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"Castoria is the best remedy for children of which I am acquainted. I hope the day is not far distant when mothers will consider the real interest of their children, and use Castoria instead of the various quack nostrums which are destroying their loved ones, by forcing opium, morphine, soothing syrup and other hurtful agents down their throats, thereby sending them to premature graves."
Dr. J. F. Knechel, Conway, Ark.
"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."
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"Our physicians in the children's department have spoken highly of their experience in their outside practice with Castoria, and although we only have among our medical supplies what is known as regular products, yet we are free to confess that the merits of Castoria has won us to look with favor upon it."
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RAILROAD COLLISIONS.
Horrible Results of Some of the Latest Suggest That Something Must Be Done.
A majority of the so called accidents on our railroads in the last three or four months have not been caused by the failure of rolling stock, bridges or roadbed to stand the strain put upon them, but to the terrible carelessness of employees in places of great responsibility. The collision in Michigan was caused by the reckless disobedience of plain orders on the part of the officers in charge of one of the trains. Apparently these officers readily took the risk of continuing beyond the point where they had been directed to stop, knowing that at any time they might meet another fast train on the same track. It will be noted that they were able to escape by jumping off just before the collision that killed 26 passengers.
The collision in Illinois a few hours earlier between a limited express and a train of coal cars could not have taken place if those in charge of the freight train had exercised ordinary care and observed the fundamental rules of the service. These are the latest additions to an appalling list of blunders and instances of reckless disobedience which have caused great loss of life since the beginning of last summer, and this latest collision, followed by a fire that left only the charred bodies of many victims who could not be identified, is the worst of all.

It is true that in the last few months many railroad lines have been overtaken by a sudden and exceptional growth of passenger traffic which has found them poorly equipped both as to the safeguards which are needed and the employees required for the work. It is probable also that on some roads employees who were trustworthy under old conditions have become untrustworthy and even reckless under the strain of overwork. But, while the people generally may be interested in discussion of the underlying causes of such a series of dreadful events, they are more deeply interested in suggestions as to the action which can be taken to prevent such carelessness and disregard for the safety of passengers, as have been shown this year.
Are the penalties which a company may suffer heavy enough? The loss of property in a collision is not an important loss for a great corporation. The conviction of a conductor, or an engineer, or a train dispatcher on a charge of manslaughter can exercise very little restraining influence upon the company that employed him. But if it were possible to collect through the courts large sums in damages for the lives that are lost the companies would be much more careful both in the supervision of their employees and in the establishment of block signals and other safeguards.
For the 28 lives sacrificed in Michigan the relatives of the victims can recover from the company almost \$130,000, or \$5,000 for each life. If this limit, which is imposed by the laws in most of the states, were removed, such terrible slaughter as this would be so expensive to a company that the establishment of approved safeguards would not be neglected, and every possible effort to insure the efficiency of train officers and the preservation of passengers' lives would be made. Under present conditions a railroad company commonly suffers a much smaller loss in money when a passenger is killed than when one is crippled.—New York Times.

THE MIDWAY IN CALIFORNIA.
Many of the Features of the Chicago Show to Be Exhibited at the Midwater Fair.
The managers of the midwater international exposition, to be held in San Francisco, are showing much enterprise in their engagements of special attractions. Besides the many exhibitors at Chicago who will remove their displays to San Francisco, arrangements have been made to show the customs and manners of other parts of the world, either not so civilized or boasting of an older civilization.
It is the Midway pleasure which will be drawn upon for these exhibitions, and the street in Cairo and other oriental scenes will be reproduced in Golden Gate park. A German village, a Spanish village, practical representations of quartz mines and a lake filled with ocean fish are also among the features of the scheme. The Chinese display will be especially fine. It will be contained in a building of appropriate design, within which will be a garden of rare Chinese plants. In the center of the garden the grave of Confucius will be reproduced. There will be theater for Chinese plays by native actors, and booths in which various handicraftmen will be at work.
The crowning glory of this department will be a pagoda 75 feet high, fashioned after the celebrated domes at Nankin, with tiled roof decorated with fantastic carvings and figures of the fabled dragon projecting from the angles and dragon flags of blue, red and yellow fluttering from the staffs of decorative designs.

WHY HE KILLED HIMSELF.
A Seaman With a Good Record Could Not Endure a Reprimand.
John Neil, a seaman in the United States navy, serving on board the receiving ship Independence, Mare Island navy yard, was reprimanded the other morning for having overstayed his leave of absence, and for punishment was ordered restricted to the ship for a period of 60 days. As soon as Neil received his decree of punishment he went below into the ship bagroom, where he was found later with a bullet wound in his right temple. He was a man of unusual distinction, having received medal honors from congress for bravery and meritorious conduct.
He enlisted in the navy in 1861, served with Farragut at Mobile Bay and lashed the admiral in the rigging of the Hartford, where he stood by his side throughout the fight. Since the war Neil has served continuously in the navy and was one of the survivors of the ill fated Trenton, which went down in Apia harbor. He received general mention for bravery in rescuing shipmates from the Vandavia, which was also wrecked in the same gale. He was a native of Ireland, aged 32, and a member of the Grand Army of the Republic and the Regular Army and Navy union. The remains were interred in the navy cemetery at Mare Island under the auspices of the Army and Navy union.—New York Sun.

A Parisian Newspaper Novelty.
A farthing newspaper is the latest novelty in Paris. It is called La Vie, and is edited by Pol Martinet, an anarchist, who has spent no inconsiderable part of his life in prison for his violent writings. As a farthing, or, to speak more precisely, a 2 centime piece, is unknown to the French currency, the new venture is faced at the outset by a serious practical difficulty, but the projector gets over it in a rather ingenious fashion. The paper is to be printed in two different colors, each color being used on alternate days. Purchasers of a paper of one color will be charged a halfpenny, but they will get in exchange for it on the following day, without further charge, the paper of the other color.—London Daily News.

Money In Honey.
Some of the beekeepers in Skagit county, Wash., will take 100 pounds from each of quite a number of their colonies this season. This means \$20 per swarm, gross, which is regarded as better than 100 per cent interest on the investment.—Tacoma News.

Lighting Strikes Through Feathers.
A family residing in Washington, Ga., was considerably shocked during an electrical storm a short time ago by the lightning striking the telegraph and electric light wires which pass the house. After the storm had subsided it was ascertained that a large fig bush in the garden had been struck and a hen and three chickens which had sought shelter under the broad leaves killed. The chickens were found under the hen, which was sitting in a natural position with not a feather ruffled.—Atlanta Constitution.

Why Mr. Astor Is Proud.
Mr. William Waldorf Astor is the proud possessor of the black pug dog Man Friday, having just purchased that distinguished animal from Mr. R. Mortivals of Takeley, Essex, at a big price. Man Friday is described by connoisseurs as very handsome, with a most perfect jet black coat. Black pugs are very rare and extremely quaint, and Mr. Astor believes he is the only American who possesses a specimen of the breed.—London Letter.

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