

to get somewhere that we would

rather take the first car and get

aqueezed into breathlessness than wait

for the next, which would likely

Breathlessness can be cured, but

For a man with a small dining-room,

the squeezer car has its advantage,

but when a stout man rides in them,

he finds himself supporting a lot of

One evening I jumped on one of

those squeezers feeling just like a

two-year-old, full of health and happi-

The thought of it makes me feel

From Cortland street he proudly

strode at suppertime that day to take

the elevated road which goes up Harlem way. He shook and shivered like the deuce, and then he sadly sighed, because the path was long and loose

He kissed the down-town girl he

rushed, and said: "I know you'll

miss me! but don't start weeping if

I'm crushed; just kiss me, sweet-

heart; kiss me! 'Tis miles to go,

long miles to go to where I do reside,

and boogle men are in the cars that

Her eyes were like two stars that

shine and sparkle through the rain;

she sobbed: "Good-by, sweetheart of

mine!"-he kissed his love again.

And should I not return some day to

claim my blushing bride, you'll find me

on the right of way twixt here and

"Oh, Phyllis, I must pull up stakes

this awful trip to make-hark! do you

hear the broken brakes refuse to make

a brake? Good-by, my love; good-by,

my dove! on this I do decide; when

airships come in use I'll take you up

He found a car well loaded down

with 50 souls or more to take the

pathway through the town he'd taken

oft before. The guard unto his voice

gave vent: "Ooftgooftenooftenvide!"

then closed the gates and off they

Fat men sat down in ladies' laps

they'd never met before; and sad and

solemn-looking chaps exploded some

Genteel Imitation of a Rough-House

and swore. Some used the air to stand

upon, the floor was occupied by 27,000

"I want my hat!" a small man cried

in accents full of heat; and when to

reach for it he tried, somebody swined

his seat. Ten thousand souls hung

onto straps and did the slide-the-

slide; the human laundry which at

Beneath the car the third rail snaps

and barks and tries to bite while

those who hang around on straps turn

over then turn white. It sighs for

those and cries for those who in the

coaches ride, and makes them wish

they did not live far out at Morning-

Where does the fat director ride

who owns the iron road? With human

sardines does he hide while homeward

he is towed? Not on your life! a

squeeze like that would surely hurt

his pride; he takes the benzine buggy

The cars will crowded be to-night:

there'll be another crush; for hunger

walts on appetite and all must home-

ward rush, and stand like men to pay

the debt monopolies provide on any

road, on every road-including Morn-

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It Is "O. K."

"O. K." was not long ago passed

upon by a court in Illinois, and has

Two prominent manufacturing con-

cerns had become involved in a dis-

agreement which threatened legal

complications. Their lawyers induced

them to compromise their differences,

and to append their signature to an

agreement that was made mutually

satisfactory and legally binding. In

attestation of the facts in the case,

the attorneys merely used the letters

O. K., thinking the matter happily set

tled. Suddenly, however, one of the

contestants brought suit to have the

agreement annulled, on the ground

that O. K. was a mere slang phrase,

and hence not legally binding. But

the court ruled that it undoubtedly

gave that which is the universal con-

ception and understanding, and was

therefore correct, valid and legally

binding upon the parties concerned.

In brief, it was O. K .- Illustrated

received judicial sanction.

when he goes to Morningside.

ingside!

How about it!

night hangs out for Morningside.

feet bound out for Morningside.

went, bound for Morningside.

strangers he never met before.

quite Tennysonsque!

which led to Morningside.

run to Morningside!"

Morningside!

to Morningside."

insensibility is dangerous without an

squeeze us into insensibility.

alarm-clock.

BY GEO. V. HOBART, ("HUGH M'HUGH.")

Dear Bunch: Every time I hop into | because we are always in such a hurry one of those roomy, comfortable street cars in a city of the second, third or even fourth class, I Immediately contrast it with the wood boxes we use in New York, and I find myself growing red in the face and biting my nails.

Those squeezer cars that prowl the streets of New York are surely the breathless limit, aren't they?"

The squeezer car is the best genteel imitation of a rough-house that has ever been invented.

The are called squeezers because the conductor has to let the passengers out with a can-opener.

Brave and strong men climb into a street car, and they are full of health and life and vigor, but a few blocks up the road they fall out backward and inquire feebly for a sanitarium.

To ride on a Broadway street car, for instance, about eight o'clock of an



Leaves the Rebellious Standing on Corner.

evening, brings out all that is in a man, including a lot of loud words he didn't know he had.

The last census shows us that the street cars of New York have more ways of producing nervous prostration and palpitation of the brain to the square inch than the combined population of Amsterdam, Rotterdam, Tinkersdam and Gotterdammerung.

To get in some of the street cars about six o'clock is a problem, and to get out again is an assassination. One evening I rode from Forty-second street to Fifty-ninth without once

touching the floor with my feet. Part of the time I used the outposts of a stout gentleman to come between me and the ground, and during the rest of the occasion I hung from a strap and swung out wild and free, like a Japanese flag on a windy

Some of the New York street ears lead a double life, because they are used all winter to act the part of a refrigerator.

It is a cold day when we cannot find it colder in the street cars.

In Germany we find Germans in the cars, but in America we find germs. That is because this country is young and impulsive.

The germs in the street cars are extremely sociable, and will follow a

stranger all the way home Often while riding in the New York street cars I have felt a germ rubbing against my ankle like a kitten, but, being a gentleman, I did not reach

to the dumb brutes of the field. Many of those street cars are built on the same general plan as a can of

down and kick it away because the

law says we must not be disrespectful

condensed milk, The only difference is that the street cars have a sour taste, like a

lemon-squeezer. When you get out you cannot get in, and when you get in you cannot



The Germs Will Follow a Stranger All the Way Home.

get out, because you hate to disturb the strange gentleman that is using your knee to lean over.

Between the seats there is a space of two feet, but in that space you will always find four feet, and their owners, unless one of them happens to have a wooden leg.

Under ordinary circumstances four into two won't go, but the squeezer cars defy the laws of gravitation.

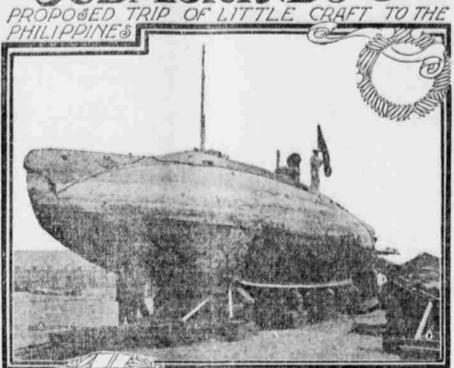
A squeezer conductor can put 26 into nine and still have four to carry. The ladies of New York have start-

ed a rebellion against the squeezer cars, but every time they start it the conductor pulls the bell, and leaves the rebellious standing on the corner.

We are very nervous and careless people in New York. To prove how cureless we are, I will cite the fact that Manhattan island is called after a

This nervousness is our undoing Sunday Magazine

JOHN HENRY JONG VOYAGE FOR SUBMARINES PROPOSED TRIP OF LITTLE CRAFT TO THE



SUBMARINE FLAG

The recent announcement that the navy department contemplates sending the submarines now at Buzzards Bay, Mass., to the far east on their own bottoms attracted a great deal of attention. That such a trip is practical is not for a moment doubted; indeed, it is pointed out that for a very considerable portion of such a trip the vessels could operate under their own power, resorting to the towline only in very bad weather or in the event of an engine becoming disabled.

With a well equipped parent ship as the Castine will be when the work now being done at Portsmouth is completed, such a trip would offer few more dangers than the trip from New York to Norfolk last winter, when for days officers and men went without rest and with no food save cold meat and bread and a few frankfurter saucook on the tiny electric stove each boat is equipped with.

That trip ended with all hands valves. nearly exhausted but ready to repeat the task after 24 hours' rest.

"I never really appreciated Josie Sadler's desire for 'a decent sleep,' " said one of the officers who made the trip, "until it was over."

On that trip what little sleep the men had was in cramped quarters, where the bare deck, and not much of that, was all that was available, and the cold made sleeping difficult, the lack of heating apparatus of any sort in the boats making the temperature about that of the water. One feature of that trip was a heavy snowstorm, and it is not thought probable much more severe weather would be met on the longer journey.

On the longer trip it would usually, at least, be possible for the men to be fed from and sleep on tenders when the boats were running under their own power. The tenders could also care for those who may be made sick by the gases from the gasoline engine. These fumes, or carbon monoxide, are deadly in their effect, and in short runs partially submerged when the gasoline motor is used it is not uncommon for men to be rendered unconscious for periods of 20 to 30 minutes. When consciousness does return the victim suffers an intense headache and pains in the stomach

Interest in submarines has not been confined to those who work boats either for profit or pleasure. But few persons outside the navy have been privileged to inspect one of these deepsea divers as the service regulations forbid allowing visitors on them.

Work on these boats begins early in the morning. Usually before seven o'clock all the men have had their breakfasts on the tender and gone over the side to the smaller boats to relleve the one man of the 12 or 14 assigned to each who has remained on watch on board all night. With them goes after commanding officer. The anchor, of mushroom design, which swings from a chain run through the center of the boat, is hoisted and deep

water is headed for. The boat is now almost awash, that is to say, only a few feet of her sides, the tiny deck and coming tower are out of water. Below the men are at their stations, caring for the engines or looking over valves. To the layman it seems as though there were almost as many valves as riveis. They are everywhere. Where there are not valves there is machinery or piping.

and an occasional tool box. Forward, under the deck, are the huge gasoline tanks, holding 3,000 gallons of this highly explosive fuel. Amidships and under foot are the great storage batteries. Aft is the propelling ergting when on the surface; the dy- the line of mechanics.

names for charging the batteries and the air compressor. All these were all right when the crew left the night before, but machinery sometimes does strange things over night, and each part is looked over carefully,

Meanwhile, from the conning tower or from the deck, the commanding officer is directing the boat's course by the aid of an instrument about the size of a dollar watch, which at a distance it much resembles. On it are buttons for signals to the engines and two more to steer by. Pressure on one sends the boat to port, on the other to starboard. When neither is pressed the vessel goes on a straight course. This watchlike affair controls the electric motor which operates the steering gear, and a long flexible cable makes it possible to steer from any part of

When the point at which it is decided to submerge is reached water is gradually admitted to the tanks in the boat and she settles until she is awash. The hatches have previously been tightly closed, then the conning tower is closed and made tight and a seaman takes the electric steering device, while his officer goes below to direct the work of submerging. In his position amidship he has his periscope directly in front of him. To his left are gauges showing the angle of the diving rudder as well as the wheel by which sages and coffee it was possible to it is operated and two large dials showing depth of water. Forward and on either side men are stationed at

The first thing done is to trim the boat—that is to say, get her balanced on an even keel, that she may be handled properly. Water is slowly admitted to the main tank, then to the trimming or balancing tanks. Sometimes too much is taken in. Then the excess is blown out by air under 2,000 pounds pressure until the exact balance is acquired.

To those in the boat there is a remarkable lack of movement, of vibration there is very little. One feels that he is in a room without windows, and when the "lights out" order comes the sensation is exactly the same as when one finds himself suddenly left in darkness in a strange house. The whining of the engines alone gives evidence of life about, and one is glad when the current is turned on again. It is cool in the boat, too, so cool that the hull begins to sweat great drops of water that landing on a nervous man's neck makes him shiver.

After a few miles under water the orders necessary to rise are given. First water is blown from one tank, then from another, till at last the top of the periscope is above the water. Below, by its aid, the officer has a clear view of all about him.

Often these trips consume hours. The Octopus, Lieut, Courtney, has often remained submerged for half a day, traveling from the torpedo station at Newport in a channel always frequented by commerce to a point as far away as Brenton's reef and return with only an occasional rise to use the periscope. On these trips he never had an accident, though at times the channel on the surface was filled with sailing vessels.

The dip beneath the surface, however, is by no means the end of the crew's work for the day. They must make ready for the next dive, for on the trip the storage batteries have become nearly, if not quite, exhausted. The air flasks need refilling and there is sure to be some adjustment of machinery needed. Then the gasoline motor is connected with the dynamo and the slow work of charging batteries is begun. When they are full the electric motor is started and the air flasks are filled. Then the gasoline engine again starts the dynamo up to replace the current taken from the batteries in working the compressor.

Simple as this seems, it is a 12-hour task, making, aside from the time spent under water, a longer day than most men care for. One hour under water may make necessary this long

Only picked men and enthusiasta could do the work and stand up under it. All the men assigned to the boats machinery, the electric motors for by the bureau of navigation are madriving the screw while submerged chinists, electricians or seamen gunand steering, the six-cylinder gasoline ners, and it is the boast of the officers motor of 500 horse power, used in op- that their crews can do anything in

CEREBRO-SPINAL MENINGITIS A FATAL DISEASE OF HORSES

Probable Causes of the Malady and Its Symptome-Ty II J. Milks, D. V. M., Louisiana.

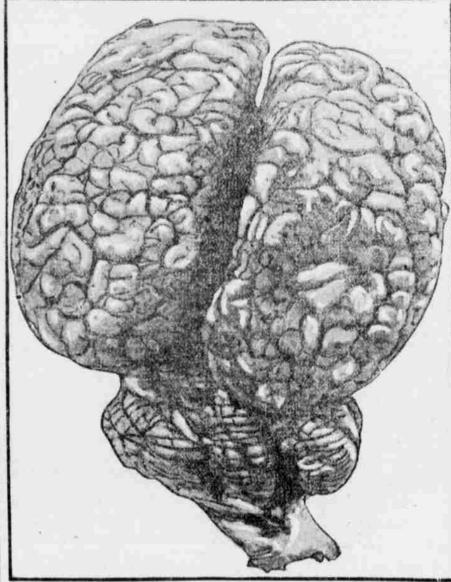
country has escaped the ravages of tack. the disease at some time or other.

low, marshy places, hence the name unfaverable, bottom sickness. The cause also has poisonous plants, exposure to sun, im- as yet, been satisfactorily decien pure water, etc. Mayo, reporting a strated, cirker in this country or due to a fungus, Aspergillus glaneus. W. H. Dalzymplo of the Leolulu n a n The spores enter the circulation, find don, who has experienced our and not logment in the organs and set up in- vious outbreaks in that mate, durflammatory conditions. The cerebral lag both the spring and saurour symptoms were due to an abscess of months, that the cause was, in some

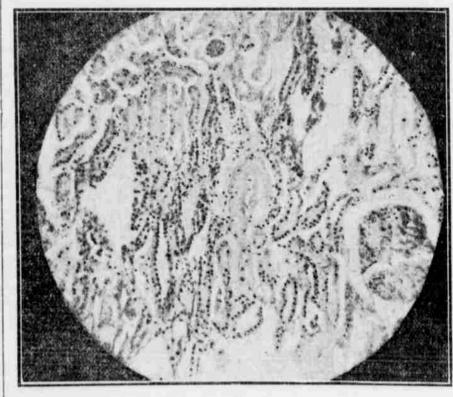
Cerebro-spinal meningitis in horses | In those cases that sarvivot, the d'ais also known as staggers, blind stag- ease attacked slowly. As animal usa gers, sleepy staggers, bottom sickness, ally inking some non-is non- and etc., and scarcely any section of the chewed all the symptoms of a mild ar-

The morning was 10 per eat of Numerous theories have been ad- more. Treatment availed little, and we ranced as to the cause of this disease, started in the first faw hours of the It has been attributed to grazing upon disease, and even then poon as was

Although the outer couse of sizulabeen laid to moldy corn or fodder, gitta in horses and moles has negligvery similar disease, concludes it to be abroad. It has been the on a or of Dr. the brain. He has also recovered the way, associated with the condition of above fungus from the different or the feeding ma crisic sither mass or cured products, spile as corn, etc.-Chester of the Delaware station has brought about by the attack of molds carried on a series of feeding experi-tor fungit and that when a complete



Brain of horse. Note the injection of the blood vessels.



Kidney of horse showing degeneration of the tubules. The tubules to the right and in the center show the condition to be especially good.

ments with negative results. Some change to food that was absolutely even point out the infectious nature of sound was made, the disease was

the disease. In the mild cases we got duliness, tirely stupor, weakness, hanging of the head, paresis or slight loss of control over the experience of other investione or more limbs, a slight rise in gators, temperature, 102 to 103 degrees Fahrenheit, often difficulty in swallowing, of the agent producing meningitis, as The visible mucosae were congested well as a possible remedy, has been and brownish yellow. In these mild discovered, we would urgently recomcases the weakness never became so mend to stock owners, that, as soon great that the animal could not stand as they observe the first symptoms of and usually it was able to take some so-called "staggers," they at once nourishment and water.

often, however, the respirations were much increased and labored. In the they do not supply to their animals, for water, although unable to drink and free from molds or fungi, The digestive tract was almost completely paralyzed. Purgatives seemed to do little good, no matter what the fed to brood sows, as it makes them dose. The hypodermic use of eserine or arecolone did not produce purga- of thin slop in which there is always tion, but did exhibit other physiologteal phenomena.

The disease generally runs a rapidly fatal course, lasting from a few hours to four or five days-usually ters, wet pens and exposure, not more than three or four days. The time given by some authorities, long, except in cases that survive.

either checked, or disappeared en-

This, also, would seem to have been

Consequently, until the exact nature make a change from feeding materials The more severe cases were mani- that are at all suspicious, to those fested by the same general symptoms, that are perfectly sound. Or, as a matter of prevention at all times, that severe cases the animals usually re- or permit them to consume, food of fused food, but often showed a desire any kind that is not absolutely sound

> Feed Light,-Very little should be too fat. They should be given plenty valuable nutriment.

> Cause of Sickness.-Much sickness among hogs is due to uncertain quar-

Provide Clean Water,-Keep plenty eight to twelve days, is entirely too of clean water within reach of your hogs at all times.