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Twenty-fourth Year.

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Belongs to

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You All

**KNOW WHAT HE SELLS**

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Palatial Ladies' and Gentlemen's

Restaurant. Sea Food Dinners. Meals

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Now Open.

Famous for its Sea Food Dinners, 50c.

to \$1.25. Quick service.

**Frank Wilcox, Prop.**

**Yale D. Bishop, Mgr.**

**NEW HAVEN ROAD GAINER**

**THROUGH B. & M. MERGER**

**Believed That Massachusetts**

**Line Will be Leased at**

**Seven Per Cent.**

Although it is believed in railroad

circles that when the Massachusetts

legislature finally allows the New

Haven road to merge the Boston and

Maine it will be through a lease of not

less than 7 per cent., it is stated that

this proposition will be worth several

millions to the New Haven company.

In an interview accorded a New

England capitalist identified with railroad

interests, has the following to say on

the matter:

"If the New Haven is finally obliged

to adopt the lease method to secure

control of the Boston and Maine, the

practical operation of the lease would

work to the advantage of the New

Haven in several ways. For instance,

the New Haven could retain the Boston

and Maine stock it has already acquired

and give to the minority stockholders

of the Boston and Maine a 7 per

cent, guaranteed stock. As a guaran-

teed stock, Boston and Maine common

would, of course, sell practically on a

bond basis, or say, \$100 to \$100 per

share in normal market conditions. In

this event the problem of financing

Boston and Maine construction work

would not be nearly so burdensome to

the New Haven as though the merger

were complete and the New Haven were

obliged to issue its own 8 per cent.

stock for this purpose, for the guaran-

teed Boston and Maine stock would

command from \$20 to \$30 more in the

market relatively than the New Haven

stock.

"Furthermore, under a long time

lease the New Haven would have no

need of retaining its Boston and Maine

shares, which it could sell as guaran-

teed stock at a handsome profit above

the cost price."

Plant's Skipper Wants Divorce.

New London, Aug. 23.—Captain

Frederick Perry, a skipper employed

by Commodore Morton F. Plant, has

brought suit for divorce against his

wife, Mrs. Sadie Perry. The charges

made are of a somewhat sensational

nature.

Last week Captain Perry brought

suit against George Lewis of the

steam yacht O-we-ri, charging

him with alienating the affections of

Mrs. Perry. Both suits will be con-

tested.

## A Dainty Salad.

This novelty in the matter of salads

is called a "daisy salad," and is made

by placing three or four leaves of let-

tuce on each plate and dropping a

spoonful of mayonnaise dressing,

made pretty stiff, in the center of each

leaf; put strips of the whites of hard

boiled eggs around the edge of the

dressing to represent the petals of the

daisy.

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**bathing is at**

**THE**

**MOMAGUIN**

**COSEY BEACH**

**Geo. T. White, Prop.**

**Telephone 2553-3**

**PAPER INDUSTRY GROWTH**

**MAKING RAPID STRIDES**

**This Particularly So of Wisconsin—**

**More Mills to be**

**Erected.**

The great paper manufacturing in-

dustry of Wisconsin does, or soon will

rival the world in its product. There

are almost all kinds of paper made,

including bond, book, both flat and

glued, used for fine illustration work,

new styles of these papers, and

fine and ordinary envelope paper, and

such as used for the railroad millage

and made into lace for cigar boxes,

car-loads of printed Japanese cal-

endars and the fruit wrappers for Cal-

ifornia. Shiploads are sent to Japan

and trainloads to all parts of the

West. Several trainloads of paper

steam out of the Fox river valley every

evening. It is a small mill which

does not make a carload in one day.

Some of the machines run a sheet of

paper 120 inches wide, 500 feet every

minute, or a mile of paper every ten

minutes, which is rolled into great

white rolls and shipped in that man-

ner to the newspapers.

Some machines, making beautiful

tinted or white heavy bond, can only

run sixty feet per minute, as the pa-

per cannot be formed faster in the

finest grades. The best papers are

cut up into the proper sizes of flats

and neatly packed in sealed packages,

and others are run through the ruling

machines and made ready for ledger

or blank books. The envelope paper

is cut in diamond shape. The best

grade of paper is packed in pine cases

for shipment, other grades have

light frames on either side of the

bundle wrapped in lower grades of

wrapping paper and tied with strings,

others are shipped in rolls wrapped with

paper. Some are prepared for the

market for counter use in small rolls

with wooden plugs in the end, through

which the iron rod is inserted over

which it is unrolled for covering pack-

ages in boxes; much of this is

also printed at the mill with the ad-

vertisement of the store.

The glass of the fine illustration

and magazine paper is obtained by

continuous running between rolls, one

of them being made of paper very

hard pressed and the other being iron.

A succession of these rolls one above

the other into a stack are called cal-

ender rolls. A stack of these rolls

costs \$7,000. For superior finish the

paper is run through glue called animal

also, but for lower grade of paper

fish. Paper is made of cotton rags,

old papers and wood. The rags are

old paper stockings or any other re-

fracture gathered over the world, or the

clean white trimmings of shirt and

collar factories. These make the fine-

est grades of paper, though often mix-

ed with German sulphite wood pulp.

The old papers are made into colored

or gray wrapper papers. The wood pulp

enters into most papers in small quan-

tities, but is entirely used in newspaper

and much low grade book paper. The

wood used is pine, balsam, spruce,

poplar and hemlock. The hemlock is

used in making manila wrapper. It

is prepared by grinding over great

grindstones, or a chemical process

known as sulphite, or which there are

several processes. The wood is cut up

into chips, blown into large boilers set

on end called digesters, and there

steamed into a liquor prepared from

sulphur which separates the fiber of

the wood in a pulp-like string of co-

ton.

Cotton seed can also be used in pa-

per making. The pulp is run through

beater engines which cut it up fine

with a long fiber, and then through a

Jordan engine which revolves swiftly

ad reduces all parts of the pulp into

an even mass. Through all the pro-

cesses of rendering the pulp fit is con-

veyed in pipes and forced along with

pumps. When it runs out on to the

copper wire of the machine which

forms the beginning of the sheet it is

much like cream. As it leaves the

wire screen on which the sheet is first

formed it is carried on felts through

rolls that squeeze out the water, and

then over a succession of large cylin-

dric rollers heated by steam, which dries

it and rolls out at the other end of

the machine or through a stack of

calenders in a wide, endless sheet

rolled up ready for the cutters, who

size it into the proper shapes for the

market. These paper machines are a

complicated mechanism, costing up-

ward of \$50,000.

Many of the mills prepare their own

rags, but the wood pulp or sulphite

outfit is connected with only a few

mills. Many of these wood pulp

plants are separate enterprises which

dispose of their product to all the pa-

per mills. Thousands of carloads of

wood pulp woods are cut in the north-

ern forests each winter, and large

rafts brought over the lakes from

Canada each season and loaded on the

cars at Green Bay for distribution to

the mills.

The paper industry is confined to

two principal regions, the Fox river

valley and the Wisconsin, though there

are large mills on the Wolf at

Shawano, on the Oconto at Oconto

Falls and some on the Menominee river

at Marinette, and at Niagara. At

the latter place there is a fall of 72

feet at the natural fall, and immense

mills. The Fox river valley mills

were the beginning of the industry in

the West and are the finest mills,

making the highest grade of paper. A

long time ago Capt. Richmond had a

straw mill at the lower dam at Ap-

pleton, but the real beginning of the