SPECIAL NOTICES.

Advertisements for these column will be taken until 12:30 p. m. for the evening and until 8 p. m. for the morning and Sunday editions.

Advestisers, by requesting a numbered check, can have answers addressed to a numbered letter in care of The Bee. Answers so addressed will be delivered upon presentation of the check only. Rates, 1 1-2c a word first insertion; le a word thereafter. Nothing taken for less than 25c for the first insertion. These advertisements must be run consecutively.

SITUATIONS WANTED.

YOUNG MAN STUDYING STENOGRAPHY wants place in private family to wark to board; references. Address O 51, B e. A-M-CD 2*

WANTED_MALE HELP.

MAN WANTED-LIBERAL COMPENSATION: experience or not. Stock guaranteed of St. Address with stamp, Brown Bros. Co., Nu serymen, Chicago. B-862-M2*

SALESMAN WANTED, FOR GOOD SIDE LINE, Give references; standa d Ciga. Factory, Lynch-burg, Va. B-M822-2* WANTED, MORE MEN TO LEARN BARBER

WANTED, TWO GOOD SALESMEN. CALL at 319 South 15th St. D-710-PAINTERS WANTED, MEMBERS OF 109 TO

attend an open meeting, Sunday, 2 p. m. at Washington Hall. 13-799-M2* WANTED, FOR U. S. ARMY; ABLE-BODIED, unmarried men, between ages of 21 and 30; citizens of the United States, of good character and temperate habits, who can speak, read and write English. For Information, apply to recruiting officer, Fort Omaha, Neb.

SALESMEN, TO SELL CIGARS ON CREDIT; good pay, expenses and the state agency, exclusive local territory given to right party.

Address P. O. Box 1554, New York City.

B-M855 2*

A GOOD MAN WANTED TO SELL TO THE country and retail trade, with his other goods dry goods specialities on commission. G. T. H. hramm, Mgr., 214 Ch stnut st., Philadelphi B-M834 3*

SALESMAN WANTED, TO CALL ON PHYSI work and steady income; also one to Philadel Nebraska. Address P. O. Box 1552, Philadel B.—MSS 2 phia, Pa.

WANTED, MEN WHO WILL WORK FOR \$75 a month salary or large commission selling goods by sample to desiers; experience un necessary; write us. Household Specialty Co. 71 W. 4th st., Cincinnati, O.

HELP WANTED_FEMALE.

WANTED, AT ONCE; A THOROUGH BUSI-ness woman for responsible posttion; refer-ences and security required. For particulars address O 48, Bec. C-MIST M2

WANTED, GIRL FOR GENERAL HOUSE-work at 1815 Chicago St. C-807-M2 WANTED, AN EXPERIENCED GIRL FOR general housework; must be good cook. Mrs J. H. Evans, 3522 Faraam. C-802 WANTED-GIRL FOR GENERAL HOUSE-work; German preferred. 506 South 26th st. C-M820 2*

WANTED, AN INTELLIGENT WOMAN TO WANTED, AN ISCUMENT OF THE CITY FOR THE MANAGE AN Office outside of the city for the manage an office outside of the city for the Walt Co. Address Dept. A. 346 Bee Bldg. C-M828 4

FOR RENT_HOUSES.

HOUSES IN ALL PARTS OF THE CITY, THE HOUSES. BENAWA & CO., 108 N. 15TH ST MODERN HOUSES, C. A. STARR, 925 N.Y.LIFT

FOR RENT, NICE SOUTH FRONT, 8-ROOM brick house, with all modern improvements and in first class condition. Inquire on premises, 2610 Half-Howard St. D-219

HOUSES. WALLACE, BROWN BLK. 16 & Doug, D=743 HOUSES FOR RENT, LARGE LIST, FROM 45.00 up. McCague Investment Co., 15/6 Dedge.

FOR RENT, BRICK RESIDENCE LOCATED

MODERN 5-ROOM COTTAGE: ALSO 5-ROOM cottage with barn. L. S. Skinner, agent, 310 N. Y. Life Bidg. D-745

CHOICE HOUSES AND COTTAGES FOR RENT all over the city, 45 to 450. Fidelity, 1702 Farnam D-746

FOR RENT, HOUSE OF 10 ROOMS; MODERN conveniences; very handy to business. Inquire at 209 S. 16th St., D. T. Mount. D-747

FOR RENT, ONE OF THE MOST DESIRABLE cottage homes in the city; large grounds. J. H. Dumont, 1414 Harney St. D-M218 FOR RENT, 7-ROOM COTTAGE, 3011 WEB-ster St. Also after May I, 5-room cottage, 1812 Capitol Avenue; 7-room cottage 2181 Davenport St. Henry W. Yates.

D-346-M2

SEE FINE, NEAT SIX-ROOM HOUSE 833 SO 21st st. D-M821 3*

FOR RENT, S-ROOM FRAME DETACHED dwelling at 2952 Mason street; all modern conveniences; rent, 33) per month.

Also 3-story brick dwelling, thirteen rooms, hot water, heating plant and all conveniences, including range for kitchen; rent, 340 a month; location, 2402 Cass street.

Also 3-story brick dwelling, thirteen rooms, all modern conveniences; rent, 355; location, 2408 Cass street.

Also 3-room dwelling, with all modern conveniences; rent, 325 per month; location, 2715 Half Howard street, Apply to W. B. Mckle, 504 First National Bank building. D-M785 M3

DESIRABLE FLAT OF FOUR ROOMS, 2504 Pierce street. D-M329 M3* BIX-ROOM DETACHED HOUSE: BATH, GAS; furnace, etc.; lawn. 721 South 37th, D-M793 M3*

FOR RENT, MY RESIDENCE, BARN AND two acres ground for summer, R. C. Patterson, Dundee Place. D-806 FOR RENT. & ROOM HOUSE, ALL MODERN conveniences, large rooms; hard wood finishes No. 408 N. 21rd. D-890-M66

FOR RENT, FIVE-ROOM HOUSE, 825 SOUTH 28th, Aprily on the premises. D-M815 7* SEE THE ELECANT HOUSE FOR RENT AT 251 So. 26th ave.; all conveniences; low rent. Brennan-Love Co., Paxton block. D-Ms16 7

5-ROOM NICE MODERN COTTAGE, \$13; NICE lawn: good repair. 2806 Seward. Inquire 2819 D-M809 2* FOR RENT, FLATS; MODERN IMPROVE ment; each independent entrance. B45 N. 1813 b-Ms25 4* FOR RENT, NINE-ROOM HOUSE; FLR. nished; for June, July and August; near Madison hotel. Address O 53, Bee. D-M837 2*

FOR RENT_FURNISHED ROOMS.

FURNISHED ROOMS FOR LIGHT HOUSE Reeping, 1919 Dodge. E-M284 a FURNISHED BOOMS FOR HOUSEKEEPING for man & wife. Rent taken in beard, 219 N. 17.

PURNISHED ROOMS, HOUSEKEEPING; COOL large lawn 2511 St. Marr's, E-M717-M2* ELEGANT FRONT ROOM, WITH ALCOVE; IN heat location in city; all conveniences, 2347 Dodge street. E-M791 Dodge atreet.

Nickly Furnished Rooms: Light house-keeping; double parlors. 603 No. 18th st.

E-M811 5*

PURNISHED ROOMS AND BOARD.

ROOMS AND BOARD, 2010 DOUGLAS, F-M106-M10* NICELY FURNISHED ROOMS WITH BOARD; rates reasonable. The Hose, 302) Harney, F-575 Ms ELTGANTLY FURNISHED ROOMS, WITH board; transients accommodated, 1814 Dodge St. 17-Mess Mr. ROOMS WITH BOARD, UTOPIA, I'M DAVEN-port 31. DESTRABLE FRONT ROOMS: WITH ENCEL-lent table; references. DR North Eighteenth. F-MTF MIS-ROOM AND BOARD, 204 S. ETH.

FOR REST_UNFURNISHED ROOMS. TWO FIVE-ROOM HOUSES, AT 498 NORTH Thirteenth street. G-M755 MI*

TWO TO FIVE BOOM HOUSES, AT 63 NORTH Thirteenth St. G-M795-M3* FOR RENT, THREE UNFURNISHED BOOMS for light homolooping; references required its South such atrect. G-Mico 4* ROOMS, FURNISHED OR UNFURNISHED, with all majora conveniences, with it will all board. 719 S. 18th street. G-M823 2*

FOR REAT-STORES AND OFFICES. R BENT, THE ESTORY PRICK BUILDING Farnam St. This building has a fireprical basement, complete steam heating in water an all flows, gas, etc. Apply a fire of The Rec. 1-200 BUSINESS HOUSE FOR BENT, NEW THREE

USINESS HOUSE FOR REAL AND STORY and basement brick building, 68x 33 southwest corner of Howard and Pitte-inth street suitable for jobling or manufacturing purposes Address Chas Turner, 2316 Parnam St. 43 Fifter Class BRICK STORE BUILDING 1911 Parson, three Stories and basement, will after to suit tenant, low ront, 31s 1st Nat'l Pt 50ds.

STORE, SITUATED IN HEART OF COMMIS-sion district, 421 So. 11th, corner Haward; soci-basement & 1st floor, 514 1st Nav'l Back bidg. I-M698

AGENTS WANTED.

POSITIONS OPEN FOR FEW PUSHING salismen; salary, experience unicomsary; per manent employment; apply new. Luke Bros. Oc., Nurserymen, Chicago. WANTED, AGENTS CAN MAKE ES WEEKLY In any locality: failure utterly impossible; will prove it or forfelt \$100. Addr ss P. O. Bo 5309, Boston, Mass. J-M831 4*

AGENTS WANTED TO SOLICIT ADVERTIS-ing and subscriptions for an illustrated trade journal with exceptional premiums; good per-centage given, Call on E. L. Powers, Paxton hotel, Saturday after 2. J-Msi0 2*

WANTED_TO REST.

IF YOU WANT GOOD TENANTS FOR YOUR houses list them with Fidelity, 1702 Farman St. K-751 WANTED, ABOUT MAY 1ST, A MODERN 10 or more room detached house, with lawl will pay liberal rent if suited; state localia N 38, Bee Office. K-983 WANTED, A FURNISHED COTTAGE FOR six months of lorger, Address O 52, Dec. K-M823 3*

STORAGE, FRANK EWERS, 1214 HARNEY PACIFIC STORAGE AND WAREHOUSE CO. 908-910 Jones. General storage and forwarding General storage and forwarding

WANTED-TO BUY.

WANTED, A LIGHT PHAETON: MUST BE strong, in excellent condition and clean, is eash Address with price, Lock Box 265, Gler wood, Ia. N-M724-M3 WANTED, TO BUY A FIRST CLASS RESI dence: 9 or 19 rooms; for a customer. To O. F. Davis Co., 1595 Farnam St. N-735-M5 WANTED, A SECOND-HAND PHONOGRAPH Address O 47, Bee. N-M739 M3*

FOR SALE_FURNITURE.

OR SALE, MY ENTIRE FURNITURE AND household goods, all as good us new lines t a rare opportunity for great bargains. Mrs. S Lehman, 523 North 29th St. O-M574

FOR SALE_HORSES AND WAGONS. ONE TOP DELIVERY WAGON, 315; USED only one month; two good family carriages; "bargains," one furniture wagon; \$50; Hoke wagon \$50. Drummond Carriage Co., 18th and Harney Sts.

FOR SALE, FIRST-CLASS FAMILY HORSE and phaeton, in excellent condition. Inquire a Windsor stables, Davenport, between 14th and 15th are. P-MS14 3*

FOR SALE_MISCELLANEOUS.

loth sts.

BEST HARDWOOD HOG AND CHICKEN fence; also "all wire." C. R. Lee, 901 Dauglas, Q-754

B. HAAS, FLORIST , 1813 VINTON ST., TEL 776, has a large assortment of young and old plants, stillable for pot, decoration and bed plants; Easter lilies, cut flowers and roses; everything at greatly reduced prices.

Q-Ms/4.

the Union and National Beyeles, the two leading wheels sold in Omaha; a large line of all other makes from \$30 and up; cash or easy ayments. A. L. Denne & Co., 1116 Farnam.

ADVERTISING FANS-BURKLEY PTG. CO Q-M650-M25

CLAIRVOYANTS.

MRS. DR. H. WARREN, CLAIRVOYANT, RE Hable business medium: 8th year at 119 N. 18th S-756 DON'T FAIL TO CONSULT PROF. BROWN, the clairvoyant and developer; St. Vitus dance, paralysis, locomotor ataxia and all nervous diseases cured. 1712 Capitol avenue. S-M701-M2*

MASSAGE, BATHS, ETC.

MME. SMITH, 1522 DOUGLAS STREET, 2NI floor, room 11, massage, steam, alcohol an-aulphurine baths. T-M863-M2

lors; refreshing and curative; don't fail to call 417 S. 11th st., upstairs. T-M799 M4*

BATHS, MASSAGE, MME. POST, 31942 S. 15TH. MISS VAN VALKENBURGH DESTROYS PER manently by electricity, superfluous hair, moles warts, etc. Room 416 N. Y. Life bidg. U-758

RUPTURE CURED; NO PAIN; NO DETEN-tion from business; we refer to hundreds of patients cured. O. E. Miller Co., 397 N. V. Life Buidling, Omaha, Neb. U-759

VIAVI-A HOME TREATMENT FOR UTERINE troubles. Physician in attendance, Con-tion or health book free, 346 nee bldg NEW YORK GLOVE STORE AND MANICUR ing parlors, 1519½ Farnam. U-M220-M11

THE PEOPLES DISPENSARY, 1522 DOUGLAS

MONEY TO LOAN_REAL ESTATE.

NTHONY LOAN AND TRUST CO., 318 N. Y. Nebraska & Iowa farins or Omaha city property, W-751 CITY LOANS. C. A. STARR, 925 N. Y. LIFE. MONEY TO LOAN ON IMPROVED OMAHA real estate. Brennan, Love Co., Paxton Bik. W-763

LOANS ON IMPROVED & UNIMPROVED CITY property, W. Farnam Smith & Co., 1220 Farnam, W-764 GEO. P. DEMIS, LOANS, PANTON BLOCK

MONEY TO LOAN ON IMPROVED OMAHA property at 5, 60, 8, and \$15 percent. Pussy & Thomas, room 207, First National Bank bldg. W-766 MONEY TO LOAN ON CITY PROPERTY, \$500.00 up to \$50,000.00. Fid-lity Trust company, W-107

MONEY TO LOAN, 80, 90, 90 DAYS; FURNI-ture, planes, etc. Duff Green, rooms, Barker bik. X-779

OMAHA MORTGAGE LOAN CO.

BUSINESS CHANCES.

FOR SALE, A CLEAN STOCK OF HARD-ware, slaves and tinware; about \$1,000; cheap for cash. Address O 22, Ros. Y-548-M22 SOFT SNAP. FOR SALE, BAKERY, LOT, building and brick over; very ritemp; good trade and good location. Write or call on N. Buggs, Alvin, Team.

BUSINESS CHANCES.

(Continued.) CRIPPLE CREEK GOLD STOCKS, SAFE AND c. 15 and upwards invested often bring attors and quick returns by placing you ters with the Van Buren Investment Co-corporated), bankers and btokens, 828 15th St 15th St

ACHINIST, MOULDERS, TWO COMPETENT ACHINIST, MOLITARIAN, in which we will be set of a splential cannot to make money; business well established and plant thoroughts equipped. Address theres it bell, Cashler, Grand Island, Neb., or P. M. Wales, Trey N. Y. 907-M4

COR SALE OR TRADE, STATE OF KE-brasha: bons fide parent, Address A. 128 Baughn St., Council Blurs, Y.—M700-M2 FOR SALE, ABOUT 2000 LIBS, MINION TYPE

OUR CLOTHING AND SHOE STOCK FOR sale, for cash; (1,20) stock of shoes; \$1,40) stock COR SALE FOR CASH, Street, want to qui goods; best frade in the city; want to qui business. Address 1125, Shenareloah, In. Y-MS12 5*

COR SALE OR LEASE, SMALL, WELL compped job printing plant, Apply at 525 N. Y. L. Bidg.

FOR EXCHANGE.

O TRADE, FOR A STOCK OF DRY GOODS will pay cash difference if such is required Address Albert Kuhn, 603 East 5th St., Se dalla, Mo. Z-M121

BARGAINS, SALE OR TRADE, IN CITY PROP-erties and farms. Jno. N. Frenzer, opp. P. O. RE-773 GEO, P. BEMIS, HOUSES, LOTS, IRRIGATED farm lands, loans, 395 and 306 Paxton block. RE-774

HOUSES & LOTS, \$900 to \$1,200 EACH; VACANT lots, from 459) up, on 20th & 27th; Farnam & Dodge, H. D. Reed, 212 S. 14th St. RE-274 FARM LANDS. C. F. HARRISON, 912. N.Y.Life RE-M591-M20*

ABSTRACTS. THE BYRON REED COMPANY

BUILDING AND LOAN ASSOCIATIONS

SHARES IN MUTUAL L & B. ASS'N PAY redeemable, 1704 Farnam St., Nattinger, a

HOW TO GET A HOME OR SECURE GOOD interest on savings. Apply to Omaha L. & B. Ass'n, 1794 Farnam. G. M. Nattinger, Sec.

PAWNBROKERS.

H. MAROWITZ LOANS MONEY. 418 N. 16 ST

SHORTHAND AND TYPEWRITING.

A. C. VAN SANT'S SCHOOL, MI N. Y. LIFE

HOTELS. MIDLAND HOTEL, COR. 16TH AND CHICAGO all modern improvements; rates reasonat

UPHOLSTERING FURNITURE.

URNITURE PACKED, MATTRESSES MADE and renovated, window cushions made; price reduced. M. S. Walkin, 2111 Cuming, Tel. 1.31

MUSIC, ART AND LANGUAGE. GEORGE F. GELLENBECK, BANJO AND YOU ARE SHORT-SIGHTED IF YOU DO NOT coxamine the Russel piano before buying o renting. Wm. H. Schmoller, 318 McCague bldg M-643-2*

BICYCLES.

THE RIDING SEASON HAS COMMENCED

prices. A. L. Deane & Co., 1116 Farnam. M—506-M22

WE WILL CLEAN, ADJUST REPAIR PUNCT-ures and keep your bicycle in good repair for \$1.09 per month. Ak-Sar-Hen Cycle Co., 319 So., 15th St.

ARES A SPECIAL CONTROL of the Color in C diseases; private hospital, gives vapor baths; cures cancers and tumors without a knife. Dr. P. Lieber, 1913 Leavenworth St., bet. 19 and 23th Sts., Omaha, Neb., Tel. 378.

585-M24*

TREES AND SHRUBBERY.

SHRUBBERY, FRUIT & SHADE TREES; LOW-est prices. F. R. Martin 3d house w. D. & D. Inst 485-M19*

LOST, WEDNESDAY NOON, LADIES' GOLD watch and chain; monogram in back of case; literal reward for return to Be-

ENGAGEMENT TO DO DRESSMAKING IN families solicited. Miss Sturdy, 4504 Burdette. M-703-M27

RING STRANGELY FOUND.

Lost in a Cotton Field and Picked Up by a Magnet in a Mill. One of the Union Oil company's big mills is located at Denison, Tex., and it is surprising the number of queer finds that are

there, so the engineer tells.

An interesting attachment in connection with the intricate machinery of the mill brings this about. Before the seed is crushed it is necessary for it to pass

OF MANY SORROWS

Trials and Troubles of the Street Car Conductor Recounted.

MULTIFARIOUS DUTIES AND VEXATIONS

His Experiences with Men, Women and Children-Passengers Who Think They Own the Road and Boss the Car.

The street car conductor is a man of many forrows, having an Intimate acquaintance with several different kinds of grief. He is in trouble, and a good deal of it, relates the St. Louis Globe Democrat, from the rising of the sun ever unto the going down of the same and a few hours in the evening. FOR SALE FOR CASH, STOCK OF HARNESS begins to be warried before other men think about getting hap and his worriment continues long after other men are sleeping the sleep of the just or unjust, according to their conduct while awake. He is sworn at by men, nagged by women and watched by spotters in the pay of the company. His life is full of fears and suspicious. He is afraid the caller may not wake him up in time for his work; after this fear has proved vain he becomes uneasy lest he should not have time for his dinner, and after this has been successfully swallowed he is tormented by the thought that something may happen to keep him going until his supper hour has passed. His hours of work are as long as those spent with a bore, and his times of rest and recreation as brief as woman's love. The seasons when all other men are enjoying themselves are the periods of hardest labor. Life, in short, is for him a dreary laber. Life, in short, is for him a deserved of fare collecting, whose monotony is relieved only by a semi-monthly casis of and derive all their rights and privileges from the commonwealth, of which he forms

TROUBLE WITH REPORTS. Aside from the fact that he is compelled to work for his living, which troubles the man of fares as much as other people, a chief source of the conductor's daily misery arises from the necessity of making out re-ports. There was a time in the history of street railroading when registers were not and reports had not come into being. In that happy era, when the conductor had finished his day's work, he went to the office substance, that he who has sixpence is and turned in such a proportion of the day's king of the world to the value of sixpence, receipts as in his judgment the treatment he. The drunken man is always brimful of this received from the superintendent justified, idea, only, owing to his condition, he mis-and went his way rejoicing. But that age takes the value of the coin, and conceives seems now as far away as the time of Homer, for street rail:cading is reduced to exact science, "the Old Man" and the Stable Boss" have been replaced by an ironsuperintendent and stony-hearted directors and managers, who insist that he shall deliver up for their behoof the last fare he has taken in, and, in order that their purpose in this particular shall be fully carried out, have prepared for his use a set of blanks on which he is required to make out a statement of the day's busi-ness. Not only do they do this, but they insist that his accounts shall balance exactly that his statement of fares and half fares and transfers taken in and transfers giver out shall tally as accurately as the ledgers of the Bank of England, and, besides, that if there is the smallest discrepancy it must be accounted for and the conductor must do the accounting out of his own private means. It is true, the blank reports which he is expected to fill out are by no means intricate, out then, as a rule, the conductor is neither an expert accountant or a college graduate, and at first he often has some difficulty in making both ends meet. He is not always as accurate as the counting machines that do the work of the banks, so it occasionally happens that he has a transfer too much or too little, or a nickel that stubbornly refuses to be accounted for, or a half-fare ticket that does not appear on the register, or a transfer that he has no record of and is

before they can be turned in to the company's agents, and collecting the fares is a
more serious job than accounting for them.

Here are must are the comneck, or wander about until he is frozen to
death, and the corporation is in no way repuffing the telegraph instrument began tickpuffing the telegraph instrument began tickp When travel is light, or the car is comforta-bly full, to pass from one end to the other and collect from each passenger the customary nickel ds a comparatively pleasan undertaking, and the conductor then performs his duty with an easy offhand grace that excites the envy of men less fortunately situated in life, But when a hundred and ten human beings squeeze and are squeezed into a receptacle originally intended for eighty, the conductor's job is no sinecure, for, besides collecting diligently in order that no one may defraud the company of its hard-carned cash, he must shove through the crowd with cautions vigilance, lest he step on some man's pet corn or spoil some woman's best hat; he must waten to see who gets on and who wants to get off: he must ceop an accurate tab on his register; he must look out for the streets at which he has been told to step, and he must, on suspicion of being considered and semetimes called a robber, give every one the correct change for nothing makes either man or woman madder in two seconds than the thought that the company is getting too much. If he had an hour or so to do all this in he could make his mind easy, but he has only a few min-utes, for it is a peculiarity of people who travel on street cars that they are always wanting to get off, and the unlucky con-ductor, while gathering the company's harvest at the front end is not infrequently dis-mayed by the spectacle of three or four assengers tumbling off the rear platform having gone as far as they desired and the umped off without the formality of report-ng their presence or cash to the conductor Such an incident naturally causes him som degree of perturbation; for all he knows, the car may be leaded with spotters and his shortcoming may be reported at the office in an hour, but he does the best he can with those who stay, and if he hears nothing more of the occurrence dismisses it from his mind as one of the unpleasant incidents of ratiroad life, for, in spite of the fact that he gets worried, he is something of a philosopher along certain lines.

WOMEN AND CHILDREN Of all his passengers, he has most trouble with women and children. Men seem to appreciate something of the value of time and hop on and jump off with as much expedition as possible. But the ladies rarely made in the cottonseed that is ground appear to have the slightest idea of the fact that the car must arrive at its destination some time in the course of the day, and after it has stopped for their benefit will exchange kisses and goodbyes with

the lockout for him, and sometimes gets to know him and bring him into discredit at the

with the intricate machinery of the mill brings this about. Before the seed is crushed it is necessary for it to pass through a very close ginning process, through a very close ginning to the process, through a very close ginning to the process, through a very close ginning to the process of the did to the military of the process of the did to the military of the process of the did to the process of the did to the military of the did to the military of the did to th

THREE TELEGRAPH STORIES

conductor almost as much trouble as his women passengers, and that is the men who cherish the idea that they own the road, because they pay for the privilege of riding on it. A man of this character, when he feels in good health and spirits, can give more trouble than a woman with six children and seven bundles. He is known afar off to both conductor and motoraum, by Showing How Much Depends on the Watchfulness of Railroad Operators.

afar off, to both conductor and motorman, by his haughty manner of signaling the car to

stop, and it must ctop at the crossing, to or he will demand to be informed way

nee he would know that windows ought not be left open on such a day as this. Gen-

at all, but stands on the back platform and tells the conductor and other interested per-

other business than their own-but the flow

aiways glad to see the man who thinks be

owns the road; it is a relief to the monotony of existence to hear him tell how it ought

to be managed. It seems to relieve the

mind of the man himself, for after enlarging on his favorite theme, he descends from the

pay his fare on the score of his ownership; he is only swell-headed and large-minded,

and likes to air his ideas and prove himself

a public benefactor by showing everybody

intendents and conductors, instead of being the masters, are the servants of the public

that the directors and managers and super

DRUNKEN MEN.

Drunken men are always a source of an

noyance; whether their affliction is in the nature of a jag or a full load, they are a

If what the sailors call half seas over, they

are apt to be noisy and profane, and when the conductor calls their attention to the

connections and ancestry. Carlyle says, in substance, that he who has sixpence is

takes the value of the coin, and conceives that it makes him the proprietor of the

car. He thus becomes more troublesome than the man who owns the road, since the

ownership right of the latter is, after all,

rather misty and abstract, even in his own

mind, while the drunkard's proprietorship

is direct and personal. He exercises it, too,

rights and feelings of others, and some-times the attentions of conductors and

three-quarters full, the drunkard is hardly

less so when he has accumulated a load

difficult to the point of impossibility. After

where he is carried. He is willing to ride

tion as to where he wants to get off.

Finally, he mumbles something, the conduc-

THE SPOTTER.

cent. But, though the conquetor is apt to

tion over him as partaking of the spotter na

ture, his enmity is particularly directed two especially obnoxious characters, th

the line of the road with a time table in h's head, and when No. 204 appears at a certain

corner two minutes ahead of time, or four

minutes late, this person makes a note of the interesting fact, which is handed in, and.

in due time, the conductor and motorman are not very suavely requested to explain

loafers do congregate, with all the appearance of one of their number, or he loafs

lazily along some street without the slightest appearance of taking heed to anything. Dis-

liked as he is, the hatred felt for him is nothing to that entertained for the fare spotter. This personage would like to be as

unobtrusive as the time spotter, but, by the nature of his calling, this is impossible. Still,

he does not board the car and introduce him-self to the conductor, neither does he gaze

estentatiously at the register and then count

the passengers with h's finger, but gets on as anyone else would, and takes a seat, pays

his fare and does his best to appear as though oblivious to all his surroundings. But

he always has some secret way of keeping an

account of what is going on. He pretends to read, and turns down the corner of a page

Troublesome enough when

the

in utter and complete disregard of

impression.

a very important part.

comething or other the car cannot

ETERNAL VIGILANCE THE PRICE OF LIFE

How an Operator Made Up for a Blunder by Saving the Limited-An Accident Where Accidents

Were Deemed Impossible.

comething or other the car cancot be haited at the proper place. He enters with an air of authority and looks about to see how best he can demonstrate his ownership of the entire property. If the windows are all closed, he opens one with the remark that the conductors never know how to ventilate a car properly; if they are all open, he closes the one by which he is scated, meantime observing that if the conductor had any scates he would know that windows ought not "Jones was night operator at a town near Altoona, on the Pennsylvania railroad," said the telegrapher to the Pittsburg Gazette however, he does not enter the car man, "He had lost a great deal of sleep and was very tired. The night were along and trains were few. It was hard to keep awake, sons how the road cuglit to be run, and how trains were few. It was hard to keep awake, he would run it if he had it. The fact that Finally the operator in the signal tower he knows nothing about the subject on which next to the west reported No. 4, the exhe dilates cuts no figure at all—it seldom does with men who can tell how to manage Jones pulled the white signal and waited for Jones pulled the white signal and waited for of his eloquence is not in the least dammed No. 4. He had almost fallen as eep when he by his ignorance, but continues uninter-rupted from the time he gets on until the time when he gets off. The conductor is was aroused by the roar of the train as No. 4 swept past the white signal. He saw the red lights at the rear of the train as she disappeared around the curve and he reported her to the operators at the signal towers next east and west. Then he waited to hear that she had passed the tower east. Three or four minutes was all it should have taken ear in much better humor with himself and the rest of the world than he was before. her to reach that tower, but he waited long He rarely becomes offensive or refuses to after that and no word came to him. He after that and no word came to him. He called up Smith, the operator there, and asked him if No. 4 had passed. Smith said 'No.' They talked over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the had backed over the wire and concluded that the word with the boys, but he took them off that tunnel. 'No.' They talked over the wire and con-cluded that she had broken down or been wrecked between the two towers.

"At about that time the train lispatcher called up and asked anxiously where No. 4 have come under my personal observation. was. Jones said that she had passed his tower, and Smith was sure she had not passed his. Everybody was wide awake now, for the train was certainly lost, and a lost train is a serious thing on a railroad. The dispatcher thought that she might have slipped past without Smith seeing her, but the towers all along the road beyond declared she had not passed them. A freight going west was stopped at Jones' tower and the conductor was asked if he had seen No. 4 hetween the two towers. He add that here between the two towers. He said that there

fact that there are ladies aboard, they are was no sign of her.

Then the perspiration began to stand out apt to reply with reflections on his family on the operators and dispatchers. The track between the two towers lies along the river. A high stone wall supports it. The only possible explanation seemed to be that No. 4 had gone over the wall into the river. She of danger in time to take flight The drunken man is always brimful of this had gone over the wall into the river. She could not have gone up in the air. Nearly an hour had passed. The river seemed the only place where she could be. The freight conductor received orders to uncouple his engine and run back slowly. He ran back past two towers, but could see nothing of No. 4 on the track or in the river. There was not over the wall of the approach of danger in time to take flight. In their migrations not thward in the early spring and southward in the late fail, wild geeze fly in families of a dezen or twenty, arranging themselves in the form of the letter invariably shorter than the other, and the father gander and the mother goose a little in advance was not even a displaced rail where she of the apex. Sometimes many families unite could have gone over the wall. Then he was ordered to run slowly west, to see how ordered to run slowly west, to see how things looked there. About half way between Jones' tower and the one west of him the express was found, with a broken cylinder head. She had never passed Jones at Jones had dreamed it, although he declares to this day that he way wide awake all the colors to this day that he way wide awake all the colors to this day that he way wide awake all the colors to this day that he way wide awake all the colors to this day that he way wide awake all the colors to this day that he way wide awake all the colors to the colors of motormen, assisted by a policeman, are necessary to disabuse his mind of a wrong clares to this day that he was wide awake all ing flock, his neck stretched high, fixed and under which navigation becomes for him

clares to this day that he was wide awake all the time.

"Jones was in bad repute for a time, but he was not discharged, as he was a good man, and his mistake had not caused a wreck. He redeemed himself within a few weeks. By his presence of mind and quick action he saved the limited. That was an unusual case also. It was the train dispatcher's mistake, so far as I know, but he may have been misled by some one else's blunder. One day the limited was going east in two sections. It is very, very seldom that the limited runs in more than one section. A freight was lying in front of Jones' tower waiting for the limited to pass. The train dispatcher sent out an order saying:

No. 2 (the limited) will run forty minutes at the limited was going that the limited will run forty minutes as late. That gave plenty of time for the freight to get to the next siding. The meshall have read. Second No. 2 will finally he had dragged himself to a point research. being laboriously lifted on the car and de-posited in a seat, his mind is much more at ease than that of the conductor. He knows he wants to go somewhere, but the limitations of his knowledge cease at that point and it makes no difference on earth to him anywhere the car goes, until his burden has disappeared and he is aroused to a sense of his condition. But the conductor is as anx-lous to get rid of him as he is to stay, and so pushes and prods and shakes him and yells in his ear in hope of gaining some informator guesses at the street, stops there, helps

ing, and Jones read a report saying that the limited had passed the tower above. It was The natural enemy of the conductor is the potter, whom he regards as of the offjust around the curve, not a mile and a half spotter, whom he regards as of the off-scourings of the earth, the scum of creation. away. It was a question of seconds. There was no time to run down the stairs, and it was no use to drop the red signal. The engine had already passed. There was no time to think. Jones grasped his ink bottle and his red flag. He ran out on the balcony in front of the tower and threw the ink bottle at the engine. Then he waved the red flag and yelled with all his might. The bottle struck the cab and attracted the engineer's attention. He looked up and saw lones waving the red flag and valling like a looked up and saw sentinel, whose notes soon became reagaining. The spotter, he thinks, is the lowest creature that is permitted by Divine Providence to crawl about on this sublunary sphere. What the spotter thinks of him in return is not public property, for the spotter is not a prominent character, but rather, by the na-ture of his cailing, rendered retiring and reti-Jones waving the red flag and yelling like a madman. Just at the same moment they both heard the shrill scream of the limited's time spotter and the fare spotter. The former is an individual who travels up and down

whistle as she approached the curve.
"The engineer did not stop to question what it was. The engine was clear out on the main track. He reversed his engine and sent her bumping back against the heavy train. The forward motion was stopped, but the train was so heavy that it would no start back. About half the engine was still on the main track. The limited swung around why this was thus. The time spotter is the curve not half a mile away, coming at rarely detected by either conductor or motor-man, for he stands on some corner where neer of the freight showed wonderful coolness. He ran his engine forward several feet, so as to separate the first few cars as far as the drawheads would allow, and give him a chance to get some momentum in his engine going back, and thus start the train. The plan is known to all engineers, but to deliberately start forward with the limited in sight took nerve. When he had gone a few feet he reversed again and sent the big engine bumping against the train and she started back. Jones held his breath and watched. It was not a question of seconds

for every passenger that gets on, or he has for the freight, but it was an automatic an indicator in his pecket, and keeps one spring switch, and when the limited struck hand there while marking the entries. The conductor hates him, because, being obliged it it was forced open along the main line. As soon as the engineer of the limited saw to earn his money, the spotter has been known to make false reports, and thus secure the discharge of honest men. Even were this not the case, however, the spotter would not be popular; the conductor is always on the lockout for him, and sometimes gets to wondered why there had been such a sudden wondered why there had been such a sudden wondered why there had been such a sudden the matter. jerk when the brakes went on just before they passed the tower, but they never dreamed of the danger they had escaped.
"A more serious case occurred at a tunnel on the Panhandle. It was a single-track

on the Palitande. It was a superfected a scheme by which they thought it was impossible for an accident to occur. A tower was creeted at each end of the tunnel tower was creeted at each end of the tunnel and the two towers were connected by wire. Every train was compelled to come to a stop and get orders from the operator before she could enter the tunnel. Neither operator was allowed to let a train enter the tunnel until he imbad called up the other operator and get from him assurance that the track was clear. Jones worked at one end and Smith at the other. Jones at one end and Smith at the other. Jones could not let a train go into the tunnel until Smith said so, and Smith could not let a train go in until Jones said so. The only way a wreck could occur was for each man to let a train go in at the same time. Even if both operators were to fall asleep at the same time the system would work, for train conductors going into the towers orders would awaken the operators.

"One night there was a terrible wreck in the tunnel. Two trains had met head on Several of the crew were hadly injured, and I think two died. There was an investigation.
"The president of the road himself went to the scene of the wreck. The two operators were called before him. It was impossible to learn anything about the wreck. Each operator was sure the other had reported the track clear, and could give no explanation that were then the oresi-

track clear, and could give no explanation of the cause of the wreck. Then the president said:

"Now, boys, I will tell you what I will do. I feel sure you know how this happened. If you will tell me I will give you my word that neither of you will be discharged. I thought I had a system here that was absolutely eafe, and it is of more importance to me to learn how the wreck occurred than to punish the one who was responsible. I must find out how it happened so that I can take care it does not be the care

occur again. Tell me the truth, and I will

give you my word that you will not lose your

Then the two boys confessed. During the "Then the two hoys confessed. During the long nights they would become sleepy. Sometimes one would fall asleep. Then if a train came, the other could not get an answer from him. One night Smith was sleeping soundly and Jones could not get any answer. He did not like to held the train for fear Smith would lose his job. So he let the train go through. He knew it was perfectly sife, for Smith could not let a train in without calling him up. When the train came out of the tunnel it waken at Smith, and Jones told him what he had done. Then they arranged a scheme so they could Smith, and Jones told him what he had done. Then they arranged a scheme so they could both sleep. They always kept the red block down, so that no train could enter the tunnel while they slept. If one called and received no answer he knew the other was asleep, and, therefore, the track must be clear, and he let the train in.

"One night both were sleeping as usual. A coal train came to Jones' end of the run-

A coal train came to Jones' end of the tun-net. The whistle of the train wakened Jones. He called to Smith and received no answer. So he knew Smith was sleeping and the tun-nel was clear. He asked the conductor to throw him off a little coal for his fire, as he was entirely out. The conductor threw him off two or three lumps, and the train started into the tunnel. Those few lumps of cost the road thousands of dollars, and I be-lieve they cost two men their lives.

"Jones went outside to pick up the coal as the train pulled out. Being outside the tower, the noise of the train drowned that of his instrument, and he did not hear Smith A freight train had come to Smith's end of the tunnel at the exact moment that Jones was picking up the coal. As Smith did not get any answer, he thought, of ocurse. Jones was asleep and the track was clear. So he let the freight in. Then the two trains

were not so likely to sleep, and could not do so much damage if they did sleep. Those are but three of many stories like them that

HARITS OF WILD GEESE.

Their Pugnacious Courtship and Oc-

to spread a carpet of green over all the broad domain. To rest and refresh them-selves in their annual flight northward, the geese alight in these fields. They select their ground carefully, choosing a spot re-mote from human habitation and so situated

ier and the mother goose a little in advance

tor guesses at the street, stops there, helps afraid to tear up, so the balancing of his reports is a piece of mental exertion that often makes him perspire long after his day's run is over.

COLLECTING THE FARES.

The fares must all be collected, however, before they can be turned in to the company's agents, and collecting the fares is a sounded the warning of the sentinel. was excitement in the camp, the sentinel ran, knowing that there was danger, the others of the family following. After a sentinel, whose notes soon became reasuring, and before they had flown a quarter of a mile they were high in the sky, and, behold, there was the never-falling letter "A."
Then the silent and inspired spectators

from the train, which was now moving rapidly, witnessed another spectacle. The danger past, the sentinel, who had been in the lead, dropped back and took his position at the end of the longer arm of the "A," while from that position the father of the family pushed to the head of the column and, from the end of the shorter arm, the mother goose flew forward and joined him. Until that moment they had been flying a southwesterly direction, but "Honk! honk!" commanded the leader, and they whirled to the northward and soon were lost to view. Naturally the incident became a subject of comment in the car after the geese had disappeared, and Colonel Vonle, who has spent a lifetime on the plains of Kansas, entortained the passengers who crowded about him with wild goods stories, and when his word was doubted he called upon J. W. Moore of Marion or "Farmer" Smith of Mcstarted back. Jones held his breath and watched. It was not a question of seconds now, but of parts of a second, whether the freight engine would clear the switch before the limited or not.

"The two engines seemed almost to melt together as the limited struck the switch, but the great train, with its precious burden, went by unharmed. The switch was open for the freight, but it was an automatic apring switch, and when the limited struck is made as of the flock. These struggles continue sometimes for days, and when the limited struck is made as of the flock. These struggles continue sometimes for days, and when the classifier of heads of the flock. These struggles continue sometimes for days, and when the

thus sometimes for days, and when the classification has whipped all comers, he chooses the plumpest goose of the flock, and the pair scitle down to married life. Then the other ganders fight it dut, and so on until "Hohaca's choice" only is left.

Colonel Vesie also declares that not infrequently young ganders will break away from their own family "A," fly off and cot out mates from other families which may be flying near by. It is Colonel Vesle's obflying near by. It is Colonel Veale's obpervation that this is the easier way for a gander to get a mate, as it is impossible to fight in the air, and, with that vanity native in the female breast and pleased by the mark of favor shown from another family, the little good unhesitatingly abandous com-

No excuse for mespices nights whom you can procure One Minute Cough Cure. This will relieve all annoyances, cure the most severe cough and give you rest and health. Can you afford to do without it?

Powder Mills the Better Risks.

A well known insurance broker sail to a Washington Star reporter, in speaking of fire insurance risks "Contrary to the general ides, insurance companies would rather take a risk on a powder magazine or a powder manufactory than on an ice bouse, in the case of a powder manufactory there is the case of a powder manufactory there is the case of a powder manufactory there is the greatest care taken by those who work in it, or who visit it. There is no need of signs langing about warning persons no to smoke, for they would never run the risk of entering with a cigar or pipe, even if the rules of the place allowed it. Now with ice houses it is different. Go into any of them and you will find the no-smoking steas it plenty. There is but little care, however for many people think such places will not burn. They do burn, however, and the result is the insurance companies charge the highest

DeWitt's Witch Hazel Salve cleanses, purifies and heals. It was made for that purpose. Use it for burns, cuts, bruises, chapped hands, sores of all descriptions and if you