Libby's Pork and Beans

Delicious - Nutritious

Plump and nut-like in flavor, thoroughly cooked with choice pork. Prepared the Libby way, nothing can be more appetizing and satisfying, nor of greater food value. Put up with or without tomato sauce. An excellent dish served either hot or cold.

Insist on Libby's

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Write to Smith

When your shoes wear out what do you do — kick and go barefooted? No, you get new ones.

If your land's played out, growling about it won't help. Look around and see where you can do better. Maybe you're just in a rut and don't know it.

Some of the best land in this universe is along the lines of the

Union Pacific

STANDARD ROAD OF THE WEST

Idaho, Washington, Oregon, California, Colorado, Utah and Nevada. A good deal has been settled and there's a good deal to be settled yet.

If you will write to R. A. Smith, Colonization Agent, Union Pacific, Omaha, Nebraska, and tell him what you want, whether you want one acre, five, ten or a thousand acres, he will tell you what the soil will produce — what it won't produce — where the best apple country is — where the best truck farming country is, etc. and the price.

The interest this great system has in this country is to settle it with people who will be a credit to the country and to see that those people have a full and complete knowledge of conditions before they go out. That's why it appointed Smith.

After you have found out all you want to know, go out there and see it. The Union Pacific has made

Reduced Fares for Colonists

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For the fare from your home town and for specific information, write to Smith.

318

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FREE a fine baseball glove for boys and a toilet set for girls for a little easy work you can do in yo r spar time. Other boys and girls are delighted. WRITE AT ONCE for full PARTICULARS FREE. STAR MERCHANDISE CO. Dept. A, East Stroudsburg, Pennsylvania

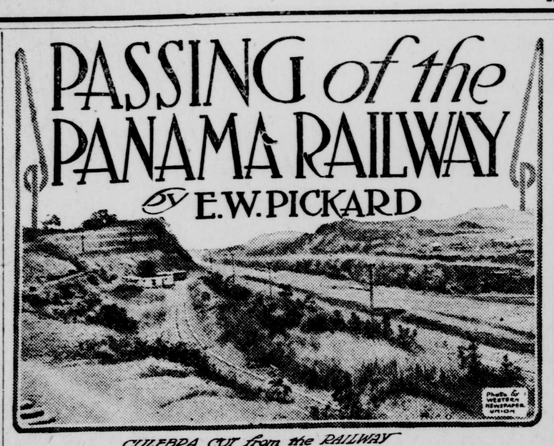
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PASSING of the PANAMA RAILWAY

By E. W. PICKARD



CULEBRA CUT from the RAILWAY

Colon, C. Z.—With the completion of the Panama canal the importance of the Panama railway will decline almost to the vanishing point.

For nearly sixty years this railway has been carrying people and freight from ocean to ocean. Though only 47 miles long, it has been, for certain periods, one of the most important and most interesting railroad lines in the world. During the building of the canal, under the ownership of the United States, it has become one of the best equipped and most efficient of railways. It has given great help in the construction of the canal that will prove its virtual death.

The finding of gold in California was the cause of the building of the Panama railroad. For long years before the wild rush of argonauts in 1849 the isthmus was almost forgotten by the civilized world, but when the yellow metal was discovered on the west coast it became once more a great trade route. In order to avoid the long trip across the plains in "prairie schooners," thousands of gold-seekers went by boat to Chagres, up the Chagres river to Gorgona or Cruces and thence over the old Spanish road to Panama. This, too, was a long route and in the rainy season a painful and dangerous one because of the prevalence of disease.

To the rescue of the gold hunters came three bold Americans, W. H. Aspinwall, Henry Chauncey and John L. Stevens. In 1848 these men had asked the government of New Granada for a concession for the road, and in 1850 Stevens obtained it at Bogota. The Pacific termius could not be otherwise than at Panama, but at first the harbor of Porto Bello was selected for the Atlantic terminus. However, a New York speculator spoiled this plan by buying up all the land about the harbor and holding it at a very high price, so Navy Bay was chosen instead.

When work on the line was begun in May, 1850, there was no celebration, no turning of the first spadeful of earth with a golden shovel.

Two Americans with a gang of Indians landed on Manzanillo island, now the site of the city of Colon, then a desolate, uninhabited spot, and began the tremndous task of clearing the route through the dense jungle. The surveying party suffered intensely, for the land was so swampy and so infested with malaria and yellow fever bearing mosquitoes that they were compelled to sleep aboard a ship. Much of the time they carried their lunches tied on their heads and ate them standing waist-deep in the water.

The efforts of the company to obtain laborers were attended by a terrible tragedy. Eight hundred Chinese were brought over from Hong Kong, but within a week of their landing scores of them died. Opium was given the survivors and for a short time checked the ravages of disease. But the supply of the drug was shut off on account of its cost, and again the deaths became numerous. The poor Orientals in despair began to commit suicide, some by hanging, others by impalement, while some deliberately sat down upon the seashore and waited for the rising tide to overwhelm them. In a few weeks scarce two hundred were left, and these, broken in health and spirits, were sent to Jamaica.

Another shipload of laborers, this time from Ireland, met no better fate, for nearly every man died.

The material difficulties that confronted the railway builders are thus summarized by Tomes in his "Panama in 1855:" "The isthmus did not supply a single resource necessary for the undertaking. Not only the capital, skill and enterprise, but the labor, the wood and iron, the daily food, the clothing, the roof to cover and the instruments to work with came from abroad. . . . Most of the material used for the construction of the road was brought from vast distances. Although the country abounded in forests, it was found necessary, from the expense of labor and the want of routes of communication, to send the timber, for the most part, from the United States, and not only were the rails, to a considerable extent, laid on American pine, but the bridges, and the houses and workshops of the various settlements were of the same wood, all fashioned in Maine and Georgia. The metal work, the rails, the locomotives and the tools were brought either from England or the United States. The daily food of the laborers, even, came from a New York market."

The first section of the road was laid through a mangrove swamp in which no bottom was found, the tracks being floated on an immense pontoon. By October, 1851, eight miles had been completed and solid ground was reached at Gatun. Lack of funds now began to hamper the builders. Investors in the states had become discouraged and the cost of labor had advanced. But a hurricane came to the rescue. Two ships loaded with gold-seekers were forced to anchor near Manzanillo island and the passengers paid the company a handsome sum to carry them to Gatun in work cars. The news that the road had carried more than a thousand passengers reached New York and funds again flowed into the coffers of the company.

As the work progressed passengers were hauled longer and longer distances and before the line was completed the receipts from passengers and freight were considerably above $2,000,000. The last rails were laid the night of January 27, 1855, and the next day the first train passed clear across the isthmus from the Atlantic to the Pacific. The entire cost of the road up to December 31, 1858, had been something less than $8,000,000 and its gross earnings in the same time were a little more than that sum.

The rate across the isthmus was put at $25 gold, being intended to be to a certain extent prohibitive until they could get things into good running order, but so great was the volume of travel that the rate was not reduced for more than twenty years. Soon after its opening the road began to declare 24 per cent. dividends, and at one time its stock went up to 350.

In the '60's the company fell on hard times. It lost much of its freight traffic, was held up by the politicians in Bogota and then suffered by the completion of the Union Pacific railroad. Next Russell Sage and others like him got control of the directorate and wrecked the road. When de Lesseps came over to dig a canal his company bought up the stock and used the road to help in its work.

Then in 1904 the United States bought out the French company and also acquired the railway and so it became the first American road to be owned by the government. So economically and efficiently has it been conducted since then that it is cited as an argument for the government ownership of all our railways.

The building of the canal and especially the creation of the artificial Gatun lake made necessary the relocation of the Panama railroad along most of its route. The old roadbed now is under water for much of the way, the old line still in use being only about seven miles in length, from Colon to Mindi and from Corozal to Panama. From Mindi to Gatun the grade ascends to 95 feet above tide level. From Gatun the road runs east until it is four and a half miles from the canal, and then south again on great embankments across the Gatun valley.

Along this stretch passengers obtain an unusual view. Because of the construction of the Gatun dam across the channel of the Chagres river, the Chagres valley and all its tributary valleys have been converted into a lake with an area of about 164 square miles. The Gatun valley is one of these drowned arms and as the train crosses, wide stretches of water are to be seen on both sides of the track. Down below the surface are still visible the tops of giant trees that have been killed by submergence, and along the edges of the lake the tallest and hardiest of the trees reach thir dead limbs above the waters. Here and there is a pretty little island that not long ago was the summit of a hill, and the shore line is most picturesquely broken up by capes, peninsulas and bays.

From Monte Lirio the line skirts the shore of the lake to the beginning of the Culebra cut at Bas Obispo. Originally it was intended to carry the railroad through the Culebra cut on a 40-foot beam along the east side, ten feet above water level, but this plan was knocked out by the slides and breaks. The line was carried around Gold Hill to a distance of two miles from the canal until it reached the Pedro Miguel valley, down which it runs to Paraiso and the canal again. Thence it runs almost parallel with the channel to Panama. There are two big steel bridges on the line. One, near Monte Lirio, has a center lift span to permit access to the upper arm of Gatun lake; the other, a quarter of a mile long, across the Chagres river at Gamboa. The total cost of building the new line of the railway was $8,866,392. In addition, a large sum has been expended in increasing the terminal facilities.

Of course, even after the canal is opened, the railway will have a good deal of business, transporting people and goods between Colon and Panama, and serving the needs of the operating forces of the canal. But its days of glory have departed, and J. A. Smith, the American who has been its efficient general superintendent, recognizing that fact, has resigned and returned to the states.

Didn't Mind Being Target.

An incident that occurred in the experience of an English officer illustrates the calmness and indifference to death and bodily danger characteristic of the Turkish soldier.

The officer, accompanied by a guard of Turkish soldiers, went to the edge of a cliff overlooking the sea to shoot at a seal that he saw disporting itself in the water below. He fired a good many times and the last shot had gone very near the bobbing mark, when one of the soldiers came to him and politely asked: "Do you not think, sir, that you have fired often enough at Sergeant Yussuf?" The supposed seal was indeed the sergeant.

Presently the sergeant came ashore, put on his clothes and came up the cliff smilingly. The officer apologized handsomely and blamed himself freely. But Yussuf, like his companions, did not think there was much to be concerned about. After all, the mark had been very small, it was natural to fire at it; it was unlikely that the officer would hit it, and he (Yussuf) had not minded it at all.

COMMERCIAL

Weekly Review of Trade and Market Reports.

Bradstreet's says:

"Optimism concurrent with good buying furnish the keynotes for this week's trade report. Visiting buyers have held sway in most of the country's leading markets, and while those from parts of the drought-afflicted Southwest have operated rather conservatively, the general run have bought with more or less liberality. In consequence, house trade, especially in dry goods and allied lines has broadened perceptibly.

"Taken by and large, the situation is encouraging, and it is patent that the prolonged policy of buying from hand to mouth has stripped shelves, as the result of which a reaction toward rather extensive buying has set in. Advices from textile mill centres indicate that idle machinery is starting up and at the same time complaints of slow deliveries abound.

"Business failures for the week were 278, which compares with 264 in 1912.

"Wheat, including flour, exports from the United States and Canada for the week aggregate 7,032,587 bushels, against 3,338,569 bushels last year."

Wholesale Markets

NEW YORK.—Wheat—Spot steady; No. 2 red, 94¼c c i f export basis prompt and 95¾ f o b afloat; No. 1 Northern Duluth, $1.00¾ f o b afloat.

Corn — Spot firm; export, 84¼ nominal f o b afloat.

Butter—Steady; packing stock, current make, No. 1, 21½c; No. 2, 19@20½.

Cheese—Firm; receipts, 1,949 boxes; state, whole milk, fresh, white and colored, specials, 15¼; do, average fancy, 14¾@15; undergrades, 11@14½.

Eggs—Fresh gathered, dirties, No. 2 and poorer, 10@17½; refrigerator, seconds, 22@23½; do, lower grades, 19@21.

Dressed Poultry—Weak; fresh-killed Western chickens, 17@22½; fowls, 16@19½; turkeys, 18@20.

PHILADELPHIA.—Wheat— No. 2 red, spot and August, 88½@89c; steamer, 86½@87c; No. 3 red, 85½@86c; rejected, "in," 82½@83c; No. 1 Northern Duluth, 99c@$1.

Corn—Cor lots for local trade, as to location: No. 2 yellow, natural, 84@85c; steamer yellow natural, 83½@84c.

Oats—No. 2 white, old, 49@49½c; do, new, 48@48½c; standard white, old, 48@48½c; do, new, 47@47½c; No. 3 white, old, 47@47½c; do, new, 45@46c; No. 4, new, 43@44c; sample, new, 39@42c.

BALTIMORE.—Wheat—No. 2 red, Western, 93¾; No. 2 red, 92¾; No. 3 red, 91¾; steamer, No. 2 red, 90¾.

Corn—Fresh shelled yellow corn, on track, for domestic delivery, at 88¾@84c per bushel for car lots on spot.

Oats—Standard white, 46@46¼; No. 3 white, 45@45¼; No. 4 white, 44@44½.

Rye—No. 1 rye, Western, domestic, 71@72c; No. 2 do do, 69@70; No. 2 do, export, 66@66½; No. 3 do do, 63@63½; No. 4 do do, 62@62½; bag lots nearby, as to quality, new, 60@70.

Hay—No. 1 timothy, $17.50@18; standard timothy, $17; No. 2 timothy, $16.50; No. 3 do, $13.50@15; light clover mixed, $16@16.50; No 1 do, $15.50@16; No. 2 do, $13.50@14; heavy do, $15@15.50; No. 1 clover, $15@15.50; No. 2 do, $12@14.

Straw—No. 1 straight rye, new, $14; No. 2 do do, $13; No. 1 tangled rye, $11@12; No. 2 do, $10@11; No. 1 wheat, $7.50; No. 2 do, $7; No. 1 oat, $9@10; No. 2 do, $8@8.50.

Butter—Creamery, fancy, 28½@29; choice, 27½@28; good, 26@27; prints, 29@31; blocks, 28@30. Ladles, 22@23c. Maryland and Pennsylvania rolls, 21@23c. Ohio rolls, 21@22. West Virginia rolls, 21c. Storepacked 21c. Maryland Virginia and Pennsylvania dairy prints 21c.

Cheese—We quote jobbing lots, per pound, 16½@17c.

Eggs—Maryland, Pennsylvania and nearby firsts, 24c; Western firsts, 24; West Virginia firsts, 24; Southern firsts, 23.

Live Poultry.—Chickens, old hens, heavy, 16c; do, small to medium, 16; do, old roosters, 10@11; do, spring, large, 18; do, small to medium, 10@11; do, spring, large, 17@18; do, small to medium, 17@18c. Ducks, old, 12c; do, spring 3 pounds and over, 14; do, smaller, 12.

Live Stock

CHICAGO.—Hogs—Bulk of sales, $7.80@8.50; light, $8.35@9; mixed, $7.50@9; heavy, $7.40@8.70; rough, $7.40@7.65; pigs, $4.25@8.25.

Cattle — Beeves, $7@9.15; Texas steers, $6.75@7.70; stockers and feeders, $5.45@7.90; cows and heifers, $3.60@8.40.

Calves, $8@11.50.

Sheep and lambs, 10@20c higher; native, $3.75@4.75; yearlings, $5@6; native lambs, $5.60@8.10.

KANSAS CITY.—Hogs—Bulk, $8.60@8.90; nearby, $8.50@8.85; packers and butchers', $8.65@8.90; light, $8.40@8.90; pigs, $5.50@7.

Sheep—Lambs, $6@7.70; yearlings, $4.75@6; wethers, $4.50@5; ewes, $3.50@4.75; stockers and feeders, $2.50@4.50.

Cattle—Prime fed steers, $8.50@9; dressed beef steers, $7.50@8.40; Southern steers, $5.10@6.50; cows, $3.50@6.50; heifers, $4.50@8.75; stockers and feeders, $5@7.40; bulls, $4.25@6.25; calves, $5.50@9.50.

NEW YORK. — Beeves — Dressed beef, 12@13½c. Calves, 190 head; firm, $9@13; culls, $7@8.50; city dressed, 16@19c; country dressed, 13½@18; dressed grassers and buttermilks, $8@13.

Sheep and Lambs—Steady, $3@4.50; culls, $2; lambs, $6@8; culls, $5@5.50.

All the world loves a good liver, more or less.

Plays No Favorites.

"Is Perkel a fair weather friend?"

"Yes. He'll steal anybody's umbrella when it rains."

DOES YOUR HEAD ACHE? Try Hicks' CAPUDINE. It's liquid — pleasant to take — effects immediate — good to prevent Sick Headaches and Nervous Headaches also. Your money back if not satisfied. 10c., 25c. and 50c. at medicine stores. Adv.

Keeps Him Guessing.

"I suppose your wife means everything to you?"

"No. Half the time I can't imagine what she means."

Envious.

"What's Scriblet so cross about?"

"He has just been reading a publisher's announcement of the places where prominent authors are spending the summer."

Record for Ambition.

"Cholly is an ambitious sportsman."

"How now?"

"He wants to climb the Matterhorn in an automobile."—Louisville Courier-Journal.

Evidently Knew the Kind.

Mrs. M. left the house for a few moments one morning, telling little Hazel to answer the door bell if necessary. Presently there was a ring. The lady caller, learning that Mrs. M. was not at home, opened her card case, and in doing so a bit of tissue paper fluttered to the steps. Picking it up, Hazel remarked: "Mith, you dropped one of your thigerette paperth."—The Delineator.

Always Loaded.

Apropos of a septuagenarian millionaire who had married, at Atlantic City, a buxom manicurist, a widow with four children, Henry Lowe Dickinson, the noted divorce lawyer of Reno, said:

"I thought the old boy was only flirting with her. I guess he thought so, too."

Then, with a smile, Mr. Dickinson added:

"Lots of people play with love as if it wasn't loaded!"

Wanted to Be Accurate.

The secondary school was deep in the study of physiology. The pupils were highly interested, but disposed to be painfully accurate about their answers of questions.

One day there was a review.

"Which of you children," asked the teacher, "can tell in what part of your body the heart is situated?"

A little maid on the back seat held up her hand:

"Well, Mary, where is your heart?" asked the teacher.

"In the north central part, ma'am," answered Mary.

Rhythmical Criticism.

Prof. Brander Matthews was talking of certain past participles that have fallen into disuse, reports the Washington Star.

The past participle "gotten" has gone out in England, although it still lingers on with us. In England, gotten is almost as obsolete as "putten." In some parts of Cumberland the villagers still use gotten and putten; and a teacher once told me of a lesson on the past participle wherein she gave her pupils an exercise to write on the blackboard.

In the midst of the exercise an urchin began to laugh. She asked him why he was laughing, and he answered:

"Joe's put putten where he should have putten put."

900 DROPS

CASTORIA

ALCOHOL—3 PER CENT

A Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of

INFANTS CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral

NOT NARCOTIC

Recipe of Old Dr SAMUEL PITCHER

Pumpkin Seed -
Alx. Senna -
Rochelle Salts -
Anise Seed -
Peppermint -
Bi Carbonate Soda -
Worm Seed -
Clarified Sugar
Wintergreen Flavor

A perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP

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THE CENTAUR COMPANY, NEW YORK.

At 6 months old

35 DOSES - 35 CENTS

Guaranteed under the Food an

Exact Copy of Wrapper.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

Not to Be Caught Napping.

Many are the charms adopted by society women with a grain of superstition in their make-up, and one of the most unique is that worn by a young matron who spends much of her time at Atlantic City. Attention being called to her curious pendant—a polished substance set in pearls and suspended from a slender gold chain—she was asked what manner of stone it might be. "Stone?" she laughed. "It's just plain, ordinary wood. You see, I have a most unfortunate tendency to boast, and at such times caution tells me to knock wood. Oftentimes there is no wood at hand, so all I have to do to save myself from my rashness is to tap my little locket. Simple, ain't it?"

Better Forget It.

Dobbs—Isn't it queer how that dear little poem, "How Grandmamma Danced Long Ago," has gone through the generations? And I guess it will live through many more to come.

Bobbs—Well, if it does I won't have the nerve to recite the up-to-date version to any of my grandchildren.

Ready Answer.

Beggar—Can you help a pore gent, mister?

Passer-by—Hum! What sort of a gent do you call yourself?

Beggar—A indigent, sir.

Turning About.

"Is there a scrap of evidence about that fight?"

"Yes, and it is the evidence of a scrap."

By lookink carefully you will find more things to commend than to criticise.

Sorry for the Overworked Artist.

"Henry," said his sister at the breakfast table the morning after, "you shouldn't ask that young artist to work so hard when he and a party of your other friends visit you."

"Huh?" replied brother, coming out of a post-mortem revery of the big hand.

"You needn't try to deny it. I listened at the door a while and some one was always asking the poor artist to 'draw three' or draw some other number of pictures. At least you should have been satisfied to have him draw one at a time."

Described.

"What kind of a husband did she get?"

"Gruff and grumpy. Couldn't really call him a husband."

"What then?"

"He's merely an ex-bachelor."

Home Campaign.

"Is your daughter going away this summer?"

"No; she has started a flirtation with the iceman, and we think her chances for getting engaged to him are very good."

Those Wabbly Canoes.

"What made the canoe tip over?"

"Cholly carelessly placed his pipe in one side of his mouth."

No Promise Maker.

"Does Blobbs keep his word?"

"I guess so. He never seems to give it."

A sin has many tools, but a lie is the handle which fits them all.—Holmes.

Keep Your Blood Cool

by Right Kind of Food and Enjoy Hot Weather

It's largely a matter of selecting the hot weather diet with reason.

Summer is Nature's season of activity — seed-time, growing-time, harvest-time — a time of expansion, energy — and Man is influenced to do his part — to put forth greater effort because activity is in the very air.

BUT — caution is necessary to avoid excessive heat from combustion (digestion) of heavy, greasy food (Nature's way of generating body-heat in winter), in addition to the heat of the summer atmosphere.

Grape-Nuts

is the Ideal Food for hot weather because, being largely predigested (and concentrated) in the making at the factory, it is quickly absorbed, a small quantity affording great endurance with little effort in digesting it.

Grape-Nuts, made of Whole Wheat and Barley, contains all the natural elements of these cereals, including the phosphate of potash grown in the grain for rebuilding waste tissue cells, especially of brain and nerves.

Try for breakfast, lunch or supper:—

A Little Fruit; Saucer of Grape-Nuts and Cream; A Soft Boiled Egg; Slice of Crisp Toast, and a Cup of Postum, hot—or iced with sugar and lemon.

Surprising how cool, yet full of healthy energy and "go" one feels on such a meal no matter what the weather.

"There's a Reason"

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