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FREELAND, PA., FEBRUARY 2, 1903.



A COPY OF THE KORAN.

How a Foreigner Must Go About Purchasing It in Stamboul.

In Stamboul there are several bookstores the proprietors of which are either Persians, Arabians, Abyssinians or Turks. Not in the frequent streets are these stores, but in dark and narrow alleys. The books in them comprise various editions of the Koran, translated into all the languages of the orient; theological and historical treatises on the Koran in the Turkish, Persian and Arabic tongues, annals which clearly prove that all the sultans of the Ottoman dynasty were prodigies of genius and sanctity; marvelous fairy tales and stories of adventure which are more or less fantastic and the sole object of which is to prove that no one should be considered honest, intelligent or happy unless he is a Turkish Mussulman, unless he venerates the sultan, unless he lives in Stamboul all his life without ever quitting it even for a day and unless he regards as utterly fabulous all that he hears about Europe.

A Mussulman is forbidden to sell a copy of the Koran, and therefore a foreigner who desires to purchase the sacred book must proceed as follows: Go into the bookstore, having on your face as pious an expression as possible, and say to the proprietor:

"I shall consider myself eternally indebted to you if you will present me with a copy of the Koran."
"As I am a devout believer," the proprietor will answer, "I think it my duty to assist any unbeliever who desires to instruct himself in our law. Moreover, you seem to be a serious man, and I am convinced that it is not vain curiosity which prompts you to obtain a copy of the Koran, but a sincere desire to study our religion. Therefore I am willing to make you a present of this copy, though I value it highly, for I paid a good price for it."

You will then put the book in your pocket, and a minute or two later the proprietor will say, "I shall consider myself eternally your debtor if you will make me a present of—" naming a certain sum. If you bargain with the price too high, you may bargain with him, but you must take care not to make the slightest allusion to the copy of the Koran in your pocket, for in disposing of it the proprietor has clearly broken the law, and it would not be good policy for you to remind him of that fact.

EARLY MILLIONAIRES.

- Apicus expended in gluttony \$2,000,000.
- Esopis paid for a single dish \$400,000.
- Caligula spent for one supper \$400,000.
- Hellogabalus spent for one meal \$100,000.
- Lucullus usually paid \$100,000 for a repast.
- The philosopher Seneca had a fortune of \$12,500,000.
- Lentulus, the soothsayer, had a fortune of \$16,500,000.
- The sum of \$2,000,000 was paid for the house of Antony.
- Cesar before he entered upon any office owed nearly \$11,000,000.
- Tiberius at his death left \$118,125,000, which Caligula spent in less than ten months.
- Croesus possessed in landed property a fortune equal to \$8,000,000, besides a large sum of money, slaves and furniture.
- Antony owed \$1,500,000 at the close of March, paid it before the calends of April and squandered \$73,500,000 of the public money.

The Servant Problem Not New.

Students of household management will learn with satisfaction that in 1568 many of the evils now to be complained of were distinctly recognized. Some of the more curious fancies which were imposed by a country gentleman upon offending servants were a penny for leaving a door open, missing prayers, leaving beds unmade after 8 (presumably a. m.), and cooks could only have followers at the rate of a penny fine for each one. A curious custom seems to have then existed that entree to the house was denied during the family meals, and as the fine for allowing a breach of this custom was heavy it may be presumed that the sin was esteemed great.

WOMAN AND FASHION

A Handsome Shirt Waist.
The shirt of Persian panne has a white ground, on which is printed a design in pale blue and delicate leaf green. It is made with a plain back



and has a narrow box plait in front. The cuffs are straight and plain. The stock is of cream white crepe de chine and has flowing ends that widen toward the hem.—New York Commercial Advertiser.

White Frocks For Children.

As regards indoor wear for small maidens and their younger sisters and brothers, white wash materials compose the best of the garments. Needlework of all sorts is used on them. Rows of delicate fagotting show between hand tucks and insertions of fine embroidery, and the whole effect produces a look of daintiness rather than of splendor. Some of the little Mother Hubbard frocks for the tiniest maids, indeed, have an angelic plainness. Made of the sheerest India lawn the short full skirt, which drops from a round, square or pointed yoke, may be only hemmed. The yoke and cuffs of the bishop sleeves are entirely of the needlework.

For girls who cannot wear these pretty wash things in winter little wool frocks in white and brilliant tints are provided, though these require white wash gumpies to be really elegant. In the same way fashion's fads make long stockings on small children seem out of place in the house. White or black socks have almost entirely superseded them for the smartest wear, though long white stockings are also admissible. If the child is susceptible to cold these should be of merino.

Return of the Tailor Gown.

Tailors should really cease their grumbling, as once more the tailor made gown is most popular. The military collar, a most severe test of sartorial art, is again in vogue. Not only has the neat, close fitting habit returned, but even the old riding habit bodice is seen. The box plaited skirt, so popular, requires the heavy pressing and ironing of the tailor. The simpler the garment the harder the work.

The New Woolen Lace.

A novelty which is appearing on the very smart walking gowns and which may even to a certain extent put the Russian and Roumanian embroideries in a second instead of first place is the new woolen lace, woven especially to match the woolen goods, such as hopsack and frieze. It comes in various colors, the prettiest being soft grays, greens and browns.

Fur Hats With Feathers.

Many fur hats are trimmed with feathers this season, and the combination is quite as pretty as it is stylish. Soft chinchilla hats, like the one illustrated, are decorated with a single ostrich plume laid perfectly flat on the crown of the hat, the end of the plume



CHINCHILLA, WITH WHITE PLUME.

hanging off and curling around on the hair of the wearer. A buckle or soft rosette of velvet or satin usually holds the plume in place. Another pretty fashion in furs is the combination of two skins.—New York Mail and Express.

Harmony Is the Thing.

It is not enough to choose a pretty fabric for one's gowns. Each detail must be thought out with care, each bit of trimming chosen with an accurate eye. No one quality has been so powerful in placing French designers where they stand today as their subtle sense of color and of relation.

THESE PROSPEROUS TIMES.

How Would One of the Fellows With a Bank Account Like to Be Poor?
You who are well housed, well fed, well clad and in possession of a bank account that banishes from your future all fear of want find this world, with all its drawbacks, not a bad place to live in.

But what would you think of the world if you were a young man with a wife and baby to support and unable to get work, with no coal or food in the house and the thermometer down near zero?

And what would the world seem like to you if you were dying with consumption and your wife went out to work each day to support you and your four children, earning so little, poor thing, that coal could not be bought at trust prices or the rent be paid, so that the landlord had served a dispossession notice on you?

The Rev. Louis Albert Banks, who on Monday night placed where it would do the most good some money with which the American supplied him, found the two families described and others not less near the edge of despair's precipice.

How would you like to be Mrs. Scaterio of 43 Oliver street, where there was no food or fuel? She and her children were starving and freezing when Captain Johnson of the Salvation Army, taking relief from the American, visited this home of want and misery.

How would you like to share the fate of these fellow creatures of yours reported by the same Salvationist?

Mr. and Mrs. Golden of 10 Hamilton street had not eaten yesterday. There was no fuel. Mr. Golden is blind.

Mr. Martin of 608 Water street is lying in bed with consumption. Mrs. Martin's father, who lives with them, is blind, and only a little while ago Mrs. Martin had one of her arms amputated. A big bag of groceries and coal brought happiness to this poor family, and when promised more coal for tomorrow Mrs. Martin fell on her knees and prayed.

"There never were such general suffering and extreme poverty as this winter," said the Rev. Father Tewes in acknowledging money for his poor from the American. "We have children that I know of without shoes and stockings. It is almost impossible to buy clothing, so scanty are the earnings of many. Coal is impossible. They must live in cold rooms."

Thin clothes and ragged clothes, poor food and little of it, and icy air to sit and silver in while you watch your suffering wife and blue lipped, hungry children—that is what life means for thousands these days in this rich and Christian city.

And the people who live this life are fellow beings, human creatures just like yourself, with the same capacity for pleasure and pain, the same love for wife and little ones.

Your instinct is to turn away from such misery and shut your mind against it, not because you are hard hearted, but because the mass of wretchedness is so vast that you feel helpless to do anything adequate toward its relief.

But you have no right to turn away from it. It is your duty to think about and do what you can to lessen this mass of misery.

You can open your heart and put your hand in your pocket. When you do that, you feed some hungry child, bring hope again to some agonized mother's breast and save some man from desperation.

When you are face to face with dire human distress, it is no time to philosophize about the failure of charity to cure poverty, or about the pernicious effects of almsgiving.

Help the miserable first and philosophize afterward. Be a human being before you are a political economist. Obey your heart. It is a better, a wiser guide than your head ninety-nine times in a hundred.

Don't even stop to reflect that you can't give a dollar to buy a few bucketsful of coal or a few pounds of meat for a perishing family without the coal trust and the food trust stealing half the money.

The thing to do is to give while this frightful weather is with us. Look at the crowds which gather around the American's free coffee and sandwich wagons every night, and you will get a vision of human need that must keep you awake in your warm bed if you haven't done your duty as a man.

Send a bill or a check to the nearest clergyman—never mind the denomination—with a note asking him to use it for the relief of the worst case of poverty he knows, and you will make no mistake.

The poor are your brothers and sisters. Remember the words of Jesus: "Inasmuch as ye did it unto one of these my brethren, even these last, ye did it unto me."—New York American.

London's Unemployed.

When interrogated lately in the house of commons Mr. Balfour said that he had no evidence to show that there was any unusual amount of distress in London or the provinces. To convince him of his error Keir Hardie, the labor member, wrote to the Times and gave some figures that were not pleasant reading at the Christmas season. Two hundred and twenty-three trades unions in London, with an aggregate membership of 548,442, reported at the end of October 27,270 members out of work, or 5 per cent, as compared with 3.7 per cent a year ago. These figures refer to men in receipt of out of work pay and have nothing to do with men on strikes or lockouts, and furthermore, refer only to skilled workmen. Mr. Hardie assumes that out of the 14,000,000 wage earners in Great Britain 10,000,000 are engaged in occupations which will yield at present an average of 5 per cent (500,000) workers without employment.



The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of **Chas. H. Fletcher** and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of **Chas. H. Fletcher**

The Kind You Have Always Bought In Use For Over 30 Years.

THE CASTORIA COMPANY, 27 BURLINGTON STREET, NEW YORK CITY.

"Penny" Flyer Wrecked.

The Pennsylvania Railroad flyer which leaves Wilkesbarre for Pottsville at 4 10 p. m. met with a disastrous wreck near Lofy at 6 o'clock Friday evening in a head-on collision with an empty Lehigh Valley freight train. Robert Moyer, the engineer of the freight, and S. J. Gerhard, his fireman, when they saw that a wreck was inevitable jumped and were dashed to death. Moyer resided at Weatherly and Gerhard at Hazleton.

The colliding locomotives came together with a terrific crash, and the freight engine leaped clear over the top of the express car and plunged downward into the parlor car. The passengers in this car were hurled in every direction. The porter, Harry Jones, of Philadelphia, was thrown against the ceiling and probably fatally injured. The hot coals from the firebox set fire to the parlor car, and it was destroyed in a short time.

The old locomotives of the elevated railroads in New York city are being sold throughout the country as fast as they are displaced by electric motor cars. They are bought as a rule by branch roads at prices ranging from \$1,200 to \$2,000.

Napkins became popular in France sooner than in England. At one time it was customary at great French dinners to change the napkins at every course, to perfume them with rosewater and to have them folded a different way for each guest.

Hot Springs, Ark., will be represented at the world's fair by a grotto lined with Hot Springs crystals and lighted by electricity. The grotto will contain reproductions of some of the hot springs. Kinetoscope views of bath houses' interiors will be shown.

As a memorial to those members of the Bachelors' club who were killed or died of wounds or disease in the South African war a bed is to be endowed in London, a tablet being placed over the bed stating that it is in memory of the thirty members of the club who fell in the war.

Two years ago the German Colonial society offered a prize for the finding of a plant in the German colonies furnishing gutta percha suitable for cable purposes. A telegram from German New Guinea says that gutta percha as well as rubber has been found there in large quantities.

The hotel for women idea has been realized in Paris. A company has been formed with a directorate including prominent society people. It has secured the lease of a historical mansion in the Rue de Lille, where rooms at extremely moderate rentals are to be let to women residing alone. The hotel bears the name Maison de Famille and was opened recently.

The trouble with tact is that you are apt to catch people using it. There is one thing about the wages of sin—the man who gets them never complains that he is not well paid. There are some people who just naturally can't work unless their employer happens to be looking their way, when they work harder than anybody.

Nothing makes a good Christian woman quite so mad as to have a piece of fancy work she has nearly killed herself making marked at a low price at a church fair.—Atchison Globe.

WILL SEND \$4.00 FREE.

To Each Reader Franklin Miles, M. D., LL. B., the Wealthy Chicago Specialist, Will Send \$4.00 Worth of His New Individual Treatment Free.

That Dr. Miles is one of the most successful and reliable of physicians is proven by hundreds of testimonials from well-known people. One patient cured after failure of eleven Grand Rapids physicians, two after having been given up by six or seven Chicago physicians, another after nine of the leading doctors in New York City, Philadelphia and Chicago failed. Thousands of testimonials sent on request.

The late Prof. J. S. Jewell, M. D., editor of the Journal of Nervous and Mental Diseases at Chicago, advised Dr. Miles to "by all means publish your surprising results." Prof. J. P. Ross, M. D., President of Rush Medical College, wrote in 1874: "Dr. Miles has taken two courses of my private instruction in the diseases of the heart and lungs." Col. N. G. Parker, ex-Treasurer of South Carolina, says: "I believe Dr. Miles to be an able physician, and a skillful surgeon."

When an experienced and wealthy physician offers to prescribe free \$4.00 worth of treatment for diseases of the heart, nerves, stomach or dropsy, it is conclusive evidence that he has great faith in his skill. And when hundreds of prominent men and women freely testify to his unusual skill and the superiority of his New Individual Treatment, his liberality is certainly worthy of serious consideration.

The Doctor's new system of treatment is thoroughly scientific and immensely superior to ordinary methods. As all afflicted readers may have \$4.00 worth of treatment especially prescribed for each case, free, with full directions, we would advise them to send for a Copyrighted Examination Chart at once. Address, Dr. Franklin Miles, 203 to 211 State Street, Chicago, Ill. Mention Freeland Tribune in Your Reply.

LAUBACH'S VIENNA BAKERY.

B. C. LAUBACH, Prop.
Choice Bread of All Kinds, Cakes, and Pastries, Daily. Fancy and Novelty Cakes Baked to Order.
CONFECTIONERY AND ICE CREAM supplied to balls, parties or picnics, with all necessary adjuncts, at shortest notice and fairest prices. "Your Delivery and supply wagons to all parts of town and sur' 'roundings every day."
Wilkes-Barre and Hazleton Railway. Beginning January 29, 1903, and until further notice, cars will leave corner Broad and Wyoming streets, Hazleton, via Lehigh Traction Company, as follows:
For St. Johns, 6:00, 7:00, 8:00, 9:00 a. m., 12:00 noon, 1:00, 4:00, 5:00 and 6:00 p. m.
Returning leave St. Johns for Hazleton, 6:30, 7:30, 8:30, 11:30 a. m., 12:30, 3:30, 4:30, 5:30 and 6:30 p. m.
Cars run daily, except car leaving Hazleton at 6:00 a. m. and returning leave St. Johns at 6:30 a. m., will run on week days only.
A. F. Barger, General Passenger Agent.

The kind that cured your Grandfather, **DR. DAVID FREE KENNEDY'S FAVORITE REMEDY** if you suffer with Bladder, Kidney, Liver or blood troubles, you may have a sample bottle free. Mention this paper and Dr. David Kennedy Corporation, Rondout, N. Y.

RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD.
November 16, 1902.
ARRANGEMENT OF PASSENGER TRAINS.
LEAVE FREELAND.
6 12 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
7 29 a m for Sandy Run, White Haven, Wilkes-Barre, Scranton and Scranton.
8 15 a m for Hazleton, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Delano and Pottsville.
9 58 a m for Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.
11 32 a m for White Haven, Wilkes-Barre, Scranton and the West.
11 41 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.
4 44 p m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.
6 33 p m for Sandy Run, White Haven, Wilkes-Barre, Scranton and all points West.
7 29 p m for Hazleton.
ARRIVE AT FREELAND.
7 29 a m from Pottsville, Delano and Hazleton.
9 12 a m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Mahanoy City, Shenandoah and Mt. Carmel.
9 58 a m from Scranton, Wilkes-Barre and White Haven.
11 32 a m from Pottsville, Mt. Carmel, Shenandoah, Mahanoy City, Delano and Hazleton.
12 35 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and Weatherly.
4 44 p m from Scranton, Wilkes-Barre and White Haven.
6 33 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Mt. Carmel, Shenandoah, Mahanoy City, Delano and Hazleton.
7 29 p m from Scranton, Wilkes-Barre and White Haven.
For further information inquire of Ticket Agents.
ROLLIN H. WILBUR, General Superintendent, 26 Cortlandt Street, New York City.
CHAS. S. LEE, General Passenger Agent, 26 Cortlandt Street, New York City.
G. J. GILDKROY, Division Superintendent, Hazleton, Pa.

THE DELAWARE, SUSQUEHANNA AND SCRUYLKILL RAILROAD.

Time table in effect May 19, 1901.
Trains leave Drifton for Jeddo, Keckey, Hazle Brook, Stockton, Beaver Meadow, Jeddito and Hazleton Junction at 6 00 a. m., daily except Sunday; and 7 07 a. m., 2 38 p. m., Sunday.
Trains leave Drifton for Harwood, Cranberry, Tomlinson, Hazleton Junction, Tomlinson and Deringer at 6 00 a. m., daily except Sunday; and 7 07 a. m., 2 38 p. m., Sunday.
Trains leave Drifton for Oneida Junction, Harwood Road, Humboldt Road, Oneida and Shepton at 4 00 a. m., daily except Sunday; and 7 07 a. m., 2 38 p. m., Sunday.
Trains leave Hazleton Junction for Harwood, Cranberry, Tomlinson, Hazleton Junction, Tomlinson and Deringer at 6 00 a. m., daily except Sunday; and 8 33 a. m., 4 22 p. m., Sunday.
Trains leave Hazleton Junction for Oneida Junction, Harwood Road, Humboldt Road, Oneida and Shepton at 6 32, 11 10 a. m., 4 41 p. m., daily except Sunday; and 7 37 a. m., 3 11 p. m., Sunday.
Trains leave Deringer for Tomlinson, Cranberry, Harwood, Hazleton Junction, Jeddito and Drifton at 5 00 p. m., daily except Sunday; and 3 37 a. m., 5 07 p. m., Sunday.
Trains leave Drifton for Oneida, Humboldt Road, Stockton, Hazle Brook, Keckey, Jeddito and Drifton at 5 28 p. m., daily, except Sunday; and 8 11 a. m., 3 44 p. m., Sunday.
Trains leave Drifton for Beaver Meadow Road, Stockton, Hazle Brook, Keckey, Jeddito and Drifton at 5 49 p. m., daily, except Sunday; and 10 10 a. m., 5 40 p. m., Sunday.
All trains connect at Hazleton Junction with electric cars for Hazleton, Jeannetteville, Audenried and other points on the Traction Company's line.
Train leaving Drifton at 6 00 a. m. makes connection with Lehigh Valley Railway for Wilkes-Barre, Scranton, Harrisburg and points west.
LUTHER C. SMITH, Superintendent.

LEHIGH TRACTION COMPANY.

Freeland Schedule.
First car leaves Hazleton for Freeland at 5 15 a. m., then on the even and half hour thereafter. First car leaves Freeland for Hazleton at 5 45 a. m., then on the 15 and 45 minutes after the hour thereafter. First car Sunday, 8 45 a. m.
Last car leaves Hazleton for Freeland at 11 00 p. m. Last car Sunday at 11 30 p. m.
Last car leaves Freeland for Hazleton at 11 15 p. m. Last car Sunday at 11 45 p. m.
Cars leaving Hazleton for Freeland connect with D. S. & S. Railroad trains at Hazleton Junction for Harwood, Cranberry, Tomlinson and Deringer. First car Sunday, 8 45 a. m. and 4 00 p. m. Sunday.
Cars leave Hazleton for Humboldt road, Oneida and Shepton at 6 00 and 9 30 a. m. and 4 00 p. m. daily, and 7 00 and 3 00 p. m. Sundays.
Cars leave Hazleton for Beaver Meadow road, Stockton, Hazle Brook, Keckey, Jeddito and Drifton at 5 30 p. m. daily, and 9 30 a. m. and 5 30 p. m. Sunday.
A. MARKLE, General Manager.

CENTRAL RAILROAD OF NEW JERSEY.

November 16, 1902.
Stations in New York: Foot of Liberty Street, North River, and South Ferry.
TRAINS LEAVE UPPER LEHIGH.
For New York, at 8 15 a. m.
For Philadelphia, at 8 15 a. m.
For White Haven, at 8 15 a. m. and 6 55 p. m.
For Wilkes-Barre, Pittston and Scranton, at 8 15 a. m.
For Mauch Chunk, Catsaunqua and Allentown, at 8 15 a. m.
Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.
C. M. BURT, Gen. Pass. Agent.
W. G. Beeber, General Manager.

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Factory, Business or Residence. No matter where located. We have sold hundreds of others. Why not yours? We have an original method which seldom fails. Send us description and price and we will explain how.
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Cures Grip in Two Days.
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Seven Million boxes sold in past 12 months. This signature, E. M. Brown