# THE OMAHA DAILY BEE: SUNDAY, JUNE 16: 1889.-SIXTEEN PAGES.

# THE RAILROADS OF INDIA.

Englishmen Have Covered Hindostan With an Iron Network.

SOME SUPERB EQUIPMENTS.

The Lowest Fares in the World and How They Pay-Secluded Cars For Hindoo Ladies-

Queer Passengers.

### Magnificent Depots.

[Copyrighted 1989 by Frank G. Carpenter. BOMBAY, India, 1889.-[Special Correspon dence of THE BEE. ]-India has now 16,000 miles of railroad. It is as far from Calcutta to Bombay as it is from New York to Denver, and several trunk lines run across Hindostan from one city to the other. There are branches from these which go up to the Himalaya montains almost to the borders of Thibet, and others which shoot off to the Khyber Pass at the entrance of Afghanistan and not a great distance from the new Rus sian railway, which has been pushed on past Samarcand. The day will come when we can travel from London to Calcutta by rail, though this pre-supposes the cutting of a tunnel under the English channel. South India has many long miles of railroads, and the whole of Hindostan, which is half the size of the United States, has a railroad net covering it. The construction of these railroads has included engineering works fully as grand as the railroad making of the United States, and the keeping of them in order is more difficult. One of the great plagues of Indian railroad makers is the white ant. These insects cat every dead thing in wood form above ground. If a pile of wooden ties is left out over night an attack of ants will have carried it away by morning and hird is no possible storage of wooden ties. S ch ties as are in the roads are saved from destruction bp the vibration caused by the running trains, which scares the ants away. It is the same with telegraph pe es and fences, and the result is that the ties of most of the railroads are made of iron. I have traveled about three thousand miles over all kinds of railways in India. The telegraph poles on many of the lines are hollow tubes of gal vanized iron, about as big around as the average man's calf, so made that they fit into one another and form a pole about ten feet high. To these poles the lines are strung and many of the roads use such poles throughout their entire length. On other lines the telegraph poles are T iron rails, the same as those on which the car travels. Two of these rails are fastened together by bars about a foot wide and then this iron lattice work is set deep in the ground and the wire strung upon it. About some of the stations the fences are made of such iron rails, and through hundreds of miles along one of the rajah's railroads in western India I found curious method of investing a percentage of the wages which it pays its hands, which is found to work both to the advantage of the railway and the employes. Wages are very low in India, but through this method many of the employes have become rich. All of the hands who receive over thirty rapees or \$10 a month, have to pay 2 per cent of their earnings into a certain fund. They can pay as much more than 2 ner cent as they mease. fences of barbed wire with sandstone posts These posts were a foot wide and four inches thick, and they stood about three feet above the ground. The wires ran through holes in them and the railroad men tell me that they are much cheaper than wood.

MILLION-DOLLAR DEPOTS.

I am surprised at the magnificence of the depots in India. Here at Bombay there is a finer railroad station than any we have in the United States. It cost about \$1,000,000, and architecturally it is the peer of any building at Washington. At Calcutta there are fine depots and even at the smallest of the towns you find well-made, stone buildings surrounded by beautiful gardens in which bloom all kinds of tropical flowers Nothing about these stations is made of wood. The platforms are of stone filled in with cement, and the cars run into the staions on a plane about two feet below the floor and so that the floor of the cars is just even with that of the depot. Each station has its first, second and third-class waiting room, and everything in India goes by classes. The cars are first, second, third English plan. They are about two-thirds the length of our cars and a trifle wider. They are not so heavy as the American paslong boxes than anything else. Each of these cars is divided into compartments. In per allowed in the compartment. If you will magine a little room about ten feet long by imagine a little room about ten feet long by five feet wide, with a roof of seven feet high, in the center of which there is a glass globe for a light, you may have some idea of the Indian first-class car. You must, however put two long, leather-covered cushions benches along each side of this room, and at the ends of these have doors with glass win towers, scap or orusnes, and there is correly room enough for you to turn around in it when you are washing. The second class cars are much the same, and there may be one second class car and one first in the same

and fourth-class and they are all on the senger coach and they look more like wide, the first and second-class there are only two compartments to the car, and the chief difference in these two classes is in the numthe ends of these have doors with glass win-dows in them, opening inward. Over the cushioned backs of the benches there are windows which are let up and down like those of the American street car, and which are of the same size. The car has none of the finish of the American Pullman, and though you are expected to sleep within it there are no signs of bedding or curtains. At the back of it there is a lavatory without towels, scap or brushes, and there is barely room enough for you to turn around in it.

India The bulk of the first and second class travel is made up of English and Americans. The natives, as a rule, go by the intermediate or third-class, and the world. They are, by ordicary trains, less than one-half cent per mile and by mali-trains only one-sixteenth of a cent. Still, the third-class passengers at this low rate pay more to the roads than either the first or the second-class, and railroad managers tell me they believe it will pay to reduce this rate much lower than it now is. Mr. Ells-worth of the Denver & Rio Grande railroad, is traveling with me, and he tolls me that we have not begun to touen bottom in our American railroad fares. He thinks the rates were reduced one-half and says that the reduction is sure to come. The English managers well appreciate this and the their managers in England are the fares that fill the pockets of the stockholders. BIG THIRD CLASS TRAFFIC. to manage the mail as with us, but the ser-vice is much cheaper. The head clerk gets about 70 rupces a month, or less than \$30, and the others receive from \$10 to \$20 a month. Letters are sorted on the trains and extra postage is charged for the posting of letters at the trains just before the car starts. AN INCONVENIENT TRATURE. One of the worst things about these In-dian trains is the impossibility of passing from one car to another and the difficulty which one has to get at the guard or to stop the train. You may be lock up in the same compartment with a mad man or a robber, and it is impossible for you to help yourself. In the call of one of the western Indian roads there is a little electric button. feaced around with a walnut frame, over which is a pane of thick glass. Just around the button run the words:

BIG THIRD CLASS TRAFFIC.

THE SEXES SEPARATE.

NOVEL INVESTMENT OF WAGES.

East Indian rallway. This rallway has a curious method of investing a percentage of

as much more than 2 per cent as they please. The road receives the money, pays interest on it, and upon their leaving the service hon-

WHAT RAILROAD MEN MAKE.

sent along as mail.

On one of the trunk lines I was closeted in a first-class compariment in a train going at the rate of thirty miles an hour. Looking upward I saw that the glass globe containing BIG THIRD CLASS TRAFFIC. Here in India there is a vast difference be-tween the prices of the various classes. First class is, on the great Indian peninsula rail-road, which is a fair type of the whole, two and one-half cents per mile. Second-class is just one-half this rate and intermediate one-half of second class. Third class is one-half the intermediate and the third class pays. upward I saw that the glass globe containing the lamp was leaking, and that a full pint of oil had run out into it and that this was shak-ing with each sway of the car. There was nothing between it and the blaze, and I feared every moment that it would catch, the glass would break and a pint of burning oil would spread out upon the carpet of the little box-like room below, in which I was. 1 looked for a bell rope. There was none. I went all around the floor of the car, looked over the walls and sought everywhere some The third class cars carry thirty two pas-sengers. They are divided into compart-ments with benches uncushioned, running so across the car that the passengers face each other and the passengers are packed in as close as surdines. They are always full and these east Indians travel as much as do the citizens of the United States. I have yet over the walls and sought everywhere some means of stopping the train. I could find none, and I had to wait until we arrived at the citizens of the United States. I have yet to find a train in which the third-class cars were not packed, and many of those upon which I rode had three times as many third-class cars as first and second class. Each native carries a bundle with him containing his brass pot, out of which he drinks, and often the pans with which he cooks his food. Accustomed to the poorest of beds at home, a cotton blanket suffices for his traveling rug, and in waiting for the trains at the stations he often the next station, a half an hour later. Luck-ily no accident happened and I was here able to call the guard and have the lamp removed. Had there been an explosion my only silva-tion would have been in putting out the flame or in jumping through the car window while the train was going at this lightning speed. FRANK G. CARPENTER.

Twenty To-day. Written for the Sunday Bee. Mabel is twenty to-day, And the sweet Jone breezes are a-blowing, Mabel is twenty to-day, And the swirt tale of life is out-flowing,

the button run the words: "To stop the train break the glass and touch the button "

waiting for the trains at the stations he often puts his shoe under his head for a pillow, and wrapping up his turbaned head in the cotton cloth which covered his bare should called. Sweet, stately Mabel, my darling! How the years hurry away, Dear little Mabel—a woman, The Hindoo women travel as lightly as he men, but the two sexes are never put into Mabel is twenty to-day.

men, but the two sexes are never put into the same cars. There are closed cars on all of the trains for high caste Hindoo women and these have windows of blue glass in the first and second classes, which permit the women to look out, but which prevent the men from looking in. These women come to the depot in closed chairs, and as they go to the train they mult train sharehe close She said farewell to childhood, And she smiled while its laughter was And she shied while its lagged dying, She said farewell to girlhood, And she whispered it pensively sighing, Fair, dreamy Mabel, my Mabel, Standing in womanhood's way, Gathering the red rose of love—

to the depot in closed chairs, and as they go to the train they pull their shawls close about their faces though their ankles and calves, covered with gold or silver bracelets, often show. In some of the cars the windows of the women's compart-Twenty to-day. Oh, my bonny child, Mabel, In the attic your dolly is sleeping, You have forgotten, Mabel, Promises many made tor her keeping, You said you'd never forsake her, But you have laid her away, Cruel inconstruct Mabel cars the windows of the women's compart-ments are so fixed with shutters that there can be no looking out, and in the train which carried me to Darjeeling there was one car covered entirely with canvas as thick as that of a circus tent. This con-tained Hindoo women, who, as they rode up the Himalaya mountains through the finest

Cruel, inconstant Mabel, Twenty to-day. scenery in the world, were thus shut in the stuffy darkness of this tent-like car, and saw no more of the grandeur of the nature about them than they would have seen had they been tied in so many leather bags and When you are forty, Mabel, And the glow of life's noontide is breaking Will you remember, Mabel, The vows that to-day you are making? Will you be my true Mabel Till the shades of life grow gray? My pure, my faithful Mabel, Tweaty to-day

One of the greatest roads in India is the IRMA CLOW. Twenty to-day.



favored with a wide circulation. A third edition of 10,000 has just been exhausted. It is estimated that the protestant churches of the United States contribute annually \$11,250,000 for foreign missions. A number of Catholic congresses were held

at various points in Europe at the close of April and the beginning of May, and a nota-ble) unanimity of feeling was evident at Oporto, Madrid, Vienna and Malines. The Rev. Peter Havermans, of Troy, N.

on b, and upon their leaving the service hon-orably, gives them back double the amount they have paid in with interest. This seems incredible, but I am assured it is so. An English clergyman told me that he knew a railroad employe who went in at \$10 a month and who will soon take out \$5,000. This method was extend into at the time the Y, last week celebrated the sixtieth anni-versary of his ordination as a priest—a length of service that is claimed to outrank any other in the Roman Catholic church in this constru and who will soon take out so,000. This method was eutered into at the time the railroad was built. The managers were hard up for capital and they wished to bind their hands to them. The company is pow phos-perous and it keeps up the same system. his country. Sam Jones recently preached a sermon at

Danville, Va., to 3,000 people, during which he called on all who had not told a lie this year to stand up, and only four or five re-sponded. He called on those who didn't love whisky to stand up, and less than twenty-five area. Speaking of railroad wages in India, I find

A Daily Average of 50,000 for the First Week. 1 612

THRONGS AT THE EXPOSITION

REGULATING THE ROBBERS. Rapacious Restauratears Limited as to Price-Two California Girls Create a Sensation in the

Operatic Line,

Notes From the Paris Exposition. PARIS, June 1.-[Special to THE BEE.] Although by no means complete, never before has an exposition proved so great a success. On Sunday the 12th of

May the number of visitors was 160,794 who paid to enter, and there were 57,233 gratuitous admissions, making a total of 218,227, without counting the numerous attendants. On the opening day there had been 333,884 tickets collected at the door, but this represented only 112,294 paying visitors. During the week after the opening day the paying admissions have been about 50,000 per day; the total for the first five days was about 293,423, or 533,989 tickets, During the first ten days of the universal exhibition of 1878 there were 286,211 entrances, so that in the first five days of the present exhibition there has been 247,178 more visitors than at the ast exhibition in its first ten days. The total number of one frane admission tickets gathered in by the exhibition during the first week counting Sunday and the opening day amounted to 736,562; and if to this we add the gratuitous entrances and the attendants, it is safe to con-clude that a million people have been to the exhibition during the first week. At first the culinary and sanitary arrangements were quite insufficient to meet the necessities of such a crowd. On the opening day after feeding about one hundred thousand people the restaurants ran short of provisions and a small bit of bread brought easily two francs. The administration have now regulated matters so that no extortion can be practiced, since the price of each kind must be plainly printed, and only a fixed amount can be charged, and no one need go ahungered. Seventeen thousand extra seats have been pro-

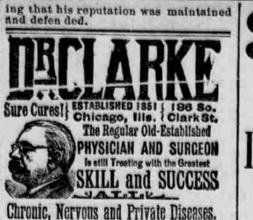
each, and there are extra benches free for 8,000 persons. TWO CALIFORNIA GIRLS MAKE A SEN-SATION.

To be invited to a matinee musicale

vided which can be hired at 10 centimes

by Madame LaGrange is an honor much by Madame LaGrange is an honor much sought after. As a dramatic soprano she has never been equalled and there are those yet lividg who remem-ber the tremendous hit she made in the "Prophet" To be her pupil is a pretty sure passport to future greatness. Just now she is creatly interested in d your a lady from greatly interested in a young lady from Los Angeles, who has also been heard in Omaha. Miss Fuller has a voice of phenomenal strength and sweetness, and critics predict that her debut in the not distant future, will give he an unique position as the greatest dramatic soprano of her day. She has a commanding presence and admirable health. She goes to the west this summer to give a few concerts, and I am curious to know if she will make the same impression among her countrymen as she has made in Europe.

Miss Sanderson, in Massenet's new opera of "Esclarmonde," has created a furore. She has a pure soprano,



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Insanity, treated scientifically by new methods with mere-failing success. AF SVPHILLS and all bad Blood and Skin Dis-cases permanently cured. AF KIDNEY and URINARY complaints, Gleet, Genorrhoes, Stricture, Varicocele and all diseases of the Genito-Urinary Organs cured promptly without injury to stomach, Kidneys or other Organs. AF No experiments. Age and experience im-portant. Consultation free and sacred. BF Send 4 cents postage for Celebrated Works on Chronic, Nervous and Delicate Diseases. EF Those contemplating Matriage send for Dr. Cistoctis, both sy cents (stamps). Consult the old Doctor. A friendly letter or call may save future suffer-ing and shame, and add golden years to life. AF Book "Life & Stores", Socratis (stamps). Medicine dwittings sent everywhere, secure from exposure. Hours, Sto S. Sundays 9 to z. Address F. D. CLARKE, M. D..





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We wish to announce to the people of Omaha and vicinity that from this date on we propose to make a FULL SET OF TEETH on rubber for \$5, guaranteed to be as well made as plates sent out from any dental office in this city, and for which you would have to pay THREE TIMES AS MUCH.

This offer is not made by us simply to get you into our office and charge you more for a set of teeth than we advertise!

Do not allow others to prejudice you before making us a call and examining specimens of our skill.

Besides rubber teeth we make teeth on the following bases: GOLD, ALUM-INUM, SILVER, CONTINUOUS GUM, CELLULOID, CAST METAL, ETC.

Teeth without plates, Bridge-work, Gold and Porcelain faced crowns, etc. The best method in the city for extracting teeth without pain and without he use of Chloroform, Ether, Gas or Electricity, the patient remaing perfectly

conscious, but feeling no pain. GOLD, ALLOY, CEMENT and AMALGAM FILLINGS, one-half rates.

TAKE ELEVATOR ON SIXTEENTH STREET. . OFFICE 312 and 313 PAXTON BLOCK.

Cut this out. Mention this paper.



PASSENGERS CARRY BEDDING.

PASSENCERS CARRY BEDDING. But how about the bedding? Every man carries his own bedding with him in India, and these Indian cars give you nothing else but a lounge on which to spread a cotton comforter, a shawl, or a rug. You carry your own pillows, and the bedding of half a dozen passengers would fill a car. Each traveler of the first and second class brings the most of his baggage into the train with him, and there is often as much as the contents of an American baggage car in one of these compartments. No one unin one of these compartments. No one un-dresses, but all lie down with their clothes pull their shawls over them, and sleen on, pull their shawls over them, and sleep the best way they can. There are no porters to wake you up at the proper time and your boots remain unblacked. Women traveling alone universally go into compartments re-served for women, and men traveling with wives have often trouble in keeping together.

#### - A SERVANT NECESSARY.

This luggage being brought into the cars and the trouble about getting and holding seats leads to the necessity, which exists in India, of traveling with a servant. All seats leads to the necessity, which exists in India, of traveling with a servant. All English and Americans travelers carry one or more servants along with them, and in figuring up your railroad fares you must add to the fare of the class by which you travel a third-class fare for your native servant. This servant speaks English. He manages your baggage, sees to the hiring and paying of the cabs to and from the stations and the hotels, and waits upon you at the hotels. In many of the hotels you get nothing to eat if you have no servant. Your room is not made up, your boots are not blacked, there is no bell in the room, and you get no attendance whatever. If you have a servant he sleeps on the floor outside your door and fights for the best of everything for you. He wants but little wages, and on the whole, it is cheaper for you to take him with you than to get along without him. I have tried both ways and I can testify to the fact. At Calcutta I had a black-skinned, turbaned Hindoo, who pre-tended to speak both French and English, and who altogether did zes know more than a dozen words of either. Still he served his purpose, and on leaving Calcutta it seemed an extravagance to take him with me. The result was I went to Benares without him. At the hotel there I had very poor attend-ance and naid to pay three times his wages in fees and mid to pay three times his wages in fees and mid to pay three times his wages in the still with me and who is now fighting for my food at the hotel tables here. He is a tall, fine-looking Aryan with a cosity tur-ban, a ferce black mustache and three tunes a tall, fine-looking Aryan with a costly tur-ban, a fierce blick mustache and three tunes as much style as myself. He watches my interests closely for thirty-five cents a day, hourds and sleeps himself, and considers him-

elf well off.

that section men work here for from 3 to 5 cents a day and that the roads can get all the men they want at these prices. Engineers work on 7 time and distance, and they are about the highest paid of the railroad employes. They get about seventy dollars a month while running regularly, but they can increase this by extra running to eighty-five and one hundred dollars a month eighty-five and one hundred dollars a month The Indian railways have no conductors in our sense of the word. The tickets are col-lected and examined by men at the various stations and the guard who manages the train in other respects has nothing to do with the tickets. Such guards get about twenty-five dollars a mouth and on the smaller railroads they receive from seven to twenty dollars a month. The most of the guards are natives or half-breed, while a majority of the engineers are English. I don't think the English engineers are Lagissi. I don't think the English engineers are as well posted as our American ones. I asked one of them the weight of his engine. He stammered and replied that that he did not know. The American engineer can tell you just what his engine weighs, how much steam she carries and all about her.

SOME PECULIARITIES.

The engines here are lighter than ours and the whole equipment of the railroads is upon a smaller scale. Most of the freight cars are made of iron, and you could crowd three of them into one American caboose. They carry on an average about six tons, have no trucks and only four wheels. Our freight cars will carry from forty to fifty tons, and some of our narrow-gauge cars carry forty tons. If these Indian trains had such cars they could carry from seven to eight times the amount they now do, but the people have never been accustomed to large cars and they stick to the old ways. None of these freight cars are managed by brakes

from the top and you see no brakemen trotting along on the tops of the trains. Freight in India is measured by the mound or eighty pounds. Freight trains are called goods trains, and I find some curious rules in regard to freight. Return trip tickets are issued to horses and camels cost twelvo in regard to freight. Return trip tickets are issued to horses, and camels cost twelve cents per mile per truck and four camels can be put on each truck. Elephant calves are transported at the rate of six cents a mile, and as to the other animals, the cost of them is guarded at the rate for dogs. No dogs are to be taken in the cars and no return tickets are issued for dogs. Many of the backage cars have dog compartments

the baggage cars have dog compartments and cats, monkeys, rabbits and guinea pigs are sent along at dog rates. Not long ago a woman came to one of the stations with a woman came to one of the stations with a turtle in her hand and was about to enter the car with it when the guard stopped her. She showed him the turtle and asked him whether she could take it inside. He replied:

"Yes! Cats is dogs and monkeys is dogs, but turtles is fish, and there is no rule against fish."

UNDER GOVERNMENT CONTROL.

Nearly all the railroads in India are under the government and many of the roads were the government and many of the roads were built by the government, guaranteeing five per cent to the stockholders on the condi-tion that the profits above five per cent. shall be equally divided between the gov-ernment and the stockholders. Over others of the roads the government has a sort of a control and the result is that the tenure of place on the railroad is much the same as that of the give sort and the merian dense. that of the civil service of England. Men expect to stay a lifetime when they enter the railroad service and there is no danger of their discharge during good behavior. There are no strikes in India and a position on the railroad is considered very desirable by the natives.

The laws are, on the secount of the gov-erament owning the roads, almost altogether in favor of the road, and our farmers would rise in mdigmation at some of them. If an American has a cow killed on the track of a road running through his farm the railroad company pays well for it. In India the owner of cattle found trespassing on the railroad is liable to a penaity of \$3.50 for each animal. Any may who drives any animal across an Indian railway except at certain appointed times and places is habie to a fine of \$17, and any man who enters a car reserved for females can be fined \$35. The man who tries to get on a train here after it is started will be fined \$7, and anyone who attempts to defraud the railtoad company in any manner is liable to a fine of \$10. THE FOSTAL SERVICE. The laws are, on the account of the gov-

#### THE POSTAL SERVICE.

che well off. CHEAPEST FARES IN THE WORLD. Only rich natives travel second-class in Data train here in Iudia, and the postal clerks are natives. It takes about twice as many clerks

five arose. Last year there were reported 47 Protest

Last year there were reported 47 Protest-ant Jewish societies, and spending nearly \$500,000 annually. In the last half-dozen years the work in this field has nearly doubled. The Jewish population of the earth is about 6.400,000. There is, then, one missionary to about 16,793 Jews. Rev. John Jasper, of "sun do move" fame,

baptized 285 converts in the James river re-cently. Rev. Richard Weils, pastor of the Ebeneezer church, baptized nearly five hundred. The baptizing took place in the river near the Free bridge, and Pastor Wells was continuously at work immersing candidates from 11 a. m. until 3:30 p. m. The Rev. Mr. Spurgeon, the great Baptist

minister of England, lives on a magnificent estate, having parks, varied with lakes and streams and adorned with statuary, and con-servatories filled with rare plants. His stables are as fine in arrangements and appointments as the royal establishment at Windsor, and his coachman sports a gor-

geous livery. The statistics of the United Presbyterian church were ready in advance of the meet-ing of the assembly. They show that the body hus 753 ministers, of whom 243 are "without charge," 933 congregations and 101,858 communicants, an increase of 2,865 for the year. There has been a gain in the contributions for home and foreign missions, church extension, education and ministerial relief. The total contributions for all pur poses is \$1,110,853, an increase of about \$90,000.

IMPIETIES.

The first snake was-seen by a woman Men have been seeing snakes ever since. A church in Pittsburgh is to be built by penny subscriptions. It should be called the

Centennial church. An interesting sight is to watch a minister try to open a car window. The dramatic effect comes from what he doesn't say. The Mormons are going to Canada, prob-ably because of baving embezzlei the affeotions of superfluous female members of the

church. There is a Baptist base ball club in Bel Air, Md. It probably differs from other base ball clubs only in having a tank instead of a pitcher.

In the course of a prayer a Scotch Presby-terian preacher recently said. "And bless the poor; and bless the rich who after their funerals will be poor." Which sounds like Evangelist Wills, who is outdoing Sam Jones in his line of anhorisms. Jones in his line of aphorisms.

It is suggested that christian science treatment be substituted for other methods of inflicting capital punishment. The man inflicting capital punishment. The man who made that proposition wouldn't give the criminal any chance for his life.

"I have seen a great deal of what they call faith cure," said a New York dentist, "but I have yet to hear of a person who succeeded in curing the jumping toothache in any such fashion." Few people can get up faith enough for that.

Parson-You are a total abstainer, I be-lieve, Mr. Filnt? Mr. Skinfilnt-Yes, sir, I be. I never tasted liquor but once, and that was to the county fair twenty-three years ago. Hen Hawbuck treated me three times that day, and I got jest dizzy enough to let some scamp pass a lead nickel on me. When I found that out I says to myself, "Yeu've had enough," and I ann't tetched a drop sence, nor I ain't goin' ter.

# How to Grow Thin.

One of the casiest ways to reduce weight is to wear a shirt flannel sweater and to ride a brisk trot. It the horse trots roughly, and the rider bounces up and down in the saddle, so much the better. Ten pounds a week can be lost by this process. The best kind of a sweater is made by taking four, six or eight thicknesses of flaunel and wrapping them around the loins and the lower part of the chest.

Angostura Bitters makes health, and health makes bright, rosy cheeks and happiness. Dr. J. G. B. Siegert & Sons, sole mannfacturers. Ask your druggist.

highly cultivated with a wonderful Not for years has Paris been so range. occupied with any debutante, and San Francisco may well be proud of her.

Miss Benjamin, of Ohio, is all ready for her forthcoming debut in Italy, and her rich, sympathetic contralto is sure to command attention. I predict for these three American girls a very exceptional future. They have earned t too. The life of a student is not one

of roses. The road to success is not without its rough stones and its slough of despond. It takes patience-an abundance of it-and money in plenty. Only the other day an American girl in Berlin, who was studying the piano, found herself paralyzed in the left hand, and became hopelessly insane. Her means of livelihood were taken

away without warning. KAMPONG, A VILLAGE OF JAVA. The Netherlands, desirous of exhibit-

ing a practical view of the manners and customs of the inhabitants of Java, is well as to show forth the numerous industries of the island, have built a village on the Esplanade des Invalides, containing a population of sixty men and twenty women. One of the products the most indispensable of this indian Archipelago, is bambon, and in Kampong one sees the many ways in which it is

used. The women of Djoka, make out of it the Batik, which goes to fashion the wearing apparel of the people. Others are making hats out of rice straw. The musicians form with it the gamelang, which is a series of instruments combined in one, a concert which has the merit of being unique at all events. Then there are the representa-tions of the Wajang, in which, with wonderful dexterity, marionnettes are made to represent the ancient legends and the prowers of their heros. The dancing girls from Djogjakarta are extremely good. In a little bambon cottage, the Kokki, are engaged in cooking rice, to which many, even housands, of spectators are attracted. Kampong is one of the most interesting bits of the exposition.

#### THE EIFFEL TOWER.

The Eiffel tower, has at last been thrown open to the public. Thirty-six stories up, that is on the second platform, the Figuro has opened its publishing and printing office, with 785 steps to mount, one must pity the poor devils and reporters. To build this tower 7,000,000 holes were pierced and 2,500,000 rivets used. In tracings the error of the tenth of a millimetre in selecting the spot to pierce for the introducing of a rivet was a most serious matter. It has also been calculated that, whereas, M. Eiffel himself, when sitting in his arm-chair before his desk, exercised a pressure on the floor of equal to, four kilogrammes per square centimetre, the tower, though it is 208.30 metres taller than M. Eiffel, weighs upon the earth only two kilogrammes per square centimetre. On the first platform is the brassene and Restaurant Brebant, where fatigue is banished by the comforting attentions of comely maidens of all nations in short skirts, colored stockings and pretty slippers, and where the inner man is refreshed for a considerable considera-tion. H. R. B.

### Says He Wrote "Monte Cristo."

A revelation through a Paris will ase is the claim of the late Auguste Maquet that he was the chief author of "Monte Cristo" and others of the most

important works of the elder Dumas. The administrators of Maquet's estate say that they have it in Dumas' handwriting that Maquet did the non's share of Dumas' work. They were left charged with the responsibility of see-

This is also necessary on account of the heavy travel during the spring and summer months. MeCAGUE BROS., 105 South 15th St., HARRY E. MOORES, 1502 Farnam St., Agent, Omaha, Neb. C. M. Jordan Late of the University of New York City and HowardUniversity, Wash ington, D. C.