



It is just a common cold, people say, there's no danger in that. Admitting their statement, then there are uncommon colds, colds which are dangerous; for many a fatal sickness begins with a cold. If we could tell the common cold from the uncommon we could feel quite safe. But we can't. The uncommon variety is rarely recognized until it has fastened its hold on the lungs, and there are symptoms of consumption.

At the first symptoms the careful person will heed the warning by taking a mild laxative; some vegetable pill that will not disturb the system or cause griping. About the best is "Dr. Pierce's Pleasant Pellets." If the cold starts with a cough, and it persists then some local treatment for this condition should be taken. A well known alternative extract, which has been highly recommended by thousands of users, is Dr. Pierce's Golden Medical Discovery. This tonic compound is composed of an extract of roots and herbs and has a soothing effect upon the mucous membrane, always the irritation and at the same time works in the proper and reasonable way, at the seat of the trouble—the stagnated or poisoned blood.

It contains no alcohol to shiver up the blood corpuscles, but makes pure rich red blood.

Dr. Pierce's 1000-page illustrated book, "The Common Sense Medical Adviser," is sent free in paper covers on receipt of 21 one-cent stamps to pay cost of mailing only. For 31 stamps the cloth-bound volume is sent. 1008 pages. It was formerly sold \$1.50 per copy. Address Dr. R. V. te, Buffalo, N. Y.

THE CLEANSING AND HEALING CURE FOR CATARRH

ELY'S Cream Balm

Easy and pleasant to use. Contains no dangerous drugs. It is quickly absorbed and gives relief at once. It opens and cleanses the nasal passages, allays inflammation, heals and protects the membrane. Restores the senses of taste and smell. Large size 50c. at Druggists or by mail. Trial size, 10c. by mail.

ELY BROS., 56 Warren St., New York.

Every Woman

is interested and should know about the wonderful MARVEL WHIRLING SPRAY. The New Vaginal Spray. It is a most effective and safe remedy for all diseases of the female system. It cleanses, soothes, and restores the natural health of the woman. It is sold by Druggists, or by mail for 50c. per bottle. Trial size, 10c. by mail.

ELY BROS., 56 Warren St., New York.

Men and Women

Use Big 42 for urinary discharges, inflammation, irritation or ulceration of the mucous membrane. Painful, and not astringent or poisonous.

Sold by Druggists, or sent in plain wrapper by express, prepaid, for \$1.00, or 3 bottles \$2.75. Circular sent on request.

PENNYROYAL PILLS

Original and only genuine. Safe, reliable, and effective. They are sold by Druggists, or by mail for 50c. per box. Trial size, 10c. by mail.

CHICKEN'S ENGLISH. Sufferers from Catarrh of the Bladder, or from any other urinary disease, should use this medicine. It is sold by Druggists, or by mail for 50c. per box. Trial size, 10c. by mail.

LADIES' DR. LAFRANCO'S COMPOUND

Safe, speedy regulator; 25 cents. Druggists or mail. Booklet free. DR. LAFRANCO, Philadelphia, Pa.

The Billboard

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BEST FOR: CIRCUS and THEATRICAL ROUTES, FAIR and CONVENTION DATES, PARKS, CARNIVALS, CELEBRATIONS.

Advance news concerning theatrical in all fields, viz: Dramatic, Vaudeville, Musical, Minstrel, Operatic and Burlesque.

THE RECOGNIZED ORGAN OF THE THEATRICAL PROFESSION OF AMERICA. It has the largest circulation and is the best advertising medium of any paper in its class.

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J. RUNGE & CO.

No. 16 S 7th St. Telephone No. 50. RICHMOND IND.

NEW YORK SUBWAY

THE GREAT TUNNEL OF NEW YORK RAPID TRANSIT CO.

OPENED WITH A HURRAH

Over 300,000 People Passed Through on the First Day—1,500 Policemen Took Care of Crowd.

(By Associated Press.)

New York, October 27.—Tonight at seven o'clock the longest tunnel in the world was opened in this city. The tunnel being the subway of the New York Rapid Transit Company. Immediately after the opening of the tunnel the people made a rush to get a chance to ride in it and it is estimated that over 300,000 people had ridden by midnight. Before the general opening of the subway a number of cars containing visitors were sent over the route for inspection. These cars were run until six o'clock when they were taken off and a minute inspection of every thing in connection was inspected by trusted employees of the road to see that no accident could happen when the cars carrying the general public were started running.

Over 1,500 policemen were needed to keep order at different stations when the ticket offices were opened this evening. Five Hundred were used at the Central Park station alone and a good sized squad was present at the other stations.

The subway is one of the greatest transportation projects ever carried to completion and New Yorkers are now reaping the reward for four years of patient waiting. That the subway was built and built so thoroughly brings into view the man who was the center and head of the operations, John B. McDonald, to whose individual pluck and genius New York owes the successful completion of the work. When bids were called for the construction of the work only two were received, one of these two being that of Mr. McDonald who claimed that he could do the work for \$35,000,000, his bid being the lowest it was accepted. Every engineer of note in the United States was astonished at his bid and many of them claimed that it could not be done at that figure. But Mr. McDonald has shown them now that they were in error. Mr. McDonald was born in Ireland in 1844 and is now 60 years old. He came to this country when he was three years old and most of his young life was spent in the rocks of the Hudson River Railroad where he worked for 75 cents and \$1 a day.

The subway is the consummation of years of study of the transportation problem on Manhattan Island and marks the completion of the first stage of what will be the most comprehensive system of rapid transit in the world. Considering the peculiar difficulties faced by its builders, the subway stands unique as a feat

Women as Well as Men Are Made Miserable by Kidney and Bladder Trouble.

Kidney trouble preys upon the mind, discourages and lessens ambition; beauty, vigor and cheerfulness soon disappear when the kidneys are out of order or diseased.

Kidney trouble has become so prevalent that it is not uncommon for a child to be born afflicted with weak kidneys. If the child urinates too often, if the urine scalds the flesh, or if, when the child reaches an age when it should be able to control the passage, it is yet afflicted with bed-wetting, depend upon it, the cause of the difficulty is kidney trouble, and the first step should be towards the treatment of these important organs. This unpleasant trouble is due to a diseased condition of the kidneys and bladder and not to a habit as most people suppose.

Women as well as men are made miserable with kidney and bladder trouble, and both need the same great remedy. The mild and the immediate effect of Swamp-Root is soon realized. It is sold by druggists, in fifty-cent and one-dollar size bottles. You may have a sample bottle by mail free, also a Home of Swamp-Root pamphlet telling all about Swamp-Root, including many of the thousands of testimonial letters received from sufferers cured. In writing Dr. Kilmer & Co., Binghamton, N. Y., be sure and mention this paper. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

Columbia

The Uncolored Catsup

Has the natural red of the ripe tomato

Columbia Conserve Co. Indianapolis, Ind.

of engineering and construction. In the shape of an irregular Y, with the stem resting at the City Hall, the tunnel runs north to 42nd street where it bends sharply west to Broadway and out that thoroughfare to 103rd street. This portion of the tunnel is a four track system, two tracks for local and two for express train service. At 103rd street two tracks diverge in a generally north-eastern direction, cross under a corner of Central Park and on to the Harlem River, under which it passes by means of a tunnel made famous by the engineering skill called into play to complete it. After passing under the river it continues to Third Avenue and 145th street, where the tunnel ends and the line is continued upon a viaduct to Bronx Park. The West Side branch of two tracks continues north from 103rd street to Hillside Avenue and 11th Avenue, where it emerges from a tunnel and is continued upon a viaduct to its terminus at Spuyten Duyvil. Nine miles of this total of about fourteen miles were ready for traffic today, but it is expected that the East Side division and the remainder of the West Side line will be ready in about three months. The recently authorized line from City Hall under the East River to Prospect Park, Brooklyn, will not be completed for about three years. With that and other lines under construction and authorized, Greater New York will have between twenty two and twenty three miles of Subway and allied lines.

Ground was broken for the tunnel on March 25, 1900, after years of agitation and litigation out of which the present project grew. It had been decided by a municipal ballot that the city should own the system but that it should be constructed under private contract on money loaned by the city, to be repaid by the contractor with interest. It required six years to lay out the route and plan the size and character of the tunnel and the viaducts.

The tragedy of the entire work, which up to date has cost about 120 lives, lies practically in the division on Park Avenue in the Thirties and Forties. A series of misfortunes and accidents befell this section, causing a number of deaths, entailing many damage suits and financially ruining the subcontractor, who, to crown the one dark chapter on the Subway story, finally lost his life in a blasting accident.

The rapid transit system, of which the Subway opened today is but the first stage, when completed will make New York unique among the world's cities. Its twenty-six miles of underground tracks, elevated structures and viaducts, over which will run express trains at nearly a mile a minute, will reach to the city's northern and southern limits, and dividing under the East River, make the extreme eastern skirts of Brooklyn as accessible to the great business districts and the apartment house crowned heights of Harlem. It is estimated that over this vast system, and those of the Metropolitan Street Railway company and the Manhattan Elevated Company, will pass annually more than nine hundred millions of passengers. Crossing this huge system of public utilities will be the great \$50,000,000 private tunnel of the Pennsylvania Railway company, which, crossing the Hudson River from the Jersey shore to Manhattan Island, will go under the city, dive under the East River and furnish an exit to the great Long Island country. Other links in this giant system are the New York and New Jersey railroad tunnel, the Hudson and Manhattan Railroad tunnel, the New York Central Terminal tunnel, the Williamsburg Bridge and the Manhattan Bridge and the Blackwells Island Bridge, involving all told an expenditure of about \$205,000,000.

The largest power house in the world has been erected to supply the motive power for the new system. The house has so much weight that the foundations for it were built on the solid bed rock. The machinery consists of eleven engines each of 12,000 horse power and seventy-two boilers of 600 horse power each. The lighting and power systems have been kept entirely separate and ingenious devices prevent the possibility of electric flashes about the cars. The scene in the tunnel strikes one

at first sight as being so entirely different from anything he expected to see that it takes a long while to get over the surprise and to realize what the surroundings actually are. The lighting effects are most tasteful and for once in a great, practically municipal undertaking beauty has been made an important element in the work.

Every station along the route has an entirely different color scheme in glazed tiles and marble, and in addition the walls wherever possible, to their name. The Astor station, for instance, is decorated with the beaver in mosaic—the Astor emblem, and at Columbus Circle, the decorations are caravels.

It will not be necessary for a passenger going up or down town to strain his ears so that he may understand what station the conductor is calling. He can look out of the window and see the color scheme of the station he is approaching and know at once where he is. But if this evidence fails him, an ingenious electrical arrangement, suspended from the roof of his car, lights up automatically on approaching the station and shows the name in electric bulbs.

There are not only dispatchers' offices, fully equipped at every station, but by a novel electrical system the moment an engineer of a running train takes his hand from his lever, for any purpose, or accidentally loses control, the air brakes are applied by automatic pressure and the train comes to a gentle stop. It is impossible for a train to swerve from the rails under any circumstances.

Express trains to Harlem will run at the rate of from forty to fifty miles an hour and cover the distance to the river in fifteen minutes. The cry of "Harlem in fifteen minutes" thought only a few years ago to be an idle dream, is now an accomplished fact. Local trains, stopping at the various stations, will make the run in thirty minutes.

Between One Hundred and Sixty-eighth street and the city hall there are facilities for running the express trains at even greater speed than fifty miles, if necessary. There is a fifth track at Forty-second street, one at Fourteenth street and a third at Spring street, so that cars can be switched off at these points. In addition the system has a loop at the city hall and a double loop at the Battery. The cables containing the electricity used for power are built in ducts into the side walls of the subway and run in from the opposite side to that provided for the lighting wires both systems being entirely separate in operation.

Many of the subway stations are finished in the most artistic manner. Rockwood pottery, Faience and marble are used in many tints and intricate designs. The glass roofs at the stations provide dazzling light, which is diffused from the glazed tiles. The platforms are built in the most substantial manner, to accommodate great crowds. From one end of the subway to the other the passage is nothing less than a great broad arcade, lit with much brilliancy and broken at short intervals by the ever-changing color schemes of the various stations.

The third-rail system will not be used throughout, the rail, however, being protected by a hood for its entire length, making accidental contact impossible. This is only one of the precautions that have been taken by the way of safety. On no railroad in the world has the chance of accident been reduced to such a minimum as in this subway.

The work as it now stands completed, covers a distance of twenty-four miles—thirteen and one-half miles of subway proper, five and one half miles of elevated viaducts and five miles of deep tunnels. The main stretch of track from city hall to One Hundred and Fourth street is 6.7 miles long and four-track all the way. Following onto this are a three-track system of 7.4 miles and a double track system of 9.6 miles making a total length of twenty-four miles. The entire track length is seventy miles. The portion of the subway which was opened to the public for traffic consists of the four track route as far north as West Ninety-sixth street.

Better Than Pills.

The question has been asked—In what way are Chamberlain's Stomach and Liver Tablets superior to the ordinary cathartic and liver pills? Our answer is—They are easier and more pleasant to take and their effect is so gentle and so agreeable that one hardly realizes that it is produced by a medicine. They not only move the bowels but improve the appetite and aid the digestion. For sale at 25 cents per bottle by A. G. Lanken & Co., and W. H. Sudhoff, corner Fifth and Main streets.



Miss Rose Peterson, Secretary Parkdale Tennis Club, Chicago, from experience advises all young girls who have pains and sickness peculiar to their sex, to use Lydia E. Pinkham's Vegetable Compound.

How many beautiful young girls develop into worn, listless and hopeless women, simply because sufficient attention has not been paid to their physical development. No woman is exempt from physical weakness and periodic pain, and young girls just budding into womanhood should be carefully guided physically as well as morally.

If you know of any young lady who is sick, and needs motherly advice, ask her to write to Mrs. Pinkham at Lynn, Mass., who will give her advice free, from a source of knowledge which is unequalled in the country. Do not hesitate about stating details which one may not like to talk about, and which are essential for a full understanding of the case.



Miss Hannah E. Merston, Collingwood, N. J., says:

"I thought I would write and tell you that, by following your kind advice, I feel like a new person. I was always thin and delicate, and so weak that I could hardly do anything. Menstruation was irregular. I tried a bottle of your Vegetable Compound and began to feel better right away. I continued its use, and am now well and strong, and menstruate regularly. I cannot say enough for what your medicine did for me."

How Mrs. Pinkham Helped Fannie Kumpe.

"DEAR MRS. PINKHAM:—I feel it is my duty to write and tell you of the benefit I have derived from your advice and the use of Lydia E. Pinkham's Vegetable Compound. The pains in my back and womb have all left me, and my menstrual trouble is corrected. I am very thankful for the good advice you gave me, and I shall recommend your medicine to all who suffer from female weakness." —MISS FANNIE KUMPE, 1922 Chester St., Little Rock, Ark. (Dec. 16, 1900.)

Lydia E. Pinkham's Vegetable Compound will cure any woman in the land who suffers from womb troubles, inflammation of the ovaries, kidney troubles, nervous excitability, nervous prostration, and all forms of woman's special ills.

\$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness. Lydia E. Pinkham Med. Co., Lynn, Mass.

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LADIES' BEST \$2 SHOE ON EARTH

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