

MINNESOTA STATE NEWS.

A Strange Case.
A stranger, bearing every evidence in person and garments of refinement and social standing, applied for assistance to the Episcopal clergyman and local physicians at Mankato. His memory has suffered an eclipse, and the only thing he can remember concerning himself is that he is an Episcopalean. His name, home and everything up to his coming to Mankato are gone from his mind, and his valise and money are gone from his possession, but when or where he parted company with them he cannot recollect. He has a faint remembrance of being a business man somewhere. He is an Englishman and over 50 years old. He has been taken to a hospital for treatment, and the physicians believe his memory will return, having suffered temporary paralysis. He is an abstainer from liquor.

Says It Retracted.
The answer of the Duluth News Tribune to the \$50,000 libel suit begun against it by Congressman Towne has been filed. It recites the circumstances of his nomination, election and subsequent change of view. It admits the publication of the article reproduced from the St. Paul Dispatch, and says it relied on the reputation of the Dispatch for the truth of the article. The defense is made that the News Tribune published a complete retraction of the same on Aug. 28. Mr. Towne's attorneys deny that the article published in August was a retraction.

Masonic Hall Burned.
Masonic hall, one of the finest building in Long Prairie was totally destroyed by fire at an early hour. The building was jointly used by the Masons, Woodmen and Maccabees and was elegantly fitted up. One or two record books and a few damaged chairs are all that was saved, as the building was a mass of flames inside when first discovered. It was occupied last by the knights and ladies of the Maccabees. The building was owned by W. J. Gutches, valued at about \$5,000 and said to be insured for half that amount. The masons also carried a small insurance on the furniture.

Prize Pansies.
When Miss C. H. Lippincott, the Minneapolis florist, issued her 1896 catalogue of flower seeds, last January, she offered \$200 in cash prizes for the largest blossoms raised from the seed of her "Royal Show Pansies," to be divided into twenty prizes. This was the largest sum of money ever offered in a similar contest.

The contest ended last Friday and the work of judging the 5,000 pansies, submitted by 750 competitors, was begun. Ross H. Nelson, of Oregon, took first prize of \$50. His pansy measured 3 1/4 inches any way it was measured.

Changes Hands.
The Penny Press has again changed hands and is no longer a co-operative concern. The arrangements have been pending some time. S. B. Howard having in view the securing of the paper to himself, but W. H. Williams and a few of the other did not care to relinquish their stock. The balance of the corporation, however, needed money, and as Mr. Howard agreed to pay salaries if the paper was turned over to him, the minority was finally prevailed upon to do so.

Foreign Missions.
The Woman's Foreign Missionary convention was held at Faribault. It was presided over by the president, Mrs. M. J. Triggs. Reports of standing committees and conference secretaries were given and were of prosperity. Mrs. Jeannette Sauter delivered the address of welcome. A paper on "Our Literature" was finely rendered by D. S. B. Johnston. A number of missionaries of the orient were present.

Had Collision.
A bad rear-end collision occurred at Delano the other night. A freight train broke in two and collided with a train in the rear. A dozen box cars, filled with merchandise, were piled up and some of the cars were completely telescoped. The wrecking car and crew were immediately sent for and worked until 10 o'clock the next morning before the track was cleared.

Married.
Rt. Rev. Henry Benjamin Whipple, bishop of Minnesota, the "St. John of the Wilderness," whom the Indians of the Northwest years ago named "Straight Tongue," was married the 21st, in St. Bartholomew's church, New York. The bride is Mrs. Evangeline Simpson, widow of the late millionaire cotton manufacturer of Massachusetts. She is about 35 years of age. The groom is 74.

News in Brief.
John C. Lindah, of Hartland, committed suicide by shooting himself in the breast. Unrequited love is the cause.

Judge Moer, of the Duluth district, refused to grant an injunction restraining the city from voting on the waterworks proposition.

The annual session of the Minnesota board of corrections and charities will be held at Red Wing Nov. 17, 18 and 19.

John Bovekkaamp, living near Boyd, was run over by a team and killed.

Jacob C. Shorr was killed by jumping from a Northern Pacific engine in St. Paul.

Another Beltrami county townsite is being located on the east side of Red lake. A large saw mill will be put up and a steamer built to ply on the Black Duck and Turtle lake country. The town will be about 16 miles north of Buena Vista.

F. E. Norman has been appointed postmaster at West Union, Todd county, vice H. J. Waggoner, resigned.

Rev. John D. Morrison, D. D., LL. D. archdeacon of Ogdensburg, N. Y., and rector of St. John's church at that place, was elected to the bishopric of Duluth by the house of bishops of the Protestant Episcopal church of America.

COST NINE LIVES.

Awful Result of a Collision Between Trains Near St. Louis.
St. Louis, Oct. 26.—A head-end collision occurred on the St. Louis & San Francisco railway near Meramec Highlands at ten o'clock Sunday morning, by which nine people were killed and a score injured. The scene of the wreck is 13 miles west of this city. The Valley Park accommodation train, going east very fast on a down grade, came into collision with the second section of a west-bound excursion train going to St. James, Mo., and carrying 240 G. A. R. men and their families. The impact demolished both engines and wrecked or derailed all the cars. The first news of the wreck reached Union Station, and a relief train carrying physicians and nurses was at once sent out, arriving at the wreck at noon. At one o'clock p. m. nine bodies had been recovered. It is believed that at least two more are beneath the wreck. Of the 20 injured eight are likely to die. Following is a list of the dead:

Charles Hohl, engineer accommodation train, St. Louis; Conrad Kunze, excursionist, St. Louis; Charles Nobles, excursionist, St. Louis; W. C. Stromberg, excursionist, St. Louis; Frank Hasler, locomotive fireman, St. Louis; J. C. Blevins, passenger accommodationist, Beckville, Mo.; William Cartwright, excursionist, St. Louis; Bernard McKenna, St. Louis, in charge of refreshment car; Mary McKenna, aged 14, assisting her father.

It is known that Engineer Dryden had orders to wait at Windsor siding, near where the collision occurred, to allow the accommodation to pass, but he increased the train's speed and tried to overhaul the first section of the train.

The excursionists were going to St. James, Mo., to assist in the dedication of a home for the aged widows of veterans. There were ten passengers in the two cars of the accommodation train.

VICTIMS OF POISON.

Three Members of a Kansas Family Dead—Servant Arrested.

Kansas City, Mo., Oct. 26.—As a result of strychnine poisoning, two little girls, aged four and ten, children of Charles Mussey, of 2411 Forest avenue, are now dead, and suspicion of murder rests upon a servant, Alice Platt, who is now in jail, held to await examination. Friday afternoon the children were given cookies by the servant, and about five o'clock the servant and about five o'clock the younger child died before medical aid reached her. Saturday morning the elder child died. Five weeks ago Mrs. Mussey's mother, Mrs. Ellen T. Torrence, 60 years old, was stricken under like circumstances as the children and died in convulsions. It is now believed she was poisoned by strychnine. The servant is said to be insane.

A TRAIN ROBBER.

Masked Men Plunder It of a Small Sum in Missouri.

Kansas City, Mo., Oct. 24.—Chicago & Alton west-bound train No. 48, due here at 6:50 p. m., was held up 2 1/2 miles east of Independence just before dark Friday night by four masked men. They cut the engine loose, compelled the express messenger to open the express car and secured three packages of jewelry and \$300. The through safe was not opened. None of the passengers were molested. The bandits drove the engine two miles and took to the woods just before reaching Independence. The hold-up occurred in Blue Cut, which has been the scene of two previous robberies by the James boys. The train was brought into Kansas City at 8:45 p. m. Not a shot was fired and no one was hurt.

Made Archbishop of Canterbury.
London, Oct. 26.—Right Hon. and Right Rev. Frederick Temple, D. D., bishop of London, provincial dean of Canterbury and dean of the chapels royal, has been appointed archbishop of Canterbury and primate of all England, to succeed Right Hon. and Most Rev. Edward White Benson, who died suddenly at Hawarden October 11.

Bishop Whipple Married.
New York, Oct. 24.—Bishop Henry B. Whipple, of Minnesota, was married in this city to Mrs. Evangeline Simpson, widow of a wealthy cotton manufacturer of Massachusetts. The bishop is 74 years old and his bride 35.

Left Seven Wives.
Pound, Ky., Oct. 23.—Gable Standifer, aged 101, died at his home near here. He leaves seven living wives in Kentucky and Virginia and 22 children. He made his own coffin 13 years ago.

THE MARKETS.

New York, Oct. 25	
LIVE STOCK—Steers.....	23 1/2 @ 4 1/2
Sheep.....	22 1/2 @ 4 1/2
Hogs.....	23 1/2 @ 4 1/2
FLOUR—Minnesota Patents.....	2 1/2 @ 4 1/2
Minnesota Bakers'.....	2 1/2 @ 4 1/2
WHEAT—No. 2 Red, May.....	83 1/2 @ 84 1/2
Do. No. 1 Hard.....	82 1/2 @ 83 1/2
CORN—No. 2.....	31 @ 31 1/2
Do. No. 1.....	31 1/2 @ 32 1/2
BARLEY—No. 2.....	31 1/2 @ 32 1/2
Do. No. 1.....	32 1/2 @ 33 1/2
RYE—No. 2.....	31 1/2 @ 32 1/2
Do. No. 1.....	32 1/2 @ 33 1/2
BUCKWHEAT.....	16 1/2 @ 17 1/2
EGGS.....	16 1/2 @ 17 1/2
CHICAGO.	
CATTLE—Butcher.....	23 1/2 @ 4 1/2
Stockers and Feeders.....	23 1/2 @ 4 1/2
Cows and Bulls.....	22 1/2 @ 4 1/2
TEXAS STEERS.....	23 1/2 @ 4 1/2
HOGS—Light.....	23 1/2 @ 4 1/2
Heavy.....	23 1/2 @ 4 1/2
ROUGH PACKING.....	23 1/2 @ 4 1/2
SHEEP.....	22 1/2 @ 4 1/2
BUTTER—Creamery.....	23 1/2 @ 4 1/2
Dairy.....	23 1/2 @ 4 1/2
EGGS—Fresh.....	16 1/2 @ 17 1/2
POTATOES (per bu.).....	23 1/2 @ 4 1/2
PORK—Mess.....	43 1/2 @ 44 1/2
LARD—Steam.....	43 1/2 @ 44 1/2
Winter.....	43 1/2 @ 44 1/2
GRAIN—Wheat, October.....	83 1/2 @ 84 1/2
Corn, No. 2.....	31 @ 31 1/2
Do. No. 1.....	31 1/2 @ 32 1/2
RYE, No. 2.....	31 1/2 @ 32 1/2
Do. No. 1.....	32 1/2 @ 33 1/2
Barley, Choice to Fancy.....	31 1/2 @ 32 1/2
MILWAUKEE.	
GRAIN—Wheat, No. 2 Spring.....	83 1/2 @ 84 1/2
Corn, No. 2.....	31 @ 31 1/2
Oats, No. 2 White.....	23 1/2 @ 24 1/2
Do. No. 1.....	24 1/2 @ 25 1/2
Barley, No. 2.....	31 @ 31 1/2
Do. No. 1.....	31 1/2 @ 32 1/2
PORK—Mess.....	43 1/2 @ 44 1/2
LARD.....	43 1/2 @ 44 1/2
DETROIT.	
GRAIN—Wheat, No. 2 Red.....	76 1/2 @ 77 1/2
Corn, No. 2.....	25 1/2 @ 26 1/2
Oats, No. 2 White.....	23 1/2 @ 24 1/2
Do. No. 1.....	24 1/2 @ 25 1/2
RYE, No. 2.....	31 1/2 @ 32 1/2
Do. No. 1.....	32 1/2 @ 33 1/2
ST. LOUIS.	
CATTLE—Native Steers.....	23 1/2 @ 4 1/2
Stockers.....	23 1/2 @ 4 1/2
HOGS.....	23 1/2 @ 4 1/2
SHEEP.....	22 1/2 @ 4 1/2
OMAHA.	
CATTLE—Steers.....	23 1/2 @ 4 1/2
Cows.....	22 1/2 @ 4 1/2
Feeders.....	23 1/2 @ 4 1/2
HOGS.....	23 1/2 @ 4 1/2
SHEEP.....	22 1/2 @ 4 1/2

NEW YORK'S PIONEER CHINAMAN.

Ah Ken Arrived from the Celestial Kingdom Thirty-Eight Years Ago.
No battle ships with their guns and thunder belching forth a welcome greeted Ah Ken when he arrived on these shores; no one carried Ah Ken down the gang plank. The only policeman whom Ah Ken met looked at him with suspicion and told him to move on, and move quickly. A few persons looked curiously at the first Chinaman to come to this city, and some children followed the stranger up the street, wondering what manner of man the yellow creature with the bright-colored jacket and loose trousers was.

Ah Ken arrived in this city in 1858. Chinese immigration had never been encouraged, and the stranger was looked upon as an intruder. Ah Ken hired a small, tumble-down house on Mott street and with what little money he possessed erected a street stand on Park row and began in the tobacco business. He sold the choicest Havana goods, imported directly from Connecticut and raised in Jersey, at the moderate price of two for three cents. Unlike the Chinamen of the present day, Ah Ken seldom smoked the paper-rolled cigarette. He was a slave to tobacco, but smoked small cigars. He was seldom seen without one of these weeds in his mouth.

From the time that Ah Ken started in business the prejudice that was felt against him began to disappear. His quiet, unobtrusive manners won him respect and esteem and his trade began to grow. Ah Ken wrote to China of the success with which he was meeting and advised his countrymen to follow his example. The other Chinamen began to arrive, and as they came they all seemed to meet with success under Ah Ken's guidance. Like Ah Ken, they went to Mott street to live, and soon there was a score or more Chinamen in the city. The small settlement on Mott street began to be known as Chinatown.

On their first arrival in the city some of the Chinamen established street stands, just as Ah Ken had done; others opened laundries, and a few who had some money opened stores on Mott street. One of the characteristics of the Chinaman is to attend strictly to his own business. This, together with their thrift, had a telling effect on the people of the city during the days of Ah Ken and the early Chinese residents of the town. They began to be recognized as useful citizens. Their laundry work was superior to the work done by the Americans, and the Chinese were soon in demand as laundrymen.

Ah Ken in the meantime had amassed what to a Chinaman was a small fortune. He had an excellent trade, but he seemed to long for more congenial surroundings. He sold out his tobacco stand and purchased a small store on Mott street. In this Ah Ken was even more successful than he had been in the first venture. His countrymen regarded him about as the Americans regard Columbus. His counsel was sought by the other Chinamen, and he became known as Ah Ken the Wise.

Ah Ken, in spite of his associations with the Americans, did not acquire any of the American habits. He stuck to his native dress and encouraged other Chinamen to be strictly Chinese.

Ah Ken is now dead, but he will always be looked upon as the founder of the Chinese settlement in this city.—N. Y. Sun.

A MURDERER'S LAST MEAL.

The Condemned Is Allowed to Order Special Dishes.

It is a pretty generally accepted belief that a condemned murderer eats a hearty breakfast just before he sits down in the death chair. Officials of the state prison at Sing Sing say that while it has been so claimed by those who were with the doomed persons in their last hours, the fact is that it is seldom a man awaiting death asks for any particular food for his last meal and that, as a rule, the meal is but sparingly eaten.

Condemned murderers are accorded many privileges which are denied to those convicted of other crimes. But burglars, highwaymen, incendiaries and defaulters consider the end of the murderer and never envy the short comforts granted the latter.

Murderers, on their arrival at a state prison, are placed in what are known as the "condemned cells." These are strong iron cages. The occupants are not required to perform any labor. They are allowed to exercise in a narrow corridor for one hour daily and must pass the remainder of the time in their cells. They are put on special rations for the time of sentence and can order what they want.

Their meals are prepared in the hospital, and the bill includes fruit in abundance, roast beef, ham and eggs, mutton stew, lamb, eggs in all styles, fish, pudding, good coffee and tea. After an appeal has been decided and sentence reimposed the doomed persons are fed from the warden's table.—N. Y. World.

Files on Shipboard.

Among the things that furnish occupation for the eyes and minds of transatlantic voyagers are the house files which accompany the great steamships from one side of the ocean to the other. In fine, sunny weather the files buzz cheerfully about sheltered places on the decks, and when the wind blows high they take refuge in the cabins and saloons. The files often remain with the ship while in port and return with her on her next trip, thus crossing the ocean several times in succession, and perhaps spending the entire season at sea.—N. Y. Sun.

PUNGENT PARAGRAPHS.

—Fuddy—"They say that Robleton has married his cook." Duddy—"You mean, I suppose, that she is his cook now."—Boston Transcript.
—"Do you know that your confounded dog barks all night?" "Yes, I suppose he does. But don't worry about him. He makes up for it by sleeping all day."—Cleveland Plain Dealer.
—Two Disagreeable Characters.—"I don't know anything more disagreeable than a man who will not do what he can." "Oh, he is not in it with the fellow who insists on doing what he can't."—Truth.

—There in the dust, footsore and weary, he fell. "How sad, how unjust!" the world cried, "to perish in the very sight of home!" But the umpire refused to reverse his decision.—Rockland Tribune.
—Private—"May I have a furlough for a day? We slaughter our hogs tomorrow." Sergeant—"All right. If you want to stay a day or two longer just send me word—but wrap it up carefully."—Fliegende Blatter.

—"Jinkles is in love," remarked a young man. "How do you know?" "I've seen him out bicycle riding four times with the same girl." "That doesn't prove that he is in love with her." "No. But they were on a tandem, and she weighs at least 180 pounds."—Washington Star.

—Miscellaneous.—Scene.—The bar parlor of Prince George, Brighton. Pipes and beer all round. An old salt saying: "I've got a riddle to ask you chaps. If a 'erring and a 'alf cost three farthings, 'ow many could you buy for sixpence?" Profound silence and much puffing of pipes. Presently a voice from the corner: "I say, Bill, did you say 'errings'?" "Yes, I said 'errings.'" "Drat it, I've been a-reckoning of mackerel all this 'ere time."—Black and White.

—A Question of Etiquette.—"Excuse me, Mrs. Bowdler," said the cook, "but would you mind if I had this address engraved on my card?" "Not at all, Bridget. This is your home, and if you have a card it is perfectly proper to put your address on it." "Thank you, ma'am," said Bridget. "An' O' noticed they have printed on your cards, ma'am, At home Thursdays. Would it be proper for me to have printed on mine, Thursdays off?"—Harper's Bazar.

NAVAL DISCIPLINE.

There is Less of It Now Than in Times Gone By.

An American admiral tells a story of old-fashioned discipline in the navy. One day an officer on a ship in service in foreign waters gave an order to one of the enlisted men. The sailor put his arms behind his back and declined to obey the command. He was reported to the commander without delay for insubordination.

The commander had been warned by the surly conduct of other sailors that the morale of the crew was not what it ought to be. He resolved to make an example of the man's disobedience, and ordered him to be confined below without food until he was ready to obey the command.

Forty-eight hours passed without signs of surrender, but on the third day, darkness, imprisonment and hunger were irresistible. The mutineer begged for mercy.

The crew were mustered on deck and the insubordinate sailor was brought up from the hold with gaunt face and bent figure. The captain called upon the officer whose command had not been obeyed, to repeat the order in the presence of the crew. This was done, and after a long pause the sailor with hang-dog look suddenly obeyed.

"Repeat the order," said the captain, sternly, to the officer. "It must be obeyed cheerfully."

"That will do," said the captain. "Now give him food, but bread and water only for 24 hours."

The sailor was taken below under guard and allowed full rations of bread and water. The next day he was put on unrestricted diet, and no further notice was taken of his offense until the end of a week, when his health was completely restored. Then the ship's crew was again mustered on deck. The sailor's insubordination was briefly described, and he was dismissed from the ship in disgrace.

"Rigorous discipline, did you say!" exclaimed the admiral to the listener, who had commented upon his story. "There ought to be more of it in the American navy to-day. The service is now conducted on sentimental principles, and men are forgetting how to obey."

The criticism may have been too harsh, but the declaration is not infrequently made that discipline is too lax in the United States navy. While the White Squadron was recently anchored at Southampton, previous to the Kiel celebration, a return was made one day of the number of men absent without leave from the four ships. It was 60 out of an aggregate force of 1,500.—Youth's Companion.

Eating Apples at Night.

Those who have been brought up to believe that "fruit is gold in the morning, silver at noon, and lead at night," will be surprised to hear that Dr. Seales, in the Bulletin of Pharmacy, says that everybody ought to know that the very best thing he can do is to eat apples just before going to bed. The apple has remarkable efficacious medicinal properties. It is an excellent brain food, because it has more phosphoric acid in easily digested shape than other fruits. It excites the action of the liver, promotes sound and healthy sleep, and thoroughly disinfects the mouth. It helps the kidney secretions and prevents calculous growths, while it relieves indigestion, and is one of the best preventives known for diseases of the throat. No harm can come to even a delicate system by the eating of ripe and juicy apples before retiring for the night.

CINCINNATI FLYER.

Monon Route & C. H. & D.
The Monon has put on a fast flyer for Indianapolis and Cincinnati in connection with the C. H. & D. The train leaves Chicago, Dearborn Station, at 11:50 A. M., reaches Indianapolis at 4:37 and Cincinnati at 7:45 P. M., thus making the run, Chicago to Indianapolis, in four hours and forty-seven minutes, and Cincinnati in seven hours and fifty-five minutes. This is the fastest time made between Chicago and Indianapolis and Cincinnati by any line. The "Cincinnati Flyer" is equipped with elegant day coaches, the Monon celebrated high-backed seats, parlor car and dining car. City Ticket Office, 232 Clark St., Chicago, Ill.

It is just as well to beware of the professional pedestrian. He nearly always has some scheme on foot.

HOLIDAY EXCURSIONS.

To Virginia and North Carolina.

In the months of November and December Homeseeker's excursion tickets will be sold from all points west and northwest to Virginia and North Carolina at one fare plus \$2.00 for the round trip. For excursion rates and dates address U. L. TRUITT, N. W. P. A., Big Four, C. & O. Route, 234 Clark St., Chicago, Ill.

Just at first thought it seems as though it ought to be an easy matter for a bass bawling sledge to pitch a tune.

When bilious or constive, eat a Cascaret, candy cathartic, cure guaranteed, 10c, 25c.

FOR GOOD EATING'S SAKE.

The Unique System Adopted by a Railroad Company to Have Its Dining Car Service Up to the Best.

The following is an extract from the Locomotive Engineer of New York city, a paper of recognized authority in technical railroad matters:

"In connection with the through train service between Chicago, Buffalo, New York and Boston, the Nickel Plate Railroad run their own eating cars, and they have adopted a rather unique manner of keeping the men in charge of the cars up to the mark. There is a grievance committee consisting of two superintendents, the superintendent of motive power, the regular traveling representatives, and the general car inspector, who have authority to take a meal in the cars at any time and report on anything they find wrong. These officers make life a burden to the superintendent of the dining cars. There is a good deal of pleasure about the criticisms, but those patronizing the cars find that they never have reason to complain of the victuals being cold or out of season.

"The dining car service on the trains of the Nickel Plate Railroad is something that strikes the traveler as approaching perfection. With the system in force referred to, there is not much room for a 'kick' from anybody."

In conjunction with the above article we feel justified in adding our compliments to the painstaking management of the Nickel Plate Road. It has been our good fortune to have occasion to use this line in our frequent trips from Chicago to New York city and Boston.

While traveling in one of the day coaches on a little jaunt from a local station into Buffalo, I was impressed by the cleanliness of the car. The seats were soon reported. Along came a colored porter in uniform, dust cloth and brush in hand, and with a polish here and wipe there, the seats, window sills and floor were kept scrupulously clean.

The schedule of their fast trains are convenient and the sleeping cars placed in the regular daily service are of the most luxurious type of modern car construction. What strikes the traveler as approaching perfection. With the system in force referred to, there is not much room for a 'kick' from anybody."

A fact worthy of note yet remains to be pointed out to the readers of this journal, namely, perhaps, has not come to the notice of many. Rates are offered between the same points lower than those quoted by competitors of the Nickel Plate Road and from my experience their passenger facilities are excelled by none.

A. F. POINTE.

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We have received another number of this delightful magazine, and we find ourselves bound to return with greater earnestness the high encomiums we have already pronounced on preceding numbers. We are not given to disparage unduly the literary and artistic publications which emanate from this country, but we are bound in simple fairness, to assert that we have not yet met with any publication pretending to a similar scope and purpose which can at all compare with this marvellous work."—London Budget.
The American Booked or says: "There are none of our monthlies in which the beautiful and the useful, pleasure and profit, fashion and literature are so fully presented as in Demorest's."

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