BEHIND THE SCENES WITH A LEGISLATOR

[Original.]

Frank and I concluded to spend our honeymoon in Washington. We wanted to inspect that beautiful city and see and hear the prominent men assembled there. We gave up the first few days to sightseeing, then spent our time in the senate chamber and house of representatives. I was much impressed with the dignity of the senators, and some of the representatives seemed to me to be very bright men.

The last day we were in Washington found me quite fatigued. I had been at the hall of representatives all day, where a discussion on the tariff was going on, and I was converted from one side to the other a dozen times. About 4 o'clock in the afternoon we went to the hotel, and Frank left me that I might take a rest before dinner. In the evening we were to visit some place of amusement. Frank had scarcely gone out before I heard a step in the hall, and a key turned in the lock next door. Some one entered the room, and as there was a door between the two rooms I could hear very plainly. A man's voice said:

"Belinda, get up. Do you propose to keep your bed all day? Are you not aware that in political life a wife has a part to play as well as the husband? Here I am pestered all day by constituents, every one of whom has an 'ax to grind,' while you are dreaming the happy hours away. Get up, I say, and sew on this button."

Then a woman's voice:

"Jethro, you're a brute. Didn't I slave the life out of me when you were running for congress, cookin' for the whole county? Wasn't you always bringin' folks home to dinner, and didn't I have not only to cook for 'em, but play sweet on 'em? And what do I git for it? Shet up here in this lonesome hotel while you strut about in the lobby buttonholed by female constituents, who play sweet on you to get you to introduce bills for their relief. And you fool enough to think they love you."

There was no reply to this. The man had evidently been convinced of his injustice and kept quiet. I heard water running in the stationary basin and some one washing.

Oh, dear! Are Frank and I ever coming to speak to one another like this? And what a fraud political life must be, after all!

"Belinda!"

It was the man next door again. I wished they would go out. I had no hope of getting a nap and would be tired in the evening.

"Shet up!"

"Come out of that closet."

"I'm dressin'."

"Dressin', ole gal! Do you mean you've got to go into a closet to put on your stockings when there's no one present but your lawful lord and master?"

The woman was evidently in the closet, for her voice was muffled, but I could hear it distinctly.

"You my lord and master! You'd make a beautiful lord, and as for a master, you're a slave—a slave to your constituents. You wouldn't dare complain to one of 'em if he rapped you over the head."

"I'll rap you over the head, you ole Jezebel, if you say that again."

"You're no sort of a lord, and you're a slave—worse'n a slave, you're a"—

I heard one blow and a cry and covered my head with the bedclothes. I lay thinking what a horrid couple they were and what low people represent us in congress. When I took the clothes away from my ears the man was humming a tune. Every now and again there came a sob from the woman, but he paid no attention to it, and she seemed to be crying herself asleep.

I could not realize that the gentlemen I had seen during the day at the capitol sitting in their seats and speaking, many of them so learnedly, numbered among them even one who was a wife beater. But here was perfect evidence of it. Just think! In this advanced twentieth century among our legislators is practiced what is extinct among the lower classes.

The brute went out presently and when he did so locked his wife in the room. I listened, but heard nothing. She was doubtless asleep and had forgotten his horrid treatment. Frank came in, and when I told him about it he was not surprised. But Frank is always talking about the low type of people engaged in politics. I dressed for dinner, and we went downstairs.

In the evening we strolled out to find some place of amusement. We passed a variety hall, and, since as a girl I had been denied such places, I begged Frank to take me in. We listened to women sing songs and men sing songs and people dance and saw trained animals. Then a man came out and threw down some little dummy figures. And what do you suppose was the first word he said?

"Belinda, get up."

Good gracious! He was the brute I had been listening to during the afternoon. He repeated the conversation I had overheard, which he had been doubtless rehearsing, and ended by beating one of the dummies, his wife, who sobbed as naturally as she did during the afternoon.

At the first word Frank and I looked at each other. Then Frank burst out laughing. And during the rest of the ventriloquist's performance we hid our faces in our handkerchiefs to conceal from the audience a mirth it could not understand.

"It doesn't do," said Frank as we walked back to the hotel, "to judge by appearances. Perhaps many of our legislators are good men after all."

MABEL ELIZABETH HOXEY.

Glove Etiquette.

No unduly thick or fat hand should ever be incased in anything lighter in the way of gloves than a mouse colored tint unless the wearer be all in white, declares an authority on gloves.

White gloves should never be worn by anybody who is not wearing another distinctive touch of white on gown or hat. The contract is too crude. The woman with a large hand, if it is well shaped, may wear white, but not a pure white; rather the "oyster" white, with black stitching. Black gloves should only be worn with black gowns and coats. For your gown in every shade of brown, from chocolate down to the range of mastic and pastel lines, you can have gloves to match. The same with grays. For evening dresses it is harder to choose. For pale pinks, blues, yellows, mauves, unless there is some particular lace trimming or embroidery in white or ivory, the palest mushroom or mastic tints are safest.

Fruit.

It is said that those who eat fruit need fewer stimulants than those who do not. There are many persons who simply cannot combine the two together.

THE POISON MAIDEN

[Original.]

"India is a strange country, I fancy," remarked an American to a British officer in a London military club.

"You would think so if you spent as much time there as I have."

"I have heard that the Indians' knowledge of poisons would make the Borgias appear ignoramuses on the subject."

The Britisher shuddered. The other, seeing that he was affected by some remembrance connected with poisons, after an effort persuaded him to tell it.

"Yes, it is a story of poison, a story the main feature of which I would not believe until I had been invalided home and looked it up in the London medical journals. Then, and not till then, was I convinced.

"I was stationed in one of the interior Indian posts where there was a reigning prince who kept his position by chicanery and where the priests maintained their ascendency by the same means. We had a little ensign named Adams with us, a pretty, black eyed boy who was brimful of deviltry. One day the prince sent our colonel an invitation for the officers to come up to his palace and have afternoon tea. We all went, and after 'tea,' during which some of us drank more wine than tea, Adams especially, we were taken into the private apartments where the women were kept and suffered to mingle with them quite freely, considering we were in India and the home of an Indian magnate. When we got back to our quarters Adams confided to me that he had had an impromptu affair with a young Indian girl; that he had seized an opportunity when unobserved to lead her into an apartment filled with tropical plants and, concealed by the enormous leaves of one of them, had kissed her. Just as they were leaving the apartment they heard a rustle behind them, and the girl had turned ghastly pale. In another minute they had separated. This was all there was of it; not very much, one would think, to worry about, but Adams was much troubled, and I confess I didn't like the proceeding myself.

"'You are in no danger,' I said consolingly. 'No Indian will be allowed to take revenge on a British officer.'

"'It is for the girl I fear,' he said lugubriously.

"'If you are discovered and the matter is reported to the prince I think he will show his malignity by his future bearing toward us. Indeed he may bring the matter before the colonel.'

"'We shall see,' said Adams. 'Keep dark. You're the only man I've told.'

"No message came from the prince. Indeed on a return visit he made to our quarters by invitation of the colonel he bore himself with great friendliness. Seeing Adams pass, he remarked admiringly upon his attractive appearance, as every one did, and asked to have him especially presented. He chatted so affably with the youngster that Adams felt sure he had had no intimation of the meeting in the conservatory. I saw them talking together, and it seemed to me that the wily Indian was looking down on Adams with a singular expression—an expression I did not exactly like.

"However, that seemed to end the matter, and I gradually forgot it. Adams heard that the girl was in her usual condition in the palace and ceased to worry about her. Then, when we changed stations, all suspicion that Adams would have to suffer for his indiscretion was removed. He was as ready for another affair as before, and only an opportunity was wanting.

"On arriving at our new station the native ruler of the province entertained us at his palace. I feared that Adams might get into another scrape, so I kept an eye on him. I tried to get him to promise me that he would not, and especially that he wouldn't drink any wine, for wine made his incaution absolute recklessness. He would promise nothing, and I knew that there was such a fascination for him in danger that I resolved to watch him all the closer. I never let him out of my sight till a servant came to me and told me the host wished especially that I should be presented to him. I left Adams in an apartment opening into a dimly lighted garden, begging him to remain where he was till I returned. This he promised to do. I was presented to the host, who detained me some time asking questions about our artillery service, in which he appeared to be much interested. As soon as I could get away from him I returned to the room where I had left Adams. He was not there. Looking into the garden I saw a patch of uniform among the plants and followed the man who wore it. Just before I reached him I saw that he was Adams. He was leaning over a richly dressed Indian girl. I hastened on, but before I could join them Adams turned and their lips met in a kiss.

"I stood as if petrified. If they were watched it would be too late for me to save them. Adams seemed not inclined to take his lips away. Presently he sank slowly to the floor. I rushed up to him. He was dead."

The narrator paused and took a long sip from a glass of brandy and soda. Then he finished his story:

"There was a sensation when I hurried to the colonel and reported what I had seen. We took the body to quarters, and the surgeon placed a piece of paper dipped in some chemical agent on the lips and reported that Adams had been poisoned.

"Now comes what you will not believe. The girl who kissed Adams was a poison girl, fed on a certain poison from birth till she was saturated with it. She was in the service of the prince whom Adams had offended."

ROBERT F. FORBES.

Jefferson as an Inventor.

Not many people know that Thomas Jefferson was a great inventor. His inventions were all of articles of everyday use. He devised a three legged folding camp stool that is the basis of all camp stools of that kind today. The stool he had made for his own use was his constant companion on occasions of outings. The revolving chair was his invention. He designed a light wagon. A copying press was devised by him and came into general use. He also invented an instrument for measuring the distance he walked. A plow and a hemp cultivator showed that his thoughts were often on agricultural matters. His plow received a gold medal in France in 1790. Jefferson never benefited financially by his inventions, but believed they should be for the use of every one without cost.—St. Louis Post-Dispatch.

Guadaloupe Duties.

Duties on articles imported into Guadaloupe are collected under several categories—first, customs duty, this being the regular French tariff; second, octrol duties; third, quay duties, and fourth, statistics duty. The octrol duty is styled "tax for the benefit of the communes."

AN ORDINANCE.

GRANTING PERMISSION TO THE DANVILLE AND RIVERSIDE STREET RAILWAY COMPANY TO CONSTRUCT, MAINTAIN AND OPERATE an ELECTRIC STREET PASSENGER RAILWAY, IN, THROUGH, UPON AND OVER CERTAIN STREETS IN THE BOROUGH OF DANVILLE, MONTOUR COUNTY, PENNSYLVANIA.

SECTION 1. Be it ordained by the Town Council of the Borough of Danville in the County of Montour and State of Pennsylvania in Council assembled, and it is hereby ordained by the authority of the same; that consent and permission be granted and given, and the same is hereby granted and given, to The Danville and Riverside Street Railway Company (a corporation duly organized and incorporated under the laws of the Commonwealth of Pennsylvania), at its own proper cost and expense to build, construct, maintain and operate perpetually a single track electric street passenger railway in, through, upon and over Mill, Market, Bloom, Northumberland, Walnut, Lower Mulberry and Church Streets, respectively, within the limits of the Borough of Danville aforesaid, together with the proper and necessary connections, turnouts, sidings, curves and switches requisite to make a proper electric circuit, and for such purpose to erect the necessary poles, string the necessary wires, and to do every lawful act and thing necessary to properly construct, re-construct, repair and maintain the said street railway and road-bed, to operate the said street railway with electric motor, and to propel proper cars thereon for the accomodation of public travel upon and under the following conditions, regulations, stipulations and restrictions.

SECTION. 2. That the said track shall be what is known as the standard gauge of four feet, eight and one-half icnhes in width, and shall be laid in the middle of the above-named streets respectively, equi-distant from the curb on both sides of the said street, unless otherwise directed and empowered by the said Borough of Danville, and only at the recently established grades thereof, respectively, as shall be given to the said The Danville and Riverside Street Railway Company by the said Borough of Danville and that no change or alteration in such grade or grades shall be made at any time except under the special direction and supervision of the said Borough of Danville and then only by proper resolution or ordinance for such specific purpose duly enacted, that in laying, repairing and maintaining its said tracks, turnouts, sidings, curves and switches the said The Danville and Riverside Street Railway Company shall strictly conform with such grade or grades as thus given and shall immediately change or alter such grade or grades whenever so requested and required by the said Borough of Danville, and that in every such event the said The Danville and Riverside Street Railway Company shall fix, adjust, lay, raise or depress its said tracks, turnouts, sidings, curves and switches so as to strictly conform with the grade or grades thus changed or altered as aforesaid.

SECTION. 3. That the said The Danville and Riverside Street Railway Company shall also at its own proper cost and expense construct and re-construct the road-bed between the rails and two feet on the outside of each and all of the rails of the said railway on each of the above named streets with such materials as are now upon the said streets and in such manner as shall be prescribed and required by the said Borough of Danville; and if at any time hereafter the said Borough of Danville shall by proper ordinance determine and resolve to pave any or all of the above-named streets, then, and in that event, the said The Danville and Riverside Street Railway Company shall at once and at its own proper cost and expense in like manner pave its road-bed (between the rails and two feet in width on the outside of each and all of the rails of the said railway on each of the above-named streets), with the same materials and in the same manner as shall be used and performed by the said Borough of Danville; That in so doing the said The Danville and Riverside Street Railway Company shall place and restore the said street or streets to the same relative position and condition in which they were found before the construction of the said railway or the paving of the said road-bed and prescribed portions adjacent thereto; and that the said The Danville and Riverside Street Railway Company shall at all times and at its own proper cost and expense lay its tracks, sidings, turnouts, curves and switches and keep the same in proper repair so that driving on, over, across or off, the same with all usual and ordinary vehicles and horses may be safe and convenient.

SECTION 4. That the said The Danville and Riverside Street Railway Company shall in the construction of its said tracks, turnouts, sidings, curves and switches, use such a style of rail known as a T rail of not less than sixty pounds per yard, and such poles only as shall be tapered toward the top and square in form, kept well covered with durable paint, color, black for the distance of five feet from the pavement, and color white for the remainder, properly numbered, placed on the inside of the curb and two inches therefrom, and in such manner as to cause the least possible obstruction and injury to such curb and sidewalk and so as to not unnecessarily obstruct such portion of the front of private property as may be needed and in use for business or other purposes by the owner or tenant of such property; and where a dispute shall arise as to the placing of such pole or poles, the Street Commissioner of the said Borough of Danville shall decide and indicate where such pole or poles shall be placed and located, and that all trolley or other wire or wires to be stretched over, strung along, or suspended from, such pole or poles over the tracks of the said railway company and across the streets at various and all places shall be stretched, strung and suspended so as to leave a clear, open and unobstructed space between said wire or wires and the top of the rail directly under the same of at least 18 feet.

SECTION 5. That the said The Danville and Riverside Street Railway Company shall at all times and in all other respects properly construct and re-construct, maintain and operate its said railway and appurtenances with due and proper regard for the safety of life, property and convenience of the public; That it shall adopt, procure and use the most improved cars, fenders, pilots, brakes, lights, gongs and other appliances; that it shall run none of its cars at a geater speed than eight miles per hour within the said limits of the said Borough of Danville; that its charges for a single fare on said railway between any two points within the limits of the said Borough of Danville shall not exceed five cents; that it will stop its cars on the sides of all street crossings so as not to obstruct the same; that before any trolley car shall cross any steam railway track such car must come to a full stop, and it shall be the duty of the conductor thereof to see that such track is clear and safe before he shall give the signal for the said trolley car to proceed; that in the event of fire or the alarm of fire it will yield the right of way to the fire-engines, trucks, hose-carriages of all the fire companies of the said Borough of Danville and that it shall not by the running and operation of its cars interfere with the proper and necessary use of the said fire-engines, trucks, hose carriages, hose and other necessary fire apparatus and appointments; that it shall at its own proper cost and expense remove all debris resulting from the construction, re-construction or repair of its said roadway to such place or places as the said Borough of Danville shall designate and direct, and shall remove all snow and ice from its tracks in such a manner as shall not interfere with the public use of the streets of the said Borough of Danville.

SECTION 6. That the said The Danville and Riverside Street Railway Company shall at all times be liable for any and all damages done to private or public property which may or shall arise by reason of the the construction, re-construction or maintenance of its roadbed and railway tracks, or by the erection or maintenance of the poles or wires strung thereon, or by the operation of its railway service within the limits of the said Borough of Danville and shall further execute and deliver to the said Borough of Danville and in favor of the same, a bond which shall be renewed from year to year with surety to be approved from time to time by the said Borough of Danville, in the sum of Five Thousand Dollars, to further indemnify and save harmless the said Borough of Danville from any and all action or actions for damages arising out of the improper or negligent construction, re-construction, maintenance and operation of its said railway and appurtenances.

SECTION 7. That except wherein otherwise, in this ordinance provided for, the said The Danville and Riverside Street Railway Company shall be subject to such reasonable conditions, regulations, stipulations and restrictions as the said Borough of Danville shall hereafter and from time to time make and impose by ordinance duly enacted and ordained.

SECTION 8. That the said The Danville and Riverside Street Railway Company or its successors or assigns are hereby restricted to the use of the said railway tracks within the said Borough of Danville for no other purpose than to carry passengers, baggage, mail and express, and with such cars only as are usually constructed and used for such purpose.

SECTION 9. That the said The Danville and Riverside Street Railway Company shall pay to the said Borough of Danville an annual license tax of sixty cents for each and every pole erected, replaced, used and maintained by it and the said railway company, within the limits of the said Borough of Danville, which said license tax shall be assessed annually on or before the first day of January of each and every year hereafter and shall extend for the period of one year from the date of such annual assessment.

SECTION 10. That the said The Danville and Riverside Street Railway Company shall begin the exercise of the franchises and privileges hereby granted within six months from the passage of this ordinance and shall have its said railway system fully completed and in full and actual operation within twelve months after the passage of this ordinance as aforesaid, provided however, that the time necessarily consumed by negotiations or unavoidable litigation in procuring the rights of way or otherwise shall not be counted in the time limit above set forth.

SECTION 11. That the said Borough of Danville shall at all times reserve, and hereby specifically and expressly reserves the right to occupy any and all of the above-named streets or highways for the purpose of making alterations, improvements or repairs therein, respectively, such as culverts, and sewers, laying or relaying of water-mains, gas or other pipes and for the purpose of making any other Borough or City repairs or improvements of any kind that may from time to time be found or deemed necessary, and that the said Borough of Danville shall have full and adequate power and authority to make such alterations, improvement and repairs without recourse on the part of the said The Danville and Riverside Street Railway Company against the said Borough of Danville in the exercise of such right for any obstruction or interference which the said railway company shall encounter as a result of such alterations, improvements or repairs.

SECTION 12. Any omission, failure or refusal on the part of the said The Danville and Riverside Street Railway Company, its agents or employees, respectively, to fully and speedily comply with any and all of the several provisions of this ordinance shall be punishable with a fine of not less than Five Dollars nor more than One Hundred Dollars for each and every such omission, neglect, failure or refusal; said fine to be sued for, collected and recovered as debts of like amount are now collectable and recoverable under the laws of this Commonwealth, and shall be paid over to the Treasurer of the said Borough of Danville for the use of the said Borough.

SECTION 13. That each and every one of the several respective provisions of this ordinance shall be executed by and at the proper cost and expense of the said The Danville and Riverside Street Railway Company, and in the event that the said company shall omit, refuse, fail or neglect to faithfully and fully comply with and to execute the said provisions and every one of them, then, and in that event it shall be the duty of the said Borough of Danville after reasonable notice to the said railway company in such behalf, as a further and additional remedy in the premises, enforce any and all such provisions as have been neglected at the proper cost and expense of the said railway company.

SECTION 14. That any failure or refusal on the part of the said The Danville and Riverside Street Railway Company to extend, construct, maintain and operate its said railway system upon any of the above-named streets within two years from the date of the passage of this ordinance, shall work a complete forfeiture of all of the franchises and privileges granted to it by this ordinance as to any and all of such streets unoccupied and unused as aforesaid; and a further persistent and repeated failure on the part of the said The Danville and Riverside Street Railway Company to faithfully construct,, re-construct, maintain and operate its said railway system in the manner hereinbefore specifically prescribed, provided and required, shall also, after due notice thereof, at the option of the said Borough of Danville, work a complete forfeiture of this ordinance and shall thereupon render all of its several franchises and privileges herein contained absolutely null and void, anything herein contained to the contrary thereof in any wise notwithstanding.

SECTION 15. That each and every of the grants, conditions, regulations, stipulations and restrictions, respectively contained in this ordinance shall be alike binding and obligatory upon the said The Danville and Riverside Street Railway Company and its successors and assigns.

SECTION 16. That the said The Danville and Riverside Street Railway Company, through its proper corporate officers fully authorized to act, shall, before any right or privileges hereby granted shall become operative or be enjoyed by the said railway company, signify in writing its acceptance of all of the several regulations, conditions, stipulations and restrictions of this ordinance.

SECTION 17. That all ordinances or parts of ordinances inconsistent with or contrary to the provisions of this ordinance are herbey repealed.

WILLIAM G. PURSEL,
Chief Burgess.

HARRY B. PATTON,
Secretary of the Borough of Danville.

Council Chamber Sept. 3rd, 1903,

A DELIGHTFUL SUMMER OUTING

The Steamer "Cape May" Carries Thousands to the Ocean—Cool Cape May Attracts Those Who Want to Enjoy a Delightful 200-Mile Sail Down the Delaware River and Bay—Points of Interest Along the Route.

"Off to Cool Cape May!"

That's the hot-weather cry of thousands who every summer take a day

off and aboard the magnificent and commodious excursion Steamer "Cape May" journey down the historic Delaware River and Bay to the Grand Atlantic, where they disport themselves for several hours in the billows that roll upon the finest beach in the world, or they divide the time inspecting various places of interest before the Steamer starts homeward.

This trip to Cape May has become famous. The Steamer "Cape May" is the only steamer out of Philadelphia that makes daily trips to the ocean, returning early each evening. The "Cape May" is a luxuriously appointed boat. The owners have provided for every comfort and convenience of the passengers. There are steamer chairs and comfortable couches on the main deck, and a number of staterooms for those who want to enjoy comfortable repose during periods of the trip. The officers and attaches are thoroughly experienced and seek to give the passengers all attention to assure a pleasant trip, free from any annoyance whatever.

No disorder is permitted on the steamer. Ladies unattended and children are especially looked after, so that they may feel assured of a delightful outing.

How the little ones enjoy these trips to Cape May! They never forget it. The roomy decks form one vast play-ground. Then there are games and innocent amusements especially provided for them. There is an excellent orchestra aboard, and at times during the day and evening the young people gather on the main deck aft and enjoy a lively waltz or two-step, while their elders look on and recall the days when they were young and enjoyed the merry dance. On Sundays sacred concerts are given by the orchestra.

A FLOATING HOTEL.

The Steamer "Cape May" is really a modern hotel afloat. The appointments already referred to are equal to those of the first-class hotels. But the "Cape May," like best hotels ashore, provides sumptuously for the "inner man." The palatial dining room below decks is provided with a number of small tables presided over by competent waiters. The Steward and caterers in charge know their business, as all attest who have partaken of an appetizing breakfast served as the steamer starts on the trip, or a full course dinner served from 11.10 A. M. to 1 P. M. The suppers, especially the fish suppers, on the return trip are famous. Then, too, there are lunch counters at convenient places on the boat; also, oyster bars and ice cream parlors. Only the best of edibles and delicacies are served at very moderate cost.

To feed the "Cape May's" passengers requires supplies of meats, fruits, vegetables, fish and oysters in immense quantities. Often there are 2500 people aboard—and the stirring breezes and invigorating salt air certainly are appetite producers. The supplies for the dining room and lunch counters are taken aboard each morning and the perishable fruits and provisions are stored in mammoth refrigerators in order that they may be served in the very best condition.

New Jersey and Pennsylvania farms and dairies furnish the very best fruits and vegetables and purest and richest milk and cream. Cape May oyster beds are drawn on for finest oysters. In summer time, the Cape May salts are the epicurean's delight. Fish, fresh daily from the ocean, are taken aboard at the Cape May Steamboat Landing.

Few people stop to consider the immense quantities of supplies, involving a large expenditure of money, that are required to feed such a great throng of people as patronize the "Cape May" day after day. No city hotel feeds so many people in a single day.

DOWN THE RIVER AND BAY.

The "Cape May" covers 200 miles every day. The course is down the Delaware River and Bay, along which are many points of interest, not to mention especially the interesting display of vessels, from every quarter of the globe, at anchor or under way up and down the river.

Points of interest especially worthy of note are League Island Navy Yard, where there are always several of Uncle Sam's war vessels in sight; Fort Mifflin, Chester, Wilmington, New Castle, long famed for its whipping post; Fort Mott, Fort Delaware, Reedy Island, the Government Quarantine Station; Ship John Light, Cross Ledge Light, and the great jetties under construction by the U. S. Government. At Cape May Landing there is a large excursion house where passengers may enjoy entertainment and refreshment. Or the trolley cars may be taken for a ride along the coast to Sewell's Point, where there is another large excursion house with theatre attached, where high class vaudeville performances are given during the season. On this trip the charming city of Cape May will be passed and then for 2½ miles the route is along the ocean front of the Cape May Real Estate Company's property, where work is progressing for the making of a New Cape May and the most superb seaside resort in the world. The property comprises 2,000 acres, providing 7,500 building sites. This development is on such a stupendous scale that it's worth looking into.

The "Cape May's" passengers who prefer to remain at the landing enjoy the excellent bathing on the splendid beach, where there is perfect safety for children and the enfeebled.

The "Cape May" starts on the return trip at 3.15 P. M., reaching Philadelphia early in the evening. The cost of this 200-mile trip is only $1.00, and it's the greatest outing for so little cost anywhere in the world. The office of the Company is at 101 Arcade Building, Philadelphia, where full information may be secured. The "Cape May" leaves Pier 3, foot of Chestnut St., daily (including Sunday) at 7.30 A. M. When you write to the Company mention the

MONTOUR AMERICAN.

Most Delightful of the Season.

Autumn is about to make its official appearance, and it has already appeared in reality. Though it has been described as the season of the sere and yellow leaf, it is, ordinarily, the most delightful of the seasons in this latitude. Not infrequently it yields weeks of pleasant weather, cool, bracing mornings and sunshiny days that invite outdoor life. The summer that is ending has been peculiar. Its vagaries have been more numerous and marked than any of recent years. It was preceded by an abnormal spring. It may be succeeded by a strange fall, though it may be hoped the brown October days will be spared for those who have postponed their outings to take advantage of them.

Sick Headache?

Food doesn't digest well? Appetite poor? Bowels constipated? Tongue coated? It's your liver! Ayer's Pills are liver pills; they cure dyspepsia, biliousness.

25c. All druggists.

Want your moustache or beard a beautiful brown or rich black? Then use

BUCKINGHAM'S DYE for the Whiskers

50 CTS. OF DRUGGISTS, OR R. P. HALL & CO., NASHUA, N. H.

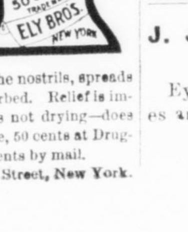
Dwelling Sold.

The brick dwelling on Lower Mulberry street, belonging to the real estate of Mrs. Emma A. Woods was sold Saturday morning by virtue of an order of sale from the United States Court. The purchaser was Mrs. Mary Dineen. Consideration $1815.

Nasal CATARRH

In all its stages there should be cleanliness.

Ely's Cream Balm cleanses, soothes and heals the diseased membrane. It cures catarrh and drives away a cold in the head quickly.



Cream Balm is placed into the nostrils, spreads over the membrane and is absorbed. Relief is immediate and a cure follows. It is not drying—does not produce sneezing. Large Size, 50 cents at Druggists or by mail; Trial Size, 10 cents by mail.

ELY BROTHERS, 56 Warren Street, New York.

Rushing Beauty Out of the Hair

The most famous hairdresser in London has startled the fashionable ladies of England by warning them that in following old traditions they are brushing the beauty out of their hair.

"The incessant brushing of the present day is ruinous to the hair," he says. "Some women used to give their hair 100 strokes of the brush night and morning and have good hair in spite of it. An occasional person might do so now; but the good hair is in spite of the brush, not because of it.

"All new hairs appear first as a soft, delicate fuzz, easily pulled out or destroyed. Stiff brushing will wear them out, just as it will wear out the nap of cloth. The hair roots try to make up for the destruction. They are forced into abnormal growth, and their life force is depleted. The old hair is falling. The new hair is not being allowed to live and grow. The life force is being exhausted. The hair gets thin, straggling, unhealthy, dies out altogether, and there you have the bald woman or man."

Society and Evolution.

"Society" is a comparatively recent and almost local phenomenon. Its ancestor in Europe was feudalism—the fighting men, the natural aristocracy, on one side and their victims and serfs on the other. Today, the traders and hucksters, grown rich, occupy the castles of their late baron masters and sport their titles, though a remnant of the genuine nobles still survives, terrible examples of what happens to a generation that has outlived its era. But the physical force regime, while it lasted, stood on a sounder and juster foundation than does the money power at present in possession, and the latter will hardly last as long as the former did. It is, I repeat, comparatively local as well as recent. It could exist only in countries given up as are those of Europe and America to industrialism. Nevertheless the world may still offer living examples of society in all its stages, from the most primitive to that which now passes. Africa and Asia has each its social organization, and so have the Marquesas, Patagonia and Eskimoland.—Smart Set.

Boats In China.

Next to coffins, the greatest use for lumber in China is in building boats, and it is safe to say that the number of craft runs into the millions.

MORE LIVES ARE SAVED ...BY USING...

Dr. King's New Discovery,

....FOR....

Consumption, Coughs and Colds

Than By All Other Throat And Lung Remedies Combined.

This wonderful medicine positively cures Consumption, Coughs, Colds, Bronchitis, Asthma, Pneumonia, Hay Fever, Pleurisy, LaGrippe, Hoarseness, Sore Throat, Croup and Whooping Cough. NO CURE. NO PAY.

Price 50c. & $1. Trial Bottle Free.

PENNSYLVANIA RAILROAD,

TIME TABLE

In Effect May 24th, 1903.

Station				
		A. M.		
Scranton(D&H) lv		§9 47	1 42	§4 35
Pittston " "		f10 15	§ 2 10	5 02
		A. M.	P. M.	P. M.
Wilkesbarre... lv		§10 35	2 45	§6 00
Plym'th Ferry "		f 10 42	f 2 52	f6 07
Nanticoke...... "		10 50	3 01	6 17
Mocanaqua .... "		11 07	3 20	6 37
Wapwallopen.. "		11 16	3 31	6 47
Nescopeck..... ar		11 26	3 42	7 00
			A. M.	P. M.
Pottsville...... lv		......	§11 55	
Hazleton ...... "		......	2 45	§2 45
Tomhicken..... "		......	3 05	3 05
Fern Glen ..... "		......	1 18	3 15
Rock Glen..... "		......		3 22
Nescopeck .... ar		......	3 42	......
Catawissa......		......	......	4 00
	A. M.	A. M.	P. M.	P. M.
Nescopeck.... lv	§ 8 18	§11 26	§ 3 42	§7 00
Creasy....... "	8 3[illegible]	11 36	3 52	7 09
Espy Ferry... "	f 8 4[illegible]	11 46	f 4 02	7 20
E. Bloomsburg "	8 4[illegible]	11 50	4 06	7 25
Catawissa...... lv	8 55	11 57	4 13	7 32
South Danville "	9 14	12 15	4 31	7 51
Sunbury....... ar	9 35	12 40	4 55	8 15
	A. M.	P. M.	P. M.	P. M.
Sunbury....... lv	‖ 9 42	§12 48	§ 5 18	‖9 48
Lewisburg.... ar	10 13	1 45	5 48	
Milton .... "	10 08	1 39	5 44	10 09
Williamsport.. "	11 00	1 41	6 40	10 55
Lock Haven... "	11 59	2 20	7 37	......
Renovo........ "	A. M.	3 00	8 30	......
Kane.......... "	......	8 25	......	......
	P. M.	P. M.		
Lock Haven.. lv	§12 10	3 45	......	......
Bellefonte .... ar	1 05	4 44	......	......
Tyrone........ "	2 20	6 00	......	......
Philipsburg "	4 35	§ 8 02	......	......
Clearfield.... "	5 25	§ 8 45	......	......
Pittsburg.... "	6 55	§10 45	......	......
	A. M.	P. M.	P. M.	P. M.
Sunbury lv	‖ 9 50	§ 1 59	‖ 5 10	‖8 31
Harrisburg.... ar	‖11 30	§ 3 15	‖ 6 45	10 10
	P. M.	P. M.	P. M.	A. M.
Philadelphia.. ar	§ 3 17	‖ 6 23	‖10 20	4 25
Baltimore ..... "	§ 3 11	‖ 6 00	‖ 9 45	2 30
Washington ... "	§ 4 10	‖ 7 15	‖10 55	4 05
	A. M.	P. M.		
Sunbury....... lv	§10 00	§ 2 15	......	......
Lewistown Jc. ar	11 45	4 05	......	......
Pittsburg..... "	6 55	§10 45	......	......
	A. M.	P. M.	P. M.	P. M.
Harrisburg.... lv	‖11 45	‖ 5 00	‖ 7 15	§10 25
	P. M.	A. M.	A. M.	A. M.
Pittsburg...... ar	‖ 6 55	‖ 1 50	‖ 1 50	5 30
	P. M.	P. M.	A. M.	A. M.
Pittsburg...... lv	‖ 7 10	‖ 9 00	‖ 3 00	§8 00
	A. M.	A. M.		P. M.
Harrisburg.... ar	‖ 2 00	‖ 4 20	‖ 9 30	§ 3 10
		A. M.		A. M.
Pittsburg...... lv	......	......	......	§ 8 00
				P. M.
Lewistown Jc. "	......	7 30	......	§ 3 00
Sunbury ...... ar	......	§ 9 20	......	§ 4 50
	P. M.	A. M.	A. M.	A. M.
Washington... lv	‖10 40	......	‖ 7 50	‖10 50
Baltimore...... "	‖11 00	‖ 4 40	8 40	‖11 45
Philadelphia... "	‖11 20	‖ 4 25	8 30	‖11 40
	A. M.	A. M.	A. M.	P. M.
Harrisburg.... lv	‖ 3 35	‖ 7 55	§11 40	§ 3 20
Sunbury ...... ar	‖ 5 00	‖ 9 36	1 08	§ 5 05
	P. M.		A. M.	A. M.
Pittsburg..... lv	§12 45	......	‖ 3 00	§ 8 00
Clearfield.... "	3 50	......	......	9 28
Philipsburg.. "	4 40	......	......	10 12
Tyrone...... "	7 00	......	‖ 8 10	12 25
Bellefonte.. "	8 16	......	9 32	1 05
Lock Haven ar	9 15	......	10 30	2 10
	P. M.	A. M.	A. M.	P. M.
Erie.......... lv	‖ 5 35	......	......	......
Kane.......... "	8 45	......	§ 6 00	......
Renovo........ "	11 50	§ 6 45	10 30	......
Lock Haven.... "	12 38	7 35	11 25	‖ 3 00
	A. M.		P. M.	
Williamsport .. "	2 29	‖ 8 30	§12 40	4 00
Milton .... "	2 23	9 17	1 25	4 46
Lewisburg ..... "	......	9 05	1 15	4 42
Sunbury...... ar	3 24	9 46	1 55	5 15
	A. M.	A. M.	P. M.	P. M.
Sunbury........ lv	§ 6 45	‖ 9 55	§ 2 00	§ 5 25
South Danville "	7 11	10 17	2 21	5 50
Catawissa....... "	7 32	10 35	2 36	6 08
E Bloomsburg.. "	7 37	10 43	2 43	6 15
Espy Ferry.... "	7 42	f10 47	......	f 6 19
Creasy........... "	7 52	10 56	2 55	6 30
Nescopeck....... "	8 02	11 05	3 05	6 40
	A. M.	A. M.	P. M.	P. M.
Catawissa...... lv	7 32	10 38	2 36	6 08
Nescopeck...... lv	8 23		§ 5 05	§ 7 05
Rock Glen...... ar	......	11 22	......	7 28
Fern Glen....... "	8 51	11 28	5 32	7 34
Tomhicken..... "	8 58	11 38	5 38	7 42
Hazleton........ "	9 19	11 58	5 59	8 05
Pottsville....... "	10 15		6 55	
	A. M.	A. M.	P. M.	P. M.
Nescopeck...... lv	§ 8 02	§11 05	§ 3 05	§ 6 40
Wapwallopen.. ar	8 19	11 20	3 20	6 52
Mocanaqua .... "	8 31	11 32	3 30	7 01
Nanticoke ..... "	8 53	11 54	3 49	7 19
		P. M.		
Plym'th Ferry "	f 9 03	12 02	3 57	f 7 28
Wilksbarre ... "	9 10	12 10	4 05	7 35
	A. M.	P. M.	P. M.	P. M.
Pittston(D&H) ar	§ 9 29	‖12 55	§ 4 56	[illegible] 04
Scranton " "	10 08	1 24	5 24	§ [illegible] 29

§ Weekdays. ‖ Daily. f Flag station.

Pullman Parlor and Sleeping Cars run on through trains between Sunbury, Williamsport and Erie, between Sunbury and Philadelphia and Washington and between Harrisburg, Pittsburg and the West.

For further information apply to Ticket Agents

W. W. ATTERBURY, Gen'l Manager.
J. R. WOOD, Pass. Traffic Mgr.
GEO. W. BOYD, Gen'l Passenger Agent.

A Surprised Bore.

The late Justice Carter of the supreme court of the District of Columbia used to relate an incident of a Philadelphia man who called at the White House so frequently and took up so much of President Lincoln's time that the latter finally lost his patience. One day when the gentleman was particularly verbose and persistent and refused to leave, although he knew that important delegations were waiting, Lincoln arose, walked over to a wardrobe in the corner of the cabinet chamber and took a bottle from a shelf. Looking gravely at his visitor, whose head was very bald, he remarked:

"Did you ever try this stuff for your hair?"

"No, sir; I never did."

"Well," remarked Lincoln, "I advise you to try it, and I will give you this bottle. If at first you don't succeed try, try again. Keep it up. They say it will make hair grow on a pumpkin. Now take it and come back in eight or ten months and tell me how it works."

The astonished Philadelphian left the room instantly without a word, carrying the bottle in his hand, and Judge Carter, coming in with the next delegation, found the president doubled up with laughter at the success of his strategy. Before he could proceed to business the story had to be told.—"The True Abraham Lincoln."

The Snake's Whistle.

I found myself somewhat muddy and breathing a little hard, but I was not wholly chagrined. I had heard and seen a black snake whistle. I had never even known of the habit before. Since then I have seen one other snake do it, and I think I have heard the sound three or four times. It is almost indescribable. The jaws were closed as it was made, not even the throat moving, that I could see. The air seemed to be blown violently through the nostrils, though sounding as if driven through the teeth—a shrilling hiss, fine and piercing, which one not so much hears as feels—feels it crisping cold along his nerves. It may seem strange, but I believe this whistle is a mating call. Even the forked tongue (or maybe the nose) of a snake grows vocal with love.—Dallas Lore Sharp in National Magazine.

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Eyes tested, treated, fitted with glasses and artificial eyes supplied.

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Hours—10 a. m. to 5 p. m.

LACKAWANNA RAILROAD.

BLOOMSBURG DIVISION

WEST.

Station	A. M.	A. M.	A. M.	P. M.
New York......... lv	2 00	....	10 00	....
			P. M.	
Scranton........ ar	6 17		1 50	
	P. M.			
Buffalo lv	11 30	2 45	....	....
	A. M.			
Scranton .... ar	5 53	10 05	....	
Scranton lv	5 55	10 10	1 55	6 10
	A. M.	A. M.	P. M.	P. M.
Scranton......... lv	*6 35	*10 10	†1 55	*6 10
Bellevue	6 39			
Taylor	6 43	10 17	2	6 18
Lackawanna	6 48	10 24	2 10	6 2[illegible]
Duryea	6 53	10 28	2 13	6 30
Pittston	6 57	10 33	2 17	6 3[illegible]
Susquehanna Ave	7 00	10 37	2 19	6 3[illegible]
West Pittston	7 03	10 41	2 23	6 4[illegible]
Wyoming	7 08	10 46	2 27	6 4[illegible]
Forty Fort	....	....	2 31	
Bennett	7 15	10 52	2 34	6 [illegible]
Kingston......... ar	7 21	10 56	2 40	6 5[illegible]
Wilkes-Barre ..... ar	7 40	11 10	2 50	7 1[illegible]
Wilkes-Barre lv	7 10	10 40	2 30	6 4[illegible]
Kingston lv	7 21	10 56	2 40	6 5[illegible]
Plymouth June				
Plymouth	7 30	11 05	2 49	7 0[illegible]
Avondale	7 35		2 54	
Nanticoke	7 39	11 13	2 58	7 1[illegible]
Hunlock's	7 45	11 19	3 06	7 2[illegible]
Shickshinny	7 55	11 31	3 20	7 3[illegible]
Hicks Ferry	8 07	†11 43	3 30	†7 4[illegible]
Beach Haven	8 13	11 48	3 37	7 48
Berwick	8 19	11 54	3 44	7 58
Briarcreek	†8 23	....	†3 50	
Willow Grove	†8 27	....	†3 54	†8 0[illegible]
Lime Ridge	8 31	†12 09	3 58	†8 0[illegible]
Espy	8 37	12 15	4 06	8 1[illegible]
Bloomsburg	8 44	12 22	4 12	8 1[illegible]
Rupert	8 47	12 25	4 15	8 [illegible]
Catawissa	8 54	12 32	4 22	8 [illegible]
Danville	9 06	12 44	4 33	8 [illegible]
Cameron	9 21	12 57	4 48	
Northumber'd...... ar	9 35	1 10	5 00	9 08

EAST.

Station	A. M.	A. M.	P. M.	P. M.
Northumberl'd	*6 35	*10 00	†1 50	*5 [illegible]
Cameron	6 47	....	†2 01	†5 [illegible]
Danville	6 57	10 19	2 11	5 4[illegible]
Catawissa	7 10	10 32	2 23	5 56
Rupert	7 16	10 37	2 29	6 01
Bloomsburg	7 20	10 41	2 33	6 06
Espy	7 28	10 48	2 40	6 13
Lime Ridge	7 35	†10 54	†2 46	†6 2[illegible]
Willow Grove	†7 40	....	†2 50	
Briarcreek	7 44	....	†2 55	†6 [illegible]
Berwick	7 50	11 05	2 58	6 37
Beech Haven	7 58	†11 12	3 03	6 44
Hicks Ferry	8 07	†11 17	3 09	6 [illegible]
Shickshinny	8 17	11 31	3 20	6 [illegible]
Hunlock's	8 27		3 31	†7 0[illegible]
Nanticoke	8 34	11 44	3 38	7 14
Avondale	8 37		3 4[illegible]	
Plymouth	8 44	11 52	3 47	7 2[illegible]
Plymouth June	8 47	....	3 52	
Kingston......... ar	8 55	11 59	4 00	
Wilkes-Barre....... ar	9 10	12 14	4 10	7
Wilkes Barre....... lv	8 40	11 40	3 50	7
Kingston lv	8 55	11 59	4 00	7
Bennett	8 58		4 03	7
Forty Fort	†9 00	....	4 07	
Wyoming	9 05	12 08	4 12	7 4[illegible]
West Pittston	9 10	....	4 17	7 5[illegible]
Susquehanna Ave	9 13	12 14	4 20	7 5[illegible]
Pittston	9 19	12 17	4 24	8 0[illegible]
Duryea	9 23	......	4 28	8 0[illegible]
Lackawanna	9 26	......	4 32	8 1[illegible]
Taylor	9 32	......	4 40	8 1[illegible]
Bellevue	9 37	......	4 45	
Scranton......... ar	9 42	12 35	4 50	8 [illegible]
	A. M.	P. M.		A. M.
Scranton......... lv	10 10	12 40	....	1 5[illegible]
	P. M.			
New York.......... ar	3 35	5 00	....	6 5[illegible]
				P. M.
Scranton.......... lv		1 55	....	11 1[illegible]
				A. M.
Buffalo .... ar	....	7 55		7 00

*Daily, †Daily except Sunday.
†Stops on signal or on notice to conductor.

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