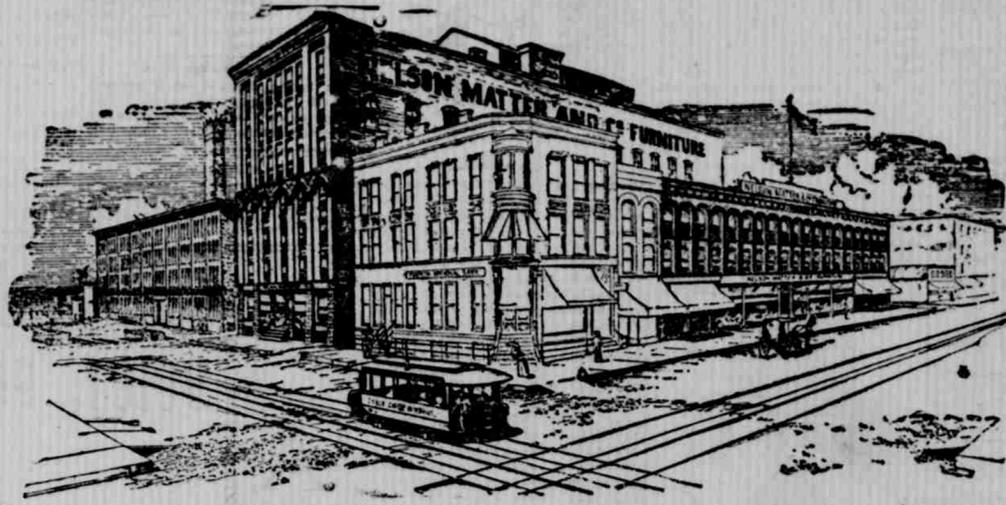


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Traveling has ceased to be a luxury to Americans, judging from the thousands of excursions planned around and to all parts of the world for the year 1892. And it would surprise the man who does not travel to know how cheaply all this is done. You can start out from New York with \$11 in your pocket, and live like a prince for three days, seeing sights at the national capital, and have the services of guides throughout the time. This is the cheapest excursion trip planned for 1892.

I dropped into the office of a tourist agent the other day and told the route agent that I had \$200 to spare and asked

popular car in the train, and one which exemplifies the latest development of transcontinental travel, is the observation car, which of course brings up the rear. The body of the car is an open sitting room with a deeply recessed rear platform, practically forming an open observatory. The protecting sides of the car and the overhanging roof shel-



PALESTINE—INTERIOR OF TRAIN.

ter the occupants while they sit and enjoy an unobstructed view of the scenery. About twenty people could find room in the observatory section of the car.

"But I haven't quite \$200, I have only \$200," said I.

"Well, we can send you to the Yellowstone park for \$150. That will include your trip from New York as far as Portland or Tacoma in the west and back, railroad and stage transportation, Pullman sleeping-car fares, meals on Northern Pacific dining cars and at the hotel at Livingston and board and lodging at the Park association hotels for five and one-quarter days, and if you have an extra \$10 to spend you can extend the trip to Yellowstone lake and stop a day at the Mammoth Hot Springs hotel. We will give you stage rides throughout the summer to Cinnabar, the terminus of the Northern Pacific Yellowstone park branch, to the Mammoth hot springs, to the Upper Geyser basin, via the Lower and Midway Geyser basins, and to the Grand canyon."

Then I told the agent that perhaps I had seen all I wanted of the Yellowstone park and of California and that I yearned for a real summer tour into a region where the thermometer was never over 50 degrees.

"Why not take a tour to Alaska?" was the answer. "I can send you there and back for a trifle over \$200. In fact, if you have \$215 I'll agree to start you out from New York and get you to Sitka, Alaska, and back without its costing you another dollar. You can go any time between May 1 and September 30. You can leave on the steamer Queen June 5, June 21, July 6, July 21, August 5, August 20, and on other steamers at dates between these in May, June, July, August and September. The time of the trip on the steamer to Sitka, Alaska, and back will consume from twelve to nineteen days. During all that time you will be royally feasted on board ship. Wine is extra, of course. So are cigars, and it might be advisable, therefore, to take a little spending money along to cover what inevitable incidents. These, however, depend altogether on the individ-

ual, and can be high or low to suit one's self. We will give you a splendid pleasure trip, food and lodging during the entire time and bring you safely home."

Then I acknowledged that perhaps I might not want to spend quite so much, after all. "Supposing," said I, "I had only \$50. What could you do for me for that?"

"Well, if you would be satisfied with a trip to the famous summer resorts of Wisconsin and Minnesota, we can give you a very enjoyable time. For \$50 we can send you on a week's trip to Waukesha and Oconomowoc in southern Wisconsin, where you can have all the fishing and spring water you please and live for a day, at least, at the best hotel in each place. If you have \$75 we can send you up to Lake Minnetonka and back with a trip to Chicago, Milwaukee, the famous dells of the Wisconsin river and trips on the famous steamers that ply on the upper and lower Lake Minnetonka. Views of Minneapolis and St. Paul are, of course, included. Now if you have \$100 we can give you one of the most enjoyable inland trips that can possibly be made in the northwest. This includes a trip to Chicago and Milwaukee, then via the Wisconsin Central to Ashland, where you can dine at one of the largest hotels in the world, the Chequamegon, a trip on Lake Superior through the Apostle islands, where you can see the Ojibwa Indians, to Duluth and West Superior, and then down on the St. Paul & Duluth road to St. Paul and Minneapolis, then to Lake Minnetonka with views of Minnehaha falls and Fort Snelling, then down on the Chicago, Milwaukee & St. Paul to Ellsworth City, where you can stop over a day and take a trip to the famous dells, then on to Chicago and home."

The agent suggested numerous other cheap trips, all \$50 or under, which included tours to Canadian points, to Niagara falls and to points along the St. Lawrence, all of which are so familiar to eastern people that they failed to attract me. I finally concluded that perhaps I might take a tour to Europe after all, and this is where the tourist

on giving me all the information in his possession, and for this I was very thankful. "Well," said he, "for that sum you can sail on the best boat that leaves New York for Glasgow some time in July, and you can visit Glasgow, the Troasachs, Edinburgh, Melrose abbey, Abbotford, Dryburgh abbey, London, Harwich, Rotterdam, Amsterdam, The Hague, Haarlem, Schereningen, Antwerp, Brussels, Paris, Versailles, London, Stratford-on-Avon, Warwick, Kenilworth, Chester, Windermere and the English lakes. The hotels we will lodge you at on this trip are the very best, the railway travel in Europe will be second-class, which is similar to the first-class accommodations on American railroads, and we will contract to give a carriage drive in every large city we come to. All the details of the trip are so complete, and every expense has been so fully considered in this estimate, that \$30 to \$50 will meet the needs of any person for incidentals, unless you contemplate making many purchases or extending your stay abroad. When the time comes to return homeward you



STATEROOM, EXPRESS STEAMERS.

can leave the excursion at any point and return at your leisure, embarking any week within the year, and, according to our contract with you, every extra week's stay should not cost you over from \$14 to \$17."

For the trip around the world, which can be made at prices varying from \$651 up to \$2,000, there are as many routes as there are individuals taking them. The cheapest is, perhaps, that from New York to San Francisco by the southern route, by steamer via Honolulu to Sidney, to Melbourne, to Adelaide, to Ceylon, across the Suez canal, to Malta, Gibraltar, London, Liverpool, and then by any line steamer to New York. Of course, visits to Japan, China and India increase the expense, although some of these can be made and a great many points in all these countries seen for \$750.

A few pointers to travelers around the world will be of interest. Baggage should consist of one steamer trunk and hand-bag, marked with the owner's name in full. In embarking, passengers traveling independently should see that the trunks are properly labeled to the port of destination. Padlocks and straps are objectionable, being liable to damage or removal. Canvas covers are also undesirable, their removal often leading to loss of the packages.

For a journey such as this around the world I would suggest that the tourist provide himself for any kind of weather. In the course of the voyage very considerable variations of temperature will be experienced, and clothing suited to one part of the journey would be utterly unsuitable for the climate of another part. For tropical use nothing equals suits of thin flannel or of the specially

made "gossamer cloth" these are in every way superior to white drill or duck clothing, as they generally lessen the chance of a chill being caught. Shirts for the voyage should also be of flannel. Panjamas or sleeping suits are usually worn, and these are recommended to be of flannel, or silk or wool material. A sun helmet, or Terai hat, is the best sort of head gear for the tropics, and on other parts of the voyage a tweed helmet or any of the infinite variety of hats and caps now in use can be worn, care being taken that the shape selected is one that will not easily be blown off the head by the wind. On board ship shoes of ordinary white canvas, of buff leather, with leather or India rubber soles, are the best; the latter are preferable with the rubber soles interlined with leather, which entirely does away with the drawing of the feet so often complained of in goloshes and India rubber-soled boots and shoes. A mackintosh coat is a very necessary article of equipment for a sea voyage, and among other little matters a sun umbrella, or silk one with white cover, and a good warm rug may be mentioned as desirable items to include in the outfit list.

These remarks in reference to the preparation of a voyage desirable for a gentleman apply in most part to ladies also, and it is necessary only to mention a few specialties of equipment which will materially add to their comfort. The question of dresses, boucians, etc., is one that must be left entirely to individual taste. For the voyage good blue serge as dress material cannot be surpassed, and an ample supply of colored cambric or muslin morning dresses should be provided. Either a "Terai" hat, a large straw hat and paggare, or a pith hat should be worn. The underclothing for hot climates should of course be of the lightest description, and several alterations in suitable materials are now made. A flannel dressing gown should also be taken and such little matters as a veil, smelling salts, and the like are such obvious necessities as hardly to need mention. A clothesbag and deck chair are essential. European physicians will be found in all the seaports and larger towns visited, and on all steamers, and medicines of all kinds can be procured in all large cities. Field glasses and kodaks will be found very serviceable on land and sea.

By the time I had gleaned all this information I was prepared for a tour in the United States in my own private car, and I found that with a good income I could really travel like a prince. If my trip were to extend over a week's time I could charter a sleeping car with twenty-four berths at \$45 per day, and a hotel car for \$50 per day. This does not include the railroad fares, which must be paid separately, nor the "meals," which are also expensive. It is estimated that one car on the road all the time will cost on an average for a party of ten from \$100 to \$150 per day. This means a weekly expense of an ordinary trip to the Holy Land. When the cars are chartered for ten days or over the Pullman rate card is as follows:

Hotel fare	50 per day
Sleeping cars with buffet	45 per day
Private cars	40 per day
Sleeping cars	35 per day
Private dining cars	30 per day
Dining, newspapers and observation	25 per day

In this is included only the service of polite attendants, who wouldn't work a day without a tip. If your party does not occupy every berth you can get special mileage rates on all roads. East of Chicago and St. Louis the roads have a special car for a minimum of eighteen full first-class fares and west of these points for fifteen fares. So, if you travel alone you will pay in addition to your regular charter rate fares for eighteen or fifteen people. All this leads one to the belief that a trip abroad or a trip to Alaska or the Yellowstone park would after all be the most desirable.

ALBERT EDWARD TYRRELL.

THE SUCCESSFUL REPORTER.

He Must Remain Perfectly Cool Under Trying Circumstances.

Many people will no doubt be shocked at the idea that anyone should wish to witness the sufferings of their fellow-creatures. Yet there are numerous reporters whose strong point is being able to write a thrilling description of a terrible calamity, say a railway collision, a colliery explosion or some other equally appalling catastrophe. For example, there is a clever press man on one of the important dailies who does his best work on such occasions. I do not say he positively revels in the work, but a long experience in such matters has hardened his nerves and blunted his feelings. He will write an account of a great accident in so graphic a manner that his readers will almost recoil with horror from the awful scene he has depicted, while he himself will go through the work without "turning a hair," to use a sporting expression.

He will talk about a calamity involving the loss of many human lives in the most matter-of-fact way. But that he has still some feelings left apart from his duty was shown by the fact that he severely chastised a colporteur for ill-using his donkey and was in consequence summoned before the magistrates for assault. Such are the vagaries of human nature.—London Tit-Bits.

Serfdom in Siam.

The king of Siam is said to perambulate the streets of his capital disguised in plain clothes for the purpose of learning the true condition of the people and instituting reforms, several of which have already been started. The chief evils in Siam are serfdom, slavery, the farming of taxes and the corruption of justice. Serfdom is universal, with the result that a man is quite uncertain when he may call his time and his labor his own. For so many months in the year he is bound to serve his chief, and at any time he may be called on for "special king's service." For instance, when a prince is on his travels every district through which he passes is called upon to supply him with food and transport. If news comes that a prince or high official is traveling it is not uncommon for owners of boats to request a European subject to take temporary charge of them, while they themselves disappear into the jungle. Elephants can always be taken for the king's service.



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IN THE "HAFT ALLEY."

him where he could send me and what I could see. The first thing he proposed was a tour to California. "You can go," said he, "via Chicago, Denver, Colorado Springs, Manitou, a side trip over Marshall Pass, a trip to Glenwood Springs and Salt Lake City, to San Francisco, with a return trip through the Yosemite valley in California and the Yellowstone park in Montana for \$255. This includes every necessary expense in both directions, including hotel accommodations, carriage rides, transportation for all side trips in California, and a special trip to Portland. In addition, a tourist agent accompanies the party. The trains for the conveyance of parties to these California points of interest and to the Yellowstone park consist of a Pullman composite smoking car, a dining car, vestibule drawing-room sleeping car, and an observation car. The vestibule composite car is exclusively a gentleman's car, with the forward end for baggage, a compartment which is fitted up as a barber shop and bathroom, a refreshment compartment and then a smoking saloon, which occupies the main portion of the car. By large odds the most



"SMOKING AND LIBRARY CAR."

agent began to talk business with a vengeance. He proposed tours to me costing all the way from \$255 up to \$1,000, and I had my choice of going around the world in every conceivable direction or spending my time crossing and recrossing Europe, Northern Africa and the Holy Land. I told him I had thirty-eight days to spend and about \$205. By this time he had put me down as an expert liar, but he went