TWENTY-SECOND YEAR.

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THE FALLEN MAN AND WOMAN

Ella Wheeler Wilcox Argues Woman is Not Always Stoned While Man Goes Free.

HOLDS THAT THERE IS NO SEX IN SIN

The Poetess of Passion Recalls Instances of Man's Keen Sufferings for Sins Committed-tory of Two Beautiful Western Belles.

(Copyrighted, 1893.] The settled impression of the world seems to be that erring woman is always crushed under her own shame and the scorn of mankind, while the erring man goes free,

favored by women and admired by his own Authors, preachers, poets and authors unanimously express the opinion that woman once fallen from her high and chaste pedestal is never allowed to rise, while man escapes all punishment for a similar sin.

I have read many books wherein a fallen woman figured, and never yet read one which allowed her any future save death or the convent. If the male sinner of the same kind receives any punishment at the hands of the novelist, it is after a long and successful career of pleasure and prosperity, and is usually a sudden death in a railroad disas-

All this, of course, so far as the woman goes, is an excellent warning to good young girls; but is it fair to the many women who have already made one misstep? and is it moral reading for the male young person?

It certainly is not true to the life of today Take any community of 10,000 inhabitants look closely into the lives of those people who form its "best society," and you will find women who have erred and lived down their errors, and men who have suffered for their

While my sincere sympathy must ever go with the women in these matters, since by nature on her falls the greater penalties, yet observation and a sense of justice have compelled me to modify former sweeping assertions, which I, like the world at large, have made upon the subject of relative immorality of the sexes.

No just and thinking person can reside ten years in a large city, or move about among people, and not acknowledge the fallacy of the idea that one error debars a woman forever from association with respectable society. While he who has any faculty for inspiring confidence or any ability to read human nature must learn that men suffer far more for their sins than the world at

arge imagines.

A young man of my acquaintance lost the girl he dearly loved by having his name associated with an immoral affair, wherein he was really guiltless of any sin.

Both wars in light for the control of the lost of the lost

Both were intimatefriends of mine; and I witnessed the agony and despair of the man during many months. The fact that he had associated with the immoral people who caused the scandal served, at least in this one case, to damage the man as grally as it would have dam-aged his flancee. He has since married another woman, and is a prosperous citizen. It will be urged by sentimentalists that had it been a woman whose reputation was thus marred no future marriage and success could have been possible. But this is true only in story books or in cases where the woman is peculiarly sensitive, and whose nature and source of regret to her; how much keener invironment shut her away from the dis-

traction and the possibilities of a new life. Some years ago a young girl dwelling in a town not many hours from the metropolis of America was wooed, seemingly with honora-ble motives, by a man of high social po-sition and of great personal attrac-tion; but by and by the young man disappeared, leaving a brand of shame upon the brow of the poor girl. She was taken away and years of bitter sor-row, sharp agony and blinding remorse for her and hers followed. The man, in the meanting married a lady to whom he had America was wooed, seemingly with honorameantime, married a lady to whom he had been affianced; but when, one day, accident brought to the knowledge of the young wife the base action of her husband during their betrothal she left him, taking with her the child he worshiped Deserted and dis-graced this man surely tasted some of the bitter dregs of sin. Meanwhile the wronged girl married and is a respectable wife today This is a woman's century; and in the light which it casts upon her pathway she finds that she, as well as man, can progress up and out of error. It is undoubtedly more difficult for her to live down past folly than for her brother man, unless she is endowed with a certain aplomb, which belongs to the adventuress type of woman.

We speak of an erring woman under one itegory; but they differ as widely as the

falling stars differ. There are girls who go wrong because they have no one to show them how to go right girls who are housed up like nuns, yet without a nun's occupations or devotions, and who finally break through the false restrictions surrounding their lives as pent-up rivers break through a dam. Again, others there are whose ilcensed

freedom of action, together with inherited tendencies, lead to their downfall—tendencies which properly directed might have proved the anchor for a happy home; many fail through ignorance and curiosity; more through moral viciousness mixed with vanity and avarice; hundreds through starvation prices paid by monopolies for labor; and a few, a very few, through misplaced love. It is the mercenary and victous sinner who

becomes most widely known to the world, and who most frequently poses as a victim of man's perfidy. But the woman who really deserves our deepest sympathies for having been blinded by her love and led into sin bears her sorrow and shame in silence, and never appeals to the public for sympathy In olden times such an error was supposed to end a woman's career forever: but, I repeat f we investigate the lives of society peopl n any city today, we find among its ranks omen who have lived down serious follier or its beautiful girls, two young women vied for its beautiful girls, two young women vied with each other for the palm of belieship. Both were beautiful and bright; one was weak, sweet, and full of affection; the other ambitions, mercenary and designing. The sweet, weak girl was led into disgrace, and her name became a byword in her own town. The other married a rich man, ran through his forthme in two years. his fortune in two years, deserted him and entered upon a life of adventure, which for years was a record of gilded vice and folly Finally, tiring of this life, she was received by her husband, whose restored fortunes made a reconciliation seem desirable to her She moves in excellent society today, entertains, and is admired by a large circle of friends. Her early rival, after years of re-pentance and sorrow for her past, married a noble and wealthy man and removed to a dis tant city, where she is beloved and respected

at the present time. at the present time.

It may be urged that the recital of such cases will have a peralelous effect upon young girls; that they will discourage good women and encourage the viciously inclined. I do not believe there is a girl in the land who would consciously or willingly face the career of either of these women. I believe any good

either of these women. I believe any good woman, however lonely and unloved, would shrink from exchanging lives with them.
Out of the palace of love and peace they must often be led into the inquisition chamber of memory. When a woman once loves, the recollection of past familiarities, however, and the loves becomes a ever slight, with other lovers becomes a source of regret to her; how much keener

past shame to view; for to woman love ever orings a desire of self-immolation and soulsurrender impossible to a masculine nature Alas for the woman between whom and this sacrament of surrender stands memory with a lifted sword! This is the eternal punishment which she must suffer, however lenient and forgiving the world may be

Woman has ever been man's teacher.

enturies she has taught him to believe that he must plunge into all sorts of excesses and immoralities to be attractive to her, and as reward he should take a spotless creature to wife, and if he reform after marriage he should be canonized. But guring the century she has begun to teach him that self restraint is quite as possible for him as for her; and slowly but surely is man coming to realize that he must not demand so much ingaved so little in the way of norals Whatever the cynic may say to the contrary, a higher and broader idea of morality and ustice is taking hold of the minds of men. When we say that "the world countenances man's immoralities," we seem to forget that the world is composed of women as well as men. Women have never before educated the conscience of men in the matter of the social evil, and conscience in these affairs is almost entirely a thing of educa-cation. Therefore, while only the exceptionally refined man suffers in any degree from the pangs of conscience, he certainly suffers in many other ways for his immorali ties. I have known a man to lose his posi tion in the business world, his social stand ing, and to be expelled from his club as the result of a fall from virtue. His wife ob tained a divorce and took her children to his mother's home. He married the girl who had been the cause of his fall, and the two lived a life of absolute social estrucism in their native city. He died in the prime of lifo, a victim of remorse; and even his own family refused to attend his funeral. It is a strange fact that a woman who has

man who attempts to reform and become a loyal husband is almost invariably persecuted or tempted by the women who have participated in his past.
I never heard of but one man who was base enough to attempt to destroy the marital happiness of a reformed woman. She snot him dead, and the verdict was, Served him right!" But the cases are innumerable where women attempt to lure married men back to their old follies and married men back to their old folles and to destroy the wife's peace. Certainly, in this respect, the reformed woman has the easier time of it. Of course, we must make the allowance for the woman being wronged in the berinning; yet the girl who falls through blind love is not the one who re-venges herself upon an innocent wife after-

retired from the lists of folly into the shelter

of a respectable home is seldom molested by

her former male comrades in sin; while the

wards. It is rather the act of a balked adventuress, cheated of her golden prize.

There are scores of men today all about us who are being slowly tortured by the de-mand for hush money to hide some old sinmen who never open the morning paper without a chill of apprehension, and who never hear the door bell ring without a quiver of the nerves. Men who seek political laurels the nerves. Alch was dear the nerves are testify to my words. Yet those who know of the stain upon the honor of these men say: "Behold the injustice of the men say: "Behold the injustice of the world, which metes out no punishment to

erring man! are hundreds of men who suffer year after year the tortures of disease, concious that they are reaping what they have sown. God is not so great a respecter of sex as the world at large supposes; and men are punished more frequently and thoroughly for their sins then is imagined by those who see only the surface of life.

There is a spiritual wave sweeping over the world which will compel men to suffer more and more for their sins, just as there is a growing liberalism of thought which compels the public to give woman a chance to live down her mistakes. Slowly but surely the world is coming to the knowledge that there is no sex in sin, and that a universal standard of morality must be adopted for men and women, and that the mantle of charity must be stretched out wide enough to cover the fallen woman as well as the fallen man. Ella Wheeles Wilcox.

PACE THAT DID NOT KILL

Galvanized John Bull Revives the Modest

Triumphal Progress of a Pioneer Locomotive and Cars to the World's Fair-Notable Career of a Historic Machine-

The locomotive, John Bull with two ancient cars, arrived in Chicago vesterday afternoon, having completed the journey from Jersey City to Jackson park over the Pennsylvania Central railroad in eighty-four hours. At all points along the route the venerable relic of pioneer rauroading was greeted by crowds of young and old, and was inspected and examined by thousands. The young regarded the ancient machine with as much curiosity and interest as they would a circus, while the graybeards rubbea their eyes to determine whether their boyhood days had come back. The journey was a triumphal march to slow music-twelve miles an hour was the gait-and was attended with

primitive rallroading. The appearance of the John Bull as it puffed wearily amid the massive and ornate ocomotives of today, furnished a striking illustration of the marvelous strides of railreading in half a century. The John Bull is 2 years of age. It was built by George Stepeenson in England and landed on these

shores in May, 1831. Dimensions of the Odd Mill.

The original weight of the engine was about ten tons. The boiler was thirteen feet long and three feet six inches in diameter. The cylinders were nine by twenty inches. There were four driving wheels, four feet six inches in diameter, made with cast iron hubs and wooden spokes and fel-loes. The tires were of wrought iron, three-quarters of an inch thick, and the depth of flange was one and a half inches. The original guage was five feet. The interior arrangements were primitive in the extreme, and the handling of the levers used in starting or reversing involved a considerable amount of hard work on the engineer. When the engine had finally been successfully ar-ticulated and placed upon the track laid for the experiment the boller was pumped full of water from a hogshead, a fire of pine wood was lighted in the furnace and at an indication of thirty pounds steam pressure Engineer Dripps, nervous with excitement, opened the throttle and the locomotive moved over the rails. Between 1831 and 1836 the John Bull underwent considerable modification, as changes suggested them serves to the watchful eyes of the American mechanic, and in the latter year on the Camlen & was in active service on the Camlen & During the more than half a century of life the sturdy old machine suffered many vicissitudes of fortune. After many years of admirable service the modern machinist succeeded in producing improvements which relegated the old engine to the side track, and it was stored away in Bordentown for a number of years. In 1876 it was rescued from the oblivion which was enveloping it in the quiet Jersey town and exhibited at the Philadelphia centennial, where it at-tracted much attention. Its next public ap-pearance was at the Chicago exposition of railway appliances in 1893, and since then, being presented to the United States government by the Pennsylvania Railroad company, it has been a notable feature of the world of coaches. The backs are devoid of uphol-

curiosities collected in the national museum at Washington.

Genesis of the Pilot.

absolutely necessary to provide a pilot in order to assist the machine in taking curves. Mr. Stevens set himself the task of planning

one, and although it was a crude and awk-ward affair it served the purpose. The first pilot was a frame made of oak, 8x4 feet,

pinned together at the corners. Under the forward end were a pair of wheels twenty

six inches in diameter, while the other end

Some Original Features.

One of the most notable features of the John Bull is the pilot, commonly known as the cowcatcher. As originally constructed Gait of the Thirties. in England there was no pilot attached, but when the engine was placed in service on the Camden & Amboy road it was found

GENUINE RELIC OF PRIMITIVE RAILROADING

Proneers Among the Crew.

was fastened to an extension of the axle outside of the forward driving wheels, as it was found that a play of about one linch on each side of the redestal of the front wheels was necessary to get around the curves. first it required a considerable pile of stones to hold the pilot down to its work, and even then it is a matter of tradition that it had a pernicious habit of getting off the track on very slight provocation. When the engine was to be turned the pilot had to be removed, as the turntables at that day were too short to accommodate it. The pilot which now adorns the frontispiece of the John Bull is a somewhat less cumbersome modification of the one first constructed. Wood was the original fuel which made he steam, but the furnace has been changed now for coal. The inclosed tender contains storage capacity for about 2,200 pounds of the pemp and ceremony due this remnant of

coal and a tank holding 1,500 gallons water. The water is sufficient for a run of thirty miles and the coal will last through ninety. The curious contrivance, resem-bling a poke bonnet, which surmounts the ender was called the "gig-top." In it sat the forward brakeman, who not only kept a sharp lookout for other trains ap-proached on the same track, but signaled to the rear brakeman when the occasion required and worked the brakes on the loco-motive and tender by a long lever which exended up between his knees. There was no belt cord nor gong on the locomotive, so all communication between engineer and brake man was by word of mouth. All these original features are retained in the restored en-The body of the locomotive and the ender is painted an olive green, the remainder of the iron work is the natural color, un-broken by the brassor nickel bearings of the present day. The John Bull weighs 22,000

> sylvania railroad at the present time weighs 176,000 pounds, or more than five times as much as its original predecessor. Coaches of Other Days. Two passenger coaches are attached to the historic engine, and these coaches are hardly less interesting than the locomotive itself. One of them was discarded over twenty-five years ago and purchased by a New Jersey farmer, who converted it into a chicken coop. It was discovered and bought a few months ago in a hunt for relies by a representative of the Pennsylvania railroad. was carefully refitted and appears now in all the pristine glory of its palmy days. The other was uncarthed from a heap of umberward rubbish and stored away many years ago in the Meadows shops. Now it has been restored, its parts coming from the scrap heap and blacksmith shops, and one missing truck found in a Jersey marl pit, until it is reproduced as it was in service in The old coaches are thirty feet long, eight

> pounds, exclusive of the tender, and 32,200 including the tender. The ordinary standard passenger locomotive in use on the Penn-

feet wide and six feet five inches high in-side. There is an entire absence of any attempt at ornamentation of any kind. roof has no ridge for ventilating purposes. Ventilation is secured by adjustable slats above the windows. The twenty double seats, which are very narrow, and

stery, with the exception of the band at the top to support the shoulders. The nisles are very narrow, as are the double doors, and it seems a problem how the crinoline of our grandmothers could accome odate itself to the narrow confines accorded it. There are

no toilet rooms, nor any provisions for drink-The cars, like the locomotive, are painted a rich olive green, and bear no lettering of any kind. The coaches weigh 14,250 pounds, and are mere pigmies beside the 90,000-pound Pullmans of the evening of the nineteenth Each coach has its own brakeman. and as the brake rods are not fitted with rachets or "shoes," the sturdy muscle of the brakeman must hold the brake tight until his grip is released by the proper signal

from the man in the crow's nest.

Fathers of Their Craft. It was psculiarly fitting that the crew which handled the train should be selected from the veterans of the service, W. T. Bailey, the conductor, has been a passeage conductor since 1859. Joans Hagar, "gig top" brakeman, was appointed to a like posi-tion in 1849, and is now yardmaster at New Brunswick. Thomas Gallagher, rear brake-man, first served in the same capacity in 1849, and is now a passenger conductor. A. S. Herbert, the engineman, was engineer of the John Bull in the early fifties, and he has been running an engine ever since. J. W. Sanford, the fireman, commenced his career in the same capacity in 1855, and is now master mechanic at the Meadows shops. D. H. Baker, car inspector, entered the

ervice as foreman of the Jersey City shops n 1849, and still holds this position. James R. Smith, acting assistant superintendent pro tem., who directed the running of the train, is a veteran "forty-niner," and has filled nearly every position on the division at some time during his fifty-four years of

Whitney and Cleveland. The Washington correspondent of the

New York Commercial Advertiser is authority for the statement that President Cleveland and his former secretary of the navy are at outs, and that in an interview with George Bleinstein, proprietor of the Buffalo Courier, Whitney declared that he would never have anything to do with his former chief nor with his administration. As the story goes, when Whitney was returning from his yachting trip to the West Indies some six weeks ago, he was met by Mr. Bleinstein with a request to call on the president, but the ex-secretary replied to the in vitation with a blankety-blank, doubly em phasized, if he would, and explained to the Buffalo editor that when his former chief was running for president last year and his prospects were not the brightest. Cieveland and authorized him to make a number of prop ositions and promises to men who controlled the result of the election, which he had done, pledging his word. Cleveland was elected, "and every sensible man knows that it was due to these arrangements," said Whitney, and now "not one single promise has been kept, and there is no indication that he proposes to recognize any of these pledges." Under these circumstances Mr. Whitney does not believe that his own self respect could allow him to have anything further to do with the stuffed prophet poiically, and he is acting accordingly. This will serve to explain why the ex-secretary failed to call at the white house when he passed through Washington a few weeks Secretary Lamont's frequent visits to New York recently to see Mr. Whitney may have been with a view to placating the lat ter, but those who should be in a position t placated, and that as far as he is concerned

The first bridge builder was the spider. and the ropes and stays of a spider's web are always attached with geometrical ac curacy.

A cloth of very fine texture is made from ing in the South Son islands.

CONNUBIALITIES.

A Brooklyn girl jilted her flance because he had his golden brown mustache shaved off and then she didn't like his looks. "Does Irvington keep a carriage since he

married?" "Oh, yes. I see him wheeling it Invitations to church weddings in New

York City sometimes bring as high a sum as \$10 each. The unmarried young people of McDonough

Ga., intend forming a "matrimonial alliance."
The object of the club is to secure suitable husbands and wives for its members. Miss Snippit: Men are such fools! Miss

Darby: Ah, who has proposed to you now,

At an engagement dinner given in New York on the last day of bachelorhood to twenty-four bachelor friends, each guest found at his plate a miniature lady. Each fair maid was different in feature, form and style of dress, but all were dainty and pretty lough to be treasured as souvenirs and uggestive of possibilities.

Bishop Joseph S. Key of the Methodist Epis. opal Church South was married a few tays ago to Mrs. Kidd of Sherman, Tex. The dishop has passed three-score years. wife is a brilliant woman socially and intellectually and the union is said to be an exceedingly happy one.

A Vermont judge has ruled that a girl who discards a lover must return the engagement ring if he has given one to her. This will enable jitted Green Mountain boys to resume business at some new stand with the rin slightly aftered.

It has never been definitely settled yet how many of the young men who now go regularly to church would go regularly to church if going regularly to church did not afford so many good opportunities for making the better acquaintance of desirable oung women who also go regularly to

After a recent Australian wedding the guests showered the happy pair with rose petals until the bride was iterally covered with the fragrant leaves as she sat in the carriage. A pretty tribute this, and less likely to be followed by undesirable conse-quences, for a small grain of rice in one's eye not a pleasant traveling companion, par ticularly when it is desired to avoid feeling

Mr. and Mrs. Jonathan Thayer of South Braintree, Mass., celebrated the seventy-fourth anniversary of their wedding on April 8. Mr. Thayer is 96 years old and his wife is Both are in good health. They have had seven children.

Miss Marian Phelps, the only daughter of William Walter Phelps, American minister to Germany, and Dr. Franz von Rothenburg, under secretary of the interior of Germany, it is announced, are engaged to be married. Mis. Phelps is a Bergen county girl, born on her father's beautiful estate in New Jersey

Probably no society wedding that has ever taken place in this country has been more talked of and written about in advance of the ceremony than the one celebrated in New York on Tuesday, when Miss Cornelia Mar-tin, the only daughter of Mr. and Mrs. Bradev Martin, was married to William George Robert, fourth earl of Craven. The bride sim and petite, with willowy form and ery graceful manners, and only 17 years of

The marriage of Miss Maud, daughter of Mr. and Mrs. Pierre Lorrillard, and Mr. F. Suffern Tailor, the Tuxedo coacning whip, took place in New York, Saturday of last week. There were no bridesmaids nor maid of honor. The bride, who is an acknowledged beauty of the brunette type, looked unusually lovely in her bridal dress of white sath, made simply in the princess style, Her yell was of point lace. She were no jewels. Instead of a boquet she carried

A general wail is heard all over Michigan about the scarcity of hired girls, due in great part to their departure for the World's fair, where big wages are offered them.