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THE RURAL HEROES.

JEAN PEGOLAN, owner of a farm in the village of Eyvettes, is in high good humor this evening. About him the dry leaves are dancing in the melancholy autumn wind, and the sun is darting long, reddish rays through the bare boughs above; the sky is blue as blue can be; and from the woods rises a pungent, aromatic odor. Jean Pegolan, sentent, through his tough hide, of some small part of all this poetry, its serenity of nature, whips up the gray with a will and turns his head homeward.

NOTHING ESCAPES.

The New York World says: How to tax the people sufficiently to meet the governmental and military expenses, without burdening them beyond their power of endurance, is a task which gives sleepless nights to the statesmen and lawmakers of every nation in Europe, and is the cause of countless bitter discussions in the various parliamentary bodies of the old world. The French Senate and Chamber of Deputies have finally finished their tinkering with the budget, and the members have gone home to rest. The result of their labors is set forth in a recently published report addressed to the Minister of the Interior, in which there are some curious statistics. The tax on dogs brings in 8,600,000 francs, and is imposed on 2,847,900 canines of all breed and conditions, from the two Chinese edible dogs owned by Walbeck-Rousseau the statesman—which are the only ones on the continent of Europe—down to the swarms of dogs without pedigrees which are among the highest priced possessions of the poor in Southern France as well as elsewhere in the world. The tax on clubs aggregate 1,440,000 francs, which are divided among about 5,000 such organizations, made up of 283,400 members. Billiards and checkers are enormously popular games in France, and the 84,000 places where the former diversion may be enjoyed put 1,100,000 francs into the governmental coffers. Checker playing is not taxed, though attempts have been made to render that game a source of revenue. The quarter of a million bicycles in France pay the State nearly 2,000,000 francs in taxes. Two hundred and ninety-nine out of the 2,000,000 wheels, however, are growing rusty in the rooms of "ma tante," the Mont de Piete. Here, by the way, seems to be a new and untitled literary field. Several touching poems have been written regarding the sorrows of Arabs, elderly ladies and other people when forced to sell a beloved horse, but no one has yet portrayed in verse the bitter pangs an ardent cyclist feels when lack of cash forces him to deposit his wheel as collateral security for a loan. Finally, the tax on horses and vehicles is an annual resource of 16,000,000 francs. There are 1,156,000 horses, 363,180 carriages which go on four wheels, and 1,068,130 which roll upon two.

THE OLD TEASER.

A Venerable Side-Wheeler Which Has Seen Much Service. One more round trip of the Miramichi between Montreal and the Gulf ports will have ended, says the Montreal Star. The quaint side-wheeler of the fashion of a generation ago will give place to the modern twin-screw steamship Campana, which is even now on her way down the canal. The early history of the Miramichi is unique inasmuch as she was designed for an entirely different trade from the peaceful one she has followed since the early '70s. She was built at London, England, in 1864 by J. Penn and was christened the Teaser. For whom she was originally built is not known. This was kept a secret, no doubt, for the reason that her intended trade was of a semi-practical nature. She was designed for a blockade runner between southern ports of the United States and Europe. In that year—1864—the war of the rebellion was at its height and the navy of the United States had completely blocked all traffic between the rebel ports and Europe. The speed of the Teaser was about sixteen miles per hour, which was accounted very fast in those days, and it was thought that she could outpace the ships of the United States navy. She was captured, however, on her first trip, as she was trying to get out of a blockaded southern port with a cargo of cotton. After the close of the war in 1865 she was sold by the United States government and for a time was employed in the Gulf of Mexico between New Orleans and Galveston. Coal being very expensive, this did not prove a paying investment and she was laid up in New Orleans until 1872, when her present owners, the Quebec Steamship company, purchased her. Alterations, such as the deck houses, etc., have since been made. Her boilers were renewed six years ago, though the engines are the same as when she was built. She has made 300 round trips to the lower ports, which aggregate over 600,000 miles, and in all her service has never lost a life.

SHOES OF THE SEASON.

All Kinds and Sorts Designed for the Various Phases of Summer Life. The walking boot par excellence is a reflection of good sense, and one more additional evidence that the present generation are in many things wiser than their elders were. The favorite foot-covering just now is the Juliet or Diana shoe, with a graceful instep, elastic sides, and shapely yet solid heel. These come in finest French kid and in russet kids and leathers of various qualities. Large invoices of shoes are displayed designed for the wear and tear of rambles and climbing in country or mountain. These shoes are made of the softest and finest of French calf. They are far better for outing uses than shoes of any other sort, and when blackened shine like satin. They are comfortable yet attractive improvements of the regular common-sense boot, with its unnecessarily heavy and ungainly heel and sole. For carriage wear are some very stylish and elegant models, including those made of black satin, patent leather with black moire tops, russet-colored and gray undressed kid, and bronze kid with brown tips. The fancy for low shoes over black or dark silk hose will be as general as ever this season. The Juliet styles are their only rivals. For house and full-dress wear the low-cut Dieppe sandal of black satin or black French kid tipped with jet is very fashionable abroad. Colored kid slippers matching the evening toilet, contrary to reports concerning them, are not regarded as expressions of elegance, and have given place to the Dieppe sandal. With the exception of jet, bead adornings on slippers have entirely disappeared from the season's fashionable exhibit. Laced shoes of white canvas with white kid tops are still popularly worn with duck, plique and Holland costumes on land and sea. For country uses and for tennis are some natty little outing boots, laced with silk cords and finished with finely corrugated soles.



HEART DISEASE! Fluttering, No Appetite, Could Not Sleep, Wind on Stomach. "For a long time I had a terrible pain in my heart, which fluttered almost incessantly. I had no appetite and could not sleep. I would be compelled to sit up in bed and belch gas from my stomach until I thought that every minute would be my last. There was a feeling of oppression about my heart, and I was afraid to draw a full breath. I could not sweep a room without resting. My husband induced me to try Dr. Miles' Heart Cure and am happy to say it has cured me. I now have a splendid appetite and sleep well. Its effect was truly marvelous." MRS. HARRY E. STARR, Pottsville, Pa.

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