MRS. ROOSEVELT READY FOR CHRISTMAS.

HISTORIAN'S OFFICE.

Church of Jesus Christ

of Latter-day Saints.

Some of the Duties of

The Lord Mayor of London

Life at the Mansion House is a Strenuous One-\$280,-000 Spent on a Single Banquet-Children's Fancy Dress Ball-Magnificent Display Given by the Official Whose Salary Amounts to \$50,000 a Year.

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The Right Holl, the ford mayor is anothing particular going on in the Man-indisputably one of the hardest worked in thouse. More often than not there men in the city of London; from the time he comes into office until the time he goes out scarcely having one minute between ball on the great statement of the scale ball on which he can devote to other than pub-He duties. One can join the civic brenkfast party at 9 a. m. and find the chief magistrate has consumed his early cup of coffee more than two hours before, and has since been busily employed with the correspondence of the previous night. Ten o'clock is the general time for reception of callers by appointment, these sometimes making up quite a little crowd, and representing a scope and multiplicity of subjects the world little wots of.

DISPENSES JUSTICE.

It would be a prodigious task to take but brief cognisance of the composite nature of these interviews; one can only wonder at the rapidity with which my lord mayor acts through them in readiness for the opening of the justice room at 11 o'clock. Here nis lordship presides in his official robes, adjudicat-ing on a daily list which is sometimes got through under an hour and at others takes up four or five hours. Should there be time between the closing of the court and luncheon, the huge postal de-livers of the morning is gone throughafter its previous weeding by Mr. Souis-by, the secretary, who has held con-inuous office for a quarter of a con-tury; and if there is one place which needs a secretary who is fully conversant with the routine, it is the Man-sion House. When one thinks of the numerous deputations, dinners, balls receptions, and the hundred and one other matters the details of which Mr Soulsby has to arrange, and gets an idea of the correspondence by seeing the accumulative pile of one day, then one wonders now it is done.

And such a correspondence! Curious, to say the least of it. Petitions for offices and situations from directors to porters, and from managers to messengers; briefly, from the unemployed of every grade. And shoals of begging letters, an affirmative response to which would quickly en; ty the coffers of a Crossus. Some of the letters are high-ly amusing, as when my lord mayor is pathetically besought to look for a wife for an enterprising young Cana-cian settler, or asked in brief business terms to sell a case of goods for a con-tinental tradesman, and perhaps is even begged to undertake the mission of the "agony column" and find some missing relative.

IN THE WILKES PARLOUR.

Lunchcon is served in the Wilkes parlour at 1;30, and is partaken of by the lord mayor or, in bis absence, the ai-derman who has taken the court, the city marshal, Mr. Soulsby, and any of the lord mayor's family who are at the

Mansion House. After that the lord mayor has often some public duty demanding his pres-

The Right Hon, the lord mayor is afternoon and evening when there Saloon, banquets which are given in the Egyptian hall, or in the old ball room up stairs (chiefly used for city com-panies), or committee and other meti-ings in the lord mayor's parlor is something wonderful to contemplate. Think for a moment of the unmensity of work entailed by the various Man-tion House funds. sion House funds. There are always one or two or these going, and as the ord mayor is the initiator and active head of each one it can be readily un-derstood that the working details are a great tax upon him. SOME OF HIS DUTIES.

And the chief magistrate is a judge of the Central criminal court and London sessions; he presides at the court of aldernich and the court of common council, he receives numbers of royal and distinguished visitors, and has fre-quent communication with the government as the city representative. He is also connected with more societies, hospitals, and schools than can be noted. He and twelve citizens assist the chird utler at the coronation banquet. enjoys the right of private audience with the king should public affairs de mand it, he has the entree to levee or drawing room, and at such he may use the ambassadors' entrance instead of failing into the usual long line of car-riages. When the king comes into the city the chica magistrate meets him at Temple Bar.

But no mere recital of duties can five any adequate idea of the way in which the lord mayor's time is occupied rom early morn until, one might truth fully say, midnight. He needs to be robust man to accept this office, and also he needs to be a wealthy one, for although his salary is £10,000 for the term, if he is a good lord mayor he will certainly spend three times that amount-probably much more. The and the magnificent display of goid plate, which of itself represents a large fortune, all make up a brilliant scene which, once witnessed, can never be forgotten. The company previously anguet on November 9 costs him abou £1,500, a similar sum being contributed by the two sheriffs. As every one knows, the Mansien House banquets are costly scenes of splender. The lord gather in the saloon, and then, preceded by the toastmaster, enter in one glittermayor and the city fathers entertain-ing right royally. The one given on ing procession, at the head of which is the lord mayor and lady mayoress with the marriage of the present king and the two principal guests. Each gentle-man has already been furnished with a card which is at once a plan of the queen cost no less than £50,000, and one is regally grand may be looked for dur ing the year Sir Joseph Dimsdale today enters upon, for 11 is a standing institutables, a menu, and a program of the music; the band for the latter being tion that the first banquet given after the coronation of a king or queen, cr both, is given in their honor, and they are specially invited. The receptions given by the lady mayoress are charming functions, which call together a great many personages

STATE NIGHTS.

during each month of her residence. Her ladyship receives in the saloon, be-The Egyptian hall when prepared for ing seated on what might almost be termed a chair of state, to greet the visitors. Some two or three hours are a state banquet is one of the most bri-liant sights imaginable. The lord mayor and the principal guests are seated facing the entrance doors, the tables bc-ing placed round three sides and in spent in pleasant converse, listening to exquisite music, and in wandering a will through the stately old rooms, with rows across the center. Space will not allow description, but the magnificence their wealth of carving, sculpture and of the tables, the rare beauty of the £10,000 worth of statuary ranged be-

tapestry. The Mansion House balls are a dream of splendor. The lord mayor's ball is of splendor. The Egyptian hall, others in A NICE CHRISTMAS PRESENT. tween the lofty supporting pillars, the

entrance doors.

visit to New York.

stationed in a small gallery over the

which hang beneath the roof, the ricn | children's fancy dress ball-which is an dress and uniforms of the company, | annual event-is one of the prettiest annual event-is one of the prettiest things of the year; hundreds of youngsters are invited whose ages range from 6 to 14, and the long procession as it passes the ford mayor and lady mayor ess shows a diversity and richness o dress of all perious which would be dif ficult to surpass .-- London Daily Mail.

Mrs. Theadore Roosevelt has completer her Christmas purchases and is

now fully prepared to assume the role of Santa Claus when the twenty-

fourth of the month comes around. The above interesting snapshot shows the

President's wife making her last Christmas purchase when on her shopping

Working Night and Day.

The busiest and mightlest little thing that ever was made is Dr. King's New Life Pills. These pills change weakness into strength, listlessness into energy, brain-fag into mental pow-er. They're wonderful in building up the health, Only 25c. per box. Sold by Z. C. M. I. Drug Dept.

ALL BOOK LOVERS

Would appreciate a copy of Women of the Bible as a Christmas present. Price 75c. at Cannon Book Store,

Worms take refuge in the small intestine, where they can easily multiply WHITE'S CREAM VERMIFUGE will destroy these parasites. The verdict of the people tells plainly now well it has succeeded. Price, 25 cents. Z. C. M. I.

What American Railways Can Teach England

Some Views of an Expert in the London Daily Mail Upon the Ancient Methods in Vogue on the Railroads of Albion's Isle.

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Most of them are suffering from marked depression, and one of the oldest lines recently declared the lowest dividend in forty years. Their expenses are increasing, and their revenue shows no corresponding growth. At the same time complaints are universal that by high rates and now service they are crippling trade.

American roads, on the contrary, are having a time of wonderful prosperity, despite lower charges. The heads of many English lines have visited the United States this summer to learn the causes of this. Mr. Angus Sinclair, the editor of "Locomotive Engineer-ing" of New York, is a leading authority on the matter. A Scotchman by birth, he has lived many years in the West, and his writings are the accepted text books of the American railway world.

FREIGHT AT A PROFIT.

When I saw him at his home in East Orange, New Jersey, he made some frank criticisms of British raliway frank methods. "In the matter of passenger traffic England has little to learn from America, but in conveying freight it is far behind," he said. "It costs Engfar behind," he said. lish railways four times as much to carry goods as it does American. The American lines have steadily reduced their working expenses per ton mile, in some cases down to less than a quar-ter what they were thirty years ago. The working expenses of the leading English lines are about the same as they were a reperation ago. The same lish railways four times as much to they were a generation ago. The same is true of the charges made to the pubis true of the charges made to the pub-lic. The average rate per ton mile over the leading American lines was in 1867 1.925 cents. It gradualy went down till in 1898 it was only .735 cents. On English lines, according to Mr. E. G. Dorsey's calculations, the average rate by 2.5 cents, and has remained rate is 2.5 cents, and has remained practically unaltered all this time. English railways charge over three times as much on the average for the conveyance of goods as American.

"Why is this? It is not because la-bor is cheaper in America. On the contrary, wages on the New York Cen-tral, take one leading American line, are said to average nearly twice as much as on your London and North-western. The main causes of the American economy are the heavier loads drawn, the reduction of dead and the larger freight cars. weight. The English goods wagon is made to hold from eight to twenty tons; the American freight car carries fifty tons. We load our cars to their full capacity: you only half and quarter load many of your trucks. The net result many of your trucks. The net result is that while in English goods traff two thirds of the weight hauled is dead weight, trucks, cars, and only onethird paying goods, in America the proportion is reversed, two-thirds being remunerative,

THE ENGLISH WAY.

"The British system is to have a truck at each little station, and load it up with the goods from there. Thus the prime read to be a state of the st

English rallways are under a cloud. | many trucks at various points, many of them with only one ton or even half a ton of goods on them. On a freight train going through from New to Chicago, instead of a car being cou pled at each station, all the goods would be loaded on one car till that one was full; then a second would be attached, and so on.

> This economy of freight cars has another advantage. In England great ex-pense is incurred in shunting the rows goods wagons; in America this is avoided. America, too, has nothing t correspond to the long death list o English railways through coupling h to that. In the States the railroads are everywhere required to have automatic couplers. "Economy is obtained on American

lines by having much heavier freight trains. Recently I read an account of a meeting of English engine-drivers protesting against the increased loads being put on their trains. "Why,' one of them said, 'the companies will soon be wanting us to have trains carrying fifteen hundred tons.' He did not know that in America the ordinary freight rain carries far more than that. Five indred tons is a fair average on an inglish line; some Americans take 3,-0 tons "This point, has impressed many of

the English managers who have been wer here, and they declared their intention of constructing bigger goods wagons and adopting heavier loads. "Some of the economy of the Ameri-can lines is doubtless due to the better raining of the engine drivers. In Engand a lad starts as a cleaner, goes

stoker, and then in time becomes enzine driver. Here in America he has to undergo regular and severe examinaions before he takes charge of an en-He has to understand his engine, zine. ot merely by the knowledge he can lick up on the line, but in a scientific nanner. He has to know how temnanner. orarily to repair it in case of a break down. He has to master the theory as well as the practice of getting the best work out of it in the easiest way. The American engine driver is ahead.

AMERICAN ECONOMY IN LABOR. "If an American manager took control of a British line probably one of the first things he would do would be to

greatly reduce the amount of labor. By our methods many more men are required than with us. The English railway engine has been designed by civil engineers; the American mainly by mechanics. This is shown by the fact that the American ocomotive is much more convenient for the driver to handle. He has everything within easy reach of his hand without moving. On the English lo-comotive the driver has to move here o do this, there to do that, and so on. The comfort of the driver is more studed with us.

"In the battle between English and American engines, certain points can be granted to the English. It is probably true that they use less fuel to do a given amount of work, they have more outside finish, and they last long-But in England you preserve you er. locomotives in a way we do not. W

common and because catarrh is not rapidly fatal, people too often over-look and neglect it until some incurable ailment developes as a result of the neglect The inflamed condition of the memfrance of the nose and throat makes a fertile soil for the germs of Pneumonia and Consumption, in fact, catarrhal pneumonia and catarrhal consumption the most common forms of the

FEW PEOPLE REALIZE

The Danger in That Common Dis-

ease Catarrh.

Because catarrhal diseases are so

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than one quarter of the dea as this country. Remedies for catarrh are almost

amerous as catarrh sufferers but ve-w have any actual merit as a curhe only good derived being simply emporary relief. There is, however, a very effective

remedy recently discovered which is rapidly beeming famous for its great value in relieving and permanently ouring all forms of catarrhal diseases. whether located in the head, throat ungs or stomach

This new catarrh cure is principally composed of a gum derived from the Eucolptus tree, and this gum possesses extraordinary healing and antiseptic properties. It is taken internally in the form of a lozenge or tablet, pleas-ant to the taste and so harmless that little children take them with safety and benefit.

Eucolptus oil and the bark are sometimes used but are not so convenient nor so palatable as the gum.

Undoubtedly the best quality is found in Stuart's Catarrh Tablets which may be found in any drug store and any catarrh sufferer who has tried douches inhalers and liquid medicines, will be surprised at the rapid improvement after a few days use of Stuart's Catarrh Tablets which are composed of the gum of the Eucolptus tree, combined with other antiseptics which destroy germs of catarrh in the blood and ex-pel the catarrhal poison from the sys-

Dr. Ramsdell in speaking of Catarrh and its cure says: "After many experiments I have given up the idea of cur-ing catarrh by the use of inhalers, washes, salves or liquid medicines. I have always had the best results from Stuart's Catarrh Tablets; the red guns and other valuable antiseptics tained in these tablets make them, in my opinion, far superior to any of the numerous catarrh remedies so extensively advertised. The fact that Stuart's Catarrh Tablets are sold in Irug stores, under protection of a trademark, should not prejudice concientious physicians against them because their undoubted merit and harm-less character make them a remedy which every catarrh sufferer may use with perfect safety and the prospect of permanent cure

For colds in the head, for coughs, ca-tarrhal deafness and catarrh of the stomach and liver, people who have tried them say that Stuart's Catarrh Tablets are a household necessity.

them out by hard work the more profitable they are to us. After an English locomotive has conveyed a train, say, a hundred and fifty miles, it is taken into the shed and cleaned and cared With us a fresh driver is put on, and it is started out again. The whole system is different. And this fact re-mains. The improvements being made on English locomotives are on Ameri-can lines. Your North-Eastern railway is now turning out what is prac-tically an American pattern engine. This adoption of the American patterns, with some modifications, will go on more and more.

"Old-fashioned equipment and unwillingness to throw on one side the second best locomotives and cars are hindering England today. And your rigid road beds involve greater strain and expense that the elastic road beds ition

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