

NANCY HANNIGAN'S SUITORS.

By SEUMAS MACMANUS.

Author of "In Chinney Corners," "Drolleries of Donegal," Etc.

(Copyright, 1899, by Seumas MacManus.)

Nancy Hannigan was the one daughter of Seumas and Nelly Hannigan. Nancy, as she grew up, developed such an attractive appearance that she was dubbed "The Flower of O'Rourke."

"In throth," said Nancy, "if ye provoke me to go practising my wrist on ye again ye'll may be find it's little of the vision's about it—"

With a very large store of advice and warning (the only commodities her mother could afford to be liberal with), a red handkerchief and her father's and mother's blessing, Nancy took the road with the other poor boys and girls before the sun began to rob the mists of his eye and peep to see for the first time.

"Go ask her yourself, ye rascal. Aren't ye every bit as big an' as ugly as me to do the business?"

Several big rough farmers and some more refined ones had come up and viewed Nancy at every angle of observation, quizzed, questioned and cross-questioned her, putting her through the catechism of her abilities and then priced her and haggled with her—trying to beat her.

"Well, little girl, are you standing idle? Why aren't you at work? Don't commence to mope, thinking of home now," and Mrs. Nelson fussed around the dairy.



Mrs. Neilson took much pains showing Nancy her work next morning, and when this had been done to the satisfaction of both, she led Nancy to the parlour, and sitting in an easy chair, began to read her a homily upon the conduct she expected of all females under her roof.

"Then the devil go with ye!" Nancy shouted. "A purty boy indeed ye are," she went on, smilingly, mollifying as she would.

And by means of a very vigorous assault on him with the scrubbing brush Nancy whacked him out of the door and slammed it in his face.

"Observe my girl—What do you think it is only for your amusement? Nancy drew as long a face as she could assume."

"Well, now, Nancy, my dear," and he laid a hand gently on her shoulder. "Nancy, my dear, we must do our best to be kind to you and keep the feeling of 'long' away from you."

"Well, now, Nancy, my dear," and he laid a hand gently on her shoulder. "Nancy, my dear, we must do our best to be kind to you and keep the feeling of 'long' away from you."

"Well, now, Nancy, my dear," and he laid a hand gently on her shoulder. "Nancy, my dear, we must do our best to be kind to you and keep the feeling of 'long' away from you."

"Well, now, Nancy, my dear," and he laid a hand gently on her shoulder. "Nancy, my dear, we must do our best to be kind to you and keep the feeling of 'long' away from you."

"Well, now, Nancy, my dear," and he laid a hand gently on her shoulder. "Nancy, my dear, we must do our best to be kind to you and keep the feeling of 'long' away from you."

"Well, now, Nancy, my dear," and he laid a hand gently on her shoulder. "Nancy, my dear, we must do our best to be kind to you and keep the feeling of 'long' away from you."

"TO HARLEN IN 15 MINUTES"

New York City Makes a Start on the Road to Rapid Transit.

MILLIONS INVOLVED IN THE CONTRACT

Magnitude of the Undertaking Outlined by Estimates of Engineers—Three Years to Do the Work.

The largest contract awarded in this country for many years was signed and delivered in New York City a few days ago. It marked the close of ten years of discussion of "rapid transit" and the beginning of practical work on what is regarded as a triumph over the combined opposition of surface and elevated roads.

The express stations will have what are called island platforms. For instance, the Forty-second street station has entrances at the side streets, and it is larger than those for local trains.

The tracks in the tunnel differ from those of an ordinary railroad in this respect. The ties, which are steel T, spaced six feet apart, are embedded in concrete, and to them are bolted channel irons, one on each side.

There will be twelve-inch I beams, while the three columns between the four tracks are built up of bulb angles and the web plate. These columns are about six by eight inches, outside dimensions, and five feet apart.

The tunnel is to be protected from ground water or seepage by a continuous covering of waterproofing of asphalt and felt, protected by a thin layer of concrete above and below.

The engineering problems presented by the three upper sections are comparatively simple, and work on these will not be begun until some time after the tunneling of the first section, because it is here that the greatest time and patience will be needed.

Two men who have acted in that capacity for nearly thirty years, Theodore F. Shuey and Edward W. Murphy have been reporting the proceedings of the United States senate.

"TO HARLEN IN 15 MINUTES"

New York City Makes a Start on the Road to Rapid Transit.

MILLIONS INVOLVED IN THE CONTRACT

Magnitude of the Undertaking Outlined by Estimates of Engineers—Three Years to Do the Work.

The largest contract awarded in this country for many years was signed and delivered in New York City a few days ago. It marked the close of ten years of discussion of "rapid transit" and the beginning of practical work on what is regarded as a triumph over the combined opposition of surface and elevated roads.

The express stations will have what are called island platforms. For instance, the Forty-second street station has entrances at the side streets, and it is larger than those for local trains.

The tracks in the tunnel differ from those of an ordinary railroad in this respect. The ties, which are steel T, spaced six feet apart, are embedded in concrete, and to them are bolted channel irons, one on each side.

There will be twelve-inch I beams, while the three columns between the four tracks are built up of bulb angles and the web plate. These columns are about six by eight inches, outside dimensions, and five feet apart.

The tunnel is to be protected from ground water or seepage by a continuous covering of waterproofing of asphalt and felt, protected by a thin layer of concrete above and below.

The engineering problems presented by the three upper sections are comparatively simple, and work on these will not be begun until some time after the tunneling of the first section, because it is here that the greatest time and patience will be needed.

Two men who have acted in that capacity for nearly thirty years, Theodore F. Shuey and Edward W. Murphy have been reporting the proceedings of the United States senate.

"TO HARLEN IN 15 MINUTES"

New York City Makes a Start on the Road to Rapid Transit.

MILLIONS INVOLVED IN THE CONTRACT

Magnitude of the Undertaking Outlined by Estimates of Engineers—Three Years to Do the Work.

The largest contract awarded in this country for many years was signed and delivered in New York City a few days ago. It marked the close of ten years of discussion of "rapid transit" and the beginning of practical work on what is regarded as a triumph over the combined opposition of surface and elevated roads.

The express stations will have what are called island platforms. For instance, the Forty-second street station has entrances at the side streets, and it is larger than those for local trains.

The tracks in the tunnel differ from those of an ordinary railroad in this respect. The ties, which are steel T, spaced six feet apart, are embedded in concrete, and to them are bolted channel irons, one on each side.

There will be twelve-inch I beams, while the three columns between the four tracks are built up of bulb angles and the web plate. These columns are about six by eight inches, outside dimensions, and five feet apart.

The tunnel is to be protected from ground water or seepage by a continuous covering of waterproofing of asphalt and felt, protected by a thin layer of concrete above and below.

The engineering problems presented by the three upper sections are comparatively simple, and work on these will not be begun until some time after the tunneling of the first section, because it is here that the greatest time and patience will be needed.

Two men who have acted in that capacity for nearly thirty years, Theodore F. Shuey and Edward W. Murphy have been reporting the proceedings of the United States senate.

"TO HARLEN IN 15 MINUTES"

New York City Makes a Start on the Road to Rapid Transit.

MILLIONS INVOLVED IN THE CONTRACT

Magnitude of the Undertaking Outlined by Estimates of Engineers—Three Years to Do the Work.

The largest contract awarded in this country for many years was signed and delivered in New York City a few days ago. It marked the close of ten years of discussion of "rapid transit" and the beginning of practical work on what is regarded as a triumph over the combined opposition of surface and elevated roads.

The express stations will have what are called island platforms. For instance, the Forty-second street station has entrances at the side streets, and it is larger than those for local trains.

The tracks in the tunnel differ from those of an ordinary railroad in this respect. The ties, which are steel T, spaced six feet apart, are embedded in concrete, and to them are bolted channel irons, one on each side.

There will be twelve-inch I beams, while the three columns between the four tracks are built up of bulb angles and the web plate. These columns are about six by eight inches, outside dimensions, and five feet apart.

The tunnel is to be protected from ground water or seepage by a continuous covering of waterproofing of asphalt and felt, protected by a thin layer of concrete above and below.

The engineering problems presented by the three upper sections are comparatively simple, and work on these will not be begun until some time after the tunneling of the first section, because it is here that the greatest time and patience will be needed.

Two men who have acted in that capacity for nearly thirty years, Theodore F. Shuey and Edward W. Murphy have been reporting the proceedings of the United States senate.

"TO HARLEN IN 15 MINUTES"

New York City Makes a Start on the Road to Rapid Transit.

MILLIONS INVOLVED IN THE CONTRACT

Magnitude of the Undertaking Outlined by Estimates of Engineers—Three Years to Do the Work.

The largest contract awarded in this country for many years was signed and delivered in New York City a few days ago. It marked the close of ten years of discussion of "rapid transit" and the beginning of practical work on what is regarded as a triumph over the combined opposition of surface and elevated roads.

The express stations will have what are called island platforms. For instance, the Forty-second street station has entrances at the side streets, and it is larger than those for local trains.

The tracks in the tunnel differ from those of an ordinary railroad in this respect. The ties, which are steel T, spaced six feet apart, are embedded in concrete, and to them are bolted channel irons, one on each side.

There will be twelve-inch I beams, while the three columns between the four tracks are built up of bulb angles and the web plate. These columns are about six by eight inches, outside dimensions, and five feet apart.

The tunnel is to be protected from ground water or seepage by a continuous covering of waterproofing of asphalt and felt, protected by a thin layer of concrete above and below.

The engineering problems presented by the three upper sections are comparatively simple, and work on these will not be begun until some time after the tunneling of the first section, because it is here that the greatest time and patience will be needed.

Two men who have acted in that capacity for nearly thirty years, Theodore F. Shuey and Edward W. Murphy have been reporting the proceedings of the United States senate.

ABSOLUTE SECURITY. Genuine Carter's Little Liver Pills.

Must Bear Signature of Dr. Carter. See Fac-Simile Wrapper Below. Very easy and so easy to take as sugar. CARTER'S LITTLE LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION.

CASTORIA for Infants and Children.

The Kind You Have Always Bought has borne the signature of Chas. H. Fletcher, and has been made under his personal supervision for over 30 years. Allow no one to deceive you in this. Counterfeits, Imitations and "Just-as-good" are but Experiments, and endanger the health of Children—Experience against Experiment. The Kind You Have Always Bought Bears the Signature of Chas. H. Fletcher. In Use For Over 30 Years.

DO YOU KNOW THAT THERE IS SCIENCE IN NEATNESS? BE WISE AND USE SAPOLIO

FREE ADVICE by our physicians and a FREE SAMPLE of our medicine—also Free Home Treatment—a 116-page illustrated book describing about all your symptoms. Send for free receipts and prescriptions in plain language, as you give your doctor's bills; ask for it. Dr. Kay's Renovator. Cures the very worst cases of Dyspepsia, Constipation, Headache, Palpitation of Heart, Kidney and Liver Diseases and all results of La Grippe. Send for proof if it does not do about all your symptoms. Send for free receipts and prescriptions in plain language, as you give your doctor's bills; ask for it. DR. B. J. KAY MEDICAL CO., Saratoga Springs, N. Y.

This Community would be Shocked

to know how many women are in worse condition than Mrs. Smith, whose letter appears below. Nearly every home has a victim of "female complaints." The society devotee, the house-wife, the working girl and woman, all suffer days and nights of torture. The saddest fact about all this is that this agony is actually self-imposed. There is not one in a hundred of these women who could not get perfect, complete relief by taking McEree's Wine of Cardui. This medicine cut short the five years' suffering of Mrs. Smith. It quickly stops the pains that women have in the head, back and lower limbs. It brings relief from that "worn out" feeling both mental and physical. With these facts before you, why put off a fair test of this great treatment? Delay prolongs suffering and does that much more to make the trouble chronic. Get a bottle of Wine of Cardui to-day and permit it to begin the work of relief at once. For advice in cases requiring special directions, address, giving symptoms, the "Ladies Advisory Department," The Chattanooga Medicine Co., Chattanooga, Tenn. I have been very ill during the past five years, and have spent many dollars in medicines prescribed by physicians. My complaints were falling of the womb, weak back, nervousness, and palpitation of the heart. Every month I was confined to my bed, and got no relief until my husband insisted on my taking Wine of Cardui. After I started to take Wine of Cardui, I did not lose a day at my work. I think your Wine of Cardui is the best remedy for female complaints. Mrs. LUCY SMITH. Your Druggist can supply you at \$1.00 per bottle.