the northern frontier, from Oswego to Lake St. Francis, a distance of 200 miles. During the war Gen. Brown was twice wounded and his services were rewarded by the thanks of congress and a gold medal. He retained his military command after the conclusion of peace and in 1821 was appointed general-inchief of the army of the United States. Gen. Brown was interred in the Congressional cemetery in Washington, where a marble column bearing a eulogistic inscription was erected by the government in honor of his memory.—Philadelphia Times.

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> extra charge. The last train to make connection with the steamer leaving Portland leaves Kingston every Wednesday at 1:40 p.m., and to Halifax every Thursday at 1:40 p.m. All information regarding the selection of

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at Sharbot Lake 10:00 a.m., and Renfrew 2:45 No. 5 Mixed leaves Kingston at 4.15 p.m. arrives, at Sharbot Lake at 7:10 p.m., Thurs;

No. 7 Express leaves Kingston at 11:45 p.m., connecting with C.P.R. Night Express Train at Sharbot Lake for all points ast and west. Arrives Ottawa, 5:25 a.m.; Montreal, 8:00 a.m.; Quebec, 2:30 p,m.; Toronto, 7:28 a.m. The only through train service to the North-West and British Columbia, with only one change of cars.

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ger Depot, foot of Johnson Street, as follows: GOING WEST. GOING EAST. No. 1....at 1:50 p.m. No. 2.....at 3:50 p.m. No. 3.....at 2:00 a.m. | No. 4.....at 2:00 a.m. Mixed ..... at 6:10 a.m. No. 6..... at 5:05 a.m. Mixed.....at 7:20 a.m. ....at 7:50 p.m. Mixed... Express trains Nos. 3, 4 and 6 run Sundays included No. 6 does not run on Monday.

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cess Streets. First-class accommodation; yard and stabling. James Norris, Proprietor Scott's Hotel, cor. Queen and Ontario Stastisfaction guaranteed. Fine liquors and cigars. Good yard and stabling. A. Simpson. ANGLO-AMERICAN HOTEL, most convenient and popular hotel in city, opposite to G.T.R. station and steamboat landings. Mrs. Shanaham

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