

TOUCHING INCIDENT.

In traveling, writes a correspondent we often meet with persons of different nationalities and languages. We also meet with incidents of various character, some sorrowful, others joyful and instructive. One of the characters I witnessed recently, while traveling upon the cars. The train was going west and the time was evening.

At the station a little girl about eight years old came aboard, carrying a little budget under her arm. She came into the car and deliberately took a seat. She then commenced an eager scrutiny of faces, but all were strange to her. She appeared weary and placing her budget for a pillow, she prepared to try and secure a little sleep. Soon the conductor came along collecting tickets and fares. Observing him she asked if she might lie there. The gentlemanly conductor told her that she might, and then kindly asked for her ticket. She informed him that she had none, when the following conversation ensued. Said the conductor: "Where are you going?" She answered, "I'm going to heaven." He asked again, "who pays your fare?" She then said, "mister does this road lead to heaven, and does Jesus travel on it?" He answered, "I think not. Why did you think so?" "Why, sir, before my ma died she used to sing to me of a heavenly railroad, and that He paid the fare for everybody; and that the train stopped at every station to take people on board, but my ma don't sing to me any more. No body sings to me now, and I thought I'd take the cars and go to ma. Mister do you sing to your little girl about the heavenly railroad that goes to heaven? You have a little girl haven't you?" He replied, weeping, "no, my little dear, I have no little girl now. I had once, but she died some time ago, and went to heaven." Again she asked, "did she go over this railroad, and are you going to see her now?"

Addressing herself once more to the conductor, she asked him, "do you love Jesus? I do; and if you love Him He will let you ride to heaven on his railroad. I am going there, and he will let you in too, and everybody that will ride on His railroad—yes all these people. Wouldn't you like to see heaven, and Jesus, and your little girl?" These words so innocently and pathetically uttered, brought a great gush of tears from the eyes of the conductor. Some who were travelling on the heavenly railroad shouted aloud for joy. She now asked the conductor, "Mister may I lie here until we get to heaven? He answered, yes dear yes. She then asked, will you wake me up then so that I may see my ma, your little girl, and Jesus for I do so much want to see them all! The answer came in broken accents, but in words very tenderly spoken, yes dear angel yes. God bless you." "Amen," was sobbed by more than a score of voices.

Turning her eyes again upon the conductor, she interrogated him again: "What shall I tell your little girl when I see her? Shall I say I saw her pa on Jesus railroad? Shall I say this brought a fresh flood of tears from all present and the conductor knelt by her side, and embracing her, wept the reply he could not utter. At this juncture the brakeman called "H—s." The conductor arose and requested him to attend to his (the conductor's) duty at the station, for he was engaged. That was a precious place I thank God that I was a witness to this scene, but at this point I was obliged to leave the train.

The Girard Estate.

The annual exhibit of the Girard estate in Philadelphia is always interesting, as few men have done more good with their millions, and the net income last year was \$960,229. After deducting taxes and the cost of improvements, repairs and maintenance, there remained a net income of about three-quarters of a million, or between 5 and 7 per cent, upon the entire capital. Out of this \$420,219 was devoted to the support of Girard college, and some two hundred thousand reinvested. There are now 1,127 boys in the college, or nearly the same number as a year ago, the capacity of the present buildings having been reached. It is questionable

whether the number can wisely be extended very much further. The average expenditure for each pupil last year was \$372.86, which includes not only board and lodging as well as instruction, but clothing and all other necessary expense upon a simple but generous scale. There is probably no institution of its kind in the world with a more satisfactory record in every way than that of Girard college. It is one of the institutions of which Philadelphians have the right to feel proud, and as a rule they do.

RAILROAD CONSTRUCTION.

A big spurt has just taken place in railroad constructions in this section of the coal regions lying between the Lehigh Valley railroad on the north and east, the Delaware, Lackawanna and Western on the south and the Northern Central on the west. Much of the valuable coal property in that section is owned by Philadelphia capitalists, and the three new lines which are projected through this territory are exciting a deep interest. The objective point of all these is Bernice, Sullivan county. Bernice is a thriving coal town of about 1,000 inhabitants, and is the southern terminus of the State Line and Sullivan railroad, which runs from there to Towanda on the Lehigh Valley route. Several days ago the work of constructing a new road from Milton, Northumberland county, to Millville, Columbia county, was begun, and this created considerable excitement in Bloomsburg, in view of the fact that the new line passed through a field which it was proposed to tap from Bloomsburg. No time was therefore lost in beginning operations on the proposed line from Bloomsburg to Bernice, connecting with the State Line and Sullivan road, and affording a southern outlet to the extensive coal fields of the latter company. The effect of this new line will also be to decrease the present distance by rail from Bernice to New York by fifty-seven miles and to Philadelphia by sixty-six miles, an important consideration in the transportation of coal. This new road is to be known as the Bloomsburg and Sullivan railroad. The head of the enterprise is the Rev. D. J. Waller, who built the north and that branch road now controlled by the Pennsylvania railroad company. The third line reaching out for Bernice is the Williamsport and North Branch road, which commences at Hall's Station, on the Catawissa branch of the Reading system. It is now completed to within fourteen miles of the Bernice coal fields. The railroad line of the State Line and Sullivan railroad is leased to the Lehigh Valley company, but its coal fields are under the direct control of the owners.—Gazette & Bulletin.

BRIDGES.

The first bridges were of wood, and the earliest of which we have any account was built in Rome 500 B. C. The next was erected by Julius Caesar for the passage of his army across the Rhine. Trajan's great bridge over the Danube, 4770 feet long, was made of timber, with stone piers. The Romans also built the first stone bridge, which crossed the Tiber. Suspension bridges are of remote origin. A Chinese one mentioned by Kirchen was made of chains supporting a roadway 830 feet in length. It was built A. D. 65, and is still to be seen. The first large iron bridge was erected over the Severn in 1777. The age of railways has brought a remarkable development in this branch of engineering, especially in the construction of bridges of iron and steel.—Cultivator.

—Stamped splashes, tidies, side-board covers, etc.—Garman's
—Curtain poles.—Garman's.
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A Queen's Opinion.

J. M. Queen writes from Johnston, W. Va., that he has been sorely afflicted for several years, but he was urged to try PERUNA, which he did, and he now feels that he is about over his trouble, and considers it the greatest medicine in the world. He says he has to go or send a distance of fifteen miles to obtain PERUNA, but it will repay him for this.

Ellwood Shallcross, former editor of the Saturday Journal, Wheeling, W. Va., says: "Gentlemen: Some time ago I was afflicted with a pain in my back in the region of the kidneys, and suffered considerably. Having read your advertisement, I went to Logan & Co., of this city, and purchased a bottle of PERUNA, which I took, and it resulted in the complete removal of the pain. I think I can safely recommend it as a superior panacea for pains."

Mr. Aaron Shreffler, Alma, Marion county, Ill., writes: "Dr. S. B. HARTMAN & Co., Columbus, O., Dear Sirs: My wife and I have taken three bottles of your medicine and received much benefit by the use of them. My wife was troubled with neuralgia, headache and weak stomach. Her headache has not troubled her for the last two weeks, and her stomach is much better. She took only PERUNA. I used both medicines, and my general health is so much improved that I feel like a new man. My stomach is very much better, and the MANALIN keeps my bowels all right. We intend to keep taking the medicine until we are permanently cured."

Evans T. Jones, Prospect, Marion Co., O., says: "After having taken medicine from different physicians of this place without any relief, I was induced to try your PERUNA, which I purchased of Cook Bros., druggists, of this place, and after using some six bottles of the same, I feel very much benefited. Am sure it will finally work an entire cure."

T. J. Ewing, Cattlettsburg, Ky., writes: "In the early part of last winter I contracted a severe cold, attended with a bad cough, then, being exposed during late flood, added to my disability. I have taken your PERUNA with good results. My cough has entirely left, soreness is gone, and am increasing in flesh."

Thomas Bradford, 314 Western Avenue, Allegheny City, Pa., writes: "I have had liver complaint for three years, I thought I would have to quit work; I have taken two bottles of your PERUNA, and am well."

S. Wolf & Son, Wilmot, Ohio, write: "We handle your goods, and they give good satisfaction."

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A VALUABLE BOOK.—We have just received from the enterprising publishers A. H. Andrews & Co. a most useful little volume, suggestively called "LOOK WITHIN FOR FIVE THOUSAND FACTS THAT EVERYBODY WANTS TO KNOW." It contains 75 pages of condensed information on Mechanics, Statistics, History, Medicine, Astronomy, Finance, Religion, Science, Temperance, Trade, etc., etc., in fact there seems to be something for everybody and nothing that some one will not be glad to know. It is embellished with a number of colored diagrams, and is by far the most valuable and complete Pocket Cyclopaedia we have yet seen. It is offered for sale at the exceedingly low price of 15 cents, for which sum in stamps it will be sent postpaid by the publishers, A. H. ANDREWS & Co., CHICAGO.

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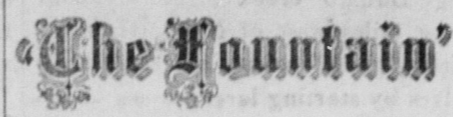
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