

SCRIBNER'S MAGAZINE



PUBLISHED MONTHLY
WITH ILLUSTRATIONS

•CHARLES SCRIBNER'S SONS NEW YORK.

•F. WARNE & CO. LONDON.

*30 tons pressure
is given to every cake of
Cashmere Bouquet Soap.
It outlasts all others.*



GOLD MEDAL, PARIS, 1878.

**BAKER'S
Vanilla Chocolate,**

Like all our chocolates, is prepared with the greatest care, and consists of a superior quality of cocoa and sugar, flavored with pure vanilla bean. Served as a drink, or eaten dry as confectionery, it is a delicious article, and is highly recommended by tourists.

Sold by Grocers everywhere.

W. BAKER & CO., Dorchester, Mass.



GOLD MEDAL, PARIS, 1878.

**BAKER'S
Breakfast Cocoa.**

Warranted *absolutely pure* Cocoa, from which the excess of Oil has been removed. It has *more than three times the strength* of Cocoa mixed with Starch Arrowroot or Sugar, and is therefore far more economical, *costing less than one cent a cup*. It is delicious nourishing, strengthening, easily digested, and admirably adapted for invalids as well as for persons in health.

Sold by Grocers everywhere.

W. BAKER & CO., Dorchester, Mass.

**DECKER
BROTHERS'**



**MATCHLESS
PIANOS**

33 Union Square, N. Y.

SCRIBNER'S MAGAZINE.

Vol. V.

MARCH, 1880.

No. 3.

THE RAILWAY MAIL SERVICE.

By Thomas L. James.



AT the Centennial Exposition at Philadelphia, in the Post-Office exhibit, was a double picture showing the postal service at the beginning of the century and as it is to-day.

On one side was a postman—perhaps Franklin—on horseback, jogging over a corduroy road, “through the forest primeval,” making a mile or two an hour; and on the other a representation of the fast mail train, the “catcher” taking a pouch from the “crane” as it passes at the rate of fifty miles an hour! Standing in the foreground is the pretty daughter of the village postmaster, with the mail pouch just thrown from the car in her hand, a group of rustics, with ill-concealed admiration in their eyes, watching her as the swiftly passing train goes on its journey. This picture is not, perhaps, a work of art, but it is an “object lesson,” giving at a glance the progress that our country has made in a hundred years.

Of all the executive departments of the government, the Post-Office is the one nearest the people, and the one with which they are the most familiar. In addition to its work of collecting, transporting, and delivering legitimate mail matter, viz., letters, newspapers, and magazines, it is the greatest express company of the continent, since it has an office at almost every cross-roads, even

carrying merchandise cheaper (considering the distance) than its rivals. Its registration system affords a means of forwarding valuable packages, at a slight additional cost, with almost absolute security. It is the greatest banking institution on this side of the Atlantic. The transactions of its money-order system, not only in our own country, but with almost every nation in the civilized world (Russia and Spain excepted), run up to well-nigh fabulous sums. Its drafts are easily obtained and cheap. Its notes are “gilt edged,” and have never been repudiated. With the creation of the Postal Savings Bank system the working people’s department, in its organization, will approach perfection.

The first mention of a travelling post-office occurs in a memorial addressed to Congress in November, 1776, by Ebenezer Hazard, Postmaster-General under the Continental Congress, in which he states that, owing to the frequent removals of the Continental Army, he was subjected to extraordinary expense, difficulties, and fatigues, “having paid an exorbitant price for every necessary of life, and having been obliged, for want of a horse—which could not be procured—to follow the army on foot.”

Directly after the inauguration of General Washington, in April, 1789, the organization of the Post-Office Department followed, and Samuel Osgood, of Massachusetts, was appointed Postmaster-General. That the people might derive the greatest possible advantage from an institution peculiarly their own, this

*30 tons pressure
is given to every cake of
Cashmere Bouquet Soap.
It outlasts all others.*



GOLD MEDAL, PARIS, 1878.

BAKER'S

Vanilla Chocolate,

Like all our chocolates, is prepared with the greatest care, and consists of a superior quality of cocoa and sugar, flavored with pure vanilla bean. Served as a drink, or eaten dry as confectionery, it is a delicious article, and is highly recommended by tourists.

Sold by Grocers everywhere.

W. BAKER & CO., Dorchester, Mass.



GOLD MEDAL, PARIS, 1878.

BAKER'S

Breakfast Cocoa.

Warranted *absolutely pure* Cocoa, from which the excess of Oil has been removed. It has *more than three times the strength* of Cocoa mixed with Starch Arrowroot or Sugar, and is therefore far more economical, *costing less than one cent a cup.* It is delicious, nourishing, strengthening, easily digested, and admirably adapted for invalids as well as for persons in health.

Sold by Grocers everywhere.

W. BAKER & CO., Dorchester, Mass.

**DECKER
BROTHERS'**



MATCHLESS

PIANOS

33 Union Square, N. Y.

SCRIBNER'S MAGAZINE.

VOL. V.

MARCH, 1889.

No. 3.

THE RAILWAY MAIL SERVICE.

By Thomas L. James.



AT the Centennial Exposition at Philadelphia, in the Post-Office exhibit, was a double picture showing the postal service at the beginning of the century and as it is to-day.

On one side was a postman—perhaps Franklin—on horseback, jogging over a corduroy road, “through the forest primeval,” making a mile or two an hour; and on the other a representation of the fast mail train, the “catcher” taking a pouch from the “crane” as it passes at the rate of fifty miles an hour! Standing in the foreground is the pretty daughter of the village postmaster, with the mail pouch just thrown from the car in her hand, a group of rustics, with ill-concealed admiration in their eyes, watching her as the swiftly passing train goes on its journey. This picture is not, perhaps, a work of art, but it is an “object lesson,” giving at a glance the progress that our country has made in a hundred years.

Of all the executive departments of the government, the Post-Office is the one nearest the people, and the one with which they are the most familiar. In addition to its work of collecting, transporting, and delivering legitimate mail matter, viz., letters, newspapers, and magazines, it is the greatest express company of the continent, since it has an office at almost every cross-roads, even

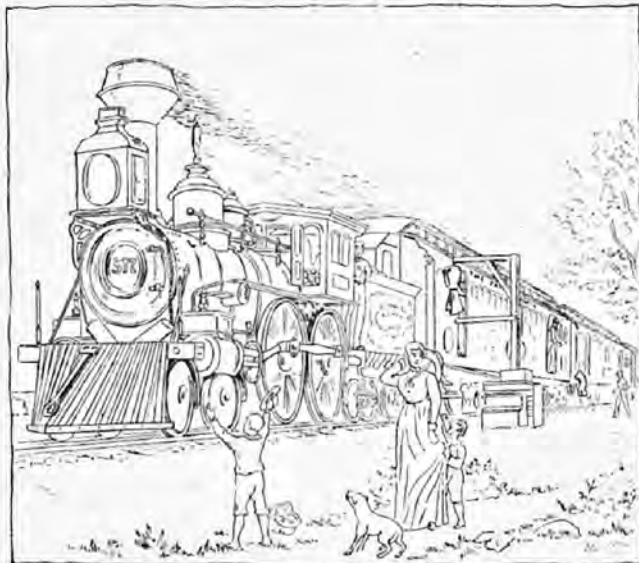
carrying merchandise cheaper (considering the distance) than its rivals. Its registration system affords a means of forwarding valuable packages, at a slight additional cost, with almost absolute security. It is the greatest banking institution on this side of the Atlantic. The transactions of its money-order system, not only in our own country, but with almost every nation in the civilized world (Russia and Spain excepted), run up to well-nigh fabulous sums. Its drafts are easily obtained and cheap. Its notes are “gilt edged,” and have never been repudiated. With the creation of the Postal Savings Bank system the working people’s department, in its organization, will approach perfection.

The first mention of a travelling post-office occurs in a memorial addressed to Congress in November, 1776, by Ebenezer Hazard, Postmaster-General under the Continental Congress, in which he states that, owing to the frequent removals of the Continental Army, he was subjected to extraordinary expense, difficulties, and fatigues, “having paid an exorbitant price for every necessary of life, and having been obliged, for want of a horse—which could not be procured—to follow the army on foot.”

Directly after the inauguration of General Washington, in April, 1789, the organization of the Post-Office Department followed, and Samuel Osgood, of Massachusetts, was appointed Postmaster-General. That the people might derive the greatest possible advantage from an institution peculiarly their own, this

gigantic monopoly—for it is nothing else—was created, and all competition forbidden. The Postmaster-General had

route was approved July 7, 1838. Postmaster-General Barry, in his annual report for 1836, speaks of the multiplication of railroads in many parts of the country, and suggests it as a subject worthy of inquiry, whether measures may not be taken to secure the transportation of the mail on them, and adds: "Already have the railroads between Frenchtown, in Maryland, and Newcastle, in Delaware, and between Camden and South Amboy, in New Jersey, afforded great and important facilities to the transmission of the great eastern mail." At this time a railroad between Washington and New York was in process of construction, and Postmaster-General Barry dwelt in his report on the importance of the facilities that would be afforded for speedy service between the two cities, predicting that the run between them would probably be made in sixteen hours. The service is now performed in about five hours.



Postal Progress, 1776-1876.

(Facsimile of a print in the Post-Office Department.)

then but one clerk, and there were but 75 post-offices and 1,875 miles of post-roads in the United States; the cost of mail transportation being \$22,081, the total revenue, \$37,935, the total expenditures, \$32,140; leaving a surplus of \$5,795. From this time until 1836 the contracts made for the transportation of the mails do not mention any kind of service on post-roads except stages, sulkies, four-horse post-coaches, horseback, packets, and steamboats.

The growth of the Railway Mail Service has been coincident with that of the railway itself, and the importance of both cannot be underestimated in considering the future development of the country. Almost as soon as a railroad is fully organized it becomes a mail contractor with the Department.

The Act of Congress constituting every railroad in the United States a post-

ited. Postmaster-General Kendall, in 1835, suggested that the Baltimore & Ohio Railroad Company might be asked to close in some portion of their baggage cars, a strong lock being placed on the apartment, to which only the postmasters at Washington and Baltimore should have keys. In the same report he adds: "If wheels can be constructed which can be used alike upon the railroads and the streets of the cities respectively, the Department will furnish an entire car containing the mail to be delivered at one depot, and received at the other, asking nothing of the company but to haul it." It was even proposed at this time that the Government should have its own locomotives, everything else on the road giving the right of way to the mail train. This proposition was not adopted. The fear was expressed, however, that if the

Department did not have absolute control over the road, the people would have to depend on stage or other horse transportation for mail service. All these early troubles in time passed away, and through concessions on both sides, the railways soon became the most important agent of the Post-Office Department.

This, of course, was not accomplished without many trials and tribulations. It seems strange, in the light of the present, to read in an official report a remonstrance from route agents that nearly every night dead bodies were placed in the mail crates between Philadelphia and New York, and the mails packed around the coffins. This breach of good order disappeared after that time, and with it came to an end the freight methods and the old stage-coach ideas of dealing with the mails.

who had taken it from the mother country.

The credit of suggesting the first step toward the present system has generally been given to Colonel G. B. Armstrong, who in 1864 was Assistant Postmaster at Chicago. This is incorrect; Mr. W. A. Davis, a clerk of the St. Joseph, Mo., Post-Office, where the overland mail was made up, conceived the idea in 1862 that if the letters and papers could be assorted on the cars between Quincy and St. Joseph, the overland mail could start promptly on time. He was given permission to carry out this idea, and there are vouchers on file in the Department at Washington showing that he was paid for that specific work. In 1864 Colonel Armstrong was authorized and encouraged by the Hon. Montgomery Blair, then Postmaster-General, to undertake the difficult task of arranging and introduc-



The Pony Express—The Relay.

A separate compartment in a baggage car, fitted up with few conveniences necessary for the distribution of local way mail, was the beginning of the system which has developed into the luxurious postal cars of the present time. As a matter of history, however, it is only fair to say that the system which we then adopted had been in use for some time with our northern neighbors of Canada,

ing the service. On August 31, 1864, he wrote: "To-day I commenced the new distribution." Subsequently, Colonel Armstrong became the first General Railway Mail Superintendent, and held this office until ill-health compelled him to resign, in 1871. To Colonel George S. Bangs, of Illinois, and his successors, Theodore N. Vail, Wm. B. Thompson, and John Jameson is due the excellence of

the present system. Colonel Bangs was a thoroughly equipped Post-Office man, energetic, courageous, and progressive. Brimful of ideas, he was ever on the lookout for improvement. Never satisfied with old ways, he was constantly striving to simplify and better the service. He forgot himself in his work, and died a martyr to his duty, leaving the travelling Post-Office of to-day a monument to his memory. While to Colonel Armstrong is due the credit for the skeleton of the system, it was the genius of Colonel Bangs that clothed the bones with flesh, developed the sinew, put the blood in circulation, and breathed into its body the breath of life. Colonel Bangs found, in 1871, that everything was disjointed, disconnected, and sluggish. There was no attempt at "certainty, security, or celerity." It was a "go-as-you-please" condition of affairs. He grappled at once with it and brought order out of chaos. He introduced a system of emulation among the employees, rewarding those who displayed proficiency by promotion over the sluggish, and thus in fact was prob-

General) "to be under the control of the Department, so far as it is necessary for the purposes designed, and to run the distance in about twenty-four hours. It is conceded by railway officials that this can be done. The importance of a line like this cannot be over-estimated. It would reduce the actual time of mail between the east and west from twelve to twenty-four hours. As it would necessarily be established upon one or more of the trunk lines, having an extended system of connections, its benefit would be in no case confined, but extended through all parts of the country alike."

This report met with the approval of Postmaster-General Jewell, who ordered Bangs to negotiate with the New York Central & Hudson River Railroad and the Lake Shore Railroad for a fast mail train, leaving New York at four o'clock in the morning, and arriving at Chicago in about twenty-four hours. It was the old story of making bricks without straw. The Post-Office Department had no appropriation to pay for such facilities, hence it had to depend at first on the public spirit of the railroad authorities.

Commodore Vanderbilt, the president of the companies whose lines were to be used, had had dealings with the Department, and was perhaps not altogether sanguine as to the practical issue of the experiment, or in respect to the countenance it would receive from Congress; but Mr. William H. Vanderbilt, the vice-president, lent a willing ear to Mr. Bangs's proposition, and did his utmost to aid him in putting it into effect. There being no special appropriation available for the purpose in hand, "the devil was whipped



The Overland Mail Coach—A Star Route.

ably the father of what is now known as Civil Service Reform. In 1874 he discussed the propriety of establishing a fast and exclusive mail train between New York and Chicago, "this train" (quoting from his report to the Postmaster-

around the stump" by Colonel Bangs stipulating that if Mr. Vanderbilt would have twenty cars built and the service performed, all matter originating at or coming into the New York post-office, which could reach its destination



Loading for the Fast Mail, at the General Post-Office, New York.

at the same time by this line, should be sent by this train, and that the railway companies could have the right to demand a weighing of the mail matter at will, all railroads being paid according to weight. When the details of the plan were communicated to Commodore Vanderbilt, he is reported to have said to his son, "If you want to do this, go ahead, but I know the Post-Office Department, and you will, too, within a year." Mr. Vanderbilt did "go ahead." He constructed and equipped the finest mail train ever seen on the planet, ran it for ten months, never missed a connection at Chicago, and was always on time at New York. He did

not have to wait a year, however, for a realization of the sagacious old Commodore's prophecy. Within three weeks, despite the indignant protest of Colonel Bangs, the mails of three States were ordered to be taken from this, and given to another route. A grosser and more wanton breach of plighted faith it would be hard to find, and its results were far-reaching and disastrous.

This train was a marvel of completeness and efficiency. It was manned by picked men, and the only complaint ever made against it was that it ran so fast that the clerks had not time to sort the mails for the post-offices between New York and Poughkeepsie. To ob-

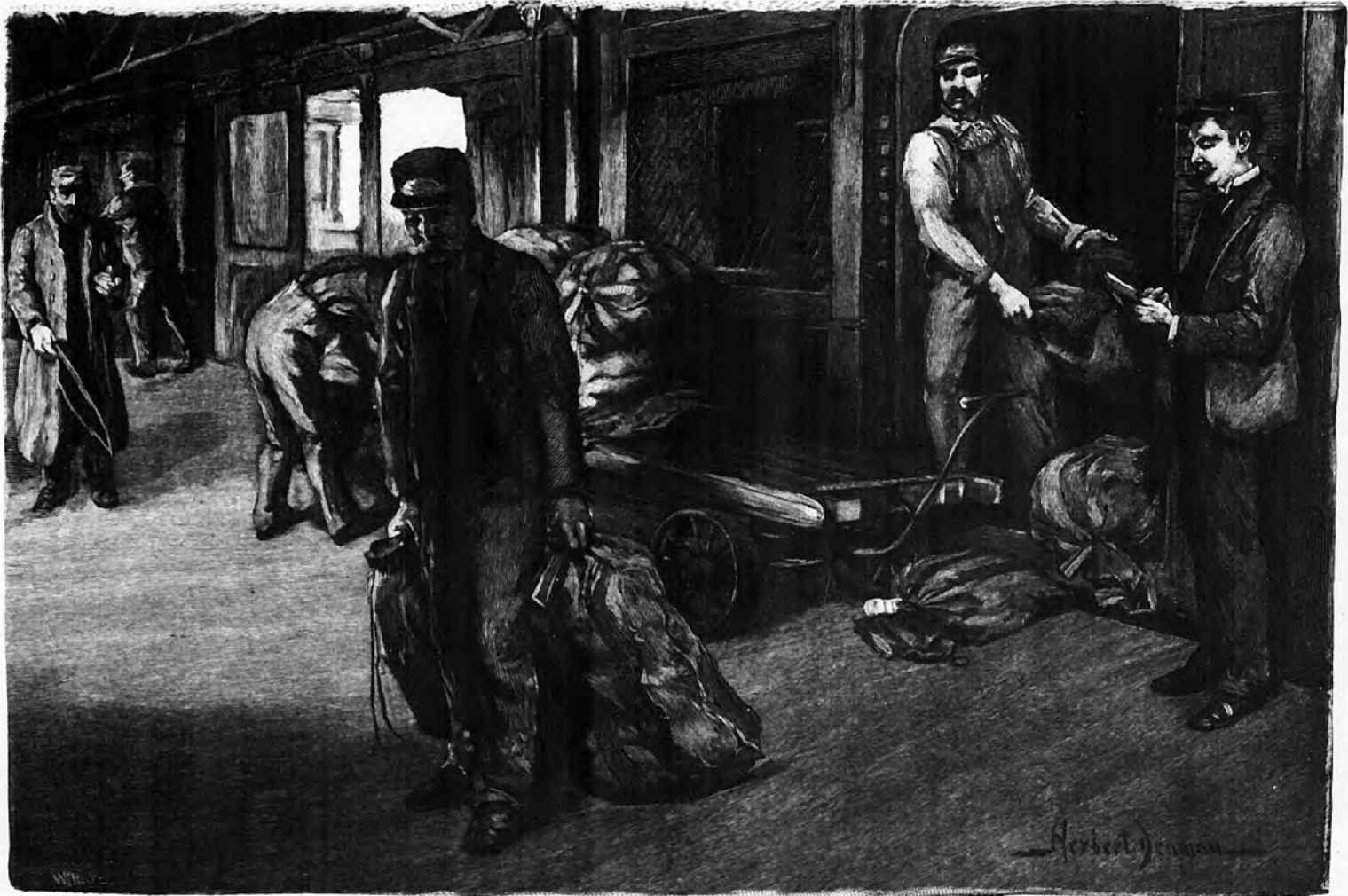
viate this, Colonel Bangs requested the postmaster at New York to have two hundred mail-bags dyed red, which should contain the mail for those offices nearest together, so that the crew in the train could distribute them first. There was no complaint after that. But when the dyer's bill was sent by the postmaster to the Department, it was disallowed by a clerk of the Second Assistant Postmaster-General, who, in a letter announcing the fact, said that there was no necessity for the outlay, if the postal clerks did their duty. Bangs, who had just arrived at the Post-Office from a day and night's ride on his favorite train, was lying on a sofa half asleep in the Postmaster's private office, as that official was opening his mail. When he came to that letter he handed it to Bangs. He was wide awake in an instant. "Mr. Postmaster," said he, "do you know the man who signed this letter? He is a wheezy priest, a fool and a Baptist, at that. Give me the letter." The bill was allowed as soon as Bangs reached the Department. He was wrong, however, in crediting the subordinate to the Baptist faith. He was an ornament of another persuasion.

So carefully had the project been considered and adapted that the service on the Central, from the start, moved with the precision of clock-work, and was an immediate success. It is proper to say that word of what was going on between the Department and the Vanderbilt system reached the Hon. Thomas A. Scott, President of the Pennsylvania Railroad, and he at once made up his mind that the corporation under his management could not afford to be behind its great rival. One Saturday morning he telegraphed to J. D. Layng (now General Manager of the West Shore and President of the C. C. C. & I.) then General Manager of the Pennsylvania lines west of Pittsburg, to know if by the following Monday week, the date on which the train was to start, four postal cars could be built and the first one in Chicago ready to start on its eastern trip. The answer came back, Yes. The order was given to the Allegheny shops on Saturday afternoon, and on the following Saturday the first of the cars, com-

plete and equipped for mail service, started for Chicago, and began its east-bound trip on Monday morning. The second and third cars were finished on Monday night, and the fourth—thus fully equipping the line—on Tuesday.

Thus had been established two splendid fast trains, and the outlook was bright for the future, when Congress, in spite of the efforts of the Post-Office Department, passed an Act reducing the already inadequate compensation to the trunk lines, at least for the carrying of the mails. This action brought official notice from Messrs. Vanderbilt and Scott of the discontinuance of the fast mail trains between New York City and Chicago, and that service ended.

Colonel Bangs was greatly mortified at this result, but he stood his ground and remained at his post until the close of the year. Then, worn out with never-ending toil, and disheartened by the action of Congress, he tendered his resignation and insisted on its acceptance. Parted from the Post-Office, President Grant, knowing his worth and wishing to recognize his services, appointed him Assistant Treasurer of the United States at Chicago. He lived to perform the duties of this office only a few months, as death overtook him suddenly, while on a visit to Washington on official business, December, 1876. His work, however, was not permitted to drop. He had left in the service three assistants, Theodore N. Vail, Wm. B. Thompson—afterward Second Assistant Postmaster-General—and John Jameson, who were fully imbued with the ideas of their late chief and were fully loyal to them. They, in the order named, became his successors, and never permitted opportunities to escape wherein there was a possible benefit to the service to be secured. Although the fast mail service was suspended for lack of support from Congress, its usefulness and practicability had been so thoroughly demonstrated that an appropriation of \$150,000 was made in March, 1877, for its resumption on the trunk lines. This victory was not reached without untiring efforts on the part of Mr. Vail, and by generous support in both houses of Congress; in the Senate by the Hon. Hannibal Hamlin and James G. Blaine, of Maine, and in



Transfer of Mail at the Grand Central Station, New York.

the House of Representatives by such broad and liberal statesmen as Mr. Waddell, of North Carolina, Mr. Ran-

ter was distributed on 126,310 miles of railway, and on 17,402 miles additional closed pouches were carried. There



Pouching the Mail in the Postal Car.

dall, of Pennsylvania, and Mr. Cox, of New York.

Since then, Messrs. Thompson and Jameson have watched the progress of the work with jealous eyes, and have succeeded in extending it practically to the whole country. The present service is due not alone to the liberality of Congress, because the appropriations have been parsimonious, but to the generosity of the railways, which have performed a valuable work for a price which in many cases does not pay the expense of the necessary additional labor involved.

The Railway Mail Service at the close of the fiscal year ending June 30, 1888, gave employment to 5,094 clerks. Mat-

were also operated 41 inland steamboat lines on which postal clerks were employed. The postal clerks travelled (in crews) 122,031,104 miles by railway, and 1,767,649 miles by steamboats. They distributed 6,528,772,060 pieces of ordinary mail matter, and handled 16,001,059 registered packages and cases, and 1,103,083 through registered pouches and inner registered sacks. The service is in charge of one General Superintendent, who has his head-quarters at Washington, and it is divided into eleven divisions with a superintendent in charge of each.

The majority of people who travel on railways (and how many Americans are there who do not?) have paid passing at-

tention to the railway mail cars as they have stood at the station preparatory to the starting of the train, and have glanced through the open doors with more or less curiosity at the scene of energy and bustle witnessed within. At such a moment, no matter how great the curiosity, it is not feasible to investigate closely, for the workers must not be hampered by the prying public, however praiseworthy the motive. To supply this pardonable desire to know how it is done, I invite my readers to accompany me in spirit on a visit to the Grand Central Station, to witness the preparations for the departure of train number 11, known in railway parlance as "the New

ment and that the mail matter has been tumbled into the cars on the eve of departure, to be handled as best it may in the short run to Albany; for under such conditions the task would be an impossibility even to an army of trained hands. Work has been in progress since four o'clock in the afternoon, and it has been steady, hard labor every minute of the time. The five cars have been backed down to the tracks opposite Forty-fifth Street and have been so placed that they are convenient of access to the big lumbering mail wagons which are familiar sights in the streets of the metropolis. The crew of nineteen men, skilled in the handling of mail matter and thorough



Distributing the Mail by States and Routes.

York and Chicago Fast Mail," which leaves New York every night at nine o'clock.

It must not be supposed that everything has been left until the last mo-

ment experts in the geography of the country, reported to the chief clerk and took up their stations in the various cars at the hour named. At the same time the wagons began arriving from the general

post-office with their tons of matter which had "originated" in New York, and were soon transferring their loads employed in distributing letters become numb with cold. This is a matter which should receive prompt attention.



A Very Difficult Address—known as "a sticker."

to the cars, where agile hands were in waiting to receive them. Since the removal of the deadly stoves from the railway trains the occupants of the postal cars have suffered to no small extent owing to the lack of heat. These cars are provided with steam heating apparatus which is worked from the engine, but they are occupied for five hours before the engine comes near them, and in cold weather the hands of the men

Before we deal with the mail matter, let us look at the cars and the men who occupy them. The train, as it leaves New York, is made up of five cars which are placed immediately behind the engine, and are followed by express and baggage cars and one passenger coach. The car next to the engine is devoted entirely to letter mail, and the four following it to papers and packages. The letter car is fifty feet in length, while

those for the newspaper mail are ten feet longer. All are uniform in width, nine feet eight inches, and are six feet nine inches high in the clear. When newly built, before long and hard service had told on their appearance, their outsides were white in color with cream tinted borderings and gilt ornamentations, and were highly varnished. Mid-way on the outside, and below the windows of each car, is a large oval gilt finished frame within which is painted the name of the car with the words, "United States Post Office" above and below. The cars used by the New York Central are named for the Governors of the State and the members of President Garfield's cabinet. Along the upper edge and centre are painted in large gilt letters the words, "The Fast Mail Train," while on a line with these letters at the other end, in a square, are the words in like lettering, "New York Central" and "Lake Shore." The frieze and minute trimmings around the windows are of gilt finish. The body of the car also contains other ornamentation, including the coat-of-arms of the United States. The running gear is of the most approved pattern. The platforms are enclosed by swinging doors which when opened afford a protected passage between the cars. This arrangement no doubt suggested the modern improvement now known as the vestibule train. The letter car is provided with a "mail catcher," which is placed at a small door through which mail pouches are snatched from conveniently placed posts at way-side stations where stops are not made. Each car is divided into three sections, all fitted up alike with conveniences for the service to be performed. The letter car, however, is somewhat differently arranged from the others, to meet the requirements of that particular branch of the work.

In the first section of the letter car are received the pouches from the general post-office, which when opened are found to contain letters done up in packages of about a hundred, marked for Michigan, Indiana, New York, Ohio, western Pennsylvania, Montana, Dakota, and California. When this mass of matter has been emptied out of the pouches and, in the vernacular of the

service, "dumped up" preparatory to distribution, the section is clear for the registered mail which is worked in it. Before this is accomplished, however, much work is done; in fact a sort of rough distribution is made. All packages which are directed to one office are



Pouching Newspapers for California—in Car No. 5.

distributed into pouches, which are afterward stored away until the towns are reached. The other packages are carried into the letter department for distribution, where a rack, similar to those seen in almost every post-office, although space is thoroughly economized, is used for the purpose. To give a slight idea of the work done in this section it may be mentioned that the distribution for New York State alone requires 325 boxes. Still there is plenty of space, otherwise the third section of the car would not be used, as it is, for the distribution of Montana and Dakota newspapers. How closely everything is packed and all available space utilized may be imagined when it is stated that for this newspaper mail ninety-five pouches are hung in the section, and that there is still sufficient room for the

storage of pouches locked up and ready for delivery, and also for the sealed registered mail. A separation of the California mail is also made in this car, so that when it reaches Chicago the pouches into which the matter is placed are transferred without delay, thus saving twenty-four hours on the time to the Pacific coast, not by any means an unimportant accomplishment.

There have been received in this car before it moves out of the Grand Central Station between 1,000 and 1,500 packages of letters and in addition forty or fifty sacks of Dakota and Montana

York State; the fourth, Illinois; the fifth opens all pouches labelled, "New York and Chicago Railway Post-Office," distributes their contents, and afterward works on Dakota and Montana papers; the sixth, Michigan State letters, and the seventh, California letter mail. The salaries of these men entrusted with so much responsibility and of whom so much is expected range from \$900 per annum for the lowest grade to \$1,300 per annum for the superintendent.

The second, or "Illinois Car," is devoted, as are the others which follow it, to the newspaper and periodical mail.

In it are handled papers for Ohio, Indiana, Illinois, New York, Oregon, and Wyoming. Two clerks and two assistants man this car. The first assistant, who "faces up" papers ready to be distributed, draws mails from stalls to case, and removes boxes as fast as they are filled, has gained the sobriquet of the "Illinois derrick," owing to the heavy nature of his duties. The second, who lends what aid he can in the heavy work on the run between New York and Albany, has become known on the train as "the short stop." The third section of the car is used for storing the bags of assorted matter.

The third car is used for storing



At the Last Moment.

papers. To handle this mass of correspondence there are six men in addition to the chief clerk, or superintendent. This official is not assigned to any particular duty, but he supervises the general work and lends aid where it is most required. The second clerk handles letters for Ohio, Dakota, and Montana; the third clerk takes charge of those for New

York and points west of Chicago. In it are also carried stamped envelopes from the manufacturer at Hartford, Conn., to postmasters in the West. This car is frequently fully loaded with matter from the New York office when the journey is begun, and it is then found necessary to add a similar car to the train on its

arrival at Albany for the accommodation of matter taken on by the way and bound for the same destination.

The Michigan paper car is the fourth. In it are handled papers for Michigan, Iowa, and the mixed Western States. In the first section are piled the Iowa pouches and those for points out of Utica, which have been distributed in the centre section, and in the third section the distribution for Michigan, Nebraska, and Minnesota, as well as for points reached from Buffalo, is made. Two men perform the work of the car, one of whom has already handled the registered mail and Indiana letters in the first car.

The fifth, or California paper car, is the last mail coach on the train as it is made up when leaving the Grand Central Station. Besides the papers for the Golden State the car carries through registered pouches to Chicago and the West, which have been made up in the New York office, and, as a usual thing, a large lot of stamped envelopes for postmasters in the West. The California letter man from the first car looks after the papers for the same State, and has an eye to the safety of the car. On reaching Albany another car is added to the train, making six in all from that point. This last addition comes from Boston, brings the morning mail from Bangor, Me., and is manned by four men.

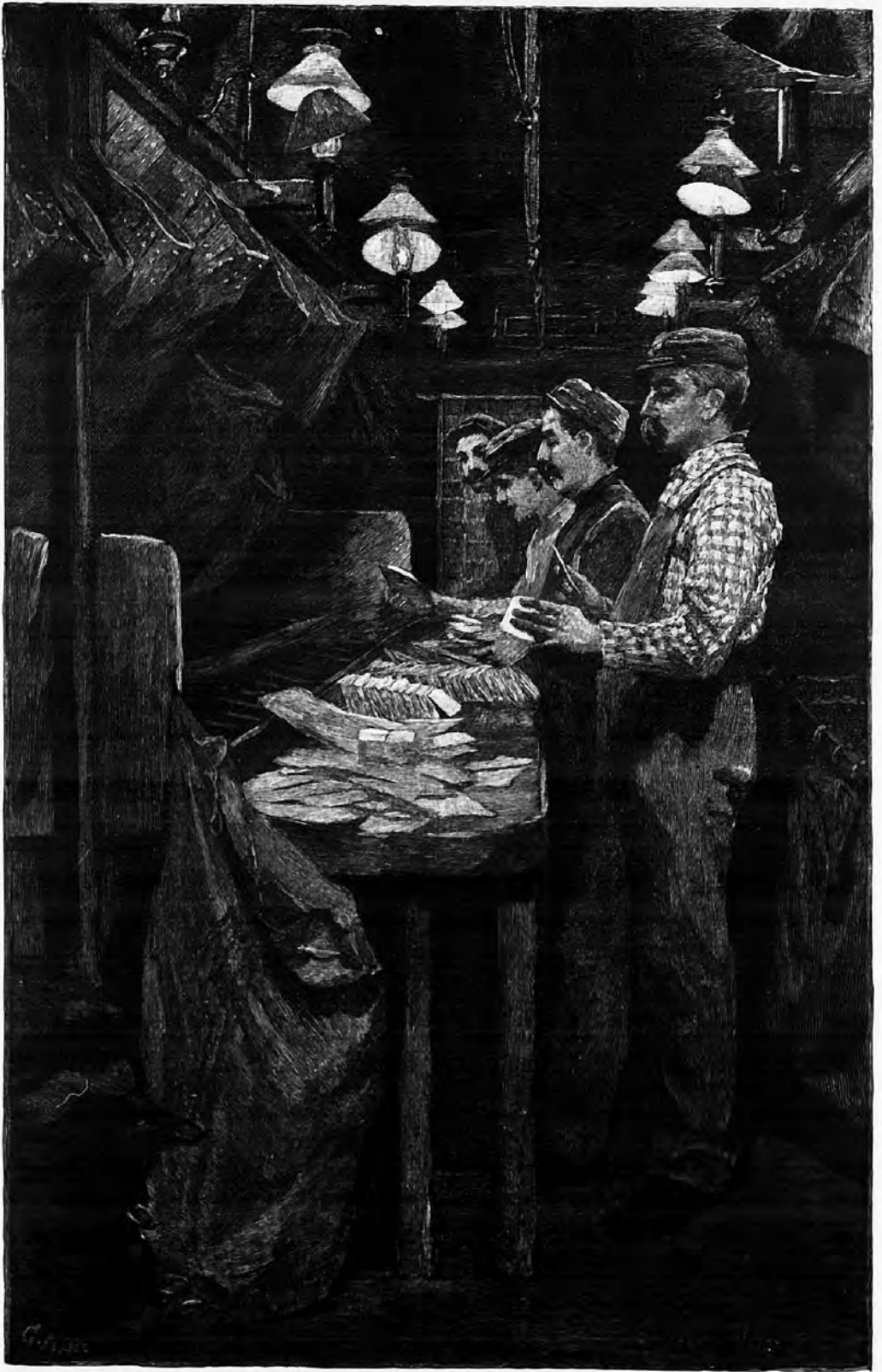
The run to Chicago for post-office purposes is divided into three divisions: from New York to Syracuse, from Syracuse to Cleveland, and from Cleveland to Chicago. Each division has its own

crew, so that the men leaving New York are relieved at Syracuse by others, and these in turn at Cleveland. The New



Catching the Pouch from the Crane.

York crew go to work, as has been said, at 4 P.M. and if the train is on time at Syracuse, as it usually is, they arrive there at 5.35 A.M., after thirteen and a half hours of as hard work as men are called upon to do. The same evening at 8.40 they relieve the east-bound crew, and are in New York again at six o'clock on the following morning. Half an hour later they are to be found on the top floor of



Sorting Letters in Car No. 1—The Fast Mail.

the general post-office building, comfortably ensconced in bunks in a large and airy room, provided as a dormitory for their use by the postmaster of New York at the time of the inauguration of the fast mail service. Each crew makes three round trips and is then laid off for six days, but its members are all this time subject to extra duty which they are called upon to perform with unpleasant frequency, particularly in holiday times.

After leaving New York, the first stop the train makes is at Poughkeepsie, but no mail is taken on there. At Albany the second halt is made, and there twenty minutes are spent in taking on the mail from New England and northeastern New York. At Palatine Bridge there is a brief stop, and after that comes Utica, where the Delaware, Lackawanna & Western, the Ontario & Western, and the

tribution for the main office and stations of the city of Chicago, thus saving much time. When the train arrives in Chicago it makes connection with a fast mail train on the Chicago, Burlington & Quincy, as also with a like train on the Chicago, Milwaukee & St. Paul. The former train arrives at Council Bluffs about 7 P.M., and there overtakes the train which left Chicago on the previous evening. The Pacific coast mail is thus expedited just twenty-four hours. A similar train on the St. Paul road also saves twenty-four hours time on the trip to the northwestern portion of the Pacific coast.

The appropriation for special facilities for the year ending June 30, 1889, is \$295,987.53. The uses to which the appropriation referred to is put are explained in the following table :

TERMINL.	RAILROAD COMPANY.	MILES.	PAY.
New York to Springfield.....	New York, New Haven & Hartford.....	136	\$17,647 06
4.35 A.M. train.....	New York Central & Hudson River.....	144	25,000 00
Philadelphia to Bay View.....	Philadelphia, Wilmington & Baltimore.....	91.80	20,000 00
Bay View to Quantico.....	Baltimore & Potomac.....	79.80	21,900 00
Quantico to Richmond.....	Richmond, Fredericksburg & Potomac.....	81.50	17,419 26
Richmond to Petersburg.....	Richmond & Petersburg.....	23.39	4,268 67
Petersburg to Weldon.....	Petersburg.....	64	11,680 00
Weldon to Wilmington.....	Wilmington & Weldon.....	162.07	29,541 27
Wilmington to Florence.....	Wilmington, Columbia & Augusta.....	110	20,075 00
Florence to Charleston Junction.....	Northeastern.....	95	17,337 50
Charleston Junction to Savannah.....	Charleston & Savannah.....	108	19,710 00
Savannah to Jacksonville.....	Savannah, Florida & Western.....	171.50	31,309 70
Baltimore to Hagerstown.....	Western Maryland.....	86.61	15,834 50
Jacksonville to Tampa.....	Jacksonville, Tampa & Key West & South Florida.....	242.57	43,962 42
Total.....			\$295,655 38

Rome, Watertown & Ogdensburg roads exchange mail matter. At Syracuse more mails come, this time from the Oswego, Binghamton & Syracuse and the Auburn & Rochester branch of the New York Central. Here also comes welcome relief for the crew which left New York. Those who follow have much to keep them busy, but the heaviest part of the work has been already performed.

From Syracuse to Cleveland there are several distributing points where mail matter is also received on the train, and the routine is continued much as already described until the crew is relieved at Cleveland. There the men of the western division take charge and continue the work until Elkhart, Ind., is reached. There a special force from Chicago meets the train, takes possession of a portion of the letter car, and makes the distri-

A careful perusal of this table develops the fact that the greater portion of this money is expended south of Philadelphia, the railroad companies in that section not having sufficient weight of mails to warrant fast trains without some additional compensation. It will also be noted that with the exception of the sum of \$25,000 for a special train to Poughkeepsie, which leaves New York City at 4.35 in the morning, the New York Central receives no compensation except that earned by them as common carriers of so many pounds of freight-mail matter carried, being paid for in accordance with its weight. It will also be observed that the Pennsylvania Railroad on its trunk line is not even so fortunate as its great rival.

There may be more dangerous pursuits in life than that of the railway post-

office clerk, but there are not many so, and there are few in which the risk to life and limb is so constant. The everyday citizen who is called upon occasionally to make a railroad journey of a few hundred miles feels it to be incumbent upon himself on such occasions to make special provision for those dependent on him in case injury or death should come while riding in the thoroughly appointed and luxurious coach placed in a portion of the train least likely to suffer from accident. But too little thought is devoted to the safety of those poorly paid but efficient servants of the state, in the forward cars, without whose services the business of the country as conducted to-day would come to a standstill. To show that the importance of this service is not here exaggerated, it is only necessary to recall the condition of affairs in New York City, and other cities as well, in March, 1888, when the great blizzard fell upon the land. There were then no mails for several days, and the prostration which came upon the community is too well remembered to need comment. The danger to those within the postal cars, however, is recognized by the railway people, and efforts have been made in the way of providing safety appliances, but it is of course impossible to lessen the danger to any great extent. All that American ingenuity suggests in the way of construction, both inside and outside of the cars, is provided. The body of the car is most substantially built, the platforms and couplings are of the most approved patterns, the trucks are similar to those used under the best passenger coaches, and the air-brakes and other safety apparatus are all brought into requisition. Within the cars are saws, axes, hammers, and crowbars conveniently placed in case of wreck, and safety-bars extend the length of the cars over-head to which the clerks cling when the cars leave the track and roll down embankments, as they often do. In the year ending June, 1888, there were 248 accidents to trains upon which postal clerks were employed. In these wrecks four clerks were killed, sixty-three were seriously, several of the number permanently, and forty-five slightly injured. The official report of

the accidents shows that the majority of them resulted from collisions, while others were due to the spreading of the rails, the failure of air-brakes to work at critical moments, and obstructions on the track.

In every case where cars were wrecked the postal car was among the number.

In many instances the cars were telescoped, and on such occasions the clerks were found buried in the wreckage or pinned under the engine or its tender. And many times true heroism was shown by the injured men. Over and over again the General Superintendent reports that notwithstanding severe injuries received by the clerks, the scattered mail matter was collected by them and transferred either to another train or to the nearest post-office. Several times trains in the West were held up by robbers, who, after sacking the express car, visited the postal car, introducing themselves with pistol shots. One clerk was seriously wounded in the shoulder. An instance of self-possession is reported in Arkansas, where the robbers, before visiting the postal car, had secured \$10,000 from the express safe. When they came to clerk R. P. Johnson he suggested that they had secured booty enough, and that under the circumstances they might let the mail matter alone. The masked men agreed with him and did not molest the mails.

In view of the dangers to which employees of the Railway Mail Service are exposed it may be permitted to quote from the last annual report of General Superintendent Bancroft on the subject of insurance. No action, he points out, has ever been taken by Congress toward providing for the care of clerks permanently injured in the service, or those dependent upon them in case of death, notwithstanding frequent recommendations by the Department. He attributes this to insurmountable objections on the part of the people's representatives to the creation of anything of the nature of a civil pension roll. He therefore suggests that there shall be deducted from the pay of each and every railway postal clerk ten cents per month, to be paid into "The Railway Postal Clerks' Insurance Fund," the custodian of which is to be the United States Treasury.

In case of death from injuries while on duty, \$1,000 is to be paid to the clerk's heirs. While this proposition is in the right direction, it hardly goes far enough. Provision should be made for the disabled, and to do so, the clerks doubtless would not object to an assessment of double the amount suggested. That they should be compelled to resort to such a mode of relief, however, is a reflection upon the government of the United States.

The first great need of the Railway Mail Service is an adequate appropriation by Congress to extend its usefulness and to keep it up to the demands and the needs of the public. Where speed is required to make connections, the Department should have the cash on hand to buy what is necessary. The railways are business institutions, managed as such, and when the Department desires extra facilities it should be prepared to pay in coin and not in talk. In this connection it is a pleasant duty for the writer of this very imperfect sketch to say that during his term of service in the post-office at New York, and at the Department, he always found Mr. William H. Vanderbilt, Mr. Cornelius Vanderbilt, Mr. J. H. Rutter, of the New York Central, Mr. John Newell, of the Lake Shore, Mr. George B. Roberts, Mr. A. J. Cassatt, and Mr. Frank Thomson, of the Pennsylvania system, Mr. Bridgers and Mr. H. B. Plant, of the Atlantic Coast Line, ready to grant any reasonable request for the improvement and extension of the service. Time after time Mr. Roberts has run a special train with the Australian trans-continental mail from Pittsburg to New York, that it might catch an outgoing steamer; and he and Mr. Vanderbilt practically re-established the fast mail, by taking letters on their limited trains. Mr. Roberts gave, in addition, an extra mail train from Philadelphia west at four o'clock in the morning, and Mr. Vanderbilt placed a postal car on the 4 P.M. train from New York, receiving in return—what they had a right to demand—an extra weighing of the mails, and what was not a matter of surprise to them, unmeasured abuse on the floor of Congress for giving these additional facilities to the people of the country.

The last and greatest need of the postal service is the total and complete elimination of partisan considerations as affecting appointments and removals in the working force. The spoils method invariably brings into the service a lot of do-nothings or a race of experimenters, whose performances never fail to breed disaster and to crush out substantial progress.

There is no position in the government more exacting than that of a postal clerk, and none that has so many requirements. He must not only be sound "in wind and limb," but possessed of more than ordinary intelligence, and a retentive memory. His work is constant, and his only recreation, study. He must not only be proficient in his own immediate work, but he must have a general knowledge of the entire country, so that the correspondence he handles shall reach its destination at the earliest possible moment. He must know no night and no day. He must be impervious to heat or cold. Rushing along at a rate of forty or fifty miles an hour, in charge of that which is sacred—the correspondence of the people—catching his meals as he may; at home only semi-occasionally, the wonder is that men competent to discharge the duties of so high a calling can be found for so small a compensation, and for so uncertain a tenure of official life. They have not only to take the extra hazardous risks of their toilsome duties, but they are at the mercy of the practical politicians, who believe that "to the victor belong the spoils." There are no public offices which are so emphatically "public trusts" as those whose duties comprise that of handling the correspondence of the people, because upon the proper and skilful performance of that duty depend—to a far greater degree than in the care of any other function accomplished through government agency—the business and social welfare of the entire community. The effects of ignorance, carelessness, and dishonesty in any other branch of the public service, although to be deplored, are not to be compared to those which follow the existence of such evils in the Post-Office. Can there be a more flagrant abuse of a "public trust" than the

perversion of a branch of the public service into an agency for furthering the ambitious ends of local and other partisans by allowing them to distribute its "patronage" as rewards for party services among those who by reason of inexperience—if for no graver cause—are incompetent to replace the skilled workman who must be routed out in order to give them room? This evil should be corrected at once. The Railway Mail Service must no longer be left at the mercy of the local partisans. The reform is not only a present necessity, but it was one in the past and will be in the future, until the force of public sentiment shall compel acquiescence in the reasonable demand, that what was so eminently meant for mankind shall not be given up to party; that the non-political business of letter-carrying, which the government has monopolized,

ness the value of their services would have been so highly appreciated that, no matter who became senior partner of the firm, under no circumstances would they have been permitted to retire. The case of these gentlemen is mentioned now simply to illustrate an idea and not to found a complaint. On the incoming of the new administration, General Thompson, in accordance with precedent, promptly tendered his resignation, and it was as promptly accepted; while General Superintendent Jameson struggled along doing his work, until to relieve his chief from embarrassment, he too tendered his resignation. The country was thus deprived of the services of two men who were experts in their profession, simply to give place to others, of high character no doubt, but with no knowledge and special aptitude for the great trust that was

committed to them. And, now, at the incoming of another administration, the experience that these gentlemen have gained will count for nothing, and they will probably be rotated out. In no other civilized country would such an atrocity be possible. An attempt to remove, for similar reasons, such postal authorities as Messrs. Rich, of Liverpool, Johnston, of Manchester, or Hubson, of Glasgow, all of whom under a sound, logical, just, and eco-



shall be conducted by it solely with a view to prompt and expeditious carrying of mail matter, and not with the object of bolstering up local "statesmen" or carrying elections.

At the coming in of Mr. Cleveland's administration, William B. Thompson was Second Assistant Postmaster-General—in charge of the contract office—and John Jameson was General Railway Mail Superintendent. Both of these gentlemen had worked their way from the ranks by sheer merit. In private busi-

ness the value of their services would have been so highly appreciated that, no matter who became senior partner of the firm, under no circumstances would they have been permitted to retire. The case of these gentlemen is mentioned now simply to illustrate an idea and not to found a complaint. On the incoming of the new administration, General Thompson, in accordance with precedent, promptly tendered his resignation, and it was as promptly accepted; while General Superintendent Jameson struggled along doing his work, until to relieve his chief from embarrassment, he too tendered his resignation. The country was thus deprived of the services of two men who were experts in their profession, simply to give place to others, of high character no doubt, but with no knowledge and special aptitude for the great trust that was committed to them. And, now, at the incoming of another administration, the experience that these gentlemen have gained will count for nothing, and they will probably be rotated out. In no other civilized country would such an atrocity be possible. An attempt to remove, for similar reasons, such postal authorities as Messrs. Rich, of Liverpool, Johnston, of Manchester, or Hubson, of Glasgow, all of whom under a sound, logical, just, and economic business system have reached their present positions by merit and efficiency from more or less inferior places, would hurl an administration in Great Britain from power, and justly too. The possession of the immense patronage of the government did not save the Republican party from defeat in 1884, or keep the Democratic party in power in 1888. Ideas are stronger than "soap," and principles more potent than spoils. It is due to President Cleveland to state that toward the

close of his administration he recognized the importance of permanency in the Railway Mail Service, and that he made a long step in advance by approving a series of rules submitted by the Civil Service Commission having for its object the removal of the service from the influences of politicians. It needs more than this, however; it needs the sanctity of the statute law, declaring that the clerks should not only keep their offices during good behavior, but that after twenty years of faithful and efficient service, or before that time, if injured in the discharge of their duty, they should retire on half pay. In case of death from accident while on duty, proper provision should be made for the family of the official. Whenever justice is done by Congress in these particulars the United States will have the best and most efficient Railway Mail Service in the world.

VESTIS ANGELICA.

By *Thomas Wentworth Higginson.*

[It was a custom of the early English Church for pious laymen to be carried in the hour of death to some monastery, that they might be clothed in the habit of the religious order and might die amid the prayers of the brotherhood. The garment thus assumed was known as the *Vestis Angelica*.—See Moroni: "Dizionario di Erudizione Storico-Ecclesiastica," ii. 78; xcvi, 212.]

O GATHER, gather! Stand
 Round her on either hand!
 Ye shining angel-band
 More pure than priest;
 A garment white and whole
 Weave for this passing soul
 Whose earthly joy and dole
 Have almost ceased.

Weave it of mothers' prayers,
 Of sacred thoughts and cares,
 Of peace beneath gray hairs,
 Of hallowed pain;
 Weave it of vanished tears,
 Of childlike hopes and fears,
 Of joys, by saintly years
 Washed free from stain.

Weave it of happy hours,
 Of smiles and summer flowers,
 Of passing sunlit showers,
 Of acts of love,
 Of pathways that did go
 Amid life's work and woe;
 —Her eyes still fixed below,
 Her thoughts above.

Then, as those eyes grow dim,
 Chant ye her best-loved hymn
 While from yon church tower's brim
 A soft chime swells.
 Her freed soul floats in bliss
 To unseen worlds from this,
 Nor knows in which it is
 She hears the bells.

THE MASTER OF BALLANTRAE.

By Robert Louis Stevenson.

V.



IN all the miserable business that now followed, I have four questions that I asked myself often at the time and ask myself still. Was the man moved by a particular sentiment against Mr. Henry? or by what he thought to be his interest? or by a mere delight in cruelty such as cats display and theologians tell us of the devil? or by what he would have called love? My common opinion halts among the three first; but perhaps there lay at the spring of his behavior an element of all. As thus: Animosity to Mr. Henry would explain his hateful usage of him when they were alone; the interests he came to serve would explain his very different attitude before my lord; that and some spice of a design of gallantry, his care to stand well with Mrs. Henry; and the pleasure of malice for itself, the pains he was continually at to mingle and oppose these lines of conduct.

Partly because I was a very open friend to my patron, partly because in my letters to Paris I had often given myself some freedom of remonstrance, I was included in his diabolical amusement. When I was alone with him, he pursued me with sneers; before the family, he used me with the extreme of friendly condescension. This was not only painful in itself; not only did it put me continually in the wrong; but there was in it an element of insult indescribable. That he should thus leave me out in his dissimulation, as though even my testimony were too despicable to be considered, galled me to the blood. But what it was to me is not worth notice. I make but memorandum of it here; and chiefly for this reason, that it had one good result, and gave me the quicker sense of Mr. Henry's martyrdom.

It was on him the burthen fell. How was he to respond to the public advances of one who never lost a chance of gibing him in private? How was he to smile back on the deceiver and the insulter? He was condemned to seem ungracious. He was condemned to silence. Had he been less proud, had he spoken, who would have credited the truth? The acted calumny had done its work; my lord and Mrs. Henry were the daily witnesses of what went on; they could have sworn in court that the Master was a model of long-suffering good-nature, and Mr. Henry a pattern of jealousy and thanklessness. And ugly enough as these must have appeared in any one, they seemed tenfold uglier in Mr. Henry; for who could forget that the Master lay in peril of his life, and that he had already lost his mistress, his title, and his fortune?

"Henry, will you ride with me?" asks the Master one day.

And Mr. Henry, who had been goaded by the man all morning, raps out: "I will not."

"I sometimes wish you would be kinder, Henry," says the other, wistfully.

I give this for a specimen; but such scenes befell continually. Small wonder if Mr. Henry was blamed; small wonder if I fretted myself into something near upon a bilious fever; nay, and at the mere recollection feel a bitterness in my blood.

Sure, never in this world was a more diabolical contrivance: so perfidious, so simple, so impossible to combat. And yet I think again, and I think always, Mrs. Henry might have read between the lines; she might have had more knowledge of her husband's nature; after all these years of marriage, she might have commanded or captured his confidence. And my old lord too, that very watchful gentleman, where was all his observation? But for one thing, the deceit was practised by a

THE MASTER OF BALLANTRAE.

By Robert Louis Stevenson.

V.



ON all the miserable business that now followed, I have four questions that I asked myself often at the time and ask myself still. Was the man moved by a particular sentiment against Mr. Henry? or by what he thought to be his interest? or by a mere delight in cruelty such as cats display and theologians tell us of the devil? or by what he would have called love? My common opinion halts among the three first; but perhaps there lay at the spring of his behavior an element of all. As thus: Animosity to Mr. Henry would explain his hateful usage of him when they were alone; the interests he came to serve would explain his very different attitude before my lord; that and some spice of a design of gallantry, his care to stand well with Mrs. Henry; and the pleasure of malice for itself, the pains he was continually at to mingle and oppose these lines of conduct.

Partly because I was a very open friend to my patron, partly because in my letters to Paris I had often given myself some freedom of remonstrance, I was included in his diabolical amusement. When I was alone with him, he pursued me with sneers; before the family, he used me with the extreme of friendly condescension. This was not only painful in itself; not only did it put me continually in the wrong; but there was in it an element of insult indescribable. That he should thus leave me out in his dissimulation, as though even my testimony were too despicable to be considered, galled me to the blood. But what it was to me is not worth notice. I make but memorandum of it here; and chiefly for this reason, that it had one good result, and gave me the quicker sense of Mr. Henry's martyrdom.

It was on him the burthen fell. How was he to respond to the public advances of one who never lost a chance of gibing him in private? How was he to smile back on the deceiver and the insulter? He was condemned to seem ungracious. He was condemned to silence. Had he been less proud, had he spoken, who would have credited the truth? The acted calumny had done its work; my lord and Mrs. Henry were the daily witnesses of what went on; they could have sworn in court that the Master was a model of long-suffering good-nature, and Mr. Henry a pattern of jealousy and thanklessness. And ugly enough as these must have appeared in any one, they seemed tenfold uglier in Mr. Henry; for who could forget that the Master lay in peril of his life, and that he had already lost his mistress, his title, and his fortune?

"Henry, will you ride with me?" asks the Master one day.

And Mr. Henry, who had been goaded by the man all morning, raps out: "I will not."

"I sometimes wish you would be kinder, Henry," says the other, wistfully.

I give this for a specimen; but such scenes befell continually. Small wonder if Mr. Henry was blamed; small wonder if I fretted myself into something near upon a bilious fever; nay, and at the mere recollection feel a bitterness in my blood.

Sure, never in this world was a more diabolical contrivance: so perfidious, so simple, so impossible to combat. And yet I think again, and I think always, Mrs. Henry might have read between the lines; she might have had more knowledge of her husband's nature; after all these years of marriage, she might have commanded or captured his confidence. And my old lord too, that very watchful gentleman, where was all his observation? But for one thing, the deceit was practised by a

THE UNITED STATES MUTUAL ACCIDENT ASSOCIATION,

Nos. 320, 322 and 324 Broadway, New York.

CHARLES B. PEET,
President.

JAMES R. PITCHER,
Sec'y and Gen'l Manager.

SOME FIGURES. DEC. 31ST, 1888.

Losses paid since January 1st, 1888,	- - - -	\$346,689 77
Losses paid since incorporation,	- - - -	1,374,698 75
Number of losses paid since January 1st, 1887,	- - - -	3,229 00
Number of losses paid since incorporation,	- - - -	12,422 00
Death losses due and unpaid,	- - - -	None
Weekly indemnity due and unpaid,	- - - -	None
Half a million dollars saved to its members in 1888 in the reduced cost of accident insurance.		

\$5,000 in case of death by accident, with liberal indemnity for the loss of sight or limb, costs about \$15 per year, which may be paid in one payment or in installments.

LIEBIG COMPANY'S Extract of Meat

*Finest and Cheapest Meat Flavoring Stock
for Soups, Made Dishes, and Sauces.*

As Beef Tea, "an invaluable tonic."

Annual sale 8,000,000 jars.

Justus von Liebig
TRADE MARK



Genuine only with fac-simile of Justus von Liebig's
signature in BLUE across label.

Sold by Storekeepers, Grocers, and Druggists.

LIEBIG'S EXTRACT OF MEAT CO., L'td, London.

RELIABLE TESTIMONY.

Among those who testify to the merits of ALLCOCK'S POROUS PLASTERS are:

Mrs. Henry Ward Beecher, Hon. Sam'l J. Randall, Cyrus W. Field, Jr., Hon. James W. Husted, Charles D. Fredricks, Henry King, Manager Seaside Sanitarium, Hon. E. L. Pitts, Gen. F. B. Spinola, George Augustus Sala, Marion Harland, and Sisters of Charity, Providence Hospital, Washington, D. C.

Beware of imitations, and do not be deceived by misrepresentation. Ask for **ALLCOCK'S**, and let no explanation or solicitation induce you to accept a substitute.

JOSEPH GILLOTT'S
STEEL PENS.
 THE MOST PERFECT OF PENS. Every pen bears his name. See that you have GILLOTT'S.
 For Fine Writing—Nos. 303, 170 (Ladies' Pen), and 604. For General Writing—Nos. 404, 601, 332.
 For Artistic Use—No. 659 (Crowquill). For Schools—Nos. 303, 351, 404, 604. Other Numbers to suit all hands.

\$10,382,781.92
8,341,571.51

\$2,041,210.41

THESE SPLENDID FIGURES
 Represent the Assets, Liabilities, and Surplus to Policy-Holders, respectively, on Jan. 1, 1889, of

THE TRAVELERS
 OF HARTFORD, CONN.
 Chief Accident Company
 of the World,
 —ALSO—
 A Leading Life Company.

Gain over 1887
IN ASSETS, IN SURPLUS,
IN PREMIUMS,
 And in Insurance Written (both Life, Accident, and Ticket).

"MORAL: INSURE IN THE TRAVELERS."

Issues not only Accident Policies, but all best forms of
Life and Endowment Policies
 at Lowest Cash Rates.

Has Paid Policy-Holders
\$16,000,000.

J. G. BATTERSON, Pres. RODNEY DENNIS, Sec.
 JOHN E. MORRIS, Asst. Sec.

Its Superior Excellence proven in millions of homes for more than a quarter of a century.



Endorsed by the heads of the great Universities as the Strongest, Purest, and Most Healthful.

It is used by the United States Government.
 Dr. Price's Cream Baking Powder does not contain Ammonia, Lime, or Alum. Sold only in Cans.
 PRICE BAKING POWDER CO.,
 NEW YORK. CHICAGO. ST. LOUIS.

EASTMAN'S
ALOHA



Send two cent stamp for book giving true meaning of name and legend of flower, or five two cent stamps for book and sample of perfume.

EASTMAN & BRO.,
 Mention SCRIBNER'S MAGAZINE. 723 SANSON ST., PHIA., PA.

KNABE PIANOS Unequalled in TONE, TOUCH, WORKMANSHIP, and DURABILITY.
WAREROOMS:
 112 Fifth Avenue, New York; 22 & 24 E. Baltimore St., Baltimore; Washington Branch: 817 Market Space.

