LUXURY OF MODERN RAILWAY TRAVEL

The Cars of a "Limited" on Any Good Road Worth $125,000.

FACTS THAT FEW NOW COMPREHEND

Ninety-five Per Cent. of Passengers Do Not Live in a House That Cost as Much as the Car They Ride In. Items of the Outlay.

From the Chicago Inter-Ocean.

"Ninety-five per cent. of the traveling public do not own in their own right, or occupy through rental, a dwelling house which, including all its contents, costs as much as one of the ordinary modern passenger cars run on any first class railroad."

The foregoing statement, which is calculated to arouse the incredulity of the average individual, was made yesterday by George J. Charlton, assistant general passenger and ticket agent of the Chicago and Alton railroad.

"Just let me give you a few facts to prove that assertion," continued Mr. Charlton. "The cost of the average passenger car is today from $6,000 to $7,000. A reclining-chair car costs from $10,000 to $12,000. These figures represent the bare cost of the car. When you add to that from year to year the expense of maintenance, instead of figuring, as the ordinary business mortal will figure, a return in interest for the capital invested, you simply aggravate the situation. I once heard a prominent master car builder say that it cost $500 to simply look over a car after it had served five or six months on the road and had been sent to the car shops to be examined and put into presentable shape for another six months' run. He meant that the ordinary 'dressing down' and cleaning of a car would cost over $500, and if you extend your investigation to general shop repairs—perhaps adding upholstering here and there—you could easily get away with another $500.

COST OF CAR WHEELS.

"Did you ever stop to consider the amount of money which may be expended on three or four of the important parts of a car? Take the paper wheels used in passenger cars. Until within very recent date a single wheel cost from $80 to $100. Most first-class cars are run on six-wheel trucks. This would mean twelve wheels of the car, or $900 to $1,200 for the wheels alone, without the axles and springs. It is true that today you can get these passenger car wheels for very much less, and they will average somewhere in the vicinity of $60 a wheel, but most of the railroads entering Chicago are today running cars the wheels on which cost them from $80 to $100 apiece. The trucks or running gear of a first-class passenger car, in themselves and independent of the car at all, will cost from $2,500 to $3,000.

"Then there is the question of car seats. Car seats are made in the latest improved style, magnificently upholstered, to suit the taste of the ordinary traveller, and to enable the passenger departments of the different railroads to advertise themselves as the 'only first class railroad in the West' or the East, as the case may be, cost from $20 to $45 apiece. This is the bare cost of the seats, complete, but does not cover the expense of putting them into the car. A car seat will accommodate two passengers, and there are from twenty-five to thirty seats to the car.

"All the passenger cars are not equipped with so cheap an article as a car seat at $20 to $45 each. There is the reclining-chair car, built a little larger, perhaps, a little heavier, certainly than the ordinary modern passenger car; larger windows, more elaborate upholstering and furnishing. In this car the railroad company puts forty or fifty reclining chairs, elaborately and durably upholstered. These chairs cast all the way from $50 to $65 each.

LOTS OF GLASS.

"Take the glass used in the construction of a car, the window glazing, the mirror decoration, the deck lights, etc. There are thirty-six to forty window openings in each passenger car, but you must remember that all first-class passenger cars are fitted with double windows, so that each passenger car will have from seventy to eighty window sash frames. The window of the up-to-date passenger car must be large to give the passengers a complete and satisfactory view of the so-called and thoroughly advertised 'scenic route of the world, for every railroad is a 'scenic route,' and spends thousands of dollars advertising that fact. The lower sash of a car window contains a large, heavy, durable plate glass. The upper sash contains a highly embossed plate glass about three-quarters as large as the lower sash. At a very conservative estimate it costs $8 to glaze each car window. Including the doors of the car, at least eighty lights of glass are used, without taking into consideration the mirror decorations in a car or the deck lights, which are usually highly embossed with some fancy figure. The expense of the glass used in the construction of a car will not fall short of $400, and will very often run over $500.

It costs at the very least $25 a month, or $300 a year, to light a passenger car with gas. To equip a car for gas costs at least $400. It costs more money each year to light the passenger cars with Pintsch gas on the Chicago and Alton railroad than the entire expense for all other illuminating purposes over the entire line of the road, and this means all other electric light, gas, and oil expenses at stations, on the right of way, switch lamp, lanterns, etc., and bear in mind, too, that all passenger cars on the Chicago and Alton road are not lighted with gas. The sleeping cars, the reclining chair cars, the regular passenger cars, the mail cars, run in the more important local and through trains, are lighted with Pintsch gas, but there are very nearly as many passenger cars in other and less important trains which are only operated for a portion of the evening or the night, when artificial light is needed, and which are lighted with oil.

The vestibule feature of a car is an improvement and a safety appliance; a protection for passengers in passing from car to car; a protection in the case of accidents, and it costs over $1,000 per car to put vestibules on a train.

OTHER EXPENSES.

"Did you ever figure that when you heat a passenger car, as most passenger cars are heated, by improved hot-water heaters, that it costs twice as much for hard coal fuel consumed in one of these cars a year as it costs to heat the houses of the better class of our citizens?

"Did you ever look over the interior finish of a first-class passenger car, and did you notice that the best and most select woods are used and are brought to a high state of polished perfection? Did you ever compare the interior finish of the wood work in a passenger car with the interior finish of the wood work in the magnificent residences of some of Chicago's millionaires? Why did George M. Pullman, when he built his magnificent residence, insist that all the finished woodwork on the inside should be handled and put in by his own car builders? Simply because he could get a better article—to be sure, a more expensive article—but a more durable article, a better class of wood, and a higher grade of workmanship than could be had from the builder of even the best of our Chicago residences.

"I can remember some years back when we thought our passenger cars cost a great deal if we paid $4,000 or $5,000 apiece for them. We generally carried sixty people very comfortably in one of these cars. The total weight of one of these so-called cheap cars of bygone days was about 50,000 pounds, or a very good average of a half a ton to each passenger in the car when the car was full. There was no such thing in those old cars of bygone days as your separate smoking compartment, with a loss of five or six seats, or seating capacity for twelve or fifteen people, given up to a smoking room. There was a small cubby hole set aside for ladies, another for gentlemen. These were called 'toilet rooms.' If you were to give the travelling public of today the class of toilet room which we gave them twenty-five years ago there would be a petition to the United States government for the government control of railways.

MORE FOR LESS.

"As we increase the expense of building a car—making it more solid and heavier, better able to stand the wear and tear of everyday travel and the result of accidents, which will occasionally happen on the best regulated railroads—we decrease, by granting additional facilities, such as smoking rooms, buffets, elaborate toilet rooms, the seating capacity of the car. Instead of 50,000 pounds, the modern passenger car weighs 60,000 to 80,000 pounds. It carries only an average of forty persons—for the modern traveller must have more room—and the railroad companies are transporting an average of one ton to the passenger instead of a half a ton in weight to each passenger, as on the old cars of bygone days. This increased weight makes increased operating expense. We must have a larger and better engine—an engine that will consume more coal—and all this means additional expense. As you increase the facilities for comfort of the passenger and endurance and durability in the make-up of a passenger car, you decrease its carrying capacity, and necessarily you earn considerably less in revenue in the modern up-to-date passenger car, which costs from $6,000 to $7,000, and the reclining chair car, which costs from $10,000 to $12,500, than was earned some twenty-five years ago in the so-called cheap cars, with a carrying capacity of fifty to sixty passengers, and which cars only cost from $4,000 to $5,000, and twenty-five years ago we used to get something like passenger rates. Today we are carrying passengers at one-half the rates we got twenty-five years ago, and we are giving them passenger cars which cost us at least twice the amount we paid twenty-five years ago.

"Where will it end? I cannot tell you, and sometimes I dislike to think about it. If the cost of material, the cost of labor, and increased facilities for manufacturing passenger cars do not decrease the expense of continued improvements in the construction of passenger cars (and this expense continues to double every twenty-five years) and passenger revenue does not increase proportionately, you can, of course, guess the end as well as I can.

"If we go into the question of special limited trains, there can be no question in the world but what the limited trains run on the Pennsylvania, Lake Shore, and Michigan Central lines, and the Sunset limited train on the Chicago and Alton, consisting of some five or six cars in all, represent an actual investment, independent of motive power, of at least $125,000 to each train, and probably more. The trains which I have mentioned represent the finest trains run on any railroad in the world. They are the par-excellence of the car-builders' art, and they probably average all around in passenger revenue very much less per mile than the ordinary every-day local train of four passenger coaches and a baggage car, which represent an investment of about $30,000.

THE LIBELLOUS MIRROR.

It Fails to Reflect Accurately the Expressions of the Human Face.

No doubt the human race would consider it little short of a universal tragedy if there were no looking glasses. Yet, in spite of their widespread use, it is an astonishing fact that we have never seen ourselves as others see us. In the first place, the reflection in the mirror does does not portray our likeness with any attempt at accuracy. The hair is wrong in tone, the eyes are not correct in color, and our complexions are hopelessly libelled by this specious household deceiver. It is certain that if the looking glasses spoke the truth the sale of various complexion washes would decrease to half, for any fair skin looks gray and pallid in the glass, and numbers of women who have splendid complexions ruin them by trying to improve them because they had looked in the mirror. You may be certain that, however plain your face seems, it is by no means so plain as it appears in the tell-tale mirror. Secondly, you cannot assume your natural expression while peering in the looking glass. The eye must be in a certain position before you can see at all, and the eye, so far as expression is concerned, governs the face. The consequence is that you can see only one of your expressions in the glass, and that expression is one of attentive examination. All the other expressions by which your friends know you, favorable or unfavorable, you have never seen and never will see.

CHAMPION SHEEP SHEARER.

Louisiana Girl Easily Distances All Her Male Competitors.

From the Chicago Chronicle.

Lota Fernal is one of the handsomest girls in all St. Tammany parish, Louisiana. Not only that, she has broken the record in the matter of sheep shearing. This country maiden can shear more sheep in a day than any two men in the parish, catching, tying and washing the sheep her own self before shearing. Lately she sheared eighty sheep in one day, beating the swiftest shearer among the men by fifteen sheep. She can also hoe two rows of corn to any man's one, is an expert rider and never uses a saddle, preferring to drive cattle "to water" bareback. It is said that a prettier sight could not be seen than to see her catch a romping horse, jump upon him "bareback," and, without other reins than the long mane, drive the cows home of an evening through the waving pines. She knows how to milk, card and weave, and is said to excel in housework.

With all the rough usage to which she submits her lovely hands in the very hard work that she loves, they are so whit and soft that they attract the attention of tourists through the beautiful pine region. The country people account for this by the well-known fact that the wool of the sheep is pregnant with oil, which is used extensively in almost all complexion preparations, and is said to be an infallible remedy for the removal of wrinkles. Her hands never show to better advantage than when knitting woolen gloves in the winter evenings. Again, in this work her skill is shown in the beautiful dyes she makes and uses from the bark of trees.

Naturally this girl is much sought after by the country swain, for she owns her own tract of ground and several hundred head of cattle in her own right. But she is invulnerable to all the darts of Cupid, shaking her head and averring: "Nary a man can marry me."

Betrayed by Mother.

All the world likes to see a liar caught in the lie. No one regrets when the parent who tries to palm off a 12-year-old child as only 9, in order to escape paying a full fare, is corrected by the child himself. In the following case, which a London paper relates, it was the mother herself who betrayed the truth:

It was at the railroad station, and she was trying to buy half-fare tickets for her two children.

"How old are they?" asked the ticket seller.

"Only 6."

"Both of them?"

"Yes, they's twins."

"Ah! said the man. He eyed them a moment, and then said: "Pretty children. Where were they born?"

"This one in London," answered the proud mother, "and the other in Brighton!"

BASELY BETRAYED.

English Tourists Overheard in Praising Something American.

From the San Francisco News Letter.

In pardonable admiration of Mayor Phelan's native son statue, Douglas Tilden, the sculpter, and Willis Polk, the architect, were gazing at the finished work of a few days ago, when Polk noticed two men, plainly tourists from their costumes and customs, discussing the merits of Tilden's latest artistic triumph.

The architect edged nearer the critics, and at a pause in their admiring comments of the statue pointed to Tilden, unobserved by the later.

"That gentleman is the sculptor," he remarked.

Immediately the manner of the Englishmen changed. They were plainly chagrined that they had been betrayed into the expression if such marked approval. With a chilling acknowledgement of Willis' information they radically changed their tune for Tilden's benefit. Where formerly they had praised, they now found only condemnation, loudly and pedantly expressed for the purpose of impressing Tilden with the apparent idea that they were heavy-weight connoisseurs.

"Wretchedly conceived and imperfectly executed," remarked one of the Britishers, with an air of administering a solar plexus blow by way of quickly finishing matters.

Tilden, of course, heard nothing of all this talk of him, but Willis, by the deaf mute alphabet, rapidly spelled a few words to his friend.

"They say it is the finest thing they have seen in America," was what Polk's fingers said.

With an air of delighted appreciation the sculptor raised his hat to his critics, and smilingly bowed his acknowledgments.

The Londoners were completely taken aback. The expression of astonishment on their faces was delicious. Without another word to or about Tilden they hastily boarded the first passing "tram" for the palace.

Would Follow Him Anywhere.

General St. Clair Mulholland told the following war story at the Second corps banquet in Washington the other day, according to the Post:

McCook's regiment was in front of the enemy, and, expecting to make an attack the next morning, he mounted his horse to ride down the picket line and examine the situation. With this purpose in view he called on a soldier to accompany him, and the commanding officer made a detail. McCook was astonished when a little red-headed fellow rode up to him and touched his cap, ready for this service, for he was a mere boy, weighing not more than seventy-five pounds and looking scarcely bigger than the Sharp's rifle he carried.

"You going with me?" asked McCook.

The lad saluted and replied in the affirmative.

"We're going right to the front," said the officer. "Do you know that it is very dangerous?"

"Yes, your honor," said the youth.

"Have you been under fire?" inquired the officer.

"I have, your honor."

"Do you suppose you have the backbone to keep up with me wherever I go?"

"I'll thry, sir; that's why I'm sint, sir. An' if it's heavy firin' an' we get among the bullets and we're kilt, you won't be in h— half a minit before I come a-tappin' at the window."

They went to the front.

Sunday School Lesson for January 30.

How to Pray.

Matt. VI; 5-15.

BY J. E. GILBERT, D. D., LL. D.,

Secretary of American Society of Religious Education.

(The author will publish an Examiner containing one hundred questions on the lessons of the quarter. The Examiner will be mailed in March to any address in any quantity at 2 cents per copy and may be used in oral or written review in a class or by any individual. Orders should be sent to Dr. J. E. Gilbert, Washington, D. C., not later than Feb. 1, that the mailing list may be prepared.)

CONTEXT.—It may be that Jesus did not attempt any order in His sermon on the mount; that He did not intend to make one part involve or strengthen another part. But there is, nevertheless, designed or otherwise, a beautiful progress in His thought. Allowing as the theme of the whole discourse this "The Model Man or the True Christian," we have seven sub-heads, thus: "His Lot of Blessing," "His Worth to the World," "His Code of Morals," "His Checks in Religion," "His Intercourse wth Men," "His Purpose in Life," "His Secret of Stability." The checks are of two kinds—avoiding hypocrisy, avoiding worldliness. Our lesson today is the second under hypocrisy, being preceded by alms giving and followed by fasting. With such a context the passage fits in perfectly as a logical section of this immortal sermon, a model both in its structure and thought, which every preacher may study with profit.

PRIVACY.—The real motive which led Jesus to speak to His disciples on the subject of prayer appears in verses 5 and 6. The greatest blemish in the religious life of that time was hypocrisy. All men professed to be religious—they would have been shocked at the very thought of a non-profession. But their religion was external and formal (Matt. xxiii. 25); a mere pretense for the purpose of gaining favor. Jesus endeavored to make men genuine, to make their religion a matter primarily of the heart, (Matt. xii, 34.) Hence, in offering prayer, they must not seek public places, where the Pharisees are accustomed to appear (Luke xviii, 11), who obtain indeed what they seek—human applause; but they must enter into some secret place and speak to God alone. (II Kings, iv, 33.) This does not condemn united supplication, which Christ practiced, (John xvii, 1), but ostentatious performance in public. Jesus declares that secret prayer shall be openly rewarded.

SIMPLICITY.—Hypocrisy prompted the Jew not only to public prayer, but to the use of many words. Thereby he prolonged his devotions and exposed himself for a longer time to those who might be near. The same petition was repeated many time. (Verse 7.) All this was disapproved as unnecessary, foolish and inappropriate. Indeed, it was a heathenish practice (I Kings, xviii, 28-29), indicating a lack of genuine faith and therefore offensive to God. It should be borne in mind that prayer is not an attempt to inform the Almighty, or even to arrest His attention. He knows before one begins all the needs (verse 8) and can hear the faintest whisper, uttered in a quiet place. The fewest words in expressing the heart's desire are most acceptable to Him. Indeed, the prayer consists not in the words at all, but in the disposition. (James, i, 6.) To illustrate the simplicity and brevity, as well as the scope and order of the true prayer, Jesus gives a form. He does not mean that this form and no other shall always be used, but that it outlines or indicates the manner and matter.

CHILDLIKE.—In this form the petitioner is instructed in the beginning to assume the spirit and attitude of a child. He must not approach as to some mysterious power, or merely as to the creator, ruler and judge, but as to a father. (Verse 9.) This was a great advance over heathen and even Jewish thought. The Old Testament had many lofty conceptions of Deity (Gen. i, 1), including the idea of mercy (Ex. xx, 6), but it was reserved for Christianity to inculcate the filial spirit. (Romans, viii, 15.) However, the Christian must not degrade the Deity by thinking of him as a mundane being, the error of many religionists of that time, for He has His home in heaven, a spiritual being in the realm of spirits. Moreover the suppliant must not come alone, but as a member of the household of God, desiring for all his brethren what he seeks for himself. Every child must ask for all the children. Prayer must be in the plural number, not in the singular; a united, not a personal request. Individual needs must be expressed in general forms. Hence the opening words, "Our Father," without which nothing could be said rightly.

SOVEREIGNTY.—Having by this invocation of two words placed one's self in right attitude toward God and other Christians, what shall be the first and dominant desire, expressed before all others? The establishment of the Divine sovereignty. (Verse 10.) This is absolute in heaven among the pure spirits who live in bliss. (Psalms, cii, 20.) But alas, among men the will of God is disregarded by multitudes and sought imperfectly only by the few. The record of transgression, beginning in Paradise, (Gen. iii, 11), extends through all generations and lands to the present time. A frightful record it is, dishonoring to God, destructive of the highest good of man. To every pious heart there must come inexpressible pain as the world's sin and sorrow are considered, and there must arise an earnest longing to restore what has been lost. To bring back to earth the righteousness of heaven would bring to all of earth's inhabitants that for which thousands struggle in vain. "Thy will be done" includes every possible form and banishes every known evil that afflicts the race.

NECESSITIES.—The desire for personal needs may find expression after the desires for the kingdom. The individual must be less than the whole, and yet he must not wholly forget himself. Jesus inculcates in one short sentence great moderation. "Bread," that which supports life, unmindful of superfluities or luxuries; daily bread, that portion required day by day, with no request for superabundance; "our daily bread," that which the good Father deems to be best; "give us," not help us to earn it, but bestow it upon us, this is the prayer to be offered. (Verse 11.) This does not encourage idleness, which is elsewhere condemned (II Thess. iii, 10) nor lack of forethought, which is enjoined (Prov. vi, 6); neither does it set a premium on poverty or pronounce against wealth, seeing the latter has come to many saints (Gen. xiii, 2), and is the legitimate outcome of a well regulated life. (Matt. vi, 33.) The intention of Jesus was in this request to subordinate material to spiritual interests, to reduce the anxieties concerning temporalities (Matt. vi, 19), to awaken a feeling of child-like dependence, to recognize the fatherly care of God for His children, and cause them to rely upon His favor. (I Tim. vi, 17.)

FORGIVENESS.—Through all the foregoing there runs a strain of humiliation, implying imperfection and ill-desert, which at last breaks out in a single sentence, crying for forgiveness. "Our debts," our unpaid obligations, are defined afterward as trespasses. They are the sins of omission and commission that attach to every life. Whoever fails to do what God requires, or does what He forbids, is guilty of a grave misdemeanor, which he can never cancel, for which he ought to sorrow and plead pardon. There is no other way of release from condemnation. (I John, i, 9.) But the coveted blessing is conditioned upon this that the suppliant shall treat his fellow man with like consideration of mercy. (Verse 12.) One law must prevail. God will forgive man on the exercise of repentance, and so must man do to those who sin against him. (Luke xvii, 3.) He who prays must ask only what he grants (verses 14 and 15), assured that he will get no more. Here is more than a precept or prayer—there is beside a deep philosophy, an educational principle, both designed to advance the kingdom of heaven.

TEMPTATION.—The closing petition (verse 13) has perplexed some people. It has been said that God would not lead His children into temptation, and that therefore it is unnecessary and even impertinent to ask Him not to do so. (Rev. iii, 10.) An old Scotch writer avoids this difficulty by supposing an ellipsis and supplying it thus: "Lead us that we enter not into temptation"—a recognition of the fact that men are exposed, and that divine guidance is needed and sufficient. (II Peter, ii, 9.) This doubtless comes very near to the true meaning, as the conclusion of this petition shows, "deliver us from evil," help us when we are likely to be overtaken and ensnared. (John, xvii, 15.) It is proper to add that the word here translated temptation is frequently used in the sense of trial, or testing. (Gen. xxii, 1.) But in this place it evidently signifies solicitation to evil.

DOXOLOGY.—The prayer taught by Jesus ends with an ascription to God, as if the heart, whatever else for a time it may entertain, ought to return to Him as the source of all good. Men are directed to declare that the kingdom, the rightful authority in government belongs to Him; that He possesses power sufficient to administer and maintain His authority and that in His person and charcter He is altogether glorious; that, indeed, these three-fold attributes or possessions are forever. This is the same doxology, slightly abbreviated, as was employed by David. (I Chron. xxiv, 11.) It is intended as an argument or basis of the prayer as the connective "for," indicates. (Verse 13.) In this men are taught that they must come with reason to the mercy seat having some ground upon which to rest their requests. (Job xxiii, 4.) All prayer must be founded upon those immutable facts that underlie the divine nature and administration.

CONCLUSION.—Note these points: 1. All the petitions in this prayer except that on forgiveness, had been used by the Jews in their devotions. Our Lord's part consists in gathering them together, placing them in order, and setting His seal upon them. Thus He discounts those excessively verbose prayers in common use and covers the broadest ranges of human desire. 2. Dr. Whitby says that this prayer has been "used by the church in all ages, from the third century, as a compendious and comprehensive pledge of the communion of saints. Probably no part of the New Testament has been more frequently repeated or more greatly admired." 3. And yet, excellent as is this form, it does not by any means exhaust the instruction needed by the Christian on this subject. Our Lord himself opens up one aspect not mentioned here (John xiv, 13), unless as some think, the "Amen," pronounced at the close, points to Him. (Rev. iii, 14.)

AN OPEN LETTER To MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

I, DR. SAMUEL PITCHER, *of Hyannis, Massachusetts, was the originator of* "PITCHER'S CASTORIA," *the same that has borne and does now* Chas. H. Fletcher *on every bear the fac-simile signature of* Chas. H. Fletcher *wrapper. This is the original* "PITCHER'S CASTORIA," *which has been used in the homes of the Mothers of America for over thirty years.* LOOK CAREFULLY *at the wrapper and see that it is the kind you have always bought* Chas. H. Fletcher *on the and has the signature of* Chas. H. Fletcher *wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is President.*

March 8, 1897. Samuel Pitcher M.D.

Do Not Be Deceived.

Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which *even he* does not know.

"The Kind You Have Always Bought"

BEARS THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher.

Insist on Having The Kind That Never Failed You.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

NEW YORK DENTAL PARLORS

"TEETH MADE PERFECT."

ORIGINATORS OF PAINLESS DENTISTRY.

We have all the latest discoveries for alleviating pain.

We extract teeth, fill teeth and apply gold crowns and bridge work without the least particle of pain, by a method patented and used by us only. NO CHARGE for painless extracting when teeth are ordered.

Full Set Teeth, $5.00.

We guarantee a fit.

Gold Crowns, $3.00.

All other work at proportionately low prices.

Gold Crowns and Bridge Work a Specialty.

Being the oldest and largest dental parlors in the world, we are so well equipped that all work done by us is the best to be had. Our operations are positively painless. All work guaranteed for 10 years.

NEW YORK DENTAL PARLORS

Corner Lackawanna and Wyoming Aves.,

(Over Newark Shoe Store.)

Hours, 8 to 8. Sunday, 10 to 4

MANSFIELD STATE NORMAL SCHOOL.

Intellectual and practical training for teachers. Three courses of study besides preparatory. Special attention given to preparation for college. Students admitted to best colleges on certificate. Thirty graduates pursuing further studies last year. Great advantages for special studies in art and music. Model school of three hundred pupils. Corps of sixteen teachers. Beautiful grounds. Magnificent buildings. Large grounds for athletics. Elevator and infirmary with attendant nurse. Fine gymnasium. Everything furnished at an average cost to normal students of $143 a year. Fall term, Aug. 22. Winter term, Dec. 5. Spring term, March 15. Students admitted to classes at any time. For catalogue, containing full information, apply to

S. H. ALBRO, Principal,

Mansfield, Pa.

Steam and Hot Water HEATING

Gas, Electric And Combination FIXTURES

Electric Light . . . WIRING

Charles B. Scott,

119 Franklin Ave.

FOR SALE

Boilers, Engines and Machinery.

We will sell you New or Second-Hand. We will sell you new or take old in exchange, or we will rent you anything you want in the Machinery Line. Spot Cash paid for Scrap Iron and Metals.

National Supply and Metal Co.,

709 West Lackawanna Avenue.

M. E. KEELEY, Mgr. Telephone 3945

SANTAL-MIDY

These tiny Capsules arrest in 48 hours without inconvenience, affections in which Copaiba, Cubebs and Injections fail. MIDY

THE Snow White PATENT FLOUR

We Make It.
We Warrant It.
We Wholesale It.

THE WESTON MILL CO.

Scranton, Olyphant, Carbondale.

NEW YORK HOTELS.

HOTEL ALBERT,

Cor. 11th street and University Place, NEW YORK. One block west of Broadway. Noted for two things,

COMFORT and CUISINE

First-class rooms at $1.00 a day and upward, on the European plan.

L & E. FRENKEL

The St. Denis

Broadway and Eleventh St., New York. Opp. Grace Church.—European Plan. Rooms $1.00 a Day and Upwards.

In a modest and unobtrusive way there are few better conducted hotels in the metropolis than the St. Denis.

The great popularity it has acquired can readily be traced to its unique location, its homelike atmosphere, the peculiar excellence of its cuisine and service, and its very moderate prices.

WILLIAM TAYLOR AND SON.

WESTMINSTER HOTEL,

Cor. Sixteenth St. and Irving Place, NEW YORK.

AMERICAN PLAN, $3.50 Per Day and Upwards.

EUROPEAN PLAN, $1.50 Per Day and Upwards.

GEO. MURRAY, Proprietor.

ASK FOR THE BOOKLET ON "LIGHT AND BURN" CROWN ACME OIL.

GIVES THE BEST LIGHT IN THE WORLD AND IS ABSOLUTELY SAFE

FOR SALE BY THE ATLANTIC REFINING CO

SCRANTON STATION.

Cooking Experts Say:

"Not a pound of lard per year is consumed in our kitchens, and we conscientiously advise the public to use almost any other fat."—*Marion Harland and Christian Terhune Herrick, page 147, National Cook Book.*

Use COTTOLENE

that pure, wholesome, vegetable food product. Better than the best and purest lard, and is strongly endorsed by physicians for its healthful qualities. The genuine Cottolene is sold everywhere in one to ten pound tins, with our trade-marks—"*Cottolene*" and *steer's head in cotton-plant wreath*—on every tin. Not guaranteed if sold in any other way. Made only by

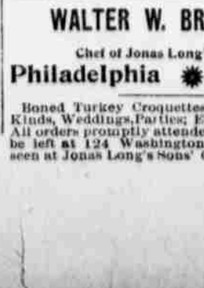
THE N. K. FAIRBANK COMPANY,

CHICAGO, ST. LOUIS, NEW YORK, MONTREAL.

MORPHINE

LAUDANUM, ETC.—ONLY PERFECT HOME CURE IN THE WORLD. ABSOLUTELY PAINLESS. TRIAL BOTTLE FREE. WRITE US IN CONFIDENCE.

ST. PAUL ASSOCIATION, 1260 BROADWAY, NEW YORK.



To be idle is the hardest of all tasks. Our grandmothers understood this and even in their leisure moments were never found without some little task in their hands, if it were only knitting, tatting or crocheting. There was a reason for this that does not appear upon the surface. Our grandmothers were healthy women, imbued with a spirit of ambition and activity that would not permit them to be idle.

If many modern women are much less active and more given to idleness than the stately dames of yore, it is because they enjoy a smaller measure of good health. A woman who suffers from weakness and disease of the distinctly feminine organs, who is racked with pain, and tortured with headaches and nervousness, cannot be active and helpful. Idleness and invalidism are the natural results of suffering of this description. The poor invalid woman is not at fault, save in her ignorance of her own physical make-up or neglect of her womanly health.

Thousands of women are neglectful in this way because they shrink from the embarrassing examinations and local treatment insisted upon by the majority of obscure physicians. Dr. R. V. Pierce, for thirty years chief consulting physician to the Invalids' Hotel and Surgical Institute, at Buffalo, N. Y., has discovered a wonderful medicine that cures all diseases peculiar to women, in the privacy of the home, without the necessity of these embarrassing ordeals. This great medicine is known as Dr. Pierce's Favorite Prescription. It acts directly on the delicate and important organs that bear the burdens of wifehood and motherhood. It makes them strong, healthy and vigorous. It heals internal ulceration and inflammation and stops debilitating drains. It transforms weak, nervous invalids into healthy women.

A book about health, free. Dr. Pierce's Common Sense Medical Adviser. For paper-covered copy send 21 one-cent stamps, *to cover mailing only.* Cloth bound 31 stamps. Dr. R. V. Pierce, Buffalo, N. Y.

WALTER W. BRANSON,

Chef of Jonas Long's Sons,

Philadelphia Caterer.

Boned Turkey Croquettes, Salads of All Kinds, Weddings, Parties; Experienced Men. All orders promptly attended to. Order can be left at 124 Washington ave., or can be seen at Jonas Long's Sons' Cafe.