LATEST DEVICES FOR SAFETY OF WORKMEN

An Engineering Task of Vast Proportions, involving an Outlay of 250,000,000-Great Raff. road Enterprise.

Details of the methods to be employed by the New York, New Jersey and Long Island Railroad company in building the Pennsylvania railroad tunnel under the North and East rivers and Manhattan island were made public last week by Alfred Noble, chief engineer in charge of consulting engineers who drew up the plans and specifications for the whole undertak-The other five who aided in the work Lindenthal, bridge commissioner of this needed rights of way. city; Charles M. Jacobs, who designed the tunnel in the beginning and is now in direct charge of the North river work; William H. Brown, the Pennsylvania railroad's chief of engineers, and George Gibbs, the mechanical engineer expert connected with the Interborough Rapid Tranaft company.

which Mr. Noble is handing out to con- the arched roof of concrete or brick, ac tractors wishing to bid for either of the three sections, the approaches to the tunare to be constructed by open cutting, the subway under this borough by "ordinary methods," and the river tunnels by the ing the masonry wall. shield process. The tubes, or shells, under the water must be of metal, either threemasonry, or one and three-quarter inches crete lining inside the tubes must be twenty-two and a half inches in thickness. The work of driving the shied is to be done that the contractor must lay the concrete in air of normal pressure to insure its good quality and endurance.

Over the contractor the railroad's engineer is a supreme boss. The contract leaves the general maintenance of plants of all

contractor is to be tied down in every rebe left in any permanent structure "must transit through it about two minutes. be of oak, yellow or Norway or white pine, hemlock or black spruce cut from live timdriving in the work; free from windshakes, rotten knots or any indication of decay, and must be of certain measurements indi- of the work will be between sixty and cated down to the fraction of an inch.

Not only has every precaution for the safety of passengers in the tunnel been safeguards possible for those doing the Long Island to New Jersey, they announce. of construction. "The contractor," says the announcement, "must provide at each shaft an adequate plant, including ery, dynamos and all other necessary plant, a reasonable duplication to meet unusual and unexpected emergencies." There must be the finest apparatus for supplying 1,000 feet or less out of concrete, set in Portland cement mortar. Each bulkhead must have in it two air locks near the botfresh. Bulkhends must be built every tom, at least six feet in diameter and twenty feet long, for the passage of men and materials; one emergency lock near the roof for men only, and a pipe lock twelve inches in diameter through which

Safeguards for Men and Shield.

When a shield has been driven 500 feet at least two bulkheads must be in use and neither is to be removed until a third is in place. Small charges of dynamite must be used to blast in advance of the shield where rock is being excavated and enough of the of Aldermen, upon the recommendation of material is to be removed to permit of the shield being shoved ahead without touching the rock. If necessary, the engineer can force the contractor to lay steel ralls upon which to slide the shield and adequate supports must be used in every case to prevent sible injury from loose earth that comes in the way of the excavators.

each to the office of the resident engineer Times. near the shaft. At each bulkhead will b an 18-inch air pressure gauge and a foul air vent pipe at each shield. Every shaft will be equipped with enough elevators for men and materials, and the hospital arrangements in the shafts, although they are not based upon any new principle, are claimed to be the most complete ever de-

In the shaft will be a "compressed air hospital," at least six feet in diameter with two chambers wherein men can be cted to the regular pressure if attacked by the calsson disease. The road's chaineer has full authority to prescribe what sanitary safeguards are to be adopted and he is instructed to spare nothing to

and he is instructed to spare nothing to make them complete.

In the quarters of the compressed air workers are to be provided hot and cold water for baths and for washing ciothes, as well as hot air for drying purposes. Day and night, without intermission, there will be ready for the workmen pienty of hot coffee prepared by a force of attendants always on duty. In each shaft will be a physician's office, and a doctor, with all the necessary assistants, will be on hand continually. The engineer has power to dictate the arrangements of the doctor's apartments and no laborer ever will be continually. The engineer has power to dictate the arrangements of the doctor's apartments and no laborer ever will be continually. The engineer has power to dictate the arrangements of the doctor's apartments and no laborer ever will be continually. The engineer has power to dictate the arrangements of the doctor's apartments and no laborer ever will be apartments and no laborer ever will be employed to work in compressed air until after he has been examined thoroughly by

pressed upon the contractor in almost every LAST CHANCE FOR CITY PLANT

"No information relative to the work shall e given by the contractor or any of his employee to any person during the progress of the work unless by authority of the engi-

The contractor further assumes the responsibility for any damages to buildings, streets or other structures abutting or affected by the work under the city proper, and he must defend all suits and pay all costs without recourse to assistance from the rallroad company. His liability is absolute, and he may not receive an extension of time for any cause even indirectly traceable to his own fault. Not even the negligence of the engineer in giving instruction

shall absolve him-He must furnish proper supports for all sewers, repair all injured pipes, hold up all structures needing artificial supports, observe all city ordinances and take all chances at his own risk. In regard to ma ntaining plants or removing unsatisfactory machinery he must obey the engineer abso the East river work and one of the six lutely, and if he wants an extension of time he cannot plead that the delay was caused by accidents, weather conditions, flood, fire, sickness or legal proceedings in that began in March, 1902, are Lieutenant volving himself. The only cause he can Colonel Charles W. Raymond, corps of assign as ground for an extension is the engineers, United States army; Gustav failure of the company to provide the

Tunnel Through Manbattan.

The tunnel as far as it runs beneath the city is to be plerced without shields by methods approximately the same as those employed in the deep underground sections of the rapid transit subway-for instance, hose under Washington Heights and Cen-According to the book of specifications trai park. The walls will be of masonry, cording to the lay of the land. For the arches a centering of steel must be used, nel, both in Long Island and New Jersey, to remain in place as long as the engineer orders, and wherever it is deemed essential there is to be a castiron lining supplement-

No blasting is to be done in the vicinity of pipes and sewers or where the construcquarters of an inch thick if incased in tion of nearby buildings makes it dangerous. In such places the work of removing thick if of cast iron. The latter form is rock must be done by drilling. The care question, and in this case the ordinance practically sure to be used, and the con- of pipes under the streets will be along the will pass." lines enforced in the rapid transit subway operations, and where blasts leave interaticas between the rocks and masonry with compressed air, and it is stipulated wall the gaps must be filled in with concrete or "grout." The roof must be waterproofed and the floors built of cement, with water proofing where necessary.

In regard to the concrete sidewalks which were designed chiefly to provide an in his hands control of all the builder's emergency exit for passengers in case of operations, including the care of the men accident, it is explained that they have employed to do the compressed air work, additional value in that they will become the hospital staff and medical supplies in buffers for trains that may be derailed in each shaft, the directing of safeguards for the tubes, preventing the cars or locoand underground condults in motives from dashing across the cast from danger of being damaged in the city, and sheet. In these walks will be carried the conduits for lighting and signal wires also No two trains going in the same direction The distinguishing feature of the book of will be permitted in the tubes under the specifications is the rigidity with which the river at the same time, and in the case of the North river tube, that will mean spect. As an example of this may be noted headway of two minutes, as the tunnel the paragraph that says that the piles to there will be a mile long, and the time for

East of Second avenue, where the tunnel

passes under private property to a large ber, not more than one year previous to extent before entering the river bed by means of two tubes from East Thirty-se ond and East Thirty-third streets, the depth seventy feet, and according to the engineers the people living or doing business above the excavations will not be inconconsidered, but the contract will provide all venienced at all. The entire work from will require three years for actual con struction, but it may be a longer time before all the finishing touches are put bollers, air compressors, hydraulic machin- on the road. The great station between it thirty-six years ago, when as a very Seventh and Ninth avenues and Thirty-small boy he applied for work on an fight and morning in thin gruel and milk. In the first and Thirty-third streets will have a lilinois road that was then building. He capacity of 200,000 passengers a day, or was not big enough for any real work, but capacity of 200,000 passengers a day, or was not big enough for any real work, but absorbed by the pores of the akin being nearly 80,000,000 a year. Between twenty they gave him a job furnishing drinking found sufficient to keep the heart beating fresh air for the workmen and for keeping and thirty trains a day can be run through water for the section hands. He got them the North Biver tubes, and between forty the very best water he could find and saw tunnel. It will go on floats, as heretofore, talent for walking and keeping friends, between Greenville, near Bergen Point, and which young Houlahan displayed even Bay Ridge, whence the route will be over a spur from the Long Island railroad tracks in East New York. After that, in going east, it will reach Port Morris via the bridge projected from Long Island by

way of Ward's Island. The minimum cost of the tunnel is estimated at \$50,000,000, and the announcement that it was to be built was made first on December 12, 1901. After many vicissitudes the franchise was granted by the Board the Rapid Transit commission, and the agreement with the city provides that the Pennsylvania railroad shall pay to the city an annual rental of \$75,000 for twenty-five years, after which there will be a read-justment of the terms, arranged by the city officials in conference with representatives of the company and approved by the From every heading a telephone will aldermen in the usual way.-New York

Acid Bottle Tells the Story.

CHICAGO, Oct. 10.—Dressed in full uniform, Lieutenant John Duffy of the Chicago fire department was found dead today on the banks of Mud lake, with a bottle of carbolic acid beside him. Duffy is said to have suffered from intermittent mental aberration, as a result of injuries received during a fire that threatened the destruction of the Chicago packing house district.

PERSONAL PARAGRAPHS.

W. G. Sears of Tekamah is a guest at the W. G. Gordon, Grand Island; S. W. Goddard, Arcadia, Neb.; W. H. Winslow, Genoa, and N. Anderson, Hartington, are at the Murray.

are at the Paxton.

W. H. Dean and G. B. Simpkins, Lincoln;
C. F. Covey, Frament; Ed Reynolds, Fullerton; E. M. Smith, Wayne; M. L. Hancock, H. Brown, Smith Brown and Mr. and Mrs. H. B. Waldron, Waterloo; H. J. Alexander, John B. Galtzan, J. T. Dedds and D. McDonald, Columbus; J. W. Van Horn, Bellefourche, and C. C. Burkhalter, Fontenelle, Wyo., are at the Merchants.

medical man. All these safeguards are at the cost and hazard of the con-The binding nature of the contract is im-

> angels smile at and commend the thoughts and aspirations of the mother bending over the cradle. The ordeal through which the expectant mother must pass, however, is so full of danger and suffering that she looks forward to the hour when she shall

feel the exquisite thrill of motherhood with indescribable dread and fear. Every woman should know that the danger, pain and horror of child-birth can be entirely avoided by the use of Mother's Friend. a scientific liniment for external use only, which toughens and renders

pliable all the parts, and assists nature in its sublime work. By its aid thousands of women have passed this great crisis in perfect safety and without pain. Sold at \$1.00 per bottle by druggists. Our book of priceless value to all women sent free. Address BRADFIELD REGULATOR CO., Atlanta.

Is the joy of the household, for without it no happiness can be complete. How sweet the picture of mother and babe,

It was ducing his brief connection with the St. Louis, Arkansas and Texas rallroad which he was compelled to sever on account of failing health, that he performed one of the most remarkable feats in the changing the road from a narrow to a standard guage fell to his lot. He laid out all the plans and made all the arrangements | success

"big things."

undertaking, for every minute saved or lost represented the gain or loss of thousands of dollars. It meant that every inch of track of the 400 miles of trackage had to be ad-Final Opportunity for Municipal Electric justed to the new guage, the bridges, round-houses, station platforms, stations, elevators, switches, sidings, had all to be

cared for so that they would conform to MAYOR'S ORDINANCE MAY COME UP the changed conditions. And all of this had to be accomplished in a single day. Before the day was over the work was Nicholson Announces Intention to

Light Comes Tuesday.

Call Up Measure and Force

Conneil to Submit it

to Voters.

will have to act on the mayor's sugges-

Tuesday night. The ordinance was pre-

Dyball and O'Brien were not present.

"I propose to at least get an expression

am anxious to have the proposition go

before the people. Should an electric light

cut into the gas company more than the

electric light company, because electricity

The gas company opposes a municipal elec-

tric light plant because it would mean

to about \$40,000 a year, as gas lighting on

see about the same line-up on the munici-

pal proposition as on the gas contract ex-

cast their vote in favor of submitting the

Mayor Must Proclaim It.

In order to get the question of voting an

ssue of \$500,000 bonds for he "consruction

of conduits and subways and the construc-

tion, appropriation or purchase of an elec-

tric light plant," before the voters at the

the notice in his proclamation. This is is-

sued not later than twenty days before the

election, which would be on Thursday of

It is said that O'Brien's democratic con

stiutuents have been telling him that he

made a mistake on the gas deal and will

insist that he live up to election promises

and vote for the municipal ordinance. Coun-

ilman Huntington has not committed him

President Zimman is still benting up the

agitation in favor of the municipal owner-

ship submission, but it is plain that he feels

no great hopes over its fate in the council.

Nevertheless he and Nicholson will insist

upon action of some kind and will demand

Career of a Western Railroad Man

ever Came His Way.

Patrick Henry Houlahan, general super-

Here is his record from that day to this:

baggageman and depot agent of the same

road from 1870 to 1875; brakeman and con-

Burlington road from 1875 to 1880; conductor

November, 1881, to July, 1884; trainmaster

St. Louis division Burlington system from

July, 1884, to May, 1886; master of transpor-

railroad, Missouri division, from May to

November, 1886; trainmaster Hannibal &

St. Joseph railroad from April, 1886 to April,

1890: assistant superintendent Hannibal &

St. Joseph from April, 1890, to May, 1891;

superintendent western division same road

from May, 1891, to June, 1892; superintendent

of same road from date last named to the

Little Pat Houlahan was fond of work,

had been riomoted to a position as track

came the overturning of a lamp by Mrs.

O'Leary's historic cow and the consequent

at Ottawa, Ill., eighty miles to the south

and the red glow of the burning in the

northern sky fired his desire to plunge into

the smoke and debris of the burning city.

to rise in the railroad business." Reach-

and I was trying to find a place where

could get a doughnut or a piece of pi-

The little country boy penetrated into the

side that were smoking heaps of ashes

unmindful allke of ruin and of riot. Many

times after that he went to Chicago, and

watched the new city rise on the ruin of the

old He was never satisfied until he had

climbed to the top of every one of the high

buildings, his mother accompanying him.

Curiosity was not the incentive. He was

studying their construction. He made fre-

quent trips to the city from Missouri during

the building of the Auditorium, and fol-

lowed the work, through articles in the

newspapers, from the sinking of the piles

fond of play and, as the facts will show

present time."

W' . Knew How to Do What-

showing of hands all around

oming election, the mayor must include

rapidly gaining in domestic lighting

Monday afternoon

tension.

Remarkable as this achievement may appear, it is not more remarkable than the things which Superintendent Patrick Henry Houlahan has made the old Hannibal and St. Joe do under his skillful direction. Dur-The last opportunity that the council ing the recovery period after the recent flood at Kansas City, when it was the only road in operation, he handled as high as 100 ion and submit the municipal electric light trains, principally passenger, on a single lant proposition to the vote of the people November 3 will be at the next meating. track, running as many as fifteen passenger trains of other lines as sections of one train belonging to the Hannibal and St. ented by Mayor Moores and introduced by President Zimman two weeks ago and Joe. In fact, the superintendent of the has since been in the hands of the street Hannibal and St. Joe, the oldest line belighting committee. The vote on first and tween the Mississippi and the Missouri, and third reading stood with Zimman, Nichola road which is heard of in these times only son, Hoye and Huntington favorable and connection with the great system of Schroeder, Evans and Back against it. which it forms an important link, was practically handling the large share of the Councilman Nicholson has announced his traffic of a dozen western railroads and intention of calling the ordinance up for dealing with the operating officials of those onsideration at the committee meeting companies telegraphically as they under normal conditions deal with their own conductors, for some time during and after

from the other councilmen," he said. "I the subsidence of the floods. Patrick Henry Houlahah, the man who did all this, is still on the sunny side of 50. plant be established by the city it will a well groomed, well preserved man. He resides with his family at Brookfield, Mo. where he is a universal favorite, but Ottawa, Ill., still claims him as its own. Unlike many men who have climbed from the bottom round well up toward the top, he probably the loss of revenue amounting has never forgotten his early struggles, and is never forgetful of those who are striving the atreets would very likely be dispensed to forge ahead against the odds he had to with altogether. For this reason you may contend with. He has written a handbook for railroad men, which in reality is a pocket compendium of good advice com It is possible that Councilman piled from his own experience. The love O'Brien and Councilman Huntington may he bears the railroad to which he has given the best years of his life is only surpassed by the love he bestows upon his aged mother and his wife and children .-Brooklyn Eagle.

RIP VAN WINKLES MANY Persons Known to Sleep for Months

and Years, but Awakening Gen-

erally Means Death. Rip Van Winkle, created in fiction, has rivals in reality, for scattered over the world today are men, women, and children who have been sleeping for months and even years, and who have defied all the efforts of the greatest savants of the age

to awake them from their slumbers. Perhaps the most recent instance of lengthy sleep comes from Paris, where the victim died last May after a nap which had lasted two years. In the latter week of April, 1901, Marguerite Boyenval of Thesseles, near St. Quentin, was engaged in the kitchen of her home, ironing some handkerchiefs, when a girl friend ran in and jokingly exclaimed:

"Fly, Marguerite, the gendarmes are com ing to arrest you!" WATER BOY'S RISE WAS RAPID With a cry the girl fell to the ground in a cataleptic sleep, from which she awoke

on May 26 last. Dr. Cherlier an eminent French physician, tried every means to awaken the girl, but without success, and, at last, abandoning his efforts in that direction, ntendent of the Hannibal & St. Joseph turned his attention to the best means of railroad, is a self made man, who has not wasted any time in the making and has nourishing and sustaining the patient until done the job very thoroughly. He began she should awake of her own accord. The method adopted was to bathe the sleeper night and morning in thin gruel and milk.

and amatain life When the girl fell asleep in 1901 she was pretty, fair in complexion, and about 19 years of age, but as the months rolled on the figsh wasted away, the eyes, over which the lids were closely drawn, became sunken, while all the facial bones could be counted. The skin turned as white as marble, and when the flesh was cut by one "A water boy and train hand on the of the surgeons the blood, instead of being Ottawa & Fox River Valley railroad (now red and flowing easily, was white and of

merged into the Chicago & Alton and the the consistency of glycerin. Chicago, Burlington & Quincy systems) Doctors went from all parts of the contifrom 1867 to 1870; a train hand, check clerk nent to visit the slumberer, but among them all there was not one who could sucseed in arousing her. During the last week ductor on the Fox River branch of the in May of this year the sleeper, who was closely watched during every moment of from 1880 to 1881; assistant trainmaster from her long slumber, was seen to move her right arm, then her head, and at last, slowly opening her eyes the young girlnow in appearance an old, old womantation of the St. Louis, Arkansas & Texas looked wonderingly round the room.

The physicians present spoke to her, but, though she apparently had a desire to reply, no words came from her mouth. For twenty minutes the heart continued to beat, and the doctors were in high hopes of saving her life, when, raising herself by some extraordinary and momentary effort, she uttered a few unintelligible words and fell back dead.

Men and women who have slept for pertods of six months and longer seldom live presently, fond of adventure. When he after their awakening. An exception to this, however, is found in the case of a ing it. hand and was earning his dollar a day Russian of the name of Piatkowaka, who is reported to have slept for seven months In his home in a small village some twenty with an inclination to propose marriage to burning of Chicago. Hodiahan was living miles from Moscow. Piatkowska, who had a young woman and uses a postal card for served ten years in the mines, was a man of 40, strong and wiry, though he had always down and assess him \$2.40 for the privilege been subject to periodical fits of slumber which had lasted for two and three days than it is in Russia. If engaged young peo-

He got permission to lay off for a few at a stretch. In 1893, according to a Russian writer, days and a pass to Chicago, when everyhe fell asleep while working in the fields, one else was figuring how to get away and was there found by his wife. She had him carried to their cabin and laid on the "Although I was privileged to fide in the caboose," he says, referring to this trestle bed, so that he might have his sleep trip, "I could only content myself by sitout in comfort, as he had done on many previous occasions. The next day and for ting on the rear brake wheel of the rear The scenery was better from this several days he still slumbered, and when point of observation. I ran a better chance a week had gone by his wife became

of being killed, and, besides, all along alarmed, up there, I felt that I had already begun She me She managed to secure the services of a local doctor whose practice was among States. ing Chicago on the morning of the 10th, the peasantry, but though he tried his best 'the crowds were coming one way and I to awaken the sleeper all his efforts were futile. The doctor visited the patient for was going the other," he says. "They were five months, when his duties called him to trying to get out of the heat and smoke St. Petersburg, and he was obliged to relinguish the case.

Another physician, however, undertook to watch the man, and two more months passed. No effort was made to feed the outh side and into portions of the north sleeper, and he did not appear to have lost fiesh to any great extent.

In the spring of 1894 the man, who had been lying on his back, was found to have turned over on his left side, his left arm being turned under his head. The doctor was quickly sent for, and after examining the patient he injected a powerful hypodermic, which took instant effect. The mar opened his eyes, stretched his arms above his head, yawned, and attempted to get out of bed.

to the decoration of the interior. Man and and he would have fallen had not the doc boy he has always been infatuated with tor pushed him back. He was carefully fed and nursed and in a fortnight was sufficiently recovered to go about his work. A more recent case was that of Winifred Earle, living in Sixth avenue, New York, who fell asleep in December of last year, and after slumbering for three days, was bistory of American railroading. As master sent to Believue hospital to see if the phy-of transportation of that line the task of sicians there could succeed in waking her. sent to Bellevue hospital to see if the phy-CHICAGO, Oct. 10.—Methodist laymen in conference at Aurora have chosen Mrz. Lucy Rider Meyer, leader in desconness work, as a delegate to the quadriennial conference of the church at Los Angeles, Cal., next May. Everything, from electric batteries to

But his limbs were weak as an infant's

saline injections was tried, but without He assigned every man of an army of The girl, who was only 16, continued to workers to his post and line of duty. Con- slumber peacefully for three weeks, when

Farnam Street.

ummata generalship was required in the formation and the formation THE BIG PIANO HOUSE.

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Bargains in **Used Pianos**

Several more uprights and squares taken in trade during our recent sale, will be sold at prices ranging from \$10.00 to \$38.00 for the squares and from \$40.00, \$62.00, \$88.00, \$110.00 up to \$155.00 for the uprights, some of which we can recommend as being exceptionally good for the price.

a slight movement of the eyelids was no-

ticed. A strong light was held before her

eyes, and in a few moments she awoke.

So weak had she become, however, that

though every effort was made to save her

she gradually sank, and after two days

fell into that deeper slumber from which

there is no awakening.-Chicago Tribune.

AMERICAN KISSES HIGH PRICED

Involuntary Smacks Command Vary-

ing Prices Throughout the

World.

That, of course, means when they are no

given away. Generally they are exchanged

this happens in all countries—a kisa is

Thereupon it immediately-in all coun-

tries-becomes a thing of value, for which

the young woman may collect money, and

For it has been decreed that the kins be

longed to the young woman. It might be

assumed that the young man had an equal

share in it, but this is not the case. There

does not seem to be any demand for young

men's kisses. At least young men don't

want them and young women affirm that

they don't. They may not be telling the

truth, but no one ever found a bidder in the

open market for them, so it must be ac-

cepted that the young women are telling the

It's a stolen kiss that has a monetary

value. Russia puts a comparatively low

value on them. America puts the highest

In Russia, if so inclined, you may get a kins for \$3. There is a special rate of \$2.40

if the kissing be not in an extremely pub-

le place. But if you were to kiss a young

Russian girl on a street car the magistrate

before whom you would appear the next

day would look you over and remark that

it would cost you \$3. The lesson is plain.

In Russia it is assumed that a young man

and a young woman, even if engaged,

should not kiss each other in public. The

same thing is assumed in Chicago. To em-

brace one's flance before the eyes of men'

in Russia is subject to a tax of \$2.40. You

can have the privilege if you want to pay

for it, but a police court clerk will collect

the next day if a policeman sees you do

Russian authorities carry their rigor

little further. If a young man be seized

this purpose the authorities will !rack him

In Milan, Italy, kissing is even cheaper

ple kiss each other in public there the po-

lice magistrate will tax them \$1.20. Last

year in that city there were just 721 couples

brave enough to say they didn't care who

was looking. They all paid the fines the

next day. There may have been more than

that all told. That number were caught.

In France kisses are not rated at a high

price commercially, and Germany does not

assess the offender severely. England is

a bit harder, but for the full value of the

kiss it is necessary to come to the United

Prices range all the way up to \$100. Here

in Chicago recently Justice Dooley decided

that a young man who had kissed a young

woman had received just \$25 worth. The

young man was given the choice of paying

Why there should be such objection

public kissing is a question which may

puzzle some people. Of course, there is the

hygienic side. The microbe objection might

be raised. Then it might be assumed that

if the practice were encouraged there would

be a blockade to traffic on busy streets.

If it were perfectly permissible for

young man to kiss a young woman is part-

ing, just as he would shake hands with her

there is no telling how long he would be

about it. Imagine State street if all the

young men who shake hands with young

women were kissing the young women

instead. The city would have to double

Some way or other kissing always has

The best society frowns on publi

been considered just like cleaning your

exhibitions of either. There must be good

reasons for this or it would not be so. The

legislators in all countries seem to agree on

Mrs. Ryder Meyer Selected.

the proposition.-Chicago Tribune.

deck the sidewalk to get enough room.

teeth.

it or going to the Bridewell.

without barter, but once in a while-and

in the world.

truth.

taken without consent.

SCHMOLLER

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Several used organs that will go at \$5.00, \$8.00, \$12.00, \$14.00, \$18.00 to \$29.00. The makes are Estey, Burdette, Story & Clark, Kimball, Mason & Hamlin, Crown, Perty. Wilcox & White, Shultz, These will be sold on the easiest kind of payments, and if you wish a plano later we will take the organ back.

AT PRIVATE SALE LOU ALLEN

Bay mare, no white except star and a little white on left hind foot; & years old, is hands high, weight 1,000 pounds, absolutely sound, without scar or blemish, with beautiful clean head and neck—a real bargain in every respect; never been harnessed, but shows beautiful totting action; willbe very fast if trained. She is certainly an extra good individual, has cost by side by Sam Slick and bred back to him; sired by ETHAN ALLEN, known in the west as Thomson's Ethan Alien; record, 2:374, by King Phillip, by Old Ethan Alien; record, 2:154 in double harness; by Hill's Black Hawk IV; Thomson's Ethan Alien's first dam, in inbred Morgan by Morgan Fox; Lou Allen's first dam, Ivah Sheppard, by Jack Sheppard, record 2:25 as a 4-year-old, by Hambletonian X; second dam, Nancy, by Tom Hyer, record 2:25, by Hill's Black Hawk V. Will sell her when colt is weaned. Price, 1500.

I have another mare, 4 years old, a full sister to King Edward, as large as he is, h colt at foot by Alien P. and bred back to him that I would sell at \$300 when American kisses are the highest priced ALLEN P.

Chestnut stillion. 6 years old, no white except a narrow strip in face, 14% hands high, weighs 1,000 pounds. His body is very lond and round, with deep flank, deep, large hind quarters, small head with clean neck, thick muscular shoulders. He is in every respect a model Morgan, as his pedigree will show. He has more Morgan blood in him than any horse I know or have read of in the last 15 years. His pedigree is as follows: Sired by my horse Ethan Alen, '2:37%, known in the west as Thomson's Ethan Allen. He was raised in Whitefield, Me., and sired by King Phillip, by old Ethan Allen, record 2:15% in double harness, by Hills' Black Hawk V. My Ethan Allen's dam was in inbred Morgan, sired by Morgan Fox, out of a Morgan mare; Allen P.'s first dam, Batsle Baker, 2:35%, by Little Crow, 2:25; by Reconstruction, by Vermont Hero, by Hill's Black Hawk V. I drove this colt eleven times before I was taken sick thre years ago and he showed lots of speed and fine action. Since then he has run in the paddock and box stall. This colt is absolutely sound, without scar or blemish. Price, \$350.

KING EDWARD VII

Fifteen and a half hands high, weight 1,100 pounds, 5 years old, a bright cherry red staillon, no white marks, a fine individual and good enough for any abow ring. He is unbroken and as yet shows no gait but a square trot and has every indication of a square trotter. I have been laid up with rheumatic fever for the last three years. I had him nicely bitted before I was taken sick. He was sired by Prince Almont, by Mammont, full brother to Piedmont, 2:178, by Almont XXXIII, by Alexander's Abdallah, by Hambletonian X; first dam, Ivah Sheppard, by Jack Sheppard, Ir., by Jack Sheppard, 4-year-old mark 2:25, by Hambletonian X; Jack Sheppard, Ir., first dam by the Hammit Horse, by Wickei Will, by Hill's Black Hawk V. This colt is absolutely sound, without scar or blemish and has the best of legs and feet. Price, 3400.

BANNOCKBURN

Brown stallion, 1814 hands, weight 1,280 pounds, no white except a small star and small snip. Bannockburn has been worked but very little for speed and never started in a race; never was timed but once in a workeut. He went the first half in 1:10, then the prompter tired and we went the third quarter very slow. I drove him home the last quarter in 0:32 seconds, the full inlie in 2:24, over Omaha half-mile track. If the prompter had kept up with him the mile would have been better than 2:20. Although strictly trotting bred, he is a pacer, needing neither hobbies, weights or boots. No horse has a better flight of speed or is a better laster. In condition he certainly can beat 2:16 and is very level-headed. He was sired by Tribune, record 2:25, by Knickerbocker, by Hambletonian X; first dam, Tillie Thomas, by Ensign, the sire of Blue Sign, record 2:05%, by Enchanter, by Hambletonian X. Bannockburn is absolutely sound in every way. Price, \$750.

SAM SLICK

A beautiful cherry bay stallion, 5 years old, 15½ hands high, weight 1,050, no white except a little on both hind coronets; a fine individual and good enough for any showring. He is unbroken and as yet shows no gait but a square trot and has every indication of a fast trotter. He was sired by Prince Almont, by Mammont, full brother to Pledmont, 2:17½, by Almont XXXIII, by Alexander's Abdallah XV, by Hambletonian X; first dam by a full brother to Little Crow, record 2:25, by Reconstruction, by Vermont Hero, by Hill's Black Hawk V. This colt is absolutely sound, without scar or blemish and has the best of legs and feet. Price, 1350.

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#26,300.

(Copyright, 1902, by Press Publishing Co.) LONDON, Oct. 18 -- (New York World Cablegram Special Telegram .- Few theatrical events in years have created such widesprend interest as Charles Frohman's projuction of Pinero's new May, "Letty." The

PINERO PLAY GREAT SUCCESS less conventional ending, though deployed by the problem mongers, is generally hailed Loie Fuller is having great success at

the Palace theater in her new serpentine dances, which afford a bewildering feast of the most exquisite colors combined with the poetry of motion. In one scene representing fire she wears a silver costume with gossamer wings twenty feet broad, which are marvelously beautiful when the dancer apparently is enveloped in flames.

Patrick Cannot Escape,

demand for seats for the first night was unprecedented and the social and political world of London was ferresented. Some idea of the new playwright's popularity may be gained from the fact that the advance sale at noon on the opening day was \$56.300. The play was most favorably treated by the critic, and Pinero's concession to the popular feeling by the more or it court of appeals cannot resentence. For, if it affirms the decision, it certainly can resentence."