RUNS TO AN EARLY FINISH

Strengous Life of the Modern Locomotive Makes Its Years Few in Number.

EFFECT OF SPEED AND HEAVY PULL be seen that the maintenance of power in-

What Becomes of Discarded Parts-Engine's Foes Pile Up Big Repair Bill-Freight Cars Short-

Lived.

"What becomes of all the pins?" and "What happens after death to the splendld pleces of mechanism called locomotives?" are by no means similar questions. Indeed the theory of metempscychosis may well be applied to all railroad rolling stock. Nearly every piece is saved and put to some use; has assurance of a future existence even as "scrap" for the furnace from which it comes forth as new parts. "Reinferration" the process may be termed, to

coin a word for such railroad phenomena. The modern locomotive costs \$15,000 or six,000, according to size and equipment. The passenger locomotives in former days were embellished with extra brass work and trimmings, the bright parts were kept by the fireman in a state of glittering effulgence, and the passenger engine cost more than the freight engine. Nowadays the trimmings are not put on and the passenger engine, being lighter, costs less than the nammoth freighter.

When the engine goes into commission it is a fine piece of machinery, with power to pull long trains over miles of track, day after day; but with the strenuous work comes the certainty of deterioration and the necessity of constant repairs. When work was lighter, trains not so heavy, and nlicage in lower figures, an engine could he expected to live thirty years; but in ocomotives the tendency is toward a decrease of longevity, for the management strives to get all the service possible out of them. The age of expectancy is only approximate. Bad water-that is, water bad for the internal economy of boilers and which causes scale-is perhaps the greatest fee to an engine's hope for an honorable old age. A bad water division uses up its motive power far more rapidly than hard work elsewhere. Local conditions on the ine largely affect the motive power. A hilly country causes more strain. Then, too, housing facilities have much to do with the life of the engine. If it is possible to keep up with needs in repairs, the power stands a better chance of giving long service. The demand for engines, however, may be so preasing that the least possible repairing that will answer is given, with the result that the locomotives constantly deteriorate and lose in efficiency, until complete overhauling becomes a positive necessity, "A stitch in time saves nine," in rail

road as well as in garment repairs. Freighter Gets the Worst of It. one time it was popularly supposed that the passenger engine was subject to the severest strain, but that was before the days of long trains and 100,000-pound cars. The freighter gets the worst of it under existing conditions. The passenger engine, fairly treated, stands a chance of a one-third to one-half longer life, and then freight car are worth \$75 to \$100, and these, prolongs its days on a branch line or in some special service.

Repairs begin almost with the engine's If these could be eliminated railroading would be simpler for the management. Ordinarily repairs are divided into five classes, as follows: Class 1 means overhauling costing \$3,500

or more, including a fire box and botler Class 2, repairs costing \$2,500, but no new

m fire box or large parts.

Class 4, repairs costing less than \$100. The first time an engine goes into the shop it may have run two or three years without much repair charge beyond incidentals, or it may be a "hoodoo" and get into trouble every trip. Under normal conditions the first repairing would cost about \$1,000 and the second and third overhauling about \$1,500 each. In the twenty years estimated life of an engine the exenditure for repairs will reach in all probability \$20,000, or about twice the original

The repairs include every imaginable

CHRONIC SORES

Some years ago while at work, I fell over a truck and severely injured both of my shins. My blood became poisoned as a result, and the doctor told me I would have running sores for life, and that if they were bested in the same of the lead of the same of the healed up the result would be fatal. Under this discouraging report I left off their treatment and resorted to the use of S. S. S. Its effects were prompt and gratifying. It took only a short while for the medicine to entirely cure up the sores, and I am not dead as the doctors intimated a would be, her have the exert aver broke out again and some twelve years have clapsed since what I have described occurred. Having been so signally benefitted by its use I can heartly recommend it as the one great blood purifier. JOHN W. FUNDIS. Care Schmulback Brewing Co.

Chronic sores start often from a pimple scratch, bruise or boil, and while salves, washes and powders are beneficial, the unealthy matter in the blood must be driver the sore will continue to est and

S. S. S. reaches these old sores through the blood, removes all impurities and poisons, builds up the entire system and strengthens the circulation. S. S. S. is a blood purifier and toxic combined. Contains no mineral whatever

but is guarantee purely vegetable. It write us and our physicians will ad-vise without charge. Book on the Blood and its diseases sent

The Swift Specific Company, Atlanta, Ga.



patch or replacement, from renewing a broken glass to providing a new boller or ORGAN GRINDING PAYS WELL fire box. Scale forms inside and gradually wears the holler plates thinner, reducing them to a frail shell; or, if soda ash is used Good Money and Lots of it Coaxed by the to prevent scale, all the brass taps that can

be reached by the sods ash deteriorate rap-

idly and have to be renewed. Thus it will

volves many questions. Everything possible is done to keep the engine in commis-

sion until at last a stage of decrepitude

is reached that seems to preclude further

repairs. At this point it is a question of

equipment, who will repair it for about as

much more and sell it to a logging or simf-

lar road where it may do service for sev-

Value on the Scrap Pile

\$500 to \$2,500, as the case may be, the differ-

ence being due to the availability of the

various parts for further use as such parts.

When the engine is turned over to the

when its first engineer looked it over.

Once dignified as "she," "old kettle" or

"mess of junk" are the most respectful

epithets applied by those who have to do

with its operation. Even in the days of

acrapping careful management guards

against wastefulness. Steel, brass and

eventually to the foundry or junk dealer.

freight cars. There are many passenger

thirty or more years ago and are still in

good condition if not modern in appearance.

The old coaches with solid white oak sills

were good ones. Of necessity there have

been changes in style in passenger coaches.

The cars that were lightly built twenty-five

years ago have no business in the modern

heavy trains, and if placed there soon get

knocked out. On short branch roads they

serve their purpose. The custom now is

to build with steel underframing like the

Pullmans, so that it almost impossible to

The box car's life is shortest of all rolling

stock, and this is owing largely to the

changes in construction. The capacity of

cars has increased from 40,000 to 80,000 or

100,000 pounds each, and usage is rougher.

The use of the air brake has helped to pre-

serve them, but it is hard service at the

best in the present day long, heavy trains.

Wear and Tear of Cars.

There are many box cars running, how

ever, which have seen more than twenty-

five years of service, and their life might

be averaged at twenty years. There is no

reason why the steel gondolas should not

last thirty years or more, as there is less

liklihood of their wearing out, . When a

box, freight or passenger car has served its

time, there is little to be scrapped. The

with the side rods, are taken out. The

box, which is considered to have no scrap

value is burned, and whatever small pieces

of iron remain are gathered up afterward

Car equipment is not always discarded

because worn out, but it may be out of

immensely larger quantity of freight over

the road in less time than formerly. Gen-

erally speaking, railroads prefer to sell

their old engines and cars, if possible, and

save the expense of scrapping, which nat-

urally is considerable. That is why a num-

ber of concerns do a profitable business in

old rolling stock and there is a demand

from small railroads or self-contained lines

for engines and cars which the trunk lines.

do not think it profitable to keep in stock.

In all railroad centers a constant watch-

motives or cars. These thieves carry

and the arrests and convictions which oc-

road departments and superintendents, al-

though in every case they wished the fig-

ures considered as only approximately cor-

FOOLKILLER NEGLECTING DUTY

Witless Jokes of the Practical Jokes

Who Manages to Escape

Padded Cells.

The distinguishing traits of the average

ractical joker, so-called, are his utter

fallure to recognize wit, his complete and

hopeless lack of a sense of humor, and,

one is often tempted to add, his deficiency

in ordinary intelligence. On the meat and

poison principle, what is one man's joke

Two newspaper dispatches printed the

same day are worth reading. In Chicago

a medical student so arranged and dis-

the limbs could be made to move as de-

sired. The destined victim of the prank

was the joker's sister, who, being lured into the room where the skeleton was kept,

found its bony arms outstretched to her. Result, collapse from fear and a severe

case of brain fever from which she may recover. In Flushing, L. L., a young man

nade a hole in an apple, filled the cavity

with cayenne pepper, gave the fruit to a 4-year-old boy, who bolted it and fell into

convulsions, his nervous system being so deranged that for years he may not get

Cases which doubtless are duplicated

every day in any town of any size, though

the public rarely hears of them, and thus

one more incitement to mob violence is

absent. Nor are those "practical jokes"

attended with bodily pain the most numer-

ous or sarious. The mental suffering they

frequently entail is even more to be de-

plored. The happiness of individuals and

whole families is too often disturbed or

destroyed by the same pernicious activity

of a "joker" whose pranks bespeak at once

the callous heart and the empty head. The

existence, in short, of the practical joker,

as the term is generally employed, is most

convincing evidence of the fool killer's neg-

If you have anything to trade, advertise it is the This for That column in The Bee

lect of duty.-Cleveland Plain Dealer.

over the effects of his experience.

played a skeleton that by working wires

may be another man's ruin.

rect .-- A. W. McCoy in Chautauquan.

who carry away the spoils.

smash them in a wreck.

An old locomotive is worth as scrap from

eral more years.

Turning Orank. MUSIC BY THE BARREL YIELDS FORTUNE

Thrift of a Veteran Shown in Land Purchases-Enraings \$5 a Day and Up-Some Women

Do a Turn.

scrapping the locomotive or selling it for about \$2,500 to dealers in second hand The hand organ drawn by a horse is, for the first time this summer, perambulating over the Orange mountains and peking into remote corners of Long Island and New England. There are comparatively few of them, for such an organ is expensive, and the maintenance of the horse argues a degree of affluence not always existent among organ grinders, although they are a class scrappers it presents a disreputable appearof people usually in easy circumstances. ance, far removed from that of the days

A building near the corner of Park and Mulberry streets, New York, changed hands elx or seven years ago for \$85,000. The man who bought it had ground a hand organ in the streets of New York for twenty-five He was an Italian and had lived in Baxter street all that time. The building he

iron are taken off separately; everything purchased is a tenement house and he goes usable is saved out, and frames, axles and out with the organ no more, devoting himgood parts are set aside for further use. self to the more congenial task of collecting What is left goes to the scrap bins and rents. Most of the hand organ grinders in New Changing railroad conditions make it

York live in Baxter street, and they are difficult to estimate the life of a locomotive largely Genoese, particularly the women. and the same is true of passenger and There are generally two persons to each organ, occasionally one or three. coaches in use today which were built

Every organ, big or little, costs \$2 a day to rent. The smallest organs, those carried on the back, cost not less than \$200; the larger ones, which are far more numerous, cost more in proportion. Therefore, one may set it down that every organ he sees is earning \$2 a day, or the interest on an invested capital of \$200, sometimes \$400 or

In addition it is supporting from one to three persons, a pretty good job for one little hand organ. As a matter of fact, in good weather the earnings of a hand organ are \$5 a day, running up to \$6 or \$7. Rainy days are nearly a dead less; but there are not many days when it rains all day. On rainy days, also, the organ man is out nothing, as he does not take out the organ, and consequently does not pay for it, The owner keeps them in repair withou extra charge. There are about a dozen men in New York who make a business of renting organs, all Italians.

Beginning at the Crank. One man who has an organ shop or Elizabeth street was originally a workman in a plane factory. He learned in the course of his trade how to make and repair hand organs. He decided that the accumulation of capital was more to him than his pride, and began to turn the crank on the street himself.

trucks and rods are taken out and the As toon as he had saved enough he wooden portion is burned or used for some opened a shop and began to rent organs. purpose, such as tool houses along the He has twenty-five or thirty now, which line, stations, sometimes improvised dwellnet him \$35 or \$40 a day through the sumings-in fact, for almost anything from an mer months. office to a chapel. The trucks under a box

two in Baxter street, one on Second street, There is another shop in Roosevelt street. one on One hundred and fifth street and various others scattered about the city. The only shops outside of New York in this region are two in Newark. One of these belongs to a woman whose organs perambulate the length and breadth of the

style or too small capacity. One of the There is a man in Mulberry street who results constantly sought by railroad management is the reduction of hauling exyears in New York. Twenty years ago he pense per ton per mile, and no road thinks nowadays of a box car of less capacity than 80,000 pounds, and 80,000 or 100,000 is trains of mammoth cars nowadays carry an

The two who go out with the organ are in the majority of cases husband and wife. It is considered that women are more successful as collectors than men. In many cases two men go out together, and lately organs have been run by two women. Two good-looking gir's in Marion street

dressing themselves in Carmen style, in

short, bright red skirt, black velvet bod-

ice, white chemisette and a fancy head-

dress. One of them carried a tambouring to shake while the other girl played, and ful warfare is waged against theives who, to serve as collection box afterward. many times in organized gangs, plan the Instead of going to the factory for \$5 s removal of all detachable pieces of locoweek these enterprising young women were soon making their \$4 or \$5 a day. wrenches with them, and if great care is Genius always has its imitators, and there not exercised they will steal brass and are now six or seven similar couples other fittings from locomotives in broad dressed in the same way perambulating the daylight where they stand. The boldness city. Most of them are Genoese. The custom is not likely to become general, for of some of these attempts is remarkable.

to go out without a male relative. our from time to time do not suffice to The Day's Grind. deter these criminals, some of whom are The organ grinders start in the morning said to be actually in the employ of railfrom their homes in the extreme lower end road companies as silent partners of those of the Italian colony. Not many of them live in Little Italy, on the upper-East The life of a passenger locomotive may

not many Italian women have the nerve

be approximated at twenty-two years; a They begin to play immediately and freight lecomotive at fifteen years; a box walk as far as their feet will carry them. freight car at twenty years, and a passensometimes as far as Tremont and other ger coach at twenty-five years. These are stations in the Bronz. Then they must the estimates furnished by several rail-

> Some have regular beats, turning up every day or every few days at places where they know they will get money. Some hie them straight to the seats of the mighty. Others confine themselves to the foreign quarters.

The latter are generally those who have some attraction other than straight music calculated to appeal to the populace. The fortune telling birds and mice appeal much more generally to the foreign quarters than to the precincts further uptown.

One hand organ firm of three is composed of young Neapolitans. One of them has a fine voice and sings all the Italian operation airs played by the organ in a manner extremely pleasing to his Italian audiences. Another of the trio is considered the most accomplished collector in the craft. His ragged cap, outheld with an ingratiating smile, his ready tongue, equipped with a joke for each one appealed to, brings in such a shower of cents that the pockets of the trie are weighted down when finally, at bedtime, they go into some saloon to change their harvest into bills.

Occasionally a man who rents an organ will go out into the country for a day or two, or even for a week's trip. But generally they stay in the city, so as not to lose the rent on stormy days. Those who travel far afield own instruments. There are not many of these, however,

Hitting the Road. Every spring there is an exodus from the New York Italian colony of men who do not return till fall. Sometimes the wife goes along, when there are relatives to care for the children.

But generally the man goes alone, making the tour of some New England state. New York or Pennsylvania, and sometimes even pushing as far as Canada. One such man made \$700 last year by a tour of Con-

Usually such a season clears up between \$300 and \$400. There is a man on Mulberry street who has made as much as that for twenty seasons past. This is the first summer he has been in the city for twenty years. He is too old to go abroad again. People familiar with eastern country towns twenty-five or thirty years ago can emember the wild juvenile excitement which used to prevail when, once or twice a summer, an Italian organ man came A granite monument has been erected with a monkey. Jocko has almost vanished in Evergreen cametery. Partiand, Me., over from the business, for it has been found the grave of ex-Speaker Thomas Brackett loses a berth check he also has a fine to that he is not profitable in this climate.

He is, indeed an excellent collector: Hallowell granite and rests on a broad tite and an unfortunate mouth the porter

Millinery

New and Dashing Millinery just received - On display in our NEW Millinery Section. We are prepared to show you many pretty and novel ideas in this department at popular prices.



3-Room Outfits

Your Credit is Good

Ladies' Cloak **Q** Suit Department

First Showing of Cravenette Coats for Women.

New and novel ideas. We are exclusive agents for these new and stunning garments. We invite inspection.

Our Leader-A new Cravenette Coat, made with three box pleats in the back, new box pleated sleeve, new ouff, re-enforced front, double-breasted, new self-collar effect, buttons of material to match, belt all around, colors, tan and gray latest in every only...... 10

Our New Shipment of Walking Skirts Includes Everything Up-to-Date.

Made in all the new materials, such as mannish mixtures, in subdued colorings, cheviots, broadcloths, plaids, etc .--made in all the very latest styles-prices 4.98 really a beautiful showing of Skirts

Our Men's and Boys' Clothing Department

Our entire Fall line is now ready for your inspection-all the latest styles and materials. CASH OR CREDIT-Pay While you wear.

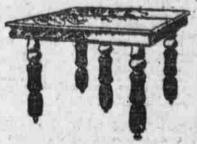
Sept. Furniture Sale

A great money-saving opportunity. A general line of reductions carried into every department in the house makes this an important event to prospective buyers of home furnishings.

EASY PAYMENTS.



Extension Tables - Solid quarter-sawed oak-highly polished-embossed rim-beavy legs-worth \$12-September Sale7.50 Sideboards - Massive golden oak-heavy French bevel plate mir-ror-fancy ornamental carvings-17.50 Iron Beds-Full brass mount. ing s-bruss red en head and foot boards-four coats of enamel in pes green or white-all sizesworth \$7.50- September 3.98



September Sale of Carpets, Draperies, Bedding

INGRAIN CARPETS-Strictly all BRUSSELS CARPETS-A big line to select from, with or without borders, worth \$1-Sept. sale 79c

9x12 BRUSSELS RUGS-In

ROPE PORTIERES—Full size, rich coloring, will fit any door— 1.29 September sale

BRUSSELS NET CURTAINS—34 yards long, very handsome 2.48 designs—September sale 2.48 COMFORTERS—Good heavy conforters—September sale 59C BLANKETS—Wool mixed blankets—September sale 59C BLANKETS—Cotton blankets—1.29



We are Sole Agents the Worlds Famous GARLAND STOVES AND RANGES

little girls. They make ideal collectors. But municipal regulations now interfere with what was once a profitable source of in-

The hand organ business is not what it was once, say the old timers, sadly. I wenty-five years ago the collector came back with pickels and dimes and quarters in his hat, and the firm went home at night with \$15 or \$20 in its pockets, instead

Now only cents are given, and within the last ten years, since the big immigration began, the number of street musicians has ncreased until It is not likely that any more \$55,000 tenement houses will be purchased in the craft .- New York Sun.

STORIES TOLD BY FLOWERS Unique History of Western De-

velopment Written at the World's Fatr.

On two strips of ground on the hillside leading to the Palace of Agriculture, just west of the four-acre rose garden, the story of the sale of the territory of Louisiana by France to the United States is uniquely told. One of these 210x25 feet strips ontains the French emblem, the fleur de lis, and the figures "1803" in red flowers on a green ground. The other contains the Stars and Stripes and the figures "1904." The first shows French ownership, the sec-

ond, American ownership. The story is made more complete by the name "McKinley." under whose administration the great Louisiana Purchase exposition was projected and successfully embarked, and the union shield and name of "Roosevelt," under whose administra-

tion the exposition exists. In circles with floral scrolls surrounding the names of "Napoleon," who sold the Louislana territory, and "Jefferson," under whose administration it was purchased, appear "L. P." (Louisiana purchase), while similar scrolls surrounding the names of McKinley and Roosevelt, are "L. P. E." Louisiana Purchase exposition).

Another story is told in flowers in another part of the ground. The word "Henderson" is seen in giant floral letters, emblematic of the great work accomplished by Peter Henderson, the seedsman. The word "Meehan" is commemorative of the work of Thomas Meehan, whose life was devoted to plant industry and whose works on landscape gardening are famous. Between the two names is the banner of the Louisiana Purchase exposition in its colors, red, white, blue and yellow. Next in the mammoth picture appears the name "Shaw" in large letters, surrounded by a graceful scroll of living flowers. This illustrates the good work done in the inerest of horticulture by Henry Shaw, the philanthropist who founded the Missouri botanical garden, and who gave St. Louis the famous Shaw's garden and Tower

A mammoth fleur de lis, bearing the letters "L. P. E." and the figures "1904" and other seat, or smoking a cigar, and sees "he word "Morton," is another feature of the wonderful allegory. This is in recognition of the services of J. Sterling Morton, who, when secretary of agriculture, was rules, he looks upon it as a piece of un-

Foliage plants, bulbs and summer blooming plants go to make up the details of these triumphs in embroidery gardening. in a little different way. Unless the com Plowers that make up the exposition colors of red, white, blue and yellow are employed and all necessary colors are used to make the pictures historically correct. - the articles that are lost or stolen from the

A granite monument has been erected

second-story windows. But he is almost of a parallelogram. The monument itself, he is actually paying the company for the been driven to de by necessity. has ground the hand organ for twenty sure to take cold and die in the winter, and which is about ten feet high, tapers slightly privilege of working. then all the time and bother spent in as it rises, and its rugged simplicity is re-Beneath the wreath is this inscription: "Thomas Brackett Reed, 1839-1902 His Record is with the Faithful, the Brave and the True of All Nations and All Ages."

> ON PULLMAN CARS They Make the Life of the Conductor Anything but a Round of Joy.

The Pullman car conductor gets a salary liable to suspension.—Chicago Tribune. of \$75 a month. On each train the conductor is held responsible for the Pullman cars and the porters under him. If the porters some of the waiters in the Chicago hotels do with the head waiter, the company is presumed to know nothing of it. His salary is supposed to be sufficient for all his personal needs and his expenses in the service of the company. Allowing \$20 a month for he gets \$50 a month for his family out of their surroundings.

his salary. But owing to the system of inspections porters are under the constant surveillance of "spotters," as the train hands call them, and are called on the company's pay roll. who report at division headquarters the slightest infringement of the rules of the company. As a general thing a Pullman conductor can no more tell a "spotter" from an ordinary passenger than a street car conductor in the city can single out the company's sples that are sent around to see that they do not knock down any fares. If a spotter sees any indication of untidiness about the Pullman cars, dust on the window sills, scraps of paper on the floor thrown here and there by some heedless passenger, untidy looking berths or sired to see something well worth looking seats, soiled wash bowls or towels, he re- at. As we rode quietly up to the pool I ports to the division superintendent, and saw a group of horses standing in the the conductor has to pay for it. It makes no difference that the fault may have been the porter's or the passengers', the con-

ductor is held responsible, The usual fine for misdemeanors of all kinds is \$2. A conductor considers himself lucky if he gets off with \$6 in fines in ten months out of the twelve. This makes a big hole in his salary. He has no chance to explain or contradict the charges. The spotter is believed, and the conductor must submit to it or leave the service. If the porters are not promptly on the railway station platforms with stools to assist paysengers on and off the conductor gets fined for not looking after them. But the greatest bone of contention and

the most frequent source of complaint is ports it. If the passenger happens to be temporarily chatting with some one in anthe conductor order the porter to straighter out or remove the newspapers, he is likely to make a row about it. Ignorant of the responsible for the establishment of Arbor warranted officiousness. Then the spotter reports the conductor for incivility to passengers.

This system of espionage hits the porters plaint against them is a serious one, in which they are suspended at the pleasure of the company, his wages are docked for cars. It is not at all uncommon for a passenger to walk off with a comb or brush or towels, or carelessly smash a tumbler For all this the porter has to pay. If he loses a berth check he also has a fine to pay. If he happens to have a keen appe-

chased in the ticket office. Usually a check is kept on this by a diagram, which must correspond with the reports of tickets collected and received from the regular con- THERE ARE OTHER NATIONS ductor on the rallway. If he makes an error in the diagram, a thing likely to occur at any time when the passengers are dissatisfied with the berths selected and desire transfers, he is fined for it, and if the offense becomes too frequent he is

HORSES GRAZING UNDER WATER divide their "tips" with the conductor, as The Way in Which Animals Adapt Themselves to Their Sur-

roundings. While on a cattle station in Western Australia. Henry Taunton had an opportunity meals bought on the road, and \$4 a month of seeing a remarkable instance of the way for his uniform, a conductor does well if in which animals can adapt themselves to

"On the upper reaches of the river there was a large pool just fordable at most and fines to which the Pullman men must times, but in a dry season very low," he submit the chances are the conductor will says. "Among the horses making their run not clear that sum. The conductors and in the vicinity of this pool an old mare and a number of fools and yearlings used to come down every day in the long, dry sum-"special agents," as they call themselves. mer, when the herbage was scant and scorched into dryness. They waded into the pool until the water nearly reached their heads and stood there for hours, diving to the bottom for a mouthful of succulent weeds, which they chewed at leisure with their dripping heads raised above the

water. "The first time I witnessed this strang sight was during a dry season, when I was riding with the overseer in search of some strayed stock. As we approached the pool water and disappearing from time to time as they ducked their heads below the aur- rent history shows that we have not much face, My wonder was soon at an end, when with a mouthful of dripping weeds. No prosperity have been rivaled in almost sooner was this mouthful disposed of than the head disappeared in search of another. "The overseer told me that during a long drouth some five or six years previous when hardly a vestige of feed was left on the run, and bush fires had laid bare the sand plains, the old mare had discovered that there was plenty of luscious feed at the bottom of the pools, which could be procured by diving for it; and, having once put her discovery into practice, she contin-

gleaning crops of cents from balconies and base stone of the same material in the form frequently finds that, aside from his "tipa" | ued to do out of preference what she had

"The several generations of foals which On nearly every trunk line out of Chicago she had reared had all followed her exlost an arm working on a railroad. He training him is lost.

lieved only on the side bearing the inscriptory a special detective is employed to watch ample, although none of the full grewn took to the organ and has raised a family. The hand organ man would like much to the formulation of the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which may be contained in the full grewn that after a design of St. Gaudens, as part of the conductor which is the full grewn that after a design of St. Gaudens, as part of the conductor which is the full grewn that after a design of St. Gaudens, as part of the conductor which are the full grewn that a standard th horse in evolution, which, if left undis-Necessarily a Pullman conductor must han- turbed, might breed and separate from the dle more or less money for berths not pur- run, perhaps to survive through drouths severe enough to exterminate all others." Australind.

The United States Beginning to Realise that it is Not the Only Country.

Up to a few years ago we, the people of the United States, thought we had the greatest country on earth (which we have), but we were so swollen by a vain and unjustifiable overestimation of ourselves that we did not give proper credit and consideration to other people. We looked upon ourselves as great beyond comparison in the exploits of war and the pursuits of peace, and nothing quite so much tickled our vanity and conceit as to sit and listen by the hour to politicians making the eagle scream and extolling our achievements as such as never had been and never could be rivaled in the world.

But a very meritorious change has some over us. We have begun to examine and compare ourselves with other people and we take no offense when we find that what we have done has been equaled and sometimes surpassed by the deeds of quieter and less boastful nations.

Japan has done in fifty years many things which it took us 300 years to do. Russia has constructed railroads through a stretch of territory far more extensive than the old Great American desert, opened it to settlement and built big cities in it. But Rugsia did not claim to be the greatest nation on earth on that account. England is building a railroad through the entire length of Africa and it has developed militons of acres in the wilderness of that continent. but it is not going into spasms of selfpraise over the matter.

These instances mentioned are only a few of the mighty things accomplished by nations other than the United States, Curmore than shared in the general progress I saw one of their heads suddenly come out of mankind. Our material progress and every particular elsewhere, while we have contributed only a small portion of the learned and entertaining books which have been written and of the engines and vices which have been invented for the comfort and necessity of the human race during the last fifty years .- Kansas City

Bee Want Ads are the Best Business

Married

Every woman covets a shapely, pretty figure, and many of them deplore the loss of their girlish forms after marriage. The bearing of children is often destructive to the mother's shapeliness. All of this can be avoided,

however, by the use of Mother's Friend before baby comes, as this great limiment always prepares the body for the strain upon it; and preset res the symmetry of her form. Mother's Friend overcomes all the langer of child-birth, and carries the expectant mother safely through this critical period without pain. It is woman's greatest blessing.

druggists at \$1.00 per bottle. Our little Mother's

Women

Thousands gratefully tell of the benefit and relief derived from the use of this wonderful

book, telling all about this liniment, will be sent free. Friend