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ATTRACTING THE TOURIST.

The Scenery of Europe Made Accessible by Good Roads.

With the summer season begins the usual exodus of American tourists to Switzerland and other countries famous for their mountain scenery. Custom, no doubt, is largely responsible for the popularity of this exodus, but there is also another reason for it. The beautiful scenery is made accessible by good roads, thus making touring a pleasure rather than a hardship.

So much value is attached to securing the patronage of tourists from this and other countries that foreign governments spend vast sums of money in improving their roads as an attraction, says Good Roads Magazine. It is keen business acumen on their part, and few people probably realize the great amount of money that travelers leave annually in such countries.

In Switzerland it is estimated that there are 3,000,000 visitors annually who spend a sum aggregating \$30,000,000. Italy, Bavaria and Spain, it is said, receive \$60,000,000 from their visitors. Great sums are received from visitors by all the large capital cities,



TOURING IN AMERICA.

including Paris, London, Vienna, etc., while the seaside and lake resorts receive upward of \$16,000,000 from their visitors. Every point is easily reached, even to the small villages and forest countries, by good roads.

It is granted that some of the finest scenery in the world is to be found right here in America, but the fact that we have not yet built roads to make it accessible to tourists results in a great loss each year to this country. We are glad to note, however, that there are indications that leading men in some of the states are becoming alive to the possibility of keeping the tourist in this country and attracting others from foreign countries.

The opportunities are truly great in those states where touring can be made popular simply by opening up and building good roads.

WHEN TO BEGIN REVISION.

Time Will Be Ripe When the Free Soup Houses Open.

A correspondent of the American Economist, writing from Jacksonville, Fla., gives the following answer to the question, "When shall we revise the tariff?"

"I think it will be time to revise the tariff when they begin to start free soup houses in the large cities.

It is an excellent suggestion. There were no free soup houses in 1892, after two years of the McKinley tariff. But somehow the people took a notion that they would like to have some. So they elected Grover Cleveland and a Democratic congress. Well, they got the soup houses all right, and plenty of them, even before they began to revise the tariff.

When the revision came in 1894 there were more soup houses. They were in full blast in 1896. Then the people decided once more that the tariff needed revising, and it did, whereupon they elected William McKinley and a Republican protection congress. Soup houses disappeared forthwith. There has been none for eight years. Possibly they may reappear under the Dingley tariff, but probably not. But in any case it would be well to wait until they do come again before we revise the tariff. The Florida idea is a good one.

Democratic Party Not Particular Where It Comes From.

The Democratic platform denounces the Dingley tariff as the sum of all tariff villainies. It cannot get together words strong enough to express the feeling of opposition the party has toward that measure, but when it has done the best it can under the limited resources of the English language it furnishes its own interpretation by putting the ardent protectionist, Henry G. Davis, on the ticket for vice president.

The strong protectionism of Mr. Davis may commend him to Republican voters, but he is not the choice on that account of the men in command of his party. The party needs the money, and it is not in the least particular about where it gets it. It is willing to take up any man with opinions or without them so that it is able by hook and by crook to make a showing in the election. Thus it can violently denounce the protective policy and yet name a protectionist for highest honors. Besides, Mr. Davis is a protectionist of the most selfish kind, since he is the special champion of the kind of tariff legislation that puts a high duty on coal. In other words, he is a Democrat in theory and a protectionist in practice.—Buffalo News.

One of the difficulties in the design of a steel truss is so to arrange the details as to afford ready access to all the parts for painting. And with the best this is impossible where two pieces come into contact. This trouble does not exist with the steel-concrete bridge. The steel is not painted and hence can be readily inspected. It is entirely imbedded in concrete, which has been proved to be a perfect protection to the steel. Unpainted steel has been found imbedded in concrete after many years as bright and clean as ever.

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EXCURSIONS TO THE WEST

To the Pacific Coast—to California, Oregon, Washington—round-trip, long transit and return limits, liberal stop-over privileges.

The rate is practically on the basis of one fare for the round trip. Of course, if you wish to visit both California and Oregon or Washington, the cost is slightly more.

These reduced rates are in effect on certain dates in months of May to October, inclusive. They apply from all Eastern points via Chicago, St. Louis or Memphis gateways. The Rock Island System will take you up in either Chicago or St. Louis, or at hundreds of other Middle West points and carry you to the Coast in through Standard or Tourist Sleepers with unexcelled Dining Car service. The Rock Island also affords a choice of routes: on the "Scenic" route you can stop off in Colorado—see Salt Lake City—visit Yellowstone National Park; on the "Southern" route you can go via El Paso, thru New Mexico, then "up coast" to San Francisco and on to Portland or Seattle if desired.

In short, these Pacific Coast excursions offer an unusually good chance to see our western country in a comprehensive manner.

If you desire to go only as far as Colorado, there are excursion rates in effect to that section and return, all summer long, specially reduced June 30 to July 4, August 12 and 13, and August 30 to September 4. Extension trips to Ogden or Salt Lake and return at low cost also.

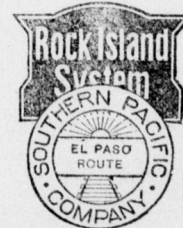
From September 15 to October 31, 1905, one-way tourist or "colonist" tickets will be on sale to California and the Pacific Northwest—about half regular fare.

If interested, send name and address on this coupon, designating which booklet wanted and to what point you plan to go. Name probable date of start also, so we can advise definitely with respect to rates, etc.



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