

FRANK THOMSON, President of the Pennsylvania Railroad Company.



From the Times-Herald.

Philadelphia, Feb. 17.—There is a comforting congruity in the election of Frank Thomson, who is a model railroad man, to the presidency of the Pennsylvania, which is the model rail-road of the United States. Mr. Thomson came up from a bench in the shops of the road at Altoona, where in four years he had mastered mechanical engineering and had learned how to build from the shops he understood his trade so well that he might have taken crude ore and transformed it through all its multiplicity of processes into the polished engine. He began at the bottom round of the ladder and climbed to the very top. That is why he is properly called a model railroad man-for railread men pride themselves on having risen from the ranks.

father was a judge and a congressman. well known in the early years of this century. The new president of the Pennsylvania was born in Chambersburg, Pa., on July 5, 1841. He did not pass through a university, but was given a thorough academic education in an excellent institution in his own town. After he was graduated with honors his father conceived the idea of giving him a railroad education instead of course in the classics, and young Thom son readily fell in with the plan. Don ning his overalls he entered the shops o the Pennsylvania, and during his four years of service there his energies neve flagged. The result of his constant ap plication was a masterful understanding of the mechanical part of railroad ing. But he could not only build an en gine; he could operate one, too. Just as he emerged from the grease and the grime of the shops the country was stricken with the civil war. Thomas A. Scott had been selected by Secretary of War Cameron to be his assistant, hav ing charge of all army transportation. Mr. Scott knew something of Thomso and sent for him. Soon afterward the young engineer was busy organizing the transportation of the army of the Poto mac. Here was a youth who had barel reached 20 superintending the difficult work of moving an army, a work in volving the construction and recon struction of rallway lines, solving prob lems presented to him by generals, bidding a bridge rise here and cutting away a hill there, and materially assisting the progress of war.

When his military career was at an end in 1864 young Thomson had learned all that was to be learned of the details of railway management, and the severe discipline which came as part of the lesson served him well ever afterward. The reason for this is simple. No enterprise of industry is so militant as a railway. In the conduct of the business of a rallroad things must be done on schedule. The management of a railroad consists of oligarchies within oligarchies, tapering to an individual head, from which all orders must come -directly or indirectly. Were it otherwise, confusion would result, and the enterprise would fail. If the success of an army depends upon the genius and consistency of its supreme head, the success of a railroad depends upon precisely the same couse. The success ful general must be a severe disciplinarian, tolerating no excuse for failure and ever ready to encourage talent and advance ability. In a railroad, as in an army, the fittest units segre-gate to the top. A railroad of which the head can see the force and necessity of this natural process, and aims to assist rather than estop it, cannot fail. Such a policy, if pursued with the supreme end in view, service to its patrons, will ever tend to rapidly bring the entire road to the front. Under such a policy young Thomson grew up, and such is the policy he will follow out as president of the Pennsylvania.

The Pennsylvania thrives under that system which has been miscalled "civil service," Properly called, this system is a system involving reward for merit. When it has been found out by those employed that duty well done is certain to bring its reward, and that duty neglected is as certain of being followed by retrogression in or perhaps dismissal from the service, the service must constantly improve until perfect equilibrium is reached. The Pennsylvania, rigidly adhering to these principles, has already reached that moving equilibrium, which makes it the most splendid example of private enterprise in its kind in America. The results are seen from the military cleapliness and order of the president's writing table down to the flower beds along the track. In the tremendous mass between the two the same order prevails. No one has anything but praise for what he gets from the Pennsylvania. Out of this policy has sprung used by the revelers, gives away a few the thousands of miles of track and

the tremendous property that is now worth \$1,000,000,000.

Frank Thomson steps into the president's office of this great concern, himself a common product with the property of the common policy that produced them both. His first important position after the close of the war was the superintendency of the eastern division of the Philadelphia and Erie a locomotive. When he was graduated | road. Next he became superintendent of the shops at Altoona, where he be gan to build the foundations of his railroad career. Then he was made general manager of the lines east of Pittsburg and Erie. While here he enlarged the merit system of the road, and the Pennsylvania rapidly grew into the superb organ of distribution it is today. So perfectly organized was the system that Mr. Thomson could wield its tremendous mass with Mr. Thomson's family was more or less prominent in the old days. His as much ease as one of the engineers could handle the lever of his locomo tive. The directors saw it all, and Thomson's wonderful success at this stage of his career led to his elevation in 1882, to the second vice-presidency of the road. He was thus the master of the freight and passenger traffic of the railroad. For six years he managed those interests so well that his employers determined to reward him by making his first vice-president,

which they did in 1888. During the six years he handled the traffic interests of the road he realized more than ever the prime necessity already indicated-the necessity of giving the public a service in every way acceptable. Profit in any enterprise is always in proportion to popularity. Good quality with due regard to cheapness was his motto. He insisted on every patron having his rights. The smallest shipper's complaint would stir the great system as profoundly as that of a manufacturing magnate. The employes were told to be polite; no caller, however humble, was insulted in the offices of the Pennsylvaniawhich can be said of very few rail roads in this country. And today the spirit of good will that prevails among s men in all its departments is a de light to the citizen who is accustomed o the uncivil ways and words of many allway employes. As the master is, so is the man. In his every day life, private and public, Frank Thomson is a perfect gentleman.

Mr. Thomson is not the ideal railway magnate. That is to say, he is not hollow-eyed, abstracted, wrapped up in stocks and bonds. He is rather the open, free, sunny man, such as one would expect to find outdoors. He is fond of outdoor life, understands the art of angling, is fond of pictures, knows what a book ought to be, and has a spontaneous responsfor music that is unappreciated by most people. In his personal manner he is suave, gentle and sympathetic In politics he is sound and is interested in it because he is a citizen. During the last campaign he arrayed himself on the safe, conservative, national side and stood for sound money and the honor of the nation as valiantly and ably as he worked for the integrity of the country during the war.

The advance of Mr. Thomson to the presidency of the Pennsylvania has eacted with benefit to many of the subordinate officers of the road. John P. Green has become first vice-president, Charles E. Pugh second vicepresident and S. M. Prevost third vice president. Several minor officers have been moved up and two new offices created-freight traffic manager and first assistant to the president.

INDIAN DIVORCES. The Courts Are Now Playing Havor with Tribal Customs.

From the Philadelphia Press. With most of the plain Indians marriage consists of picking out the maiden leading her to a cabin or wigwam and installing her as mistress of the house and cornfield, sometimes with the necessary preliminary of paying the father or two or an installment of blankets, and occasionally with some slight ceremony performed by a chief or medicine man. And when the brave grows tired of his partner he can get

rid of her as easily as he won her. The people who are now flocking t the Dakotas or Oklahoma to get divorc s would be supremely happy if they could throw off the galling bonds of wedlock as easily as does the reservation Indian. The fact having been for mally announced by the head man of the clan, the divorce takes place when the tribe is gathered at a dance. When all are assembled and the circle formed the discontented warrior strikes a drum presents (ofttimes making a present to

the squaw he intends to take next). and then in a short, bombastic speech he stigmatizes his wife by giving her over to the tender mercles of other braves, while they look upon him enviously and consider that he has performed an act of bravery in his de-

Often as many as half a dozen divorces are thus obtained at a single dance. No tedious waiting, no courts, no lawyers and no trouble about alimony or the custody of children. And the squaws thus cast off, as a general thing, seem to take it as a matter of course. and before the close of the dance are using the wiles known and used by women the world over in an effort to thirteenth the population of London repair as speedily as possible the break had a rate of 24.5, and on this reckon in their hearts and matrimonial experi-

With the taking of land in severalty and putting on of citizenship, however, the courts everywhere are deciding that the tribal marriages are legal and binding upon the Indian who becomes a cit-And if the weight of one legal marriage wears somewhat heavily upon a white man, how must it be with the red man, who has contracted two, three four or even more alliances, which the court now declares legal, and at the same time takes away his former avenue of relief?

SIMPLE HOME MASSAGE.

Efficacious Treatment That Requires Little or No Science to Achieve.

From the Philadelphia Times. A physician of high standing says that he thinks massage will be used far more in the near future than it is at present, and he instructs the families under his charge in the art of massaging each other. When practicable he advises every one who wants the massage to first be massaged by some good operator, and thus learn just how it feels; but he gives instructions that alone fit one to do this work more in-telligently than it is performed by many who pretend and only pretend to know the business.

A general treatment should begin with the feet, the subject lying down; each foot should be taken and rubbed and squeezed, all the time rubbing and squeezing up, just as if you were trying to send the blood out of it toward the heart; all points throughout the body should be manipulated between the palms of the hands, the legs must be gently grasped and the muscles kneaded, a gentle kneading of the abdomen and stomach follows; kneading of the stomach is one of the most successful ways of relieving indigestion but it is often done too roughly; it is a good general rule that when massage is agreeable it is also beneficial and when disagreeable it is injurious. Strength and gentleness must go together in all movements; if one paricular method of handling, particularly of the stomach and abdomen is more agreeable than another, that should prevail; and the hands and arms are treated just as are the feet and legs, all these movements uniformly tending upward. After this the patient turns on his face and the back is kneaded along both sides of the spine throughout its length; the palm of the hand is used flat on back and abdomen; the muscles of the limbs are grasped, and after the back is treated the chest is gently tapped and pressed with the ends of the fingers.

Massage of the face cannot be completely taught without visible illustration, but a few useful movements can be described, and nothing further should be attempted by the novice; with the fingers the face, from the corner of the mouth, should be softly rubbed up and outward, this tending o prevent the hard line that ofte ettles from the nose down as the cheeks tend to fall inward; the forehead can be rubbed with the fingers from the centre toward the temples or a double chin one simple movement is invaluable. No one need have a double chin, but the remedy should be resorted to early, as in later life the skin loses its elasticity, and it is bet-ter to have a double chin than a dew-lap; rub under the chin with the fingers, beginning under one side and drawing them out at the other, this done with first one hand and ther the other makes many strokes a min ute possible, and the flesh under such treatment will soon begin visibly to lessen. Much can also be done to reduce the stomach and abdomen in the same way, a rotary movement being most effective.

In all massage it is well to oil the hand with cocoa oil. In cases of ema-ciation as much oil as the skin of the patient will absorb should be rubbed in in the course of the usual movements Oil also tends to soothe nervous patients, and it is often most grateful. Massage is a mechanical and indis putable aid to circulation, and as in prostration and fatigues the blood ceases to flow in proper quantitie through the arteries and is drawn off to the veins (in death the blood leaves the arteries altogether), the re lief of restoring the equilibrium of th circulation is instantaneous. The Jap inese regard massage as an indispen sable feature of life, just as they an ve look upon a bath as a necessity, and this they are right, and ahead o

ANCIENT AND MODERN ATHENS. The City is Nearly as Populous Nov as Ever in Its History.

At the accession of King George in the year 1863, the population of Ath ens did not exceed 45,000. The advance has been more rapid since then, es pecially during the last twenty year of material prosperity, which has lately been interrupted, let us hope tempor arily, by the financial entanglement of the Greek government. During that period the immigration of well-to-de Greeks from abroad has not been on of the least causes of this development In 1879 the census showed a popula tion of nearly 64,000; in 1889, 114,000; and today, judging by the vital and build ing statistics, the number of inhabitants, if it does not exceed, canno fall short of 140,000. The progress of the newly-created town of Piraeus is not less remarkable. From 5000 to 6000 souls, which had already gathered there some thirty years ago, its population had grown to 34,000 in 1889, and is now estmated at more than 40,000. Together the two towns number as many inhabi tants as they probably possessed in the

fourth century B. C. The sources of information as to the pupulation of ancient Athens are in-deed vague; but from a passage of Xenephon giving the number of families as 10,000, and from a passage of Athenaeus, indicating the proportion of laves to freeman at the time of De netrius Phalereus, it may be calculated that at that epoch the population of Athens, including that of the Piracus, was about 180,000. The area included within the walls of both towns seem ather to confirm the estimate. The urrounding country was thickly popuated-much more so than at any suc-seeding period; but it is more than robable that the inhabitants of Athens proper and of her seaport never exceeded 200,000.

LONDON'S DEATH RATE.

The Market Value of a Man in the World's Metropolis, From the Pall Mall Gazette.

The death rate for the year works out 18.5 per 1,000 per annum, which is one of the lowest we have had. It is somewhat lower than the rate for the thirty-three great English and Weish towns rolled into one. If we compare London with Liverpool, the largest of the provincial towns, we find that the latter returns a rate of 22.7, so that, applying this rate to the metropolis, i is seen that our actual mortality meant a gain of 18,500 lives. Dublin, with onehad a rate of 24.5, and on this reckon ing we have gained no fewer than 26. 500 lives. The western capital of Scotland. Glasgow, was much healthier than the towns on the Mersey and the the Indian finds that he has comented the ties that were so loose before, for figure the metropolis shows a gain of 7,200 lives. Some one, however, had made an acturial computation of the market value of a human being, taking into account all his good and bad qualities, and so on, and we are, there-fore, enabled to arrive at some idea of the gain from a monetary, point of view, quite apart from the losses of the metropolitan undertakers and mourning establishments through London being healthier than the towns mentioned. It has been calculated that about £250 would be a fair average price per individual, and that being the case there has been, in 1896, a gain to London of £1,800,000, compared with Glasgow, of £4,625,000 compared with Liverpool, and £6,625,000 compared with the Irish capital. Clearly, then, we have in the metro

politan system of drainage and general sanitation a first-class investment. Our sewers, drainpipes, water supply and so on may not be altogether perfection, but they evidently do more for us than just balance the tendency of our atmosphere to choke us all off. Possibly there wil come a day when science can provide us with great improvements on our modern methods of preserving health, but as things go Londoners have every reason to be gratified with what all must regard as the most satisfactory indications of a healthy existence which are afforded by the mortality statistics in 1896.

"Noblesse Oblige." We do not expect so much of the hod-carrier as of the educated architect, of the navvy who digs the trenches as of the engineer who lays out the work. The etter opportunities a man has had fo ducation, for culture, for development of his character, the more quickly we ob-serve any defect that has crept in with his training. No matter how wise, how clever, how skilled he may be, if he fails in the small courtesies of life one instinctively feels that there is dust on the balance, that he does not weigh as pure gold. It may seem hypercritical to weigh one's fellows under glass in this wax; but, after all, it is only another way of saying that noblesse oblige. It is a confession that we have ideals for others, and, if for others, perhaps covertly for ourselves. Christian Register.

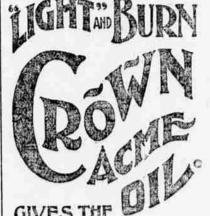
For the Hands.

A very good preparation for chapped hands may be made as follows: Three drachms of camphor gum, three drachms of white beeswax, three drachms of sper-maceti, two ounces of citive oil. Place all together in a cup or basin on the stove to melt slowly until they form a white ointment. Apply to the affected parts at night after washing. If badly chapped it is well to put on a pair o soft kid gloves, is well to put on a pair o soft kid gloves, from which first cut out the palms and the finger-tips to allow ventilation. However, the best plan is to prevent this chapping by never failing to dry the hands well after washing. Lukewarm water should be used, and if catmeal is occasionally substituted for soap it will help to whiten the hands.

From a City Standpoint. "Talk about unreasonable people," said he real estate agent who is just going nto business; "that man wants me to sure to rent his farm to somebody who has had experience.

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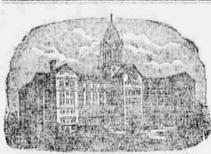
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