

LELAND STANFORD

An Interesting Talk with the California Senator.

BUILDING THE CENTRAL PACIFIC.

Its Wonderful Snow Sheds—The Canadian Pacific and American Ro—The Senator Aims His Views on the Relations of the Road with the Government—All Three Minute Horses Thoroughbreds.

[Special Correspondence.]

WASHINGTON, May 3.—I heard one of the most remarkable stories of American history last night. It was told me by Senator Leland Stanford, and it was the story of the building of the Central Pacific railroad. I called upon Senator Stanford at his house on Farragut square, and we chatted together in his library. He is a tall, striking looking man with a big head, a rosy face, blue eyes and brown hair. He is plain in his ways, and is ready with an answer to any question propounded to him on almost any subject. He is a man of ideas, and he is an especially interesting talker in the line of reminiscence. His whole life has been a continuous romance in which hard work and success and failure have gone hand in hand. He was a young lawyer in a small town in Wisconsin, making about \$1,500 a year, when the fire which burned up his office and library drove him westward. He went, intending to make some money and go back to Wisconsin to live, but the problems of the Pacific coast threw their arms about him, and he is grappling with them still. He was the first Republican governor of California, and was elected to that position in the fall of 1861. He was a strong friend of President Lincoln, and it was mainly through him that California was saved to the Union.

I asked him as to the building of the Central Pacific railroad. He said:

"No one supposed the road could be built, and had we known the difficulties of its construction I doubt whether we would have attempted it. Even in California no one outside of the company would have anything to do with it. We tried to get subscriptions to the stock in San Francisco, but we could only sell ten shares of \$1,000 each, and the man who bought these shares was a foreigner and a Frenchman. A little stock was subscribed at Sacramento, but subscribers as a rule thought that they were putting their money into a hole and they doubted whether they would ever get it out again. We had only enough money of our own to complete thirty-one miles of road, and the road building of today is nothing in comparison. In going over the Sierra Nevada mountains we built 150 miles of railroad which cost more than the building of the whole line between Chicago and the base of the Sierras, and for three winters we worked on the mountains with the snow falling to a depth of thirty-six and forty feet. I slept many a night in the snow during those days, and had to brush away the snow for a place to lay my blanket. All of our material had to come from the east, 17,000 miles by water, and we had then to haul it up the mountains through the snow. To give you some idea of our work in the Sierra Nevada, we used on the average 500 kegs of powder each day, and the snow sheds on these mountains cost us about \$2,000,000. We had from 10,000 to 20,000 men working on these mountains, and we had to work under the snow. We had tunnels into it to get at the rock to be excavated, and we had domes under the snow, and in these domes the masonry was laid and the stones were lowered through the snow drifts."

"How about other Pacific roads?"

"They all compete with us, and the Central Pacific railroad is today mainly a California road. For a time we had practically the whole business of the country, and our only competition was the steamship line by Panama. Now, there are the Southern Pacific, the Atlantic and Pacific, the Northern Pacific and the Canadian Pacific. The Canadian Pacific now takes freight in bond from San Francisco and carries it north, and ships it across the country to the eastern United States cities at less rates than we can offer according to the interstate commerce law. A commission of the government went last year to Japan, and they took the Canadian Pacific and the Canadian ships. It is true the company has grown in business, but competition has grown faster than business. All of these roads have their agents in San Francisco, and you will find them soliciting business in competition with us."

"How about the Canadian Pacific?"

"I don't know whether it will pay or not. They receive a great deal more from their government than we ever did. They got \$200,000,000 and a big land grant, and they got it outright. The money we got from the government was only a loan. We had to pay a high interest, and were not as well off as most borrowers. When we undertook to build the Central Pacific the government practically assured us that we would have no competition, and we understood that it would not aid other roads to compete with us. Had we known differently I doubt whether we could have put the road through. It is done, however, and the rails will stay and the trains will run whatever be the action of congress and the government in regard to us. I think the Central Pacific road was well built, and we run through trains at a uniform rate of twenty miles an hour."

I asked Senator Stanford as to his horses which were burned the other night, but he did not like to talk of them, and the conversation drifted into horses and horse breeding generally. "I became interested in thoroughbred horses," said he, "through ill health. My doctor had ordered a vacation for me, and had told me that I must go away on a tour. I could not leave at the time, and he advised me to drive as much as possible. I bought a little horse that turned out to be remarkably fast, and it was in the using of it that I became interested in the study of the horse and its actions. I had those instantaneous photographs taken of the horse in motion, and I began to buy fast horses and breed them. It was a very expensive amusement at first, but it is now profitable, and I think that it is useful as well. We are raising a much finer class of horses in the United States now than ever before, and I believe that by proper breeding we can double the working powers and the staying powers of our work horses. I believe the thoroughbred makes the best work horse as well as the best running or trotting horse."

"How about fast horses?"

"I do not think there are any very fast trotters who have not a trace of thoroughbred blood, and I don't believe that any horse without such a trace has ever made a mile in three minutes."

FRANK G. CARPENTER.

"When did you first begin the road?"

"We began to consider the matter in 1850. Mr. Judah, C. P. Huntington, Mark Hopkins, Charles and Edward Crocker and myself then became interested in it. It had been talked of before, and in 1838 a road to the Pacific was surveyed by

AMERICAN SHIPS.

Uncle Sam's New Navy Beginning to Take Form.

YORKTOWN AND VESUVIUS.

They Were Recently Launched at Philadelphia, and They Are Here Pictured and Described—The Former Is a Gunboat and the Latter a Dynamite Cruiser.

The United States is at last in a condition at which patriots can rejoice, and with the recent launching of six new vessels, it may be said that Uncle Sam's reproach for deficiency in naval armament is beginning to disappear.

The four new cruisers—Dolphin, Atlanta, Boston and Chicago—built under the contracts with the late John Roach, are now upon the sea, and on April 23, at the ship yard of Cramp & Sons, Philadelphia, were launched the gunboat Yorktown and the dynamite cruiser Vesuvius.

The Vesuvius is an unarmed ship, with machinery below the water line, 246 feet long with a knife blade bow and stern and a body like a thick cigar. It is but 26 feet wide and 14 feet deep, with a mean draught of 9 feet. The sides are crowned with a very light railing of galvanized iron, which gives it the appearance of a pleasure boat, and it is designed not to stand and take shot, but to fire and run away. Indeed, in certain contingencies, it must be guarded by an ironclad behind which it can take refuge till ready to bring its guns to bear. Still more novel is the arrangement by which the three dynamite guns are fastened in the bow, and cannot be turned; so the vessel itself must be pointed at the object to take aim.

The dynamite guns look like immense reflecting telescopes, being 55 feet long, and projecting far out from the forecastle deck. The breeches are firmly fastened to the bottom of the vessel, and around them are thirty-six pipes, each 25 feet long and 16 inches in diameter, into which the compressed air is forced to charge the guns. The compressor brings this air to a pressure of 2,000 pounds to the square inch, and by its force the dynamite shells, weighing 600 pounds, can be sent two miles. As the vessel's engines can give it a speed of twenty miles an hour—it

shape being calculated for speed—it is plain that the destroyer can "shoot and run," like the militia captain of the old story. The engines are toward the stern, triple expansion machines developing 3,300 horse power, to both run the vessel and compress the air.

The guns are the kind invented by Lieut. Zalmiski, of the navy, recently tested with great success; and one of them can throw a 900 pound projectile. The vessel contains apartments for its complement of officers and men, and the designers are confident it will prove indeed the "Destroyer of the Seas."

Along with the dynamite cruiser was launched the Yorktown, or Gunboat No. 1, as she was first called—a steel cruiser of 1,700 tons displacement, length between perpendiculars 230 feet, draught 13 feet forward and 15 feet aft, and breadth 36 feet. She has a poop and topgallant forecastle, with open deck between. Her engines are triple expansion, of 2,200 horse power with natural draught and 3,300 with forced draught, giving a speed of seventeen knots per hour. The engines are in separate water tight compartments, and the coal is in bunkers around them to give protection. The machinery, magazines and steering gear are covered by a three-eighths inch water tight steel deck, which is in the form a turtle back, curving down at the sides and at the bow and stern, while the crown of it is but little above the water line. Above and below this deck are water tight bulkheads, dividing the ship into many water tight compartments, all of which can be drained by the powerful pumps and ventilated by the blowers. An armored tower stands on the forecastle deck, protected by 3-inch steel plates and provided with speaking tubes and telegraphs by which the cap-

tain can communicate with the engineers and men at the guns and control the whole thing in battle. The Yorktown carries 400 tons of coal, enough to sail from 2,500 to 10,000 miles, according to the rate of speed desired, as it is a principle of steam

making for speed above eight knots per hour, each added knot requires more coal than any preceding.

While the United States navy is employing its constructive talents on destructive gunboats, Great Britain is devoting her naval energies just at present to the perfecting of torpedoes and torpedo boats. There are fifty such boats in the British navy, but the admiralty a year ago pronounced them unsafe, uncomfortable and of little or no use in a rough sea, and invited proposals for a new class free from the existing defects. The result has been a boat of novel designs constructed by Messrs. Yarrow & Co. Their first boat was lately exhibited in the Thames, and is officially declared a success. It is 60 feet long, 8 feet and 6 inches in beam, and can make seventeen knots an hour with its full load. The rapidity and ease with which the boat is turned, its capacity for the roughest sea and the ease with which it is steered, fill the admiralty's want.

The machinery consists of a locomotive boiler and triple expansion engines—all protected, as is the steering apparatus. A revolving torpedo gun is fixed aft, from which a torpedo can be ejected at an angle while the boat is going at full speed, a great improvement on the firing from the bow, by which the speed of the boat was suddenly checked, greatly increasing the liability to be hit by the enemy's guns. A small Nordenfjeldt gun is also mounted, so that the craft can be made, to that extent, a quick firing gunboat if the necessity arise. The admiralty are so pleased with the new design that they will supercede with it all the old torpedo boats, and, of course, other nations must follow suit. And by the time we get well supplied all around with torpedoes, torpedo boats, dynamiters, and other gunboats, we may reasonably expect that some genius will invent something that will render all these useless, and then we shall all begin again at the beginning. But the great point to the United States is that these new gunboats can range the ocean and destroy merchant ships so easily that any commercial nation will think long before going to war with the great Republic.

THE NEW CHIEF JUSTICE.

Melville W. Fuller Nominated by President Cleveland.

President Cleveland has named a successor to the late Chief Justice Waite, of the United States supreme court.

Melville Weston Fuller, of Chicago, the nominee, is a man of 55, and was born in Augusta, Me.

His father was Frederick A. Fuller, his mother Catherine Martin, daughter of Chief Justice Nathan Weston. Melville W. was graduated at Bowdoin in the class of 1853. E. J. Phelps, minister to England, being a classmate. Mr. Fuller began the study of law in the office of his uncle, George Melville Weston, at Bangor. After attending lectures in the law department of Harvard university he began the practice of his profession in Augusta in 1856. While waiting for clients he acted as editor of The Age. Some time later he went to Chicago, and there he soon had a lucrative practice. In 1861 he was elected a member of the state constitutional convention. In 1862 he was chosen to the Illinois legislature, and, although a Democrat, running each time in a strong Republican district, he was victorious by large majorities. He was a delegate to the Democratic national conventions of 1864, 1872, 1876, and 1880. In 1860 he was selected by the citizens to deliver the address of welcome to Stephen A. Douglas, of whom he was an ardent admirer.

Theosophists at Chicago.

The Theosophists of America have recently held a convention in Chicago, and we here present group portraits of some of the more prominent delegates thereto.

H. S. OLCOTT.

PROF. ELLIOTT COUES. WILLIAM Q. JUDGE. DIETZ.

The society was founded in New York, in 1875, by Mme. Blavatsky, with the cooperation of Col. H. S. Olcott. Mme. Blavatsky is now at the head of the branch of the Theosophical society, which she established in London. She has been succeeded in America by Professor Elliott Coues, who is president of the society. Among the early members of the group of which the society was originally composed was Linda Dietz, the actress. She was at that time a favorite with the public, and was playing at the Union Square theatre. She has since retired from the stage, and has disappeared from public view. Then there was Mr. W. Q. Judge, a native of the Emerald Isle, who is now the secretary of the society. He has had charge of Mme. Blavatsky's business affairs for many years. All the branches of the society were represented, twenty-two in number, at the Chicago convention. It appeared from the records that there are now in the United States about 400 enrolled members, and several thousands secretly affiliated.

The most progressive official in China is undoubtedly the governor of Formosa. On Chinese New Year's day his "Yamen" in Tainan fu was illuminated by the electric light, and it is his intention to have the whole city lighted by electricity as soon as it may be possible.—New York World.

NEW BRITISH TORPEDO BOAT.

tain can communicate with the engineers and men at the guns and control the whole thing in battle. The Yorktown carries 400 tons of coal, enough to sail from 2,500 to 10,000 miles, according to the rate of speed desired, as it is a principle of steam

making for speed above eight knots per hour, each added knot requires more coal than any preceding.

While the United States navy is employing its constructive talents on destructive gunboats, Great Britain is devoting her naval energies just at present to the perfecting of torpedoes and torpedo boats. There are fifty such boats in the British navy, but the admiralty a year ago pronounced them unsafe, uncomfortable and of little or no use in a rough sea, and invited proposals for a new class free from the existing defects. The result has been a boat of novel designs constructed by Messrs. Yarrow & Co. Their first boat was lately exhibited in the Thames, and is officially declared a success. It is 60 feet long, 8 feet and 6 inches in beam, and can make seventeen knots an hour with its full load. The rapidity and ease with which the boat is turned, its capacity for the roughest sea and the ease with which it is steered, fill the admiralty's want.

The machinery consists of a locomotive boiler and triple expansion engines—all protected, as is the steering apparatus. A revolving torpedo gun is fixed aft, from which a torpedo can be ejected at an angle while the boat is going at full speed, a great improvement on the firing from the bow, by which the speed of the boat was suddenly checked, greatly increasing the liability to be hit by the enemy's guns. A small Nordenfjeldt gun is also mounted, so that the craft can be made, to that extent, a quick firing gunboat if the necessity arise. The admiralty are so pleased with the new design that they will supercede with it all the old torpedo boats, and, of course, other nations must follow suit. And by the time we get well supplied all around with torpedoes, torpedo boats, dynamiters, and other gunboats, we may reasonably expect that some genius will invent something that will render all these useless, and then we shall all begin again at the beginning. But the great point to the United States is that these new gunboats can range the ocean and destroy merchant ships so easily that any commercial nation will think long before going to war with the great Republic.

THE NEW CHIEF JUSTICE.

Melville W. Fuller Nominated by President Cleveland.

President Cleveland has named a successor to the late Chief Justice Waite, of the United States supreme court.

Melville Weston Fuller, of Chicago, the nominee, is a man of 55, and was born in Augusta, Me.

His father was Frederick A. Fuller, his mother Catherine Martin, daughter of Chief Justice Nathan Weston. Melville W. was graduated at Bowdoin in the class of 1853. E. J. Phelps, minister to England, being a classmate. Mr. Fuller began the study of law in the office of his uncle, George Melville Weston, at Bangor. After attending lectures in the law department of Harvard university he began the practice of his profession in Augusta in 1856. While waiting for clients he acted as editor of The Age. Some time later he went to Chicago, and there he soon had a lucrative practice. In 1861 he was elected a member of the state constitutional convention. In 1862 he was chosen to the Illinois legislature, and, although a Democrat, running each time in a strong Republican district, he was victorious by large majorities. He was a delegate to the Democratic national conventions of 1864, 1872, 1876, and 1880. In 1860 he was selected by the citizens to deliver the address of welcome to Stephen A. Douglas, of whom he was an ardent admirer.

making for speed above eight knots per hour, each added knot requires more coal than any preceding.

While the United States navy is employing its constructive talents on destructive gunboats, Great Britain is devoting her naval energies just at present to the perfecting of torpedoes and torpedo boats. There are fifty such boats in the British navy, but the admiralty a year ago pronounced them unsafe, uncomfortable and of little or no use in a rough sea, and invited proposals for a new class free from the existing defects. The result has been a boat of novel designs constructed by Messrs. Yarrow & Co. Their first boat was lately exhibited in the Thames, and is officially declared a success. It is 60 feet long, 8 feet and 6 inches in beam, and can make seventeen knots an hour with its full load. The rapidity and ease with which the boat is turned, its capacity for the roughest sea and the ease with which it is steered, fill the admiralty's want.

The machinery consists of a locomotive boiler and triple expansion engines—all protected, as is the steering apparatus. A revolving torpedo gun is fixed aft, from which a torpedo can be ejected at an angle while the boat is going at full speed, a great improvement on the firing from the bow, by which the speed of the boat was suddenly checked, greatly increasing the liability to be hit by the enemy's guns. A small Nordenfjeldt gun is also mounted, so that the craft can be made, to that extent, a quick firing gunboat if the necessity arise. The admiralty are so pleased with the new design that they will supercede with it all the old torpedo boats, and, of course, other nations must follow suit. And by the time we get well supplied all around with torpedoes, torpedo boats, dynamiters, and other gunboats, we may reasonably expect that some genius will invent something that will render all these useless, and then we shall all begin again at the beginning. But the great point to the United States is that these new gunboats can range the ocean and destroy merchant ships so easily that any commercial nation will think long before going to war with the great Republic.

THE NEW CHIEF JUSTICE.

Melville W. Fuller Nominated by President Cleveland.

President Cleveland has named a successor to the late Chief Justice Waite, of the United States supreme court.

Melville Weston Fuller, of Chicago, the nominee, is a man of 55, and was born in Augusta, Me.

His father was Frederick A. Fuller, his mother Catherine Martin, daughter of Chief Justice Nathan Weston. Melville W. was graduated at Bowdoin in the class of 1853. E. J. Phelps, minister to England, being a classmate. Mr. Fuller began the study of law in the office of his uncle, George Melville Weston, at Bangor. After attending lectures in the law department of Harvard university he began the practice of his profession in Augusta in 1856. While waiting for clients he acted as editor of The Age. Some time later he went to Chicago, and there he soon had a lucrative practice. In 1861 he was elected a member of the state constitutional convention. In 1862 he was chosen to the Illinois legislature, and, although a Democrat, running each time in a strong Republican district, he was victorious by large majorities. He was a delegate to the Democratic national conventions of 1864, 1872, 1876, and 1880. In 1860 he was selected by the citizens to deliver the address of welcome to Stephen A. Douglas, of whom he was an ardent admirer.

Theosophists at Chicago.

The Theosophists of America have recently held a convention in Chicago, and we here present group portraits of some of the more prominent delegates thereto.

H. S. OLCOTT.

PROF. ELLIOTT COUES. WILLIAM Q. JUDGE. DIETZ.

The society was founded in New York, in 1875, by Mme. Blavatsky, with the cooperation of Col. H. S. Olcott. Mme. Blavatsky is now at the head of the branch of the Theosophical society, which she established in London. She has been succeeded in America by Professor Elliott Coues, who is president of the society. Among the early members of the group of which the society was originally composed was Linda Dietz, the actress. She was at that time a favorite with the public, and was playing at the Union Square theatre. She has since retired from the stage, and has disappeared from public view. Then there was Mr. W. Q. Judge, a native of the Emerald Isle, who is now the secretary of the society. He has had charge of Mme. Blavatsky's business affairs for many years. All the branches of the society were represented, twenty-two in number, at the Chicago convention. It appeared from the records that there are now in the United States about 400 enrolled members, and several thousands secretly affiliated.

The most progressive official in China is undoubtedly the governor of Formosa. On Chinese New Year's day his "Yamen" in Tainan fu was illuminated by the electric light, and it is his intention to have the whole city lighted by electricity as soon as it may be possible.—New York World.

NEW BRITISH TORPEDO BOAT.

tain can communicate with the engineers and men at the guns and control the whole thing in battle. The Yorktown carries 400 tons of coal, enough to sail from 2,500 to 10,000 miles, according to the rate of speed desired, as it is a principle of steam

making for speed above eight knots per hour, each added knot requires more coal than any preceding.

While the United States navy is employing its constructive talents on destructive gunboats, Great Britain is devoting her naval energies just at present to the perfecting of torpedoes and torpedo boats. There are fifty such boats in the British navy, but the admiralty a year ago pronounced them unsafe, uncomfortable and of little or no use in a rough sea, and invited proposals for a new class free from the existing defects. The result has been a boat of novel designs constructed by Messrs. Yarrow & Co. Their first boat was lately exhibited in the Thames, and is officially declared a success. It is 60 feet long, 8 feet and 6 inches in beam, and can make seventeen knots an hour with its full load. The rapidity and ease with which the boat is turned, its capacity for the roughest sea and the ease with which it is steered, fill the admiralty's want.

The machinery consists of a locomotive boiler and triple expansion engines—all protected, as is the steering apparatus. A revolving torpedo gun is fixed aft, from which a torpedo can be ejected at an angle while the boat is going at full speed, a great improvement on the firing from the bow, by which the speed of the boat was suddenly checked, greatly increasing the liability to be hit by the enemy's guns. A small Nordenfjeldt gun is also mounted, so that the craft can be made, to that extent, a quick firing gunboat if the necessity arise. The admiralty are so pleased with the new design that they will supercede with it all the old torpedo boats, and, of course, other nations must follow suit. And by the time we get well supplied all around with torpedoes, torpedo boats, dynamiters, and other gunboats, we may reasonably expect that some genius will invent something that will render all these useless, and then we shall all begin again at the beginning. But the great point to the United States is that these new gunboats can range the ocean and destroy merchant ships so easily that any commercial nation will think long before going to war with the great Republic.

THE NEW CHIEF JUSTICE.

Melville W. Fuller Nominated by President Cleveland.

President Cleveland has named a successor to the late Chief Justice Waite, of the United States supreme court.

Melville Weston Fuller, of Chicago, the nominee, is a man of 55, and was born in Augusta, Me.

His father was Frederick A. Fuller, his mother Catherine Martin, daughter of Chief Justice Nathan Weston. Melville W. was graduated at Bowdoin in the class of 1853. E. J. Phelps, minister to England, being a classmate. Mr. Fuller began the study of law in the office of his uncle, George Melville Weston, at Bangor. After attending lectures in the law department of Harvard university he began the practice of his profession in Augusta in 1856. While waiting for clients he acted as editor of The Age. Some time later he went to Chicago, and there he soon had a lucrative practice. In 1861 he was elected a member of the state constitutional convention. In 1862 he was chosen to the Illinois legislature, and, although a Democrat, running each time in a strong Republican district, he was victorious by large majorities. He was a delegate to the Democratic national conventions of 1864, 1872, 1876, and 1880. In 1860 he was selected by the citizens to deliver the address of welcome to Stephen A. Douglas, of whom he was an ardent admirer.

Theosophists at Chicago.

The Theosophists of America have recently held a convention in Chicago, and we here present group portraits of some of the more prominent delegates thereto.

H. S. OLCOTT.

PROF. ELLIOTT COUES. WILLIAM Q. JUDGE. DIETZ.

The society was founded in New York, in 1875, by Mme. Blavatsky, with the cooperation of Col. H. S. Olcott. Mme. Blavatsky is now at the head of the branch of the Theosophical society, which she established in London. She has been succeeded in America by Professor Elliott Coues, who is president of the society. Among the early members of the group of which the society was originally composed was Linda Dietz, the actress. She was at that time a favorite with the public, and was playing at the Union Square theatre. She has since retired from the stage, and has disappeared from public view. Then there was Mr. W. Q. Judge, a native of the Emerald Isle, who is now the secretary of the society. He has had charge of Mme. Blavatsky's business affairs for many years. All the branches of the society were represented, twenty-two in number, at the Chicago convention. It appeared from the records that there are now in the United States about 400 enrolled members, and several thousands secretly affiliated.

The most progressive official in China is undoubtedly the governor of Formosa. On Chinese New Year's day his "Yamen" in Tainan fu was illuminated by the electric light, and it is his intention to have the whole city lighted by electricity as soon as it may be possible.—New York World.

THIS IS THE BOOK.

Six inches wide.



Two inches thick.

480 PAGES — PRICE \$3.00.

WE ARE GIVING AWAY

TO ALL SUBSCRIBERS OF

THE WEEKLY FREE PRESS,

OLD AS WELL AS NEW.

The Price of these books in all Book Stores is \$3. The price of the Weekly Free Press is \$1. We give both for \$2.

The -- Best -- Premium -- Offered!

By any Paper in the United States.

THE MOST PRACTICAL! THE MOST RELIABLE!

Everybody Should Have a Copy of

"Our Family Physician,"

NEW EDITION.

This book contains 480 pages; is eight and one-half inches long, six inches wide and two inches thick. It is printed on extra heavy paper, and is handsomely bound, with embossed cover and gilt-lettered back.

It is different from all other works of the kind ever published. FIRST.—It teaches those who have it how to tell what the matter is when a person gets sick. All similar books tell what to do if you know what the disease is. This book tells you how it affects the disease, and then what to do for it.

NO other book published does this. SECOND.—When a person is really attacked by a dangerous disease, it enables you to know the fact, and in such cases its advice is: "Send for a competent physician at once." But in all ordinary cases, such as can be easily cured and most of the ailments of a family are of this kind, if only you could recognize them, it gives full directions for treatment. The point is, that it teaches you to distinguish between a dangerous and a trifling disease, and tells you when it is necessary, and when not necessary, to call a physician.

NO other book published does this. THIRD.—In its directions for treatment it is not confined to the practice used by any one class of physicians; but it gives separately, and for each disease, the methods used by each of the different "schools" of medicine; and in all cases the prescriptions are made by the most eminent men in their respective modes of practice. This makes the work specially suited to the needs of every family, no matter what "school" of medicine they prefer.

NO other book published does this. Besides this there are three chapters in the work which are worthy of special mention: namely: "Diseases of Women," "Diseases of Infants," and "Care of the Sick." The first of these is a model of its kind. It is chaste in language, contains no disgusting pictures for children to happen on and be over curious about, and taken altogether is the most practical, sensible and straightforward treatise upon this delicate subject that has ever been printed.

This chapter alone is worth many times the cost of the book to every mother, even if it had to be purchased at its regular price.

The other chapters referred to are equally well written and valuable.

Read the Following Indorsements of Distinguished Physicians:

Having examined the advance sheets of the work entitled "Our Family Physician," I can say that I find it accurate in its descriptions of diseases and reliable in its therapeutic department.

H. F. COOKE, M. D., Professor of Theory and Practice, Hahnemann Medical College.

I hereby certify that I have examined a work entitled "Our Family Physician," and find it to be correct in its diagnosis, and, in my opinion, worthy of the confidence of the public.

H. S. HANN, M. D., Professor in Burnett's Medical College, Chicago.

I have examined the advance sheets of "Our Family Physician." It gives me pleasure to recommend the work as correct in its mode of treatment of diseases, and it deserves wide circulation.

J. F. COOKE, M. D., Professor in Burnett's Medical College, Chicago.

After examining the publication, "Our Family Physician," I can fully indorse the opinions expressed of its merits by the above gentlemen.

R. A. GUNN, M. D., Professor of the Burnett Medical College.

The book contains a valuable chapter of symptoms, which will aid wonderfully in diagnosing diseases, and the proper remedies are given for Allopathic, Homoeopathic, Eclectic, Hydropathic and Herbal treatments.

Every family should have a guide to health to assist the family doctor.

It is not intended to take the place of a doctor in every instance, but help you to do everything possible in his absence.

TO OUR OLD SUBSCRIBERS.

It is customary with newspapers to give premiums to new subscribers only; but the publishers of THE FREE PRESS mean to give this old rule the lie, and to do as well, at least by their old subscribers—the ones who have stood by the paper in years past, and paid their money for it "right straight along." We propose to show our appreciation of these friends in a substantial manner; and as the premium to be offered is extensive, and as our express object in offering it is to increase our list of subscribers, we will ask every old subscriber who may renew his subscription, thus receiving the valuable premium, to constitute himself a missionary, and aid us in securing at least ONE new subscriber. Come and bring us one new name, and get a book that will be of incalculable value to you.

S. B.—If the book is to be sent out of this office, 25 cents must accompany order to pay postage.

Address all letters, and make remittances payable to

The Free Press Association,

Burlington Vt.