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Arrangements for the training of British infantry next winter are to be on a more elaborate scale than usual, and especial prominence is to be given to long-distance marching.

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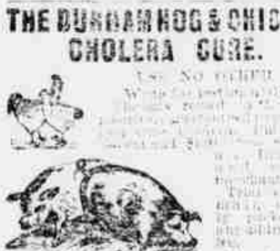

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S. N. U.—6.—'97.

AMERICAN RAILWAYS.

Robert T. Porter Gives Some Interesting Facts and Figures Along This Line.

The latest general balance sheet of the railways of the United States gives us a total valuation of railway property close to twelve thousand millions of dollars and over one hundred and eighty thousand miles of road. Next to our farms, which aggregate thirteen thousand millions, these great properties will form, at the close of the century, the most valuable assets of the Republic. The capital invested in our manufactures is less than half that invested in railways, and yet the condition of our manufactures, if we may judge from the frequent tariff agitations, seems to command much more public attention. The construction of these great systems of transportation has played an important, if not the most important part, in the progress of the nation in the last half century. By the extension of these railways population has been distributed, large areas of country have been opened to cultivation, cities built, manufactures established, mines developed, foreign trade increased, and the varied products of our vast domain brought from [illegible] and [illegible] zones to the [illegible] of densest population. In [illegible] the laying of the track and the [illegible] of the locomotive have kept time with the building of the nation itself.

Within the last few weeks the Ways and Means committee of Congress have granted hearings at Washington to those representing our several industries. In reading the published testimony, one is struck with the deplorable [illegible] given of the condition of many branches of manufacture. Low tariff and cheap foreign labor have played havoc with American labor and production. This is undoubtedly true. And the remedy asked for is increased protection. A duty sufficient to enable the American manufacturer to pay a living wage and compete with his foreign rivals. While not occupying the public mind to anything like the extent of the manufacturer, the American railroad is in a [illegible], if not in a worse plight. If Congress would only extend the [illegible] to railways, the stories of the [illegible] would be repeated with emphasis on a larger and [illegible] scale. Loss of [illegible] reduction of rates below the [illegible], actual loss on passenger traffic, [illegible] of roadbed, reduction in the number of employes, others working for [illegible], receiverships, foreclosure [illegible], practically half of this [illegible] investment bringing no return, and the blight of insolvency [illegible] settling down upon our entire system.

The losses and disasters arising from these conditions have been wide-spread and far-reaching. In the first place, it [illegible] true that in no other industry [illegible] a business carried on [illegible] a banking account. A railway company is a great distributer, not only of passengers and freight, but [illegible] fast as its earnings come in they go out again. First, we have the army of direct employes, which [illegible] nearly eight hundred and seventy thousand a few years ago, but which has been reduced fully one hundred thousand. With continued prosperity our railway system would have [illegible] direct employment to at [illegible] million employes. The loss to labor has been enormous, and it is important that railway employes of all grades should study this side of the question. With freight and passenger rates less than those of European countries, where labor is paid about half the American rates, how long will our railways [illegible] along with reduced [illegible] and three-quarter time? Unless the [illegible] receipts is stopped, wages [illegible] reduced, and then the trouble will begin. Taking an army of two hundred thousand men out of active employment is one occupation [illegible] a pretty serious business. That means an annual loss in wages [illegible] less than $150,000,000. [illegible] have the direct loss. The indirect loss comes from the irreparable [illegible] by reason of not keeping them up, ultimately entailing [illegible]. The reduction in rates between 1890 and 1895 represents a [illegible] revenue of over [illegible], [illegible] in passenger traffic and [illegible] in freight traffic. [illegible] the United States, but the [illegible] the people afford to [illegible] in which nearly one [illegible] of the total wealth of the country is invested to a point where nearly half the stock and bonds pay nothing in dividend and interest, and the current expenses must be reduced below the safety point. This is the problem the people will soon have to face in relation to our railways. The gloomy list of non-dividend paying stocks has of late years been gaining from about sixty per cent. ten years ago to upward of seventy per cent. now. While this decrease of rates has been going on, the cost of running trains has not similarly decreased, and herein lies the danger.

The following table shows clearly that rates are being steadily reduced:

Year.	Average receipts per passenger per mile.	Average receipts per ton of freight per mile.
[illegible]	[illegible]	[illegible]

With the exception of 1891, passenger rates reached their lowest in 1895, while freight rates, save a small rally in 1892, are steadily coming down. When compared with foreign countries, our rates are [illegible] low. So far as I can learn, there is no desire on the part of railway managers to generally raise rates. There is, however, a wide-spread belief that rock bottom prices have been reached, and that anything even the merest shade lower, will be absolutely ruinous. The people of the United States, including the million who should be directly engaged in transportation, the shippers and manufacturers, might as well realize now as when destruction has set in, that our railway system cannot lose another $150,000,000 of income in ten years—an average of $15,000,000 per annum without sweeping down with it the very interests which sustain these roads. The fact is, another twist or so in the downward direction will simply kill the goose that lays the golden eggs. When the revenues of railways are sufficient to keep up the properties, to pay the legitimate interest, to give even a small return on the stock, to pay American wages to the employes, to give employment to an increasing number of people instead of to a lesser number, allied industries must languish.

The case against the railways is a familiar one. Those who realize these new conditions have no excuses or apologies for past mismanagement, nor for the methods by which some of these roads were built. Whatever may be said of those who built railways far in advance of population, or for purposes other than legitimate trade, we have, on the other hand, equally to blame, the cities and towns and counties and individuals who were ready to mortgage the future to help along the work. In a large measure the wind and the water and the fraud have been squeezed out of these properties. In their place new and honestly acquired capital in the shape of enforced loans from bondholders and forced assessment of stockholders has been invested. Foreclosures, the sheriff, and the courts have wiped out much of the inflated values and new capital with re-organization for business purposes has followed. Surely no one will deny that the consolidation and changes, say of the last decade, have been beneficial. There is more uniform action than ever before. Better business principles prevail. The public have never been so well and so cheaply served as now. Considering the hard times, the discharges, the reduced time, there has never existed better feeling between the railway employe and the officers than at present. The loss of one hundred millions of dollars of income in five years must have been a staggering blow. A continuation of this sort of thing would simply destroy much of our wealth and arrest the progress of the Republic. It is important that the people of the United States should realize this situation. The facts herein brought out should be borne in mind in any discussion of the railway problem, whether for the purpose of State legislation, for the modification of our interstate commerce act, or for the purpose of giving additional employment and more steady wages to the million that should be directly employed by our railway system, and to the additional hundreds of thousands who, under normal conditions, should be kept busy in the allied industries. To ignore these facts will work a great injury and place additional obstacles in the way of a return to prosperity.—Robert P. Porter in the New York Sun of Jan. 21.

THE "SANCTIFIED CHURCH."

Peculiar Religious Sect with Headquarters Near Montrose, N. C.

One of the most peculiar religious sects in America is the "Sanctified Church," or "Sanctified Band," which is located on the Chowan river, near Montrose, N. C. The unsanctified do not approve of their ways and recently an attack was made on what is known as the Albemarle section, which resulted in the killing of one woman and the wounding of three or four men. These people live in boats, which they call arks. Constructed of rough lumber,

ARK OF THE SANCTIFIED BAND.

these arks are merely houseboats, with neither sails, oars nor other means of locomotion. Sometimes they are dragged up on the bank, when it is decided to make a protracted stay. The arks vary in size, but they are all the same. In one end is a small room containing a cooking stove and kitchen utensils. Here the food for the inhabitants of the craft is prepared. Adjoining is a larger room used alternately as a dining room and meeting place, where public and private worship is conducted.

Wanted to Be Flogged.

Gen. Osborn Wilkinson, of the British army, after describing his experience when as a schoolboy he was "birched" at Eton—and a decidedly painful experience he makes it out to have been—proceeds to tell a singular story of another Etonian, who sought the switch in vain.

This boy was sentenced to be flogged for some misdemeanor, but fortified by the knowledge that his father was greatly opposed to the system of corporal punishment, refused to submit. He was at once expelled, and went home and reported what had taken place.

"Well, well," said his father, "this is most unfortunate. I have just succeeded in securing for you a commission in the Guards, and now, being expelled from Eton, you will no longer be eligible to her majesty's service."

The boy was distracted. His whole heart was set upon a military career. Seeing his son's grief, the father advised him to hasten back to school and beg leave to be flogged and reinstated.

The young fellow set off at once, but alas! vacation had begun, and the master had gone to the continent. Not to be balked, the boy followed, and having overtaken him in Paris, explained the situation and begged a flogging.

"But I can't do it," said the master. "I'm sorry for you, but it would be too irregular, and beside I have nothing with which to do it."

The boy had provided for that emergency, and when he produced a birch rod the master, seeing his sincerity, declined to use the switch, but rescinded the sentence of expulsion, and the boy was able to accept the desired commission.

WOMAN'S WORLD

SUCCESSFUL DOG RAISING.

As dog fanciers, owners of good kennels and prize-winning exhibitors at bench shows, a number of women have proved most successful. Mrs. Francis Smith, of Germantown, Penn., and proprietor of the Swiss Mountain Kennels, is one of this number.

She began, with one St. Bernard puppy in her back yard, to formally establish her kennels, and to-day she wins prizes almost wherever she goes. At one times she was a noted breeder of St. Bernards and is yet considered a leading authority on their points and successful rearing. Though from a great kennel, numbering nearly forty dogs of this particular class, she has sold off all but a few, she still owns two famous prize-winners of extended fame in the great champion Scottish Leader and Leeds Barry. That the St. Bernards are rather too big dogs for one slender woman to care for and that their price has fallen in the last few years, are her excuses for turning her energies to cocker spaniels.

OUR DOMESTIC MACHINERY.

One of the things that surprise foreign housekeepers, notably French women, when they come over here is our cumbrous domestic machinery. Particularly are they amazed that it should be such an almost universal custom to have the family washing done at home. It is bad enough in the dwellings that shelter only one family beneath their roofs, but laundry work going on in the little sets of rooms in the apartment houses fairly startles the Parisian chatelaine. That this custom must be changed sooner or later seems inevitable. So much of co-operative housekeeping could be adopted with profit to him or them who would undertake it and with enormous addition to the comfort and convenience of living. The nearest approach to this millennium at the moment is the scheme of some of the laundries to take the family washing by the pound. Five cents per pound on all bundles of five pounds or over is charged, a price which includes the ironing of certain flat pieces like towels and bed-linen. The starched pieces are returned, starched and dried, and ready to dampen and iron, and the other pieces rough-dried. If such a system will pay in isolated establishments with necessarily limited patronage it deserves a trial on a wholesale plan.—New York Post.

WHITE HOUSE ETIQUETTE.

When the President and his wife drive out the President sits on the right hand seat and his wife on the left.

If there are others in the carriage, whether ladies or gentlemen, they must sit with their backs to the horses. When Mrs. Cleveland was first married she tried the experiment of placing her mother opposite the President and herself in the Presidential landau, but the people laughed at it so immoderately and professed to think Mrs. Folsom (as she was then), to be the maid, that it was speedily dropped. When the President's wife drives alone she sits in the right hand corner—the place of honor.

The lady of the White House cannot set foot within those splendid houses in Washington whose flagstaffs mark the foreign embassy or legation. She could not go without the President, and as an embassy or legation is technically a part of the country it represents, the President could not go—so that she never sees the inside of a diplomatic house as long as she presides at the Executive Mansion. The President dines only at Cabinet houses, and his wife cannot dine anywhere without him. President Arthur dined with Judges of the Supreme Court and with Senators—but as he had no wife the whole system was very much simplified for him. The President's wife may, if she chooses, go to luncheons where there are no gentlemen, or to teas, both being regarded as strictly informal; but the danger of giving offense by accepting one invitation and declining another is so great that it is seldom or never risked.—Illustrated American.

THE FARMER'S DAUGHTER.

The daughter of the farmer sits before the looking glass, with its tarnished gilt and painted flowers. Her bodice is unhooked. Her hair kisses curves and nooks. She hardly notices the smell of the kerosene lamp, so closely, so proudly and so sorrowfully does she look at herself in the glass. No play actress or model shown in the cheap picture magazines is her equal. The farmer's daughter does not suspect this; she knows it. No summer city boarder, in spite of skillfully contrived costume, could rival or approach her in enchantment of figure. And the girl sits before the looking glass with its tarnished gilt and painted flowers.

She thinks of the artist who stopped on the farm last summer. She remembers his careless manners, his ease with himself and the world, his trinkets, his velveteen jacket, the smell of his pipe, his pajamas thrown upon the floor. He never wooed her in direct speech, but she recollects the compliments of his eyes.

The landscape chilled her all the day. The wood pile smelled of mortality. Mullein stalks shivered under the leaden sky. The hills watched her ironically. There was for her the treadmill routine of housework. At supper she noticed the shriveled skin of her mother, the untidiness of her mother's hair along the nape of the neck. Her mother is not so very old in years; and yet how tired she is! Her father blew on his tea in a saucer. He complained of his daughter's indifference to the storekeeper's son and then he pulled off his boots and dried his feet in the oven of the kitchen stove. And now she sits with unhooked bodice before the looking glass with its tarnished gilt and painted flowers.

It is not 9 o'clock, and yet what is there for her to do but go to bed? And what change or pleasure does she see approaching her for weeks to come? A whistle calls to her far down the valley. She starts up and goes to the window. She peers into the night, hoping to see the lights of the express train as it hurries toward the city. A mist enwraps the house. The daughter of the farmer undresses herself slowly and puts out the light. Of what avail is her sumptuous beauty? Only the looking glass, with its tarnished gilt and painted flowers, understands her and appreciates her.—Boston Journal.

MELBA'S MARVELOUS GOWN.

The gown which Mme. Melba wears in the third act of "La Traviata"—the ball-room scene—cost nearly fifteen thousand dollars. The embroidery is of seed pearls and of small diamonds applied by some wonderful French process, and its construction occupied over a year. The ivory brocaded satin of which it is composed was specially woven for it, and is of such body that it resembles a heavy cloth in weight, requiring no lining in either skirt or bodice. It is of an extraordinary lustre, producing an opalescent effect in certain lights, and, combined with the fortune of gems which Mme. Melba will wear with it, will give her the appearance of standing in a robe of glimmering light. The trained skirt is a mass of jeweled embroidery. The pattern is outlined in a spiral plume, the stem composed of small diamonds. The body of the plume is of spangles in virgin silver beaded with seed pearls. The embroidery outlines the seams of this skirt, interspersed with an applied etching representing the camellia, the stems and leaves being in different shades of green. The bodice is made of satin in folds that seem to drape the form. It is without sleeves, being upheld over the shoulders by chains of diamonds—three strands to each side. On the left shoulder is a bunch of real camellias fastened with a magnificent diamond clasp. The slippers are made of the same satin, and are embroidered to match with seed pearls and diamonds, the instep being literally studded with gems. Mme. Melba wears nearly one hundred thousand dollars' worth of jewels in this act, and will be a veritable blaze of light from head to foot. Upon her head will rest a tiara of diamonds and pearls—the latter being the rare pear shaped pearls, beautifully matched and perfect in color. In her hair, which will be rolled in a Grecian knot, a camellia will be fastened by a dagger of pearls and diamonds. Close to her throat will be worn a seven-stranded collarette of pearls, fastened by three diamond clasps. Below this will be a pendant of pear-shaped pearls and diamonds matching the tiara, said to have cost fourteen thousand dollars. There are two long necklaces reaching below the waist—a string of diamonds and a rope of pearls. There are five hundred pearls in the string, each one as big as a pea and perfect in shape. Their color is faintly tinged with rose, and the lustre is superb. This with diamond necklace, represents over fifty thousand dollars. To the diamond necklace is attached a curiously beautiful little charm, which Mme. Melba calls her talisman. It was presented to the diva by the Baron de Rothschild. It is a little goat, made from one large pearl, the horns and feet being tipped with diamonds.—Argonaut.

FASHION NOTES.

The gown that is made without a suggestion of bolero or eton to it will be in a class entirely by itself.

Vinaigrettes of cut-glass and gold set with gems are also very pretty, and a number of salve boxes in similar designs are to be seen.

A dainty accessory to a simply-made house gown is a fichu of pink or blue mull with insertions and edgings of yellow Valenciennes lace.

Variety in girdles is welcome, and one of the prettiest and most dressy girdles on a black gown is of miroir velvet in geranium, coral and similar shades.

The novelty puff boxes shown for Christmas are lovely. The jar itself is of cut-glass, and the top, which screws on, is of embossed gold in which turquoises, rubies, etc., are quaintly set. These are comparatively inexpensive.

Since fashion decrees that we must have boleros, variations in design are very desirable. The slashed bolero of black satin, with black silk cord lacing and small flat pearl buttons, is new and exceedingly pretty.

Hercules braid, with a coral edging, is being used extensively on the inner edge of walking skirts, instead of velveteen binding. It is said to wear far better than its predecessor, and bids fair to become very popular, although it is slightly higher in price—fifteen cents a yard.

Cloth capes are a trifle shorter than those of last season, and are decidedly fuller. The newest, lined with bright plaids or small, vivid-colored checks, with hoods to match, and big shuggle collars, are decidedly English, and will, therefore, "obtain," as the French say.

The newest glove is a real novelty. It is of suede to about three inches above the wrist, where it is of exquisite lace, with, maybe, tiny colored spangles outlining the lace pattern. At the top the lace has ribbon run through it, ending in a dainty bow. Another novelty for evening gloves shows little frills of lace running up to the tops, where a ribbon beading and pretty little bows give a stylish finish.

A DECADE OF AGONY.

A Young Lady of East Syracuse Tells Her Story.

From the Standard, Syracuse, N. Y.

Miss Rosamond Ash, who resides with her father, Mr. C. B. Ash, on Manlius Street, Syracuse, forwards the following testimonial to the virtues of Dr. Williams' Pink Pills and account of her sufferings, which is startlingly interesting:

MANLIUS STREET, SYRACUSE, N. Y., August 15, 1896.

"For the past ten years I have been a fearful sufferer from the most painful type of inflammatory rheumatism, which would make its appearance on the least possible provocation. Winter was when I suffered the worst, and it generally attacked me from my hips down, and I had to go to bed. While these attacks lasted, if anyone touched the bed even, I would scream with pain, as the least contact was unbearable, for every joint and every muscle gave me excruciating agony.

"While I was in this terrible condition, my pastor, Rev. Mr. Campbell, came to visit me, and told me he knew of a case very similar to mine that had been entirely cured by the use of Dr. Williams' Pink Pills for Pale People and advised me to try them, as the physicians were not doing me any good. On this my father bought me two boxes, which I took according to directions, and I began to recover, getting stronger every day. I kept on with Dr. Williams' remedy until I had taken two dozen boxes, and by that time every trace of rheumatism was gone, and I am now as well as ever I was.

"If you have any doubts as to my statement, I refer you for its confirmation to Rev. Mr. Campbell, of Hastings, and Mr. Server, of Hastings, the latter being Superintendent of the Methodist Sunday School, who know all of the facts surrounding my extraordinary recovery. Pink Pills saved my life and gave me health and strength, and we will never be without them in our house.

(Signed) "ROSAMOND ASH,
"Manlius Street, East Syracuse, N. Y."

Dr. Williams' Pink Pills contain, in a condensed form, all the elements necessary to give new life and richness to the blood and restore shattered nerves. They are also a specific for troubles peculiar to females, such as suppressions, irregularities and all forms of weakness. They build up the blood, and restore the glow of health to pale and sallow cheeks. In men they effect a radical cure in all cases arising from mental worry, overwork or excesses of whatever nature. Pink Pills are sold in boxes (never in loose bulk) at 50 cents a box or six boxes for $2.50, and may be had of all druggists, or direct by mail from Dr. Williams' Medicine Company, Schenectady, N. Y.

STATE OF OHIO, CITY OF TOLEDO, } ss.
LUCAS COUNTY.
FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & CO., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of CATARRH that cannot be cured by the use of HALL'S CATARRH CURE.
FRANK J. CHENEY.
Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.
{ SEAL } A. W. GLEASON, Notary Public.
Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.
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Read what a prominent business man says of Rheumacide:

August, Va., March 3, 1896.

[illegible] the time I had lost up the first [illegible] feeling much better. I [illegible] I realized that I was [illegible] of joint and muscular [illegible] which had made me nearly a [illegible] and effect a cure. I weighed [illegible] to take "Rheumacide." I [illegible] my normal weight.

"W. B. Brown."

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OPIUM HABIT AND **DRUNKENNESS** Cured in 10 to 20 Days. No Pay till Cured. DR. J. L. STEPHENS, LEBANON, OHIO.

Sarsaparilla Sense.

Any sarsaparilla is sarsaparilla. True. So any tea is tea. So any flour is flour. But grades differ. You want the best. It's so with sarsaparilla. There are grades. You want the best. If you understood sarsaparilla as well as you do tea and flour it would be easy to determine. But you don't. How should you?

When you are going to buy a commodity whose value you don't know, you pick out an old established house to trade with, and trust their experience and reputation. Do so when buying sarsaparilla.

Ayer's Sarsaparilla has been on the market fifty years. Your grandfather used Ayer's. It is a reputable medicine. There are many sarsaparillas. But only one Ayer's. IT CURES.

"You see, to start with," said a Cleveland, Ohio, compositor, my work—that of setting type at the case—allows me little chance for exercise, and is too confining for anybody who is in the least subject to indigestion or dyspepsia. That has been my trouble for years, and I attribute the recent noticeable improvement in my physical condition to the occasional use of

RIPANS Tabules

I first heard of them through a fellow-workman who, on hearing my tale of woe, one day offered me a Tabule and said he would guarantee it to act on the liver. I took it under protest, but was surprised with the result. It was gentle but effective, and since then I have gradually noted an entire change in the working of my system, and I think that Ripans Tabules are the best remedy for liver and stomach troubles this side of anywhere. They are really in my case a substitute for physical exercise."