RCULAR AND PETITION

Certain Reasonable Railroad Accommodations.

petition copied below, is now in circulation on a separate sheet rther signatures. Those of all adult nts of this State are desired.

e exact cause of the abuses suf- so long and by so many at Essex tion, is not understood as widely as uffering is endured, and may be h explanation.

e Central Vermont road was run a miles away from both Montpelier Burlington, instead of being run ugh them, and connections were blished by shuttle roads. The in- eniences of this system are so much ter and more notorious at Essex tion than at Montpelier Junction use there are so many more Bur- on passengers than Montpelier engers, and also because more s connect at Essex Junction, one em, the Rutland (which may fair- said to connect through the shut- trains for Burlington) carrying more passengers than the Wells r road connecting similarly at tpelier Junction. Unquestionably main line should run through both s; but on the principal of "divide conquer," it seems best to try to m but one at a time.

nder the present method passengers Burlington on trains through Essex tion have to shift at the junction to nuttle train, and to wait until their gage is transferred. They may also e to wait until a train comes from opposite direction, and another n the Lamoille road, and make the e shift. If either of these trains late, it must still be waited for, e delays often amount to half an r, and sometimes to hours; and the ts involving hand-baggage, children invalids have to take place in sum- heat and winter frosts and storms. reover, while the shifts are being e, there are often on the tracks, the ttle train, a train for the north, a in for the south, and a train on the moille road—four in all—and cars m one or all of these trains are fted to other ones. A passenger is to be confused by the number of ins coming and going, to be hurried, d to find no one to direct him, or e one who directs him wrongly. ng it often happens that a passenger ds, after the starting of the train he s wandered into, that he has got e one going back to the place he arted from, or to one of the other o places that he did not intend to go Sometimes he discovers his error in e to get out of the train he has en- ed, and finds that his right train is eady gone.

If all trains ran direct to Burlington, d the shifts were made there, the st majority of passengers could ive the station and go about their siness instead of waiting, as now, Essex Junction for the shifts, and during the inconveniences and dan- rs of them.

On the other hand, passengers from urlington going north or south on the entral Vermont road or on the La- oille, also have to make shifts and it for connecting trains at Essex nction. If the connecting trains all ive to Burlington, the starting times ould be fixed to allow for connections d shifts, and not only could the time w wasted at Essex Junction be util- ed in Burlington before starting, but e inconveniences and dangers of the ifts themselves would be avoided.

In illustration of the allegation of e petition that the abuses at Essex nction have found a place in litera- re, the famous poem by the late Hon. J. Phelps is appended.

ESSEX JUNCTION.

With saddened face and battered hat
And eye that told of blank despair,
n wooden bench the traveller sat,
Cursing the fate that brought him there.

"Nine hours," he cried, "we've lingered here
"With thoughts intent on distant homes,
Waiting for that delusive train
"That, always coming, never comes.
"Till weary, worn
"Distressed, forlorn
And paralyzed in every function!
"I hope in hell
"His soul may dwell
"Who first invented Essex Junction!

"I've travelled east, I've travelled west,
"O'er mountain, valley, plain and river;
"Midst whirlwind's wrath and tempest's blast,
"Through railroad's crash and steamboat's shiver;
"And faith and courage faltered not.
"Nor strength gave way, nor hope was shaken,
"Until I reached this dismal spot,
"Of man accursed, of God forsaken!
"Where strange, new forms of misery
"Assail mens souls without compunction,
"And I hope in hell
"His soul may dwell
"Who first invented Essex Junction!

"Here Boston waits for Ogdensburg
"And Ogdensburg for Montreal,
"And late New York long tarrieth
"And Saratoga hindereth all!
"From far Atlantic's wave-swept bays
"To Mississippi's turbid tide
"All accidents, mishaps, delays,
"Are gathered here and multiplied!
"Oh! fellow-man, avoid this spot
"As you would plague or Peter Funk shun!
"And I hope in hell
"His soul may dwell
"Who first invented Essex Junction!"

"And long and late conductors tell
"Of trains delayed or late or slow,
"Till even the very engines bell
"Takes up the cry, 'No go! No go!'
"Oh! let me from this hole depart
"By any route, so it be a long one,"
He cried, with madness in his heart,
"And jumped aboard a train—the wrong one
And as he vanished in the smoke
He shouted with redoubled unction,
"I hope in hell,
"His soul may dwell
"Who first invented Essex Junction!"

In farther illustration of the specific evils to be remedied, below are given several experiences of travellers. The names of the responsible writers can be furnished at the printing office.

EXAMPLE I.

I reached Burlington safely, but had more discomfort in doing so than one could imagine who had never gone through Essex Junction. When I got out of the car there I asked the conductor if the train for Burlington was in. He said: "It's on the third track." I asked: "How can I get over?" He replied: "Oh that's all right, Madame we'll push out before the Burlington train starts." I waited a long time, not daring to cross over two trains, and again said to the conductor, who still stood by his car: "Can I cross over? I'm afraid I shall be left." He repeated: "It's all right; we'll push out." At that moment the third train started out, and to my horror, I had either to be left or run for it. So, gathering my packages, I made for the train, and was hauled up on the platform by a fellow sufferer, who, being a man, had reached the car sooner than I. In my haste and fright, I lost a valuable umbrella, but that seemed a small matter when I thought over the risk I had run, and the chance of losing my life.

EXAMPLE II.

"The station isn't fit for a woman to wait in. The inside is dirty and stuffy and crowded with loafers, and the outside is the same, except that at most seasons of the year it is about the coldest and draftiest place imaginable. It is so impossible to get any information about the trains, and it is so uncertain whether they will be announced that almost every one waits outside to make sure of the train. I have seen over a hundred people wait outside in this way for nearly an hour on a cold night in the late fall, and this isn't good for people's health. This fall I saw a man in a hurry to see a sick relative in a near-by town kept waiting an hour and a half, when he was in doubt whether or not to drive, because the agent refused to tell him how late the train was. These things must be happening every day. At any rate there is no apparent reason why they shouldn't."

EXAMPLE III.

"A member of Governor Smith's family was visiting at my house up to Saturday evening. She had important Sunday duties, and must get home. She took the last train for St. Albans—about midnight rapped on my window and asked to be let in; had got aboard the wrong train at Essex Junction, and found herself back in Burlington. The next day—being Sunday—I wrote to the governor on retribution, and I wrote it large and strong."

EXAMPLE IV.

"The late Hon. Wheelock G. Veazey, judge of the Supreme Court of Vermont, left Montpelier one afternoon, during a general term of that court, to escort Mrs. Veazey, who was crippled by a sprained ankle, to their home in Rutland. At Essex Junction he succeeded with some effort in getting Mrs. Veazey transferred to what he supposed to be the Burlington car, and felt as if the main difficulty of the trip was past. Shortly after the car started he found that they were on the way, not to Burlington, but back to Montpelier. Next day they tried again and succeeded in making the perilous passage through Essex Junction, and reaching home, at the cost of a loss of time of much value to the court and the State, on the part of Judge Veazey, and of no little pain and inconvenience to his wife. 'One would suppose,' said the judge to a friend on the train, 'that considering the hundreds of times that I have travelled over this route, I should have known enough not to have this happen; but Essex Junction is too much for me.'"

PETITION.

To the Honorable, the Board of Railroad Commissioners of the State of Vermont, in the Matter of Reasonable Accommodation of Passengers Traveling on the Central Vermont Railroad:

Section 2391 of the law conferring your powers, provides that "In case of a failure of proper connection between railroads in this state, or if proper and reasonable accommodations are not furnished for the transportation of passengers or freight, the commissioners shall inquire into the cause of the same....and make such recommendations in respect thereto as they deem just and....forthwith make public their conclusions together with a brief statement of their reasons for the same, and the recommendation, if any, made by them in respect thereto."

The undersigned respectfully petition you to exercise these powers in regard to "a failure of proper connection" which is also a case where "proper and reasonable accommodations are not furnished for the transportation of passengers." The defective situation is so extreme and so long continued that not only has it been fraught with serious inconvenience to most of the people of Vermont and of the stranger traveling, sojourning or seeking summer homes among them, with much loss of health and property and with great hindrance to the state's development in wealth and the educating and elevating influences which depend upon the prosperity of cities; but it has also become notorious throughout the country and beyond the country, and has even found its way into permanent literature—all to the discredit of the good name of the state.

These evil conditions are not necessary, but they have now been endured for nearly two generations, and during all that time, the first visible opportunity to rid the state of them, has been the appointment of your honorable Board with the powers whose expression we have cited.

Wherefore we, the undersigned, petition that you devise and recommend some means for relieving passengers from the loss of time, and risks to property and health, needlessly imposed by shifts and delays at Essex Junction; and for relieving the state from the disgrace of such conditions.

These evils have undoubtedly been amply realized in your own experience, but we beg leave to call your special attention to the fact that all the railroad travel between the capital of the state and its largest city and to speak of a vast amount of other travel, must pass through Essex Junction, and that although spasmodic attempts have been made, especially during the sessions of the legislature and the White Mountain season, to avoid the evils by running without change at Essex Junction, such trains have been infrequent, and it seems to have proved impracticable, even on them, to avoid serious delays for shifting of baggage, remaking of trains, and other difficulties that infest every "junction."

We submit that such shifts of baggage and cars should be made in Burlington itself, where outgoing passengers need not reach the train, or incoming ones wait by it, until the shifts are made.

We do not suggest that to accomplish this, the through passenger trains should be run into Burlington and back to Essex Junction. For although many roads—notoriously the Pennsylvania at Philadelphia—do run all trains back and forth on such side lines, for the sake of making junctions at places where the bulk of passengers start or stop, the distance between Essex Junction and Burlington is greater than that in most similar situations; there being few roads laid out like the Central Vermont, with the distinct intention of side-tracking both the capital and metropolis of a state. The obvious remedy, so far as concerns the vast majority of travelers, is to build a connection from Burlington to Colchester, and make the line from Essex Junction to Burlington and from Burlington to Colchester the main passenger line. This connection could leave the present track near the northerly mouth of the Burlington tunnel; the length of track to be traversed twice between there and the station, would be less than the similar track of the Pennsylvania road at Philadelphia. Such a new connection would slightly increase the distance traveled by the through passengers, but would reduce by at least a half, that of the vastly larger number of way-passengers between Burlington and the North.

Such a road would naturally go near Malletts Bay, and so develop important pleasure-travel to that beautiful spot, with a profitable picnic, recreation, boating and bathing establishment, such as enterprising railroads generally are now developing.

Whether the connection with Colchester so pitifully needed, should be built by the Central Vermont Company as a matter of business, is one point for your wisdom to consider. Like other follies and crimes, Essex Junction has certainly brought many evil consequences on its perpetrators and their successors—the shuttle trains and the duplication of service, and other wastes (not to speak of the competition of the new route between Burlington and Montreal WITHOUT an Essex Junction) must be heavy burdens on the Central Vermont road. If on investigation, your wisdom determines that relief from those burdens, increase of travel caused by vastly improved facilities, and what direct profit might come from a road to Colchester, would justify the Central Vermont Company in building such a connection, then we earnestly petition that you recommend the Company to build it.

If your wisdom determines that the Central Vermont Company cannot justly be recommended to build that connection at its own risk, then we earnestly petition that you will devise and recommend a scheme by which persons affected shall give the Company reasonable aid, by their credit or the credit of their towns: and that you will use your influence and ability, with such other influence and ability as you may care to enlist, for the carrying out of such a scheme. The capital of the state, its largest city, and every town on the entire line of the Central Vermont road suffer seriously from the lack of that connection; and the persons affected are not merely all who travel to and from Burlington by that road, and most of those who travel to and from the capital; for although these include the majority of the state, and virtually all its officers and legislators, the matter reaches beyond them, to ALL persons who have any regard for the state's prosperity, self-respect and good name.

Wherefore your petitioners will ever pray.

Signed by John L. Alger of Johnson, George Aitken of Woodstock, Ezra Brainerd of Middlebury, M. H. Buckham of Burlington, A. A. Buell of Burlington, Louis C. Clark of Burlington, C. H. Dunton of Poultney, Arthur C. A. Hall of Burlington, L. S. Hayes of Bellows Falls, J. G. Hindes of Vergennes, Henry Holt of Burlington, Henry D. Holton of Brattleboro, H. H. McIntyre of Randolph, C. L. McMahon of Stowe, Elisha May of St. Johnsbury, L. C. Moody of Waterbury, G. G. Benedict of Burlington, Emory S. Morris of Bennington, A. B. Valentine of Bennington (since deceased), J. William Watson of West Hartford and many others.

Copies of this circular and petition may be obtained by addressing, with stamps for postage, A. E. King, Burlington, Vt.

Good Cookery

DOMESTIC SCIENCE

IN THE HOUSEHOLD.

Don't flatter yourself that friendship authorizes you to say disagreeable things to your intimates. On the contrary, the nearer you come into relationship with a person, the more necessary do tact and courtesy become.—Oliver Wendell Holmes.

MENU, SUNDAY, OCT. 23.

BREAKFAST.

Warm Apple Sauce. Oatmeal.
Broiled Sausage. Fried Sweet Potatoes.
Whole Wheat Gems.
Coffee.

DINNER.

Tomato Soup.
Celery. Pickled Beets.
Oven Broiled Chicken with Cream Gravy.
Baked Potatoes. Corn and Celery Stew.
Tomatoes with Mayonnaise.
Cheese Biscuit. Pumpkin Pie.
Sweet Cider.

SUPPER.

Tomato Rarebit in the Chafing Dish.
Saratoga Chips.
Bread and Butter.
Baked Quinces. Nut Cake.
Tea.

The servant question was settled by one woman this past summer in a way that she declares quite the best thing that ever happened all around. The summer home, a beautiful one, for the family is wealthy, is in the Berkshires; but year after year the struggle to find help willing to go so far from the city, and stay after they got there, has made the vacation season anything but a time of rest and pleasure. There were six children in the family, all boys, the oldest 16. When the annual struggle began in the spring to find the necessary help the boys finally suggested that they would do the work if their mother would pay them. The idea was novel, but upon consideration seemed feasible. A schedule of the necessary work was made out and then divided. The two older boys agreed to do the cooking, stipulating that their mother show them how first. Two others were assigned the cleaning and the last two the chamber work. The mother was a first-class manager, the boys apt and willing pupils. The result was a summer the most restful in the family annals; extra company was no bugbear; the boys thought the whole thing an end of fun, and each one comes back with a substantial little bank account of his one. The boys who had the cooking in charge learned to make the most delightful bread and biscuits, could broil a steak to perfection, make delicious coffee as well as egg dishes and deserts.

MEN SERVANTS INSTEAD OF MAID SERVANTS.

There seems to be no reason why in the dearth of maids, men and boys should not be pressed into the domestic service. Chinese and Japanese already rank ahead of women, both as cooks and house servants; Indian boys are taking more kindly to the work than the girls; colored boys are exceptionally clever as porters and cooks on all the railway trains; so why not in the home kitchen? Men have so much more strength than a woman, and can adapt themselves to such a variety of work that it seems as though the solution of the vexed question might come by substituting men for maids.

SOME MANLY ADVICE

Some men are naturally more "handy" than others, but in the last decade, with the frequent eruptions and interregnums in the kitchen, nearly every family man has had occasion at some time or another to step into the breach, and that with credit to themselves. "The most manly men I know of," said a noted traveler recently, are two men I met on the Pacific coast. One was a sea captain, a man of great dignity and force. He has a wife not over strong, and several small children. Not long ago that man came in from a voyage and found his wife sick and their one servant, after putting the family wash in soak, departed. He got up early the next morning, ashed the clothes, hung them out, got breakfast with the children's help, and then had to go down to the wharves to attend to his duties. Before leaving he made his wife promise that she would leave the kitchen alone until he could get back at night. When he came he had help engaged for the next day, but that night he cleaned up the kitchen so that his wife would not worry over its looking too badly when the new maid came.

The other man was a professor in one of the large universities who also had a large family and a delicate wife.

Full of his own work, in which he is an enthusiast, he can in an emergency, when cooks fluctuate or nurses prove unkind, prepare a meal or nurse a sick child as deftly as any woman, and always with abounding good humor that is a tonic in itself.

No woman cares to have a man of affairs spend his time in the kitchen under ordinary circumstances, but blessed be the man whose strong right arm is ever ready to lift the burden when it gets too heavy for weaker shoulders.

LAKE PLACID WELSH RAREBIT.

At a recent annual convention of librarians at Lake Placid a new rarebit made its appearance one evening when a jolly company of thirteen were amusing themselves in front of the big fireplace. While the rarebit was being evolved, the men of the party looked after the toast, using the stove poker, sharp sticks and other improvised utensils. For the thirteen two pounds and a half of American cheese was cut in small squares, and a dozen tomatoes skinned and sliced. The tomatoes were first put over cooking, with a tiny bit of onion juice, just enough to give the slightest flavor. As soon as they were cooked the cheese was added and stirred until it blended perfectly with the tomato. Next came two tablespoonsful of butter and then six beaten eggs, with salt and pepper to season. As soon as the eggs were well incorporated, the blaze was turned off and the rarebit served on the toast, allowing two slices for each person. It was a most delicious combination, and one that would make a good hearty luncheon dish at any time.

CLEOPATRA SALAD.

At another evening gathering there, a Cleopatra salad was a feature of the impromptu feast. A foray on the larder brought to light some cold cooked Lima beans, a dish of corn, a few cold boiled potatoes, some beets and a cupful of green peas. These were lightly mixed in a large bowl and then came the distinctive touch, in sweet red peppers, that were cut into little crimped ribbons. A goodly number of these were added, a French dressing made and poured over, and then the salad was dished on individual lettuce leaves, the tender, sweet variety, with brown edges. It tasted as good as it looked, and it looked as good as it tasted," was the description given by one of the party.

DUTCH CHEESE WITH PEPPER GRASS.

A new wrinkle in Dutch cheese is to make it in this way: Let it "clabber" as quickly as possible in a warm room. To do this, pour the milk in rather a shallow basin and let it stand until thick. When firm, add salt and sweet cream to season, together with minced pepper grass, and serve in small saucers or cups, with a spoon.

BAKED SAUSAGE

For the woman who can get the real country sausage packed in the little salt boxes, here is a treat. Remove the roll of sausage from its cover and place in a small dripping pan. Dust lightly with flour and make a wall of potato around it, peeling the potatoes, cutting them in half and standing the cut side against the sausage. Bake in a moderate oven until the potatoes are tender and brown and the sausage well done. If desired, use the drippings that come from the sausage that make a cream gravy to go with the sausage and potato to serve without. In one home where this is a favorite cold weather dish they have had a sheet iron tin made of just the right size to accommodate the sausage and potatoes and they are served on the tin. Sausage cooked in this way is delicious sliced cold, and makes appetizing sandwiches.

TOMATO SAUCE FROM CATSUP.

When one housekeeper wants tomato sauce in a hurry and has no tomatoes fresh or canned at hand, she simply takes a few spoonsful of catsup, reduces it with hot water, thickens it slightly with flour, and there she is, with her sauce ready in five minutes' time.

DRESDEN LUNCHEONS

A pretty fancy in luncheons comes from one of New Jersey's fashionable towns. At a delightful function given lately everything was in Dresden colors. The flowers used were the old-fashioned zinnias which have sprung into great popularity this past summer. The china was Dresden, while the salads, creams, cakes and bon bons all carried out the same scheme of coloring.

ANSWERS TO CORRESPONDENTS.

PIE CRUST.

Mrs. George McD.—In asking how to make pie crust I fancy you wish to know how to make nice common pasts, not the puff paste. For one pie allow a heaping cup of pastry flour. Put it into a bowl and add a saltspoonful of salt and a saltspoonful of baking powder. Mix well. Now add the shortening, one-half cup to one of the flour. Lard makes the most tender crust, and is, of course, the cheaper. With butter the crust browns better and is, of course, more wholesome. A good plan is to use half and half. Chicken fat or good beef drippings also make a good crust. Have the shortening whichever it is, cold. A good plan is to put it on the ice a half hour before making your pie. Have a cup of cold water ready before you put your hands into the dough, and your pie plate, either of tin or granite, dredged with flour. They will not require greasing. Have board and rolling pin clean and cold. Now, with the tips of your fingers, begin rubbing the shortening into the flour. Do not use the palms of your hands, as they are much warmer than the fingers. As soon as the flour begins to feel like a coarse meal, you have rubbed it enough. Quickness and a light touch are essentials in making delicate pie crust. Next pour in a little water on one side of the bowl. As it will only require a little over a quarter of a cup altogether, it must be added little by little until you have the right consistency. It wants to be mixed until you can take up a little ball of dough on your knife. When adding the water use a knife, cutting it through and through, instead of stirring it with a spoon. As soon as you get it in a ball toss it on the floured board, pat it into shape, divide in two pieces and lay one piece aside for the upper crust. Roll out the under crust. Have the rolling pin dusted with flour and roll lightly forward to the left or right until you get it in the right shape, a little larger than your tin. If these directions are followed the crust will not "fly back at you," as a novice put it; but a few strokes will suffice to make it ready for the tin. Unfold and press lightly into place around the rim. Now fill your pie with whatever you are going to use, then set on one side of the board while you roll out the upper crust. After you have rolled it out once dot with a few bits of butter, fold again, then roll out the same as the under crust. Wet your lower crust around the rim, dipping the tips of your fingers in the cup of ice water. Fold the top crust over in the middle, and with a sharp knife or jigger cut a few slits in the crust to let out the steam, then lift onto the pie. Press the edges just lightly together, then push away slightly from the edge of the pan. If your pie is very juicy, it is a good plan to bind the edges together with a narrow wet strip of cotton cloth to keep the juices from coming out. Bake in a moderate oven.

Adelaide Clements.—A delicate perfume that retains its odor for use in the linen closet, wardrobe or dressing case is made of the following ingredients, coarsely powdered: Two ounces lavender flowers, four grains of musk, one ounce coriander, one ounce aromatic calamus, one-half a drachm rhodium wood, one and one-quarter ounce orris root and one-eighth ounce rose leaves. A piece of orris root boiled with the body linen and handkerchiefs gives an elusive fragrance of violets that many fastidious women approve.

An inexpensive powder to use in the linen closet is called the verbena sachet. It is made of the dried and powdered skins of lemons mixed with caraway seed and oil of bergamot. Grind the lemon peelings in your coffee or spice mill, and to half a pound allow a half ounce of powdered seed. Mix the two powders well together and pour over them a drachm and a half of oil of bergamot.

EMMA PADDOCK TELFORD.

Many women are denied the happiness of children through derangement of the generative organs. Mrs. Beyer advises women to use Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—I suffered with stomach complaint for years. I got so bad that I could not carry my children but five months, then would have a miscarriage. The last time I became pregnant, my husband got me to take **Lydia E. Pinkham's Vegetable Compound.** After taking the first bottle I was relieved of the sickness of stomach, and began to feel better in every way. I continued its use and was enabled to carry my baby to maturity. I now have a nice baby girl, and can work better than I ever could before. I am like a new woman."—MRS. FRANK BEYER, 22 S. Second St., Meriden, Conn. — *$5000 forfeit if original of above letter proving genuineness cannot be produced.*

FREE MEDICAL ADVICE TO WOMAN.

Don't hesitate to write to Mrs. Pinkham. She will understand your case perfectly, and will treat you with kindness. Her advice is free, and the address is Lynn, Mass. No woman ever regretted having written her, and she has helped thousands.

THE SMOKING CAR.

There's the velvet-cushioned Pullman filled
with dignity profound;
Here's the diner with its white and
starchy linen all around;
There's the parlor-car with loungers trying
hard to make believe
That they really are getting all the rest
they should receive.
In a respite from their labors for a
blessed hour or so
As from toil to toil they hurry fast as
steam can make them go.
But the place where solid comfort reigns
supreme, with never a jar,
Is the forwardmost compartment that
they call "the smoking car."

There the air is filled with incense from
tobacco leaves dead ripe,
As 'tis offered from the cigarette, the
sweet cigar, the pipe;
There's a blissful haze that rests you;
there's a sense of brotherhood,
'Mid that colony of smokers, that would
surely do you good.
See that group of travlers, sitting over
by the water tank.
Each one puffing at some "smokin'"
ranged from very good to rank;
Yet there's naught of wealth or station
constitutes the slightest bar,
For the finest of democracy pervades
"the smoking car."

Reading papers, time-cards, novels, swapping
yarns like lifelong friends,
Though they'll part—perhaps forever—at
their several journeys' end;
Loaning matches, saying, "Light, sir—
thanks. Terrific day we've got;"
Further chat will call up some one known
in common, like as not.
Minor dignity is banished, and a reign of
common sense
In those little groups impromptu doth immediately commence.
To the winds with social folly that would
such commingling mar
In the home of real comfort—otherwise
"the smoking car."

There's the dust-upholstered Pullman
with its dignity profound;
There's the dinner with its wealth of
snowy napery around;
There's the parlor-car where pilgrims
grimly play at make-believe
That they're getting all the comfort they
should really receive.
In a respite from the treadmill for a
blessed hour or so
As from toil to toil they hurry fast as
steam can make them go.
But the spot where solid comfort reigns
supreme, with never a jar,
Is within that haze-filled heaven men
have named "the smoking car."

—Strickland W. Gillilan, in Leslie's Weekly.

TOO MANY SKELETONS.

There was once a man went to Rome;
He visited one catacomb.
But one was enough—
He packed up his stuff
And hit the pike quickly for home.
—Boston Post

What kind of a Daily Newspaper Do you want in Your Family ?

You are very particular about the companions chosen by your children and you cannot afford to take less care in the choice of your daily newspaper, which exerts a silent but potent influence on all who read its columns regularly.

This political year you need a good daily paper. Quality rather than price should determine your choice. Better take no paper than one of low standard.

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The Daily Free Press costs subscribers less than two cents a day. You can afford it. You know that the WEEKLY FREE PRESS is the best of all the Vermont weekly newspapers. The Daily Free Press is first among the State daily papers. If you think that you might like to change from the Weekly to the Daily edition cut out and mail us the coupon below.

Please send Daily Free Press for one month to address below, but keep sending me the Weekly also.

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.....Vermont.

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Cure Consumption, Cancer, Blindness, Lupus, Pneumonia, and when certain solutions are exposed to this wonderful light, they absorb its **"Radio Activity,"** and when taken into the stomach it is carried through the blood to all parts of the body, and in this way all germs are killed.

Dr. Flanders of this city has secured the only tube of this precious metal to be found in this part of New England.

A sample bottle of **"Radio Active" Elixir** will be sent upon receipt of $1.00.

No matter how bad you are, or what your trouble is it will do you good.

DR. FLANDERS CURES

DEAFNESS, BLINDNESS, RUPTURE, STRICTURE, CANCER, TUMOR, WOMAN DISEASES, of **ALL** kinds, **ASTHMA, MEN'S DISEASES,** and **ALL** forms of **DEBILITY, VARICOCELE** and **EPILEPSY.** Send for symptom blank.

HOME TREATMENT.

If you are in or near the city you should apply for treatment to the office in person, but if you live too far away for this write me a full history of your case. You will receive as careful, conscientious and painstaking attention as if you were in my office daily.

RADIUM, X-RAY and other forms of Electricity used in the treatment of disease.

DR. FLANDERS, - - - 24 uell St., Burlington, Vt.

HOURS: 10 A. M. TO 4 P. M., EXCEPT SUNDAYS.

DOORS, WINDOWS, BLINDS AND GLASS.

We would respectfully call the attention of all parties intending to build, or make repairs, to our large stock of the above goods. All regular sizes carried for immediate shipment. House Finish, and odd work of every description, furnished to order, upon short notice. Small orders receive the same careful attention that we give to large ones.

OUR PRICES ARE LOW—WE GUARANTEE ALL WORK.

MORGAN BROS.,

Pioneer Shops. - Burlington, Vt

AN ATTORNEY GENERAL

(From the Barre Telegram.)

Senator Slack of Caledonia county, formerly a resident of Barre, takes time by the forelock in the introduction of a bill for the creation of the office of attorney general. The Telegram is in hearty favor of some such measure, but the provisions of the bill should be most carefully scrutinized as it might come to mean simply one more office to scramble for and one more bone of contention for the politicians to pick. The salary ought to be such that the very ablest attorney in the State would be willing to take the position. Then, if the people would give him successive re-elections, the office might be a great aid to the securing of swift and sure justice in the most important cases coming up for trial in the various courts of the State.

ELIZABETH S. KIRBY'S ESTATE.

STATE OF VERMONT, District of Chittenden.

The Honorable the Probate Court for the District of Chittenden.

To the heirs and all persons interested in the estate of Elizabeth S. Kirby, late of Burlington, in said district, deceased. GREETING:

Whereas, said Court has assigned the 21st day of October, next, for the settlement of the account of the administrator of the estate of Elizabeth S. Kirby, late of Burlington, deceased, and for a decree of the residue of said estate to the lawful claimants of the same, and ordered that public notice thereof be given to all persons interested in said estate by publishing this order three weeks successively previous to the day assigned, in the Burlington Weekly Free Press, a newspaper published in said district.

Therefore you are hereby notified to appear at the Probate Court Rooms in Burlington, Vermont, on the day assigned, then and there to contest the allowance of said account if you see cause, and to establish your right as heirs, legatees and lawful claimants of said residue.

Given under my hand, this 5th day of October, 1904.

MARCELLUS A. BINGHAM, Judge.

14.w3t.

ESTATE OF LENORA A. LUCAS, BURLINGTON.

We, the subscribers, having been appointed by the Honorable the Probate Court for the District of Chittenden, commissioners to receive, examine and adjust the claims and demands of all persons against the estate of Lenora A. Lucas, late of Burlington, in said district, deceased, and also all claims and demands exhibited in offset thereto; and six months from the day of the date hereof being allowed by said Court for that purpose, we do therefore hereby give notice that we will attend to the duties of our appointment at the store of Charles E. Pease & Co., No. 147 to 155 Main street in the city of Burlington, Vt., in said district on the 28th day of March next, at 10 o'clock a. m.

Dated this 29th day of September, 1904.

P. S. PEASE, H. O. WHEELER, Commissioners.

14.w3t.

NOTICE OF SETTLEMENT AND APPLICATION FOR DISTRIBUTION. ESTATE OF JOHN CARLE.

STATE OF VERMONT, District of Grand Isle, ss.

In Probate Court, held at North Hero, in said district, on the 21st day of September, A. D. 1904, M. Hazen, administrator of the estate of John Carle, late of Alburgh, in said district, deceased, presents his administration account for examination and allowance, and makes application for a decree of distribution and partition of the estate of said deceased. Whereupon, it is ordered by said court, that said account and said application be referred to a session thereof, to be held at the probate office in said North Hero on the 14th day of October, A. D. 1904, for hearing and decision thereon; And, it is further ordered, that notice hereof be given to all persons interested, by publication of the same three weeks successively in the Burlington Weekly Free Press, a newspaper published at Burlington, Vt., previous to said time appointed for hearing, that they may appear at said time and place, and show cause, if any they may have, why said account should not be allowed, and such decree made.

By the Court. Attest:

WM. HAYNES, Judge.

13.w3t.

MICHAEL RYAN'S ESTATE.

STATE OF VERMONT, District of Chittenden, ss.

The Honorable the Probate Court for the District of Chittenden.

To all persons interested in the estate of Michael Ryan, late of Underhill, deceased. GREETING:

Whereas, application hath been made to this court in writing, by the administrator of the estate of Michael Ryan, late of Underhill, deceased, praying for license and authority to sell the whole of the real estate of said deceased, for the payment of debts and charges of administration, setting forth therein the amount of debts due from said deceased, the charges of administration, the amount of personal estate and the situation of the real estate.

Whereupon, the said court appointed and assigned the 21st day of October, inst, at the Probate Court rooms, in said district, to hear and decide upon said application and petition, and ordered public notices thereof to be given to all persons interested therein, by publishing said order, together with the time and place of hearing, three weeks successively in the Burlington Weekly Free Press, a newspaper which circulates in the neighborhood of those persons interested in said estate, all which publications shall be previous to the day assigned for hearing.

Therefore you are hereby notified to appear before said Court, at the time and place assigned, then and there in said court, to make your objection to the granting of such license, if you see cause.

Given under my hand, at the Probate Court rooms, this 4th day of October, 1904.

MARCELLUS A. BINGHAM, Judge.

14.w3t.

Rubber Bands

—AT—

THE FREE PRESS ASSOCIATION.