

PULLMAN VESTIBULED TRAIN

INAUGURATION OF A NEW ERA IN TRAIN CONSTRUCTION BY THE PULLMAN COMPANY.

Sixty years ago George Stephenson was making experiments which lead up to the Rocket, a locomotive destined to pave the way for rapid railway travel.

Thirty years ago rudo sleeping cars were in use, and the first palace sleeper was constructed six years later; the pioneer in name and in fact of the 1,300 cars now owned and operated by the Pullman Palace Car Company.

The most eminent engineers of the time persisted in declaring that no such machine as the Rocket could be made, until Stephenson, with his hand on the Rocket's throttle, steamed away from them at twelve miles an hour. The inventor, with the vision of a seer, discerns things that are hidden from the common gaze.

With seven-league boots genius marches far in advance of the masses of men, planting on the heights the flag of a higher civilization. In the infancy of the race the orator and the artist, and the sculptor were held in reverence as man's greatest benefactors.

TWO LEADING EVENTS

in the history of man; and the railway is an agent of civilization, it is not inferior to the art of printing. The work of George Stephenson is to-day the most potent influence for good in existence on earth. It makes neighbors of men separated by continents and, in bringing face to face the people of remote climes, tends to unite in one human brotherhood all races of the world.

But in railway travel, high speed is not the sole requisite; comfort and safety are equally essential conditions. More comfort and greater security to life attend everywhere, step by step, the progress of civilization. And so it must be with the railway; and so it will be in any long period of its development. But for thirty years after Stephenson's Rocket startled the world, the inventive faculty in sleeping car construction was dormant.

THE SLEEPERS

that antedate the "Pioneer" were scarcely worth the name; they provoked the desire for rest which was not realized. The real sleeping-car, the car that recalled graphically Cervantes' benediction—"Now blessings light on him that first invented sleep"—appeared only twenty five years ago.

The sleeping-car has been brought to such perfection that the public has ceased to look for further improvements of a fundamental nature. Not less to the traveler than to the casual observer does the existing Pullman Company's sleeper appear perfect in all its appointments. Its bed, its couches, its lavatories, its decorations, in design and execution, its numberless architectural and other excellencies, constitute, seemingly, the nearest possible approach on wheels to the order and elegance of home.

But the mind in which the inventive faculty exists is tireless. Inagination is its guiding principle, and it roams throughout the creative realm in search of new ideas, and of new application of ideas long since in part, utilized. The problem, how to increase the comfort and safety of railway travel, is of universal interest; and it is this juncture, when to the ordinary apprehension there are no more steps to be taken, that a new departure in sleeping car construction is announced; a departure altogether unique.

THE PULLMAN PALACE CAR COMPANY presents to the public an improvement in its sleeping car trains not less useful than novel, an improvement as luxurious as it is beautiful; and, to crown all, an improvement that adds immensely to the security of travelers.

The term "car construction," so far as it applies to railway "sleepers" is from to-day, obsolete. The new de-

parture involves the coining of a new phrase in mechanics. This new phrase is "train construction," and it contains a hint of the nature of the new departure, which is the connection of two or more sleeping cars by means of vestibules, so that a train of sleepers, whether consisting of two or a dozen, constitutes one continuous car rendered flexible at the points of connection by means of folded rubber diaphragms. Through this ingenious device, the entire train is made to a series of apartments, so that the traveler may pass from one end of it to the other, precisely as he passes from one room to another in his own house.

THE VESTIBULES

are formed by inclosing the platforms. They are as elegantly finished as any part of the car, carpeted so as entirely to conceal the points of connection between the joined cars, and illuminated by means of lights depending from the ceiling, whose rays fall through cut-glass paneled doors full upon the steps. A night view of the train at a station presents the appearance of a series of connected residences, with brilliantly illuminated entrances.

Many of the aesthetic advantages of the vestibuled train are obvious. It relieves the traveler in passing from one part of the train to another from the annoyance of the whirlwind of the open platform, caused by the rapid motion of the train, as also from the intense cold of the open air in winter, from the dust in summer, and from storms of all seasons. It forms an easy connection with the dining-room, the smoking room, the library, the bath room, and the barber's shop.

There are however, many other advantages of the vestibuled train by no means so obvious.

IT IS BELIEVED BY MR. PULLMAN that this new device will greatly diminish the oscillation of cars, invariably attendant upon the high speed of train over roads with curves or uneven tracks.

When a train runs at a high rate of speed over an ordinary road bed, even if the curves are of considerable radius, the tendency is to cause an oscillation of the cars—a swaying movement, not only very disagreeable to passengers, but unnecessarily expensive to the company operating the road, since it increases the resistance of the train to its motive power.

The construction of the vestibule consists primarily of a broad, thick frame of steel like a huge inverted ox-bow, which is supported by strong elastic pressure derived from springs. These springs bear against both the top and bottom of the steel frame, as well as against the solid timbers composing the platform of the car, and the upper part of the superstructure. The effect of the springs upon the steel frame is to cause them to project several inches beyond the vertical plane of the end of the car, when it is detached from the train. But when two vestibule cars are connected the effect of the ordinary close coupling devices in use, is to cause the steel frames with which they are provided to be forced backward; and the pressure springs being thereby compressed, the broad faces of the frames press upon each other in close contact throughout the whole surface, and with very considerable force. This frictional contact of the vestibule frame plates, under strong spring pressure, serves to check the tendency to oscillation, and the checking influence can be increased to any desired extent, by increasing the pressure of the contact surfaces through enlarging the supporting springs. In this way

GREAT STEADINESS OF MOVEMENT may be imparted to the entire train, whereas at present the swaying motion caused by oscillation of cars varies, being greater in some than others. It is evident that the comfort of passengers will be increased in the ratio of the reduction of the swaying tendency of cars in rapid motion; and especially will this be the case with passengers occupying upper berths. It follows that, the swaying motion of the cars being reduced to the minimum, a train of given weight will make higher rate of speed with the same motive power, upon the same road-bed, and with the same degree of comfort to passengers.

But after all, the safety of the passenger is the prime consideration in every step of railway construction, from the road-bed to the last detail

of rolling stock. Speed is important comfort is desirable, luxuries of the table, the couch, and the toilet are indispensable. But as all these would be freely sacrificed to save a single life, it follows that any feature of car construction that diminishes, or tends to diminish, even in a small degree, the chances of accident, takes the first rank.

A usual result of collisions on railways is the telescoping of the cars. With the present method of construction,

WHEN A TRAIN IS SUDDENLY CHECKED, the tendency of the superstructure of the car is to fold down with its roof upon the floor; but by the method of construction herein described, the existing buffer being designed to act in a horizontal plane, coinciding with the plane of the platform, in the event of a slight elevation of one car above another through accident, the platform of the elevated car almost inevitably crashes through the frame work of the adjoining car, with disastrous effect. But the heavy steel frames which form the foundation of the vestibule in these cars are in fact spring buffers arranged in a vertical plane, and, extending as they do from the solid timbers of the platforms to those of the roof, they sustain the whole superstructure and tend not only to re-enforce the braces, inserted to strengthen the car, and so prevent it from rocking, but constitute a powerful barrier, if not absolute protection against telescoping.

The idea of spring buffers arranged in a vertical plane extending from base to apex of the car body, is entirely new; and that it is practicable to make these buffers as effective throughout as the existing horizontal buffer is at the point of contact with the platform is obvious; and this means that, through Mr. Pullman's latest device.

TELESCOPING CAN ABSOLUTELY BE PREVENTED,

so can also the horrors of fire in a wrecked train, for the latter disaster is the almost invariable result of the former.

The train of five cars under one roof that was on exhibition at the Van Buren street station of the Illinois Central Railway, to this city, constructed by the Pullman Company in accordance with the devices we have tried to describe, is the finest railway train in the world, the finest train ever constructed. It is the handsomest train, exteriorly and interiorly, ever placed on rails. Exteriorly, as already observed, it presents the appearance of a block of artistically finished houses, while interiorly it rivals both in beauty and decoration, and in varied living conveniences, an elaborately finished and richly appointed city mansion. The cars, "America," "England," and "France," for example, are finished in a rare kind of mahogany, the most beautiful wood ever worked. The upholstery of the body of the cars is pale blue glace plush, while the drawing-rooms are finished in satin-wood, and the upholstery done in terra cotta red plush. The dining-room in the car "Ponce de Leon" is finished in French oak, and upholstered in myrtle-green plush. A novel feature of the dining room is the inclosure of two seats (a section) by rich portiers thus securing entire privacy, whenever desired by a small party of travelers.

The "Esperanza" a composite car, is finished in English oak. It contains a drawing-room, bath, buffet, writing desks, library, and cabinets. It is also supplied with elegant stationery, the fine linen paper bearing the name of the train,

"PULLMAN LIMITED," which is at the service of travelers. The carpets throughout the train are of the richest Wilton make, wrought in attractive designs, and the general effect of the decorations and furniture is not only highly luxurious, but pleasing to the most refined and fastidious taste. The cars are heated by the celebrated Baker appliance; and it is worthy of remark that this heater has never yet on occasion of derailment or wrecking of a train, caused its destruction by fire. The receptacles for the heaters throughout the vestibuled train are absolutely fire-proof. Other new features of the train are superior facilities for which are ingenious, convenient, and inconspicuous.

THE HISTORY

of Mr. Pullman's achievements in palace car construction is the story of indefatigable struggles crowned with the series of unexampled successes. Other companies have imitated but never rivaled, the Pullman Company. The name "Pullman" thus becomes the synonym of progress, and not of progress only in car construction, but of progress in city building; for the city of Pullman already enjoys a fame a notable as that to which its founder's latest triumph in train building is destined. The vestibuled train is a grand climacteric to a series of climaxes; and, as it glides gracefully away from the model city, a thing of beauty, of luxury, and of safety, it will herald to the world a triple fame that of its own incomparable excellence, that of the beautiful city which is the abode of the arts of peace, and that of the progressive and indomitable spirit of its inventor and builder.

The Pennsylvania Road, with its accustomed progressiveness, has arranged with the Pullman Company to place these vestibuled trains on its line between Chicago, Cincinnati and New York, running them as "limited."

HOUSEHOLD.

ALMOND SAVARIN.—Take one pound of fine sifted flour, four ounces of pounded loaf sugar, one-half pound of fresh butter, eight eggs and one ounce of German yeast. Dissolve the yeast in rather less than half a pint of tepid milk, strain it and work into it so much of the flour as will produce soft dough. Roll this into a ball, place the remainder of the flour into a deep basin; lay the ball of dough on it, cover up the basin and leave it in a warm place until the ball of dough (the sponge) has risen. Now add the sugar, the butter (just liquefied), the egg and a pinch of salt, and work the mixture lightly with the fingers until it becomes a smooth paste. Butter plentifully a large plain border mold (Savarin mold), since some bleached almonds, not too fine, and strew the mold with as many of these as will stick to the butter; then pour in the cake mixture, which should not fill the mold more than three parts full. Place the mold, covered up, in a warm place, and when the cake has well risen, bake it in a moderate oven for about an hour and a half. Before turning the cake out of the mold, stab the top of it (which will be the bottom when the cake is turned out) with a knife in several places, and pour all over it a mixture of two parts of old rum and one of very sweet syrup, so as to soak it well, but not too much, to the depth of an inch; then turn it in a dish and serve. It may be eaten either hot or cold.

GERMAN FRIED CHICKEN.—After cleansing a young chicken, hold it for a minute in very hot water and then the same length of time in cold water. Cut it down the back with a sharp knife and remove the backbone; then cut each piece in half. Sprinkle the quarters with a little fine salt, roll them in flour, dip them in well-beaten egg, and then roll them in bread-crumbs, with which may be mixed grated parmesan cheese, if liked. Fry immediately in plenty of warm butter or dripping until a delicate brown. Move the pan gently during the process, which requires about four minutes, so that there be no danger of burning. Lay the fried pieces on some slices of bread to absorb any fat. Fry some parsley in butter a light yellow. Serve the chicken on a warm dish, placing the pieces so that they are higher toward the centre; sprinkle the fried parsley with a little salt and arrange it around the pieces of chicken, and place a nice bunch of parsley in the centre of the dish.

HOW THE EYES AFFECT THE GENERAL HEALTH.—It is occasionally the case that children's eyes are near-sighted or dissimilar in focus without it being known to their elders. This is usually the occasion of much general physical disturbance which no ordinary doctoring seems to reach. In one case a young girl was treated during three or four years for violent spells of headache. She took pounds of pills, pints of medicine, for her head, for her stomach, for her spine, for malarial disorders, for neuralgia; for bile. Her hair grew gray and she bade fair to sink into chronic invalidism. A brilliant idea struck her, and in three months spectacles had done

for her what do ing had not done for her in three years. There had been a constant strain of the nerves of the eye and brain, while the poor girl had been trying to fit together two eyes of entirely dissimilar focus. The nerves are all in sympathy, and what affects the eye will likewise affect the brain and stomach.

CUSTARD EGGS.—Put the washed eggs in a saucepan of cold water, and let them just come to a boil; then take them up. Or lay them in a hot tin pail, cover them with boiling water, put the top on the pail and leave them on the kitchen table for five minutes. Drain off the water, pour on more boiling water and replace the top. Wrap a hot towel about the pail and leave it four minutes before dishing the eggs. They will be like a soft custard throughout, and more digestible than if cooked in any other way.

GRAHAM AND CORN MUFFINS.—Two full cups of corn meal, one cup of graham flour, one cup of sweet milk, two cups of boiling water, one egg. Pour the boiling water into the meal and stir well. Let the mixture stand till luke-warm, then add the cup of milk or enough to form a batter about as stiff as will drop from a spoon and beat well. Set this in a warm place two hours, then break in the egg and beat hard. Dip into hot gen pans, well oiled, and bake twenty minutes in a brisk oven.

FRUIT CAKE THAT WILL LAST A YEAR.—Wash and drain well one pound of currants, chop coarsely one pound of raisins, chop or slice one half pound of citron. Beat five eggs and two cups of brown sugar together then add to them one cup of butter, one cup of molasses, one-half cup of sour milk, one tea-spoonful of spices to taste. Stir into this mixture six cups of flour, reserving one-half cup to mix with the raisins to prevent their settling to the bottom. Add fruit last.

According to a writer it has been almost a cruelty to forbid the practice of suttee, or the suicide of Hindu widows while taking no steps to defend such unfortunate persons from the miseries to which they are condemned by native, social law. The theory is, as enunciated by the ancient Hindu lawmaker Manu, that "a virtuous wife ascends to heaven if, after the decease of her lord she devotes herself to pious austerity, but a widow who slights her deceased husband by marrying again brings disgrace on herself here below, and shall be excluded from the seat of her lord."

Hence he directs that she shall "associate her body by living voluntarily on pure flowers, roots and fruits, but let her not, when her lord is deceased; even pronounce the name of another man. Let her continue till death, forgiving all injuries, performing harsh duties, avoiding every sensual pleasure, and cheerfully practicing the incomparable rules of virtue which have been followed by women as were devoted to only one husband." These laws, though laid down nearly 2,500 years ago, are still mercilessly enforced, and the life of a Hindu widow is, in consequence, almost unbearable; in fact, many cases are known where death from exhaustion and starvation follows the attempt to observe the prescribed routine of life. For two days of each month, for instance, she must neither eat nor drink anything, no matter how feeble may be her health. Otherwise she loses "caste" and forfeits the respect and care of her family. We advise all American widows to stay where they are.

In the lower Brule agency in Dakota the Indians have a church and four chapels. One hundred of their number are members of the church, in which they take great pride.

WOMEN BROWN'S IRON BITTERS THE BEST TONIC. Needing renewed strength, or who suffer from indigestion peculiar to their sex, should try BROWN'S IRON BITTERS. This medicine combines iron with pure vegetable tonic, and is invaluable for Diseases peculiar to Women, and all who lead sedentary lives. It Enriches and Purifies the Blood, Stimulates the Appetite, Strengthens the Muscles and Nerves, in fact, thoroughly invigorates. Clears the complexion, and makes the skin smooth. It does not blacken the teeth, cause headache, or produce constipation—unlike other iron medicines. Mrs. ELIZABETH BATES, 14 Everett Ave., Milwaukee, Wis., writes, under date of Dec. 30th, 1891: "I have used Brown's Iron Bitters, and it has done more than a doctor for me, having cured me of the weakness ladies have in life. Also cured me of Liver Complaint, and now my complexion is clear and good. It has also been beneficial to my children." Mrs. LUTHERA C. BRANDON, East Lockport, N. Y., writes: "I have suffered several winters from Female Complaint, and could obtain relief from nothing except Brown's Iron Bitters." Choose between Trade Mark and crossed red lines on wrapper. Take no other. Made only by DRUGS CHEMICAL CO., BALTIMORE, MD.

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