

A MOTHER'S DUTY

TOWARDS HER DAUGHTERS.

Suggestions Which Bear Repeating, as Their Importance is Immeasurable.

(OFFICIAL TO OUR LADY READERS.)

Only a few years ago even the medical profession scouted the idea that young girls could suffer from the misery of uterine troubles.

That form of disease, it was claimed, came only to married women.



When Lydia E. Pinkham first sent out the words of her great discovery, there was no lack of harsh speech from those whose practice and opinions she set at defiance.

But when young girls by the hundreds were absolutely cured by Lydia E. Pinkham's Vegetable Compound, then the tongues of the traducers were stilled, and faith was allowed to live in the hearts of the people.

Young girls are subject to this trouble. It robs them of the buoyancy of youth. It makes all effort distasteful. It causes retention and suppression of menses, leucorrhoea, severe headache, waxy complexion, depression, weakness, loss of appetite and interest.

Certainly mothers ought to know that these are all symptoms of the one cause of nearly all the suffering that comes to women; and to save their daughters ought to begin treatment at once.

Lydia E. Pinkham's Vegetable Compound is the surest and most natural remedy for women ever compounded. It will accomplish its work with certainty.

WE BEAT THE WORLD

SPACE ANNIHILATED BY AN AMERICAN RAILWAY TRAIN.

Average of 64.98 Miles an Hour, Outfitting Stops, Made on the Lake Shore Between Chicago and Buffalo.

The world's record for railroad speed over a great distance was broken yesterday by a special train of the Lake Shore & Michigan Southern road, which ran from One-hundredth street, Chicago, to Buffalo creek, Buffalo, a distance of 561 miles, in 41 minutes and 7 seconds, an average speed of 69.9 miles an hour.

Exclusive of stops, the run was made in 39 minutes and 35 seconds, an average speed of 64.98 miles an hour. The New York Central's record of Sept. 11, was an average speed of 63.6 miles an hour, including stops, and 64.3 miles an hour, exclusive of delay. The train left Chicago yesterday morning at 3:25 p. m. (Central time) and arrived at Buffalo creek at 11:24.

Four minutes later the train came to a stop in the Central Station, in Buffalo. The train was made up of three coaches, engine and tender. The weight of the engine and tender was 184,000 pounds, making the total weight of the train 458,000 pounds. Different engines were used on each of the divisions, and the runs for divisions were: Chicago to Elkhart, 87.4 miles, in 55 minutes and 25 seconds; Elkhart to Toledo, 134.4 miles, in 124 minutes and 5 seconds; Toledo to Cleveland, 167.3 miles, in 136 minutes and 6 seconds; Cleveland to Buffalo, 176.9 miles, in 122 minutes and 22 seconds; Erie to Buffalo, 96 miles, in 79 minutes and 16 seconds. Between Chicago and Elkhart the train was compelled to stop for road-side repairs, and for the scoop water once. The engine which pulled the train over this division was No. 967, Mark E. Floyd, engineer. This engine is a standard Lake Shore passenger engine (light-weight), built by the Brooks locomotive works, at Erie, Pa., and is designed by George W. Stevens, superintendent of motive power for the Lake Shore division. The diameter of the cylinder is 24 inches, the stroke of the piston 24 inches, the total weight, exclusive of tender, 104,000 pounds. At Elkhart two minutes and 30 seconds were lost in changing engines. Here No. 100, E. B. Worsley, and engine No. 59, David Luce, engineer, pulled the train to Toledo, and on this run the engine was changed at Toledo. At Toledo two minutes and thirty-eight seconds were lost in changing engines. Here No. 100, E. B. Worsley, and engine No. 59, David Luce, engineer, pulled the train to Buffalo, where the engine was changed. At Buffalo the engine was changed to No. 564, William Tunkey, engineer, which pulled the train over the last 20 miles of the run. The engine which pulled the train over the last 20 miles of the run was No. 564, William Tunkey, engineer, which pulled the train over the last 20 miles of the run.

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Views of an Experienced Official.

The address delivered last week by President Halnes before the American Railway Association on the subject of organization of the administrative force of a railroad is highly spoken of by officials who heard it.

Among other things, he said: "There are three things which make or mar the reputation of a railroad company with its patrons—the passenger train conductor, the station agent and the division superintendent. Within the scope of his authority each of them should be put in a position to determine definitely and promptly any matter that may be referred to him from persons having business with him. Further reference to distant superior authority leads to delay and dissatisfaction with the railroad company. With proper rules and regulations it is practicable to enable either a conductor or an agent to say yes or no to any question that may be referred to him in the line of his duty.

"The relations of the division superintendent to the public are of a different character. To the people having business with the road he is the embodiment of the corporation. Where they have any matter to go to him for it, and it is evident to them that he can answer nothing definitely, they are apt to refer the matter to a distance for the endorsement of some official before a definite answer can be given. They are apt to be delayed by that fact that they have not had their day in court. For these reasons, therefore, the division superintendent should be instructed with very considerable discretionary powers in dealing with the people who have business with him. Where it is not done, we repeat the irritating about corporations having no souls and no sympathetic managers, and are ready prey of designing demagogues. By all means, then, the division superintendent should be put in a position to have immediate authority in all matters of ordinary interest to them and should be instructed with the corresponding responsibility. It is a mistake to make him nothing more than a chief of train service, a position in an entirely different line, propelled by motive power one thousand miles away."

Knapp Replies to Chandler. Interstate-commerce Commissioner Martin A. Knapp has written an open letter to Senator Chandler of New Hampshire in reply to the latter's letter of criticism of him in connection with the new trunk line agreement. Mr. Knapp says his published statements must not be attributed to the commission, and reiterates his assertion that the detection and punishment of crimes created by the interstate-commerce statute is only an incident to the scheme and aim of "regulation," a feature with which the commission has no power to deal. He adds that the courts seem to have reached a conclusion different from the view taken by Senator Chandler that the alleged agreement that the trunk lines are about to enter into is illegal and void under either the anti-trust or anti-pooling laws. He concludes that the evidence that the combination of lines will be formed by the fusion of existing lines or organized under legal pooling, can be more powerful than any other fact in the case.

In the New England States the process of absorption in one way or another is going on until there are practically no competitors in the railroad service of that section so far as an interstate-commerce regulation has not required in any way the consolidation of lines. On the contrary, it has been attended with considerable results, and, by improved facilities and the better administration of the public, fewer complaints are being received from the public than from any other part of the country. I believe that the people of that locality are entitled to a railroad service under conditions, I am yet to be convinced, that similar results might not be fairly expected under conditions of a broader scale and in more extensive fields. In short, I believe that the interstate-commerce act should be applied to public transportation; that the power to regulate commerce with foreign countries should be extended to the control of the rates and charges which carriers may exact."

The Wabash Behind the Scheme. Parties have been visiting towns in northern Indiana, securing a right of way from the Ohio State line to a connection with the Chicago and Detroit division of the Wabash road. This led to the belief that the Wabash had something to do with the projected road. It has been said the line was to pass through Portland, Warsaw, Huntington, South Whitley and Bluffton, terminating at Nappanee, a point on the Chicago and Detroit division of the Wabash road. A dispatch from Warsaw, Ind., says: "It was transpired that the proposed line is a Wabash scheme and that it is the intention of the latter company to build a line from Nappanee, Ind., to Toledo, Ohio, and to connect it with a point on the Chicago and Detroit division of the Wabash. After the agreement will be entered into by the C. & D., or else the Wabash will build a line from Chicago to Cleveland, Ohio, through trains will then be run between Chicago and Cincinnati. It is believed that the Wabash will hold in the various townships through which the proposed line is to pass for the purpose of determining the question of extending it."

New Transcontinental Line. A dispatch from Denver says: A rumor is abroad in railway circles to the effect that a movement is in progress with the object of uniting several of the transcontinental lines into one system, extending from Chicago to Buffalo, where the line is said to be in the deal are the Atchafalaya, Topoka & Santa Fe, the Denver & Rio Grande, the Rio Grande Western, the Northern and the Oregon Short-line. The project is of such magnitude that it is reported to have been discussed by the government. According to the report, if the government takes possession of the Union Pacific and the Santa Fe, the latter would be the consolidating lines named, perhaps with the addition of the Colorado Midland and the Union Pacific & Rio Grande, is almost a sure thing.

Half-Fare Permits. The lines of the Western Passenger Association will probably take action in relation to half-fare permits for the coming year that will require the return of tickets that have come from this direction in years past. Last year all applications for annual permits had to be certified by Chairman Caldwell, of the association, before they were issued and the plan was found to be very objectionable. This year the chairman will not only investigate the applications, but will issue a joint permit with the other lines. A great amount of labor will be further required in the execution of the plan, and it is believed that the possibility of issuing half-fare permits has not been formally adopted as yet, but it is almost certain that it will be.

Personal, Local and General Notes. The pay rolls of the Big Four now show over fifteen thousand persons in their employ. G. W. Bart has been agent of the Beech Grove line of the Big Four system, at Galton, for thirty years. James H. Jago, representing the passenger department of the West Shore, is in the city on official business. William N. Jackson, secretary of the Union Railway Company, has gone to Michigan on business. The Santa Fe returned President Inalls, of the Big Four, and party, who went West on Tuesday. The foreclosing sale of the Santa Fe has again been postponed. The date now is Dec. 10, two weeks later than first noted. General Superintendent Miles of the Toledo, St. Louis & Kansas City, returned from the East yesterday and joined the Toledo, St. Louis & Kansas City, which earned in the third week of October \$2,642, an increase over the corresponding week of 1894.

Andrew Walker, one of the oldest engineers on the Vandalla, has obtained a leave of absence, and will visit friends in the East. Conductors on the Cincinnati, Hamilton & Dayton lines have been instructed to notify the passengers of the Columbus, Sandusky & Hocking Valley.

A. J. Betherick, chief clerk in the general freight department of the Columbus, Sandusky & Hocking Valley, died in a city on Monday after a brief illness. He represented the company at the Chicago convention, where he caught a bad cold, which caused his death. He had been in that office since 1883.

Receiver Hopkins, of the Louisville, Evansville & St. Louis, accompanied by a number of the directors of the company, yesterday started on an inspection of the lines.

On Sunday the Cincinnati, Hamilton & Dayton will run the round trip extension from Cincinnati to Indianapolis and from Indianapolis to Cincinnati at 11 for the round trip.

Thomas P. Fowler, recently elected president of the New York, Ontario & Western, has been in the city since 1890, and has given his entire time to the interests of that company.

The Vandalla people interested in the Big Four lines will this morning leave Cincinnati for the West, arriving at Indianapolis about noon, and going west over the Peoria & Eastern.

The refusal of the Canadian Pacific to become a party to the proposed joint traffic association of the presidents at all points is looked upon as a serious obstacle to the permanency of the organization.

The work of double tracking the Erie (western division) will be completed by the first double track laid will be between Kent and Akron, Ohio. At the next will be laid between Kent and Marion, O.

All lines in the Central Traffic Association territory will be put on to the Baptist State convention, which convenes at Terre Haute next week, at the same time the presidents at all points in Indiana.

The Chicago & Erie is to become a much more extensive company, including New York and Chicago when the new postal arrangement takes effect. In the past the Erie lines have had a slim show at mail service.

Theodore Hoffner, for many years head checkman at the Union Station west room, died on Wednesday afternoon, making the fourth of the veteran baggage men at the Union Station who have died in the last eighteen months.

The directors of the Indiana, Decatur & Western have given General Manager George W. Deaton, the authority to erect an elevator at Decatur, to be used as a transfer elevator, and to have a capacity of seventy tons.

It is stated that the New York Central will abandon Rochester as one of its principal points, and that the other men make their headquarters at Buffalo. If the change is made it will affect 100 engines with their corresponding equipment.

An impression prevails that the general passenger agents of the Northern and Southern roads will in the near future be raised to the rank of division superintendents, and will name a 1-cent-a-mile rate, which would doubtless catch a large trade.

The Western roads continued their work on the formation of their passenger agreement at Chicago yesterday, and it is believed beyond a large amount of routine work incidental to the adoption of the rules which are to govern the new arrangement. The work will be continued today.

The new coal tender which the Erie is testing at the Cleveland yards, is a great success. It is guaranteed to unload fifteen cars an hour. On Tuesday it unloaded into the Erie's passenger cars, a Panther, at a Cleveland dock, fifty-two cars in two hours and ten minutes.

E. R. Ingersoll, vice-president of the Erie, and general agent of the Hamilton & Dayton and the Monon lines at the latter's office, Indianapolis, Mr. Ingersoll is well informed as to the progress of the Erie, and it is thought District Passenger Agent Hayer has made a good selection.

The last of the construction of the Erie road from Chicago to New York will be run the latter part of this week and the probability is that the Erie will be one of the largest affairs of its kind during the year. Over five hundred tickets have been sold at the rate of six for the round trip between the two cities.

While the threatened strikes of miners in the Pennsylvania coal fields, which will be the business of the Pennsylvania roads in Ohio the roads would be benefited. Owing to the agreement made by the Erie and the Ohio coal operators and their employees, labor troubles in that district are exceedingly improbable to make any may occur in Pennsylvania.

But few roads in the country have suffered in the loss of coal. The Erie, for the last five years to the extent that Col. James F. Howard, president of the Erie, Charles May is elsewhere. All of these roads would be benefited. There are some roads in the country which are one and Judge Holwick another, who have done much hard work for this country.

The Atlanta express, over the Louisville division of the Pennsylvania lines, makes the run from Indianapolis to Louisville in two hours and ten minutes, stopping only at three stations and at railroad crossings. Train No. 4, which runs between the two points in three hours and fifteen minutes, making all stops, which not only makes it one of the fastest trains in the United States when stops are deducted.

On Nov. 1 George F. Davis, for many years general yardmaster of the Erie-line, and later having the Erie division of the Erie-line, is to be promoted to yardmaster of the Erie-line at Chicago. Mr. Kelly will have charge of the east end, with headquarters at Buffalo, and Mr. Davis will have charge of the west end, with headquarters at St. Louis. Mr. Davis is in addition to his present duties.

Less than four months ago Mayor Swift of Chicago, proceeded to lay out streets across the right of way of the Illinois Central over which access to the lake front has been denied for many years. The first move by the city through the railway company to terms. A large tract of land, which is to be used for park purposes, and the railway company gets about the same amount of money for the enlargement of its terminal facilities.

DAILY VITAL STATISTICS—OCT. 24. Deaths. Willis Blackwell, fourteen years, Cypress street, typhoid fever. Mary M. Hoffman, seventy-three years, Carroll avenue, senile dementia. Infant Braughton, city, premature birth. Herman Kampshauer, seventeen years, 81 West Morris street, diphtheria. Frank Weaver, four years, 55 Roanoke street, diphtheria. John E. Chissell, five years, 374 South Capitol avenue, diphtheria. Theodore M. Figg, thirty-four years, 230 North Illinois street, senile dementia. Mary Swearingen, forty-three years, Peru, ca. of broad ligament. George W. Scott, fifty years, suicide. Adolph J. Many, fifty-three years, 476 South New Jersey street, heart failure. J. Lewis Garhart, twenty years, 34 Central avenue, peritonitis. Thomas Carney, twenty-one years, 483 South Missouri street, diphtheria. John B. Fletcher, fifty years, 31 Willow street, consumption. William W. Gregg, fifty-two years, 103 Germania avenue, apoplexy.

Births. Emastina and William Nitschke, Brightwood, boy. Emastina and Lewis Sauer, 39 Jefferson avenue, boy. Lucy and Frank Hubber, 81 Rural street, boy. Minnie and G. C. Bottley, 15 North Belmont avenue, girl. Alice and William R. Rexford, 21 Butler street, boy. Anna and John Clifford, 294 South Meridian street, girl.

Marriage Licenses. William E. Cramer and Myrinda Fishback. John S. Snyder and Jeanetta E. Combs. Harry C. Myers and Minnie Weaver. Charles E. Conkle and Anna Shepard. Dalton H. Steyer and Mary Young. Onis Williams and Lulu Mitchell.

Building Permits. Conrad Hill, repair frame house, 31 Clark street, \$10. George W. Peary, repair frame house, 137 Gilliland avenue, \$30. Low Nicoll, frame house, 73 Howard street, \$20. George B. Davis, frame addition, 150 Greenwood street, \$10. Honing mill, repair brick office, corner Palmer and Finchemman streets, \$20.

Scott's Wife Arrested. Mrs. Scott, wife of Thomas A. Scott, who committed suicide in this city Tuesday, arrived here yesterday and took charge of the remains of her husband.

Are You Low-Spirited? Take Horsford's Acid Phosphate. Worry is worse than pain—it makes man sick, weary, worry comes largely from nervousness. Horsford's Acid Phosphate clears the brain and strengthens the nerves.

FOR WOMEN'S READING

THE TRANSITIONS OF FASHION ARE NOT ABRUPT, BUT GRADUAL.

Usually a Man's Fault if a Woman is Careless with Money—A Problem of Education—Various Matters.

It is interesting, says a writer in the New York Sun, to notice how fashions shape themselves from the modes which have prevailed before; how gradually the change comes about, and, especially, how far really new and original there are in the present style of dress. Something has been borrowed from almost every century to lend charm to this season's fashion, and the tendency is to adopt the old fashions and improve them with modern taste and ingenuity.

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Births. Emastina and William Nitschke, Brightwood, boy. Emastina and Lewis Sauer, 39 Jefferson avenue, boy. Lucy and Frank Hubber, 81 Rural street, boy. Minnie and G. C. Bottley, 15 North Belmont avenue, girl. Alice and William R. Rexford, 21 Butler street, boy. Anna and John Clifford, 294 South Meridian street, girl.

Marriage Licenses. William E. Cramer and Myrinda Fishback. John S. Snyder and Jeanetta E. Combs. Harry C. Myers and Minnie Weaver. Charles E. Conkle and Anna Shepard. Dalton H. Steyer and Mary Young. Onis Williams and Lulu Mitchell.

Building Permits. Conrad Hill, repair frame house, 31 Clark street, \$10. George W. Peary, repair frame house, 137 Gilliland avenue, \$30. Low Nicoll, frame house, 73 Howard street, \$20. George B. Davis, frame addition, 150 Greenwood street, \$10. Honing mill, repair brick office, corner Palmer and Finchemman streets, \$20.

Scott's Wife Arrested. Mrs. Scott, wife of Thomas A. Scott, who committed suicide in this city Tuesday, arrived here yesterday and took charge of the remains of her husband.

Are You Low-Spirited? Take Horsford's Acid Phosphate. Worry is worse than pain—it makes man sick, weary, worry comes largely from nervousness. Horsford's Acid Phosphate clears the brain and strengthens the nerves.

are as fine as silk, the bird's-eye weave of the background close and soft. They are big affairs. They have drawn work as delicate lace and embroidery almost as fine as that on christening robes for the girls of pale blue, but the beauty is in the linen suits. But it would require a multi-millionaire to use them without feeling that he was wearing a desecration as well as an extravagance.

According to an authority on housewifely matters, the new fashions of sorts of frocks in every chest—soft damask face towels, huckaback body towels and Turkish towels. A generous allowance is given to a week to each member of the household and a reserve supply which should be constantly increased.

Some of the new table cloths have deep bands of drawn work set at intervals from the hem to the distance of six inches from the center. Others are simply hemstitched and have no other ornamentation than the monogram set a little distance from the center. Those in satin damask scarcely need any extraneous adornment, so beautiful is the effect of the luxurious material itself.

Hemstitching seems to be the one requisite to elegance in these days. Pillow covers and sheets of fine cotton, as well as those of linen are hemstitched. These are comparatively cheap, and a woman who watches bargain counters intelligently sometimes finds full-sized hemstitched sheets selling for 70 and 75 cents apiece.

Setting the Tan. An authority on complexion says that cold water will set the tan on the face as nothing else in the