## THE SHIP THAT FOUND HERSELF

BY RUDYARD KIPLING.

(Convright, 1895, by Rudyard Kipling.) It was her first voyage, and though she was only a little cargo steamer of 2,500 tons, she was the very best kind of cargo steamer, the outcome of forty years of experiments and improvements in framework and machinery, and her designers and owners thought just as much of her as though she careful you'll strain us."

One minute you weigh twice as much as you ought to and the next you don't."

"It isn't my fault," said the capstan. "There's a green brute from outside that comes and hits me on the head."

"Tell that to the shipwrights. You've been in position up there for months and you've never wiggled like this before. If you aren't careful you'll strain us." thought just as much of her as though she had been the Lucania. Any one can make a floating hotel that will pay her expenses if he only puts enough money into the sation and charges for private baths, suites of rooms, and such like; but in these days of competition and low freights every square though the careful your strain us. "Talking of strain," said a low, rasping, unpleasant voice, "are any of you fellows—you deck beams, we mean—aware that those exceedingly ugly knees of yours happen to be riveted into our structure—ours?" "Who might you be?" the deck beams inquired. competition and low freights every square inch of a cargo boat must be built for cheapinch of a cargo boat must be built for cheapness, great carrying power and a certain steady speed. This boat was perhaps 240 feet long and 32 feet wide, with arrangements that enabled her to carry cattle on her main and sheep on her upper deck if she wanted to; and there was accommodation for sterrage passengers, too; but her tion for sterrage passengers, too; but her great glory was the amount of cargo that she could store away in her holds. Her owners—they were a very well known Scotch family—came round with her from the north, where she had been launched and christened, to Liverpool, where she was to take cargo for New York; and the owner's daughter, Miss Frazer, went to and fro on the clean decks admiring the new paint and the shiny brass work and the patent fittings and par-

wished to make her welcome.
"And now," said Miss Frazer, delightedly, to the captain, "she's a real ship, isn't she?

One minute you weigh twice as much as you

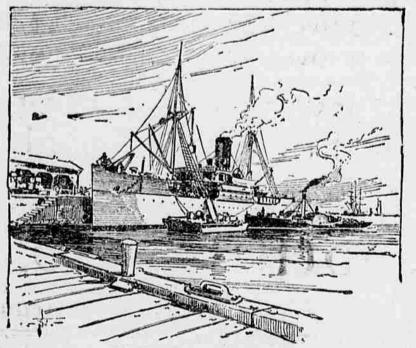
"Oh, nobody in particular," was the an-

ship) in place, and also help to hold the ends of the deck beams which go from side to side of the ship. Stringers always consider themselves most important because they are so long. In the Dimbula there were four stringers on each side—one far down by the bottom of the hold, called the bilge stringer; one a little higher up, called the side stringer; one on the floor of the lower deck, and the upper-deck stringers that have been heard from already.

brass work and the patent fittings and particularly the strong, straight bow over which she had cracked a bottle of very good champagne when she christened the steamer the Dimbula. It was a beautiful September afternoon and the boat in all her newness (she was painted lead color with a red funnel) looked very fine indeed. Her house flag was flying and her whisile from time to time acknowledged the salute of friendly boats, who saw that she was new to the sea and wished to make her welcome.

"And now," said Miss Frazer, delightedly, "And now," said Miss Frazer, delightedly, What's that?"

Rivets have no teeth, so they can't chatter



THE DIMBULA TAKING CARGO.

It seems only the other day father gave the order for her, and now—and now I've christened her. Isn't she a beauty?" The girl was proud of the firm and talked as though

"But I thought father said she was excep-

"So she is." said the skipper with a laugh. "But it's this way wi' ships, Miss Frazer, are we to do our work if you fly off the She's all here, but the parts of her have not handle that way?" learned to work together yet. They've had

'Yes, indeed. But there's more than engines to a ship. Every inch of her, ye'll scrap iron by this time, understand, has to be livened up and made away from under me, and to work wi' its neighbor-sweetenin' her, we eatch on to. That's all." call it, technically,

her personal modulus of celasticity. Mr. Buchanan (the chief engineer in his blue coat with gilt buttons was coming toward them). sayin' to Miss Frazer, here, that our lit-Dimbula has to be sweetened yet, an'

the Dimbula has to be sweetened yet, an' nothin' but a gale will do it. How's all wi' your engines?"

"Well enough—true by plumb an' rule, of course; but there's no spontanee-ity to 'em yet." He turned to the girl. "Take my word. Miss Frazer, an' mebbe ye'll comprehend later. Even after a pretty girl's chrastened a ship it does not fellow that there's such a thing as a ship under the men that work her."

All the bearing that supported the fifty feet of screw shaft as it ran to the stern whispered: "Justice—give us justice."

"I can only give you what I get," the screw answered. "Look out! It's coming again!"

He rose with a rear as the Dimbula plunged; and whack—whack—whack went the engines furiously, for they had nothing to check them.

"I'm the bearing that supported the fifty feet of screw shaft as it ran to the stern whispered: "Justice—give us justice."

"I can only give you what I get," the screw answered. "Look out! It's coming again!"

"I was sayin' the very same, Mr. Bu anan." the skipper interrupted. "That's more metaphysical than I can fol-

said Miss Frazer, laughing. hy so? Ye're good Scotch, an'-I knew your mother's father; he was o' Dumfries. Ye've a vested right in metapheesics, Miss Frazer, just as ye have in the Dimbula," the

"Eh, well, we must go down to the deep waters and carn Miss Frazer her desvidends. Will you not come to my cabin for tea?" the skipper said. "We'll be in dock the night.

and when you're goln' back to Glasgle ye can think of us loadin' her down an' drivin' her forth—all for your cake."

In the next few days they stowed meanly 4,000 tone dead weight into the Dimbula, and took her out from Liverpool. As soon as she met the lift of the open water she natu rally began to talk. If you lay your ear to the side of the cabin the next time you are in a steamer you will bear hundreds of little voices in every direction, thrilling and buzzing and whisporing and popping and gurgling and sobbing and squeaking exactly like a tele-

phone exchange in a thunder storm. Wooden ships shrick and growl and grunt and use bad language, but iron vessels throb and quive through all their hundreds of ribs and thousands of rivets. The Dimbula was very strongly built and every piece of her had a etter or a number or both to describe it and every piece had been hammered or forget or rolled or punched by man and had lived in the roar and rattle of the shippard for Therefore, every piece had its own separate voice in exact proportion to the amount of trouble spent upon it. Cast iron, as a rule, says very little; but mild steel plates and wrought iron and ribe and beams that have been bent and welded and riveted

a good deal talk continuously. Their conver-sation, of course, is not half as wise as human talk, because they are all, though they know it, bound down one to the other in black darkness, where they cannot tell ing to happen next.

very short while after she had passed the Irish coast a sullen gray-headed old wave of the Atlantic climbed leisurely over her straight hows and sat down on the steam capstan, used for hauling up the anchor, with a heavy swash. Now, the capstan and the engine that drove it had been newly

painted red and green, besides which, no-body cares for being ducked.

"Don't you do that again," the capstan sputtered through the teeth of his cogs.
"Hi! Where's the fellow gone?"

"Oh, she's not so bad," the skipper replied, cautiously. "But I'm sayin' that it takes more than the christenin' to mak' a ship. In the nature o' things, Miss Frazer, if you follow me, she's no more than irons and was right, b-cause there was no deep water was right, because there was no deep water rivets and plates put into the form of a ship. for it to work in. As it sank again the engires-and they were triple expansion, three cylinders in a row-snorted through all their three pistons: "Was that a joke, you fellow outside? It's an uncommonly poor one. How

are we to do our work in handle that way?" the handle," said the handle that way?" I didn't dy off the handle," said the screw, twirling huskily at the end of the screw shaft, "If I had, you'd have been screw shaft, "If I had, you'd have been screw iron by this time. The sea dropped to be a long to be seen iron by this time. away from under me, and I had nothing to

"That's all, d'you call it?" said the thrust "And how will you do it?" the girl asked.
"We can no more than drive and steer her and oil her; but if we have rough weather this crossin"—it's ilkely—she'll learn the rest. this crossin—it's likely—ene it learn the rest by heart! For a ship, ye'll obsairve, Miss Frazer, is in no souse a reegid body, closed at both ends. She's a highly complex structure of various an' conflictin' strains, wi't issues that must give an' take accordin' to her personal modulus of celasticity. Mr. like a whitling and evenly instead of whizzing like a whirligig and making me hot under all my collars." The thrust block and six collars were each faced with brazs, and he did not want to get them heated.

All the bearing that supported the fifty

"I'm the noblest outcome of human ingenu-

ity-Mr. Buchanan says so," squealed the high-press cylinder. "This is simply ridiculous." The piston went up savagely and choked, for half the steam behind it was mixed with dirty water. "Help! Oiler! Fit ter! Stoker! Help! I'm choking." it gasped "Never in the history of maritime invention has such a calamity overtaken one so young and strong. And if I go, who's to drive the

"Hush! ch, hush!" whispered the steam who, of course, had been to sea many times before. He used to spend his leisure ashore in a cloud, or a gutter, or a flower pot, or a thunder sorm, or anywhere else where water was needed. "That's only a little priming as they call it. It'll happen all night, on and off. I don't say it's nice, but it's the best we can do under the circumstances.

"What difference can circumstances make? I'm here to do my work—on ciran, dry steam. Blow circumstances!" the cylinder roared. "The circumstances will attend to the blow-ing. I've worked on the North Atlantic run a good many times. It's going to be rough before morning."

"It isn't distressingly calm now," said the

extra strong frames, that were called web-frames, in the engine room. "There's an upward thrust that we don't understand, and there's a twist that is very bad for our brackets and diamond plates, and there's a sort of nor hyperward pull that follows the twist which seriously anneys us. We mention this because we happened to cost a good deal of money, and we feel sure that the owners would not approve of our being treated

in this frivolous way."
"I'm afraid the matter is out of the own ers' hands for the present," said the steam slipping into the condenser. "You're left to your devices till the weather betters." 'I wouldn't mind the weather," said a flabass voice deep below. "It's the confounded cargo that's breaking my heart. I'm the garboard strake and I'm twice as talck as most of the others, and I ought to know

The garboard strake is the very bottom ost plate in the bottom of a ship, and th Dimbula's garbeard strake (she was a flatbottomed bont), was nearly three-quarters of an luch mild steel.

an inch mild sier.
"The sea pushes me up in a way I should never have expected," the strake went on "and the cargo pushes me down, and between the two I don't know what I'm supposed to

sputtered through the teeth of his cogs.
"Hi! Where's the fellow gone?"
The wave had slouched overside with replop and a chuckle, but "Plenty more where he came from," said a brother wave and went through and over the capstan, who was bolted firmly to an iron plate on the following forms and control of the frames who run that way in the sides of the deep, Stand up straight; be a perfectly round column, and carry tons of good solid weight. Like that! There!" A big sea smashed on to the deck above, and the pillars stiffened themselves to the load.

"Straight up and down is not bad," said the frames who run that way in the sides of the deep, Stand up straight; be a perfectly round column, and carry tons of good solid weight. Like that! There!" A big sea smashed on to the deck above, and the pillars stiffened themselves to the load.

"Straight up and down is not bad," said the frames who run that way in the sides of the deep.

way across the ship's side in the shape of half an arch to support the deck where deck beams would have been in the way of cargo coming up and down. "I work entirely un-supported and I observe that I am the sole

supported and I observe that I am the sole strength of this vessel, so far as my vision extends. The responsibility, I assure you, is enormous. I believe the money value of the cargo is over £150,000. Think of that!"

"And every pound of it dependent on my personal exertions." Here spoke a sea vaive that communicated directly with the water outside and was sealed not very far from the garboard strake. "I rejoice to think that I am a Prince Hyde valve with best Para rubber facings. Five patents cover me—I mention this without pride. Five separate and several patents—each one finer than the other. At present I am screwed fast. Should I open you would immediately be swamped. I open you would immediately be swamped. This is incontrovertible!"

Patent things always use the longest words

they can. It is a trick they pick up from their inventors. "That's news," said a big centrifugal bilge "That's news," said a big centrifugal bilge pump. "I had an idea that you were employed to clean decks and things with. At least I've used you for that more than once. I forget the precise number in thousands of gallons which I am guaranteed to pump in an hour, but I assure you, my complaining friends, that there is not the least danger. I alone am capable of pumping out any water that may by any chance find its way here. By my biggest delivery, we pitched then!"

The sea was getting up workmanlike style. It was a dead westerly gale, blown from under a ragged opening of cold green sky, narrowed on all sides by fat gray clouds; and the wind bit like pincers as it feetted the spray into lacework on the heads of the waves.

waves.
"I tell you what it is," the foremast telephoned down its wire stays, "I'm up here and I can take a dispassionate view of things. There's an organized conspiracy against us. I'm sure of it, because every single one of these waves is heading directly for our bows. The whole sea is concerned in it, and so's the wind. It's awful!"

"What's awful?" said a wave, drowning the capstan for the hundredth time.

"This organized constitutes was a said."

"This organized compliancy on your part," the capstan gurgled, taking his cue from the

mest.
"Organized bubbles and spindrift! There has been a depression in the Gulf of Mexico. Excuse me," and he leaped over the side, but his friends took up the tale, one after "Which has advanced-" That wave threw

spray over the funnel. "As far as Cape Hatteras-" He drenched the bridge. "And is now going out to rea—to sea—to sea!" He went out in three surges, making a clean sweep of a boat which turned buttom

up and sank in the darkening troughs out-side. "That's all there is to it," seethed the broken water, roaring through the scuppers. "There's no animus in our proceedings. We're a meteorological corollary."

"Is it going to get any worse?" said the bow anchor, chained down to the deck, where he could only breathe once in five minutes. "Not knowing, can't say. Wind may blow a bit by midnight. Tnanks, awfully. Good-

The wave that spoke so politely had traveled some distance aft and got itself ell mixed up on the deck amidships, which was a well deck sunk between high bulwarks. One of the bulwark plates which was hung on hinges to open outward had swung out and passed the bulk of the water back to the sea again with a whop. "Evidently that's what I'm made for,"

Bytteentry that's what I'm made for, said the plate, shutting up again with a sputter of pride. "Oh, no you don't, my friend!"

The top of a wave was trying to get in from outside, but the plate did not open in that direction, and the relefated water spurted back.

spurted back.

"Not bad for five-eixteenths of an inch," said the bulwark plate. "My work, I see, is laid down for the night," and it began opening and rhutting, as it was designed to do, with the motion of the ship exactly.

"We are not what you might call idle," groaned all the frames together as the Dimbula climbed a big wave, lay on her side at the top, and shot into the next hollow, twisting like a rifle ball as she descended, Then a hure swell pushed up exactly under Then a huge swell pushed up exactly under her middle, and her bows and stern hung free, with nothing to support them, and then one joking wave caught her up at the bow and another at the stern, while the rest of the water fell away from under her, just to see how she would like it, and she was held up at the two ends, and the weight of the cargo and the machinery fell on the room to go through a plate and bite down on "Ease off! Ease off, there!" roared the rboard strake. "I want an eighth of an

inch play. D'you hear me, you young riv-"Ease off!" grunted the deck beams as the Dimbula rolled fearfully. "You've cramped our knees into the stringers so we can't move. Ease off, you flat-headed fittle nuisances."

one on each side, and fell away in torrents of streaming thunder. of streaming thunder.

"Ease off!" shouted the forward collision bulkhead. "I want to crumple up, but I'm stiffened in every direction. Ease off, you dirty little forge filings. Let me breathe!" All the hundreds of plates that are riveted onto the frames and make the outside skin of every steamer echoed the call, for each wanted to shift and creep a little, and

each plate; according to its position, com-"We can't help it! We can't help it!"
they murmured. "We're put here to held
you, and we're going to do it." You never pull us twice in the same direction. you'd sny what you were going to do next we'd try to meet your views.

"As far as I could feel," said the upper s all pull together." in a boat as rivets going. Why, I knew a "Pull any way you please," roared the little chap like you—he was an eighth of us all pull together.'

thick, "every single iron near me was push- the forward plates. pulling in opposite directions. Now, the sense of that? My friends, let the steam.

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both sides ro that it gan't and musn't and shan't move."

"I've got one-sixteenth of an inch play said the garboard strake triumph anyhow." antly; and so he had, and sil the bottom of the ship felt a good deal easier for it.

"Then we're no good," sobbed the bottom vets. "We were ordered—we were ordered never to give and we've given, and the sea will come in and we'll all go to the bottom to-gether. First we're blamed for everything unpleasant, and now we haven't the consolaion of having done our work."

"Don't say I told you," whispered the steam consolingly, "but between you and me and the cloud I last came from it was bound to happen sooner or later. You had to give a fraction and you've given without knowing

"What's the use!" a few hundred rivets chattered in chorus. chattered in chorus. "We've given, we've given, and the sooner we confess that we little heads the easier it will be. No river forged could stand this strain." "No one rivet was ever meant to. Share it among you," driving up the steam an-

swered. "The others can have my share. I'm planking, and that was four inches going to pull out," said a rivet in one of he forward plates.
"If you go, others will follow," hissed
he steam. "There's nothing so contagious

"The conspiracy is too strong for us. There is nothing left but to-"

"Hurrant! Brirranah! Brirrirp!" roared the steam through the foghorn till the decks "Don't be frightened below. It's quivered. only me just throwing out a few words in case any one happens to be rolling about to-

"You don't mean to say there's any on except us on the sea in such weather?" said "Scores of 'em." said the steam, clearing "Recrerasa! Breanana! Precrp

it's a trifle windy up here; and, great boilers now it rains!" "We're drowning," said the scuppers. had been doing nothing else all night, but

to be the end of the world. "That's all right. We'll be easier in a hour or two. First the wind and then the rain; soon you may make sail again! Grrraaasah! Drrrrasa! Drrrp! I have a notion that the sea is going down already If it does you'll learn something about roll We've only pitched till now. By way, aren't you chaps in the hold a little

easier than you were?" There was just as much groaning and straining as ever, but it was not so loud or squeaky in tone; and when the ship quivered she did not far stiffly like a poker hit on the floor, but gave a supple little waggle like : perfectly balanced golf club.

e have made a most amazing discov-said the stringers, one after another. "A discovery that entirely changes the situation. We have found, for the first time in the history of shipbuilding, that the inward pull of the deck beams and the outward thrust of the frames locks us, as it were, more closely in our places and enables us to endure a strain which is entirely without parallel in the records of marine archi-The steam turned a laugh quickly into a

rear through the foghern. "What massive intellects you great stringers have," he said softly when he had finished.
"We, also," began the deck beams, "are
"We are of opinion
and geniuses. We are of opinion that the support of the hold pillars materially helps us. We find that we look upon them when we are subjected to a heavy and singu-

ar weight of sea above."

Here the Dimbula shot down a hollow, lying almost on her side, and righting at the bottom with a wrench and a spaem. "In these cases are you aware of this, sam? The piating at the bows, and particularly at the stern, we would also mention the floors beneath us, help us to regist any tendency to spring." The frames were any tendency to spring." The frames were speaking in the solemn and awed voice that people use when they have just come across us," they said. "They seem to take us quite omething entirely new for the first time

"I'm only a poor, puffy little flutterer," said the steam, "but I have to stand a good deal of pressure in my business. It's all tremendously interesting. Tell us some more,

"You'll see," said the bow plates proudly,
"Ready behind there! Here's the father and
mother of waves coming. Sit tight, rivets all!" The great slutcing comber thundered by, but through all the scuffle and confusion the steam could hear the low, quick cries of the fronwork as the various strains took them. cries like there: "Easy, now, easy! Now puch for all your strength! Hold out! Give pulled for all your and a fraction! Hold up! Pull in! Shove cross-ways! Mind the strain at the ends! Grip now! Bile tight! Let the water get away from under, and there she goes."

The wave raced off into the darkness shricking, "Not bad that, if it's your first run!" and the drenched and ducked ship

robbed to the beat of the engines inside her All three cylinders were wet and white with the salt spray that had come down through the engine room hatch; there was white salt

and he began humming the first bars of "Said the Young Obadiah to the Old Oba-diah," which, as you must know, is a pet tune among engines not made for high speed. Racing liners with two screws sing the "Bronze Horse and Mme. Angot" till something goes wrong, and then they give Gounod's "Funeral March of a Marionette

'You'll learn a song of your own one of these days," said the steam as he flew up the foghern to give one last bellow. After that the sky cleared and the sea went down and the Dimbula began to roll from side to side till every inch of from in her was sick and giddy. But luckily they did not all feel ill at the same time, otherwise she would have opened out like a wet paper box. The steam fluttered and sung and whistled warn-ings as he went about his business, for it is in this short, quick roll and tumble that fel-lows a heavy sea that most of the accidents happen; because then everything thinks that he worst is over and goes off guard. explained and orated and chattered till morning, and by that time the beams and frames and floors and stringers had learned low to lock down and lock up on each other

and endure this new kind of strain.

They had ample time, for they were thirteen days at sea, and it was foul weather till within a hundred miles of New York. The Dimbula picked up her pilot and came in covered with salt and red rust. was dirty white from top to bottom; two boats had been carried away; three copper ventilators looked like derby hats after a fight with the police; the bridge a dimple in the middle of it; the house that covered the steam steering gear was split as with haichets; there was a bill for minor repairs in the engine room almost as long as the intermediate screw shaft: the ward cargo hatch fell into bucket staves when they raised the iron crossbars and the killed last year and 23,422 were injured. This steam capstan had been badly wrenched its bed. Altogether as the skipper said it

was "o' pretty general average. "But she's soupled," he said to Mr. Bu-hanan. "For all her dead weight ohe rode chanan. like a yacht. Ye mind that last blow off the Banks? I was proud of her."
"It's vara good," said the chief engineer, coking along the dishevelled decks. landsman, judgin' superficially, would say we were a wreck, but we know otherwisey experience.'

Naturally everything in the fairly stiffened with pride and the foremast and the forward collision bulkhead, who are pushing creatures, begged the steam to as a matter of course."

It was a glorious, clear, dead calm morning, and in single file, with less than half a ployes during the year the railway managemile between each, their bands playing, and ment selected the most awkward, shiftless their tugboats shouting and waving handker-chiefs beneath, were the Majestic, the Paris, the Touraine, the Servia, the Kaiser Wilhelm II., and the Werkendam, all statelily going out to sea. It was a narrow part of the channel, and as the Dimbula shifted her helm to give the great beats clear way the steam (who knows far too much making an exhibition of himself now and then) shouted:

"Oyez! oyez! oyez! Princes, dukes, and barons of the high seas! Know ye by these presents we are the Dimbula, thirteen days nine hours out from Liverpool, having crossed the Atlantic with 4,000 tons of cargo for the first time in our career. Eer! eer! We have not foundered! We are here! Eer! eer! We are not disabled. But we have had a time wholly unparalleled in the annals of ship-building. Our decks were swept. We pitched we rolled! We thought we were going to die. H!! hi! But we didn't! We wish to give notice that we have come to New York all the way across the Atlantic through the worst weather in the world; and we are the Dim-bula. We are arr! Ha! ha! Harr!" The beautiful line of boats swept by as

whirled through the engine room.

"Nothing for nothing in the world of wee." and the Paris grunied "How!" and the Touthe cylinders answered as if they had been working for centuries, "and precious little for ninety-five pounds head. We've made two knots this last hour and a quarter. Rather humiliating for twelve hundred horse power. "Hoch!" Dutch fishion, and that war all. "Hoch!" Dutch fishion, and that war all. "I do my best," said the steam gravely.

but I don't think they were much impressed with us, somehow. Do you?" "It's simply disgusting," said the howplates.

agely, as the upward heave of the sea made the frames try to open. "Come back to your bearings, you slack-jawed irons!"

The engines. "Absolute, unvarying rigidity!" thumped the engines. "Absolute, unvarying rigidity!"

The engines. "You see!" whined the rivets in chorus. "You see!" whined the rivets in chorus."

The tearing white froth on the waves, and to top everything the rain began to fall in sheets so that you could not ree your face. This did not make much difference to the iron work believe, and the steam. "Good business," said the steam. "Good business," said the high pressure cylinder. "Whow it's all firished" he said dismally cylinder. "Whow it's all firished" he said dismally cylinder. "Whow the benefit of thing. Purr—practically there has to be a little give and take. We found that out by working on our sides for five minutes at a stretch. How's the weather?"

"Sa's going down fast," said the steam. "Good business," said the high pressure cylinder. "Whow it's all firished." he said dismally cylinder. "Whow the properties of the steam of the steam, "because I've worked on some of these and put them through weather working on our sides for five minutes at a stretch. How's the weather?"

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"You see." whined the rivers in chorus. tretch. How's the weather?"
"Sea's going down fast," said the steam.
"Good business," said the high pressure
ylinder. "Whack her up along, boys.

and I've helped the Arizona I think she was. to back off an iceberg she met with one dark night, and I had to run out of the Paris' engine room because there was thirty foot of water in it. Of course I don't denysteam shut up suddenly as a tug boat, loaded with a political club and a brass band that had been to see a senator off to Europe, crossed the bows going to Hoboker was a long and impressive silence that reached without a break from the cutwater to the propeller blades of the Dimbula. Then one big, deep voice said slowly and thickly, as though the owner had just waked

"It's my conviction that I have made a fool of mysolf." The steam knew what had happened at once, for when a ship finds herself all the talking of the separate pieces ceases and melts into one deep voice, which is the soul

"Who are you?" he said with a laugh. "I am the Dimbula, of course. I've never been anything else except that—and a fool." The tugboat, which was doing its very best be run down, got away just in time, and its band was playing clashily and brassily a popular air something like this:

In the days of old Rameses—are you on?
In the days of old Rameses—are you on?
In the days of old Rameses
That story had paresis—
Are you on—are you on—are you on?

"Weil, I'm glad you've found yourself," said the steam. To tell the truth, I was a little tired of talking to all those ribs of stringers. Here's our wharf. If you'll go astern a trifle we'll swing in and tie up.

RAILROAD ACCIDENTS.

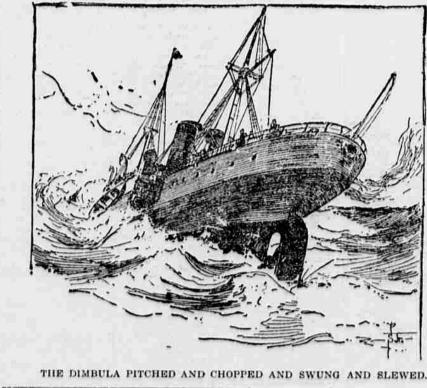
Statistics Compiled by the Interstate Commerce Commission The report of Mr. Henry C. Adams, statistician of the Interstate Commerce commission, shows that 1,823 railway employes were is a remarkable decrease from the previous year, when the number of employes killed was 2,727 and the injured 31,729. The number of employes killed during 1894 was smaller than for any year since the records have been kept, and the number of injured was smaller than any year since 1890. This marked decrease in casualties, says the Chicago Record, is in a certain measure due to the reduction in the number of employes, but to a still greater extent it may be attributed to an improvement in the character of the equipment used by the railroads. The old fashioned cars are rapidly passing out of use, and are being replaced by betten grades equipped with airbrakes and auto-matic couplers. Another reason suggested ment selected the most awkward, shiftless and unskilled. The latter suggestion finds support in the fact that the ratio of the casualties in the southern states, where the grade of labor is inferior, has always been

higher than in the northern and easters The number of passengers killed during the year was 324, which is an increase of twenty-five. The number of passengers injured was a. The number of passengers injured was 3.034, which is a decrease from the previous year of 195. As compared with previous years, however, and when considered in connection with the character of passenger traffic it cannot be said that the increase in the number of killed indicates greater liability to accident. The passenger mileage showed an increase of 4.24 per cent, while the increase in the number of killed was the increase in the number of killed was 8.36 per cent. The statistics show that the greater number of passengers were killed and injured in collisions and the greater number of employes by falling from trains, which

was due to carelessness.

The summary shows that one out of every. 428 employes was killed and one out of every thirty-three employes was injured, which indicates the hazard to life and limb of railway service, and demonstrates the t The proportion of casualities among passengers was, of course, very much less; only one passenger in 1,668,791 was killed and one in 178,210 was injured. The largest number of killed and injured was in Ohio, Michigan and Indiana; the second largest in New York, Pennsylvania and Now Jersey, and third largest in Illinois, Iowa, Wisconsin and Minnesota. Only six persons were killed and only twenty-eight injured in Nebraska, and only twenty-eight injured in Nebraska, "They might have seen what we've been through. There isn't a ship on the sea that has suffered as we have—is there now?"

And only twenty-right labeled to Dakotas. Only five persons were killed in Texas and only tight west of the Rocky mountains.



Pull lengthways." the decks repeated. "Very good," said the stringers. "
stop pushing sideways when you get Be content to run gracefully fore and aft Be content to run gracefully fore and aft, curving in at the ends the same as we do."
"No, no curves at the end. A very slight workmanlike curve from side to side, with a good grip at each knee and little pieces welded on," said the deek beams.
"Fiddle!" said the iron pillars of the deep, dark hold. "Who ever heard of curves? Stand up straight; he a perfectly round col-

ent through and over the capstan, who five-sixteenths of an inch thick; scandalous, I as boilted firmly to an iron plate on the call it."

"I agree with you," said a huge web frame by the ship, "but you must also expand your call it."

"Can't you keep still up there?" said the by the main cargo hatch. He was deeper and carry the matter with you? thicker than all the others, and curved half.

"Come back!" said the deck beams

funnel, "so long as you don't try your experiments on me. I need fourteen wire ropes, all pulling in opposite directions, to hold me steady. Isn't that so?"

"We believe you, my boy!" whistled the funnel stays, through their clenched teeth as they twanged in the wind from the top of the funnel to the deck.

"Nonsense! We must all pull together," the decks repeated. "Pull lengthways."

an inch fatter, though—on a steamer—to be sure she was only twelve tons, now I come to think of it—in exactly the same place as you are. He pulled out in a bit of a bobble of a sea not half as bad as this, and he started all his friends on the same buttarted all his friends on the same place as you are. the boat went down!" "Now that's peculiarly disgraceful." said

> his place, and the steam chuckled. is really the one indispensable part of the ship." The steam did not say that he had whispered the very same thing to every single plece of iron aboard. There is no sense in

And all that while the little Dimbula pitched and chopped and swung and slewed and lay down as though she was going to and lay down as though she was going to die, and got up as though she had been stung. I put it—stiff in the back than you were," and threw her nose round and round in circles. "If you'd been hammered as we've been

the rivet. "Fatter than me, was he, and in a steamer not half our tonnage? Reedy little peg! I blush for the family, sir." He settled himself more firmly than ever in "You set," he went on quite gravely, ",

on the canvas-bound steam pipes and even he bright work deep below was speckled and colled, but the cylinders had learned how to nake the most of steam that was half water and were pounding along cheerfully. "How's the noblest outcome of human in-renulty hitting it?" said the steam as he whirled through the engine room.

"Well, it's better than drifting astern, and threw her nose round and round to circles "If you'd been hammered as we've been through. There isn't a ship on the sea that only five persons were killed in Texas and threw her nose round and round to circles "If you'd been hammered as we've been through. There isn't a ship on the sea that Only five persons were killed in Texas and this night you would not be stiff either. has suffered as we have—is there now!"

Theoretically, of course, rigidity is the "Well, I wouldn't go so far as that," said during the year.