

RUNS TO AN EARLY FINISH

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

EFFECT OF SPEED AND HEAVY PULL

What Becomes of Discarded Parts—
Engines' Piles Up Big Repair
Bill—Freight Cars Short-
lived.

"What becomes of all the pins?" and "What happens after death to the splendid pieces of mechanism called locomotives?" are by no means simple questions. Indeed, the theory of metempsychosis 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 "ashes" for the furnace from which it comes forth as new parts. "Reincarnation" the process may be termed, to coin a word for such railroad phenomena.

The modern locomotive costs \$15,000 or \$18,000, 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 freight engine.

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 is lighter, as it is not so heavy, mileage in lower figures, an engine could be expected to live thirty years; but in locomotives 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 approximately. Bad water—that is, water bad for the internal economy of boilers and which causes scale—is perhaps the greatest foe 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 line 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 pressing that the least possible repairs 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 railroad as well as in garment repairs.

Freighters get the worst of it. At 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 prolongs its days on a branch line or in some special service.

Repairs begin almost with the engine's first trip. If these could be eliminated railroad would be simpler for the management. Ordinarily repairs are divided into five classes, as follows:

- Class 1 means overhauling costing \$3,000 or more, including a fire box and boiler renewal.
 - Class 2, repairs costing \$2,500, but no new fire box or large parts.
 - Class 3, repairs costing from \$800 to \$1,500.
 - Class 4, repairs costing less than \$800.
- 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 expenditure for repairs will reach in all probability \$20,000, or about twice the original cost.

The repairs include every imaginable

CHRONIC SORES

Wheeling, W. Va., May 28, 1903.
Some years ago while at work, I fell over a truck and severely injured both of my thighs. My blood became poisoned as a result, and the doctor told me I would have running sores for life, and that if they were 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 I would be, neither have the sores ever broken out again, and some twelve years have elapsed since what I have described occurred. Having been so signally benefited by its use I can heartily recommend it as the one great blood purifier.

JOHN W. FORDIS.
Care Schumback Brewing Co.

Chronic sores start often from a pimple, scratch, bruise or cut, and while salves, washes and powders are beneficial, the unhealthy matter in the blood must be driven out for the sore will continue to eat and spread.

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Saloon Keepers' Friend

Automatic Electric Pump Co. of Dayton, Ohio. The Swift Specific Company of Atlanta, Ga. will be in Omaha, Neb., and will install pumps on request. Watch for further announcements.

ORGAN GRINDING PAYS WELL

Good Money and Lots of It Coaxed by the
Turning Crank.

MUSIC BY THE BARREL YIELDS FORTUNE

Thrill of a Veteran Shown in Land
Purchases—Earnings \$5 a Day
and Up—Some Women
Do a Turn.

The hand organ drawn by a horse is, for the first time this summer, perambulating over the Orange mountains and peering 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 and harness is a degree of influence not always obtainable among organ grinders, although they are a class of people usually in easy circumstances.

A building near the corner of Park and Mulberry streets, New York, changed hands six or seven years ago for \$50,000. The man who bought it had ground a hand organ in the streets of New York for twenty-five years.

He was an Italian and had lived in Baxter street all that time. The building he purchased is a tenement house and he goes out with the organ no more, devoting himself to the more congenial task of collecting rents.

Most of the hand organ grinders in New York live in Baxter street, and they are largely Genoese, particularly the women. There are generally two persons to each organ, occasionally one or three.

Every organ, big or little, costs \$2 a day to rent. The smallest organs, those carried on the back, cost not less than \$20 to 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 \$100, sometimes \$200 or \$300.

In addition, it is surprising 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 \$8 or \$7. Rainy days are nearly a dead loss; 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 without extra charge. There are about a dozen men in New York who make a business of renting organs, all Italians.

One man who has an organ shop on Elizabeth street was originally a workman in a piano 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.

As soon as he had saved enough he opened a shop and began to rent organs. He has twenty-five or thirty now, which net him \$5 or \$6 a day through the summer months. 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 Oranges.

There is a man in Mulberry street who has ground a hand organ for twenty years in New York. He has been a street organ grinder for an arm working on a railroad. He took to the organ and has raised a family in comfort, and none of them plays the hand organ.

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 girls in a street car conveyed the idea a season or two ago of dressing themselves in Carmen style, in short, bright red skirt, black velvet bodice, white chemise and a fancy head-dress. One of them carried a tambourine to shake and the other played, and they served as collection box afterward.

Instead of going to the factory for \$5 a week these enterprising women were soon making their \$4 or \$5 a day. Genus always has its imitators, and there are now six or seven other girls, dressed in the same way perambulating the city. Most of them are Genoese. The custom is not likely to become general, for not many Italian women have the nerve to go out without a male relative.

The organ grinders start in the morning from their homes in the extreme lower end of the Italian colony. Not many of them live in Little Italy, on the upper-East side.

They begin to play immediately and walk as far as their feet will carry them, sometimes as far as Tremont and other stations in the Bronx. Then they must walk home.

Some have regular beats, turning up every day or every New York day, where they know they will get money. Some like 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 a striped suit 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 the other two play 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, outfit with an ingratiating smile, his ready hand and his ready tongue make him a success. 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 interest 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 Grove park.

A mammoth fleur-de-lis, bearing the letters "L. P. E." and the figures "1804" and the 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 responsible for the establishment of Arbor day.

Foliage plants, bulbs and summer blooming plants go to make up the details of these triumphs in embroidery gardening. Flowers that make up the exposition colors of red, white, blue and yellow are used to make the pictures historically correct—World's Fair Bulletin.

Monument to Speaker Reed.
A granite monument has been erected in Evergreen cemetery, Portland, Me., over the grave of ex-Speaker Thomas Brackett Reed. The monument is set out from white Hallowell granite and rests on a broad

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

cleaning crops of cents from balconies and second-story windows. But he is almost ready to take cold and die in the winter, and then all the time and bother spent in training him is lost.

The hand organ man would like much to take his children as collectors, especially little girls. They make ideal collectors. But municipal regulations now interfere with this, and the firm owner of the organ, what was once a profitable source of income.

The hand organ business is not what it was once, say the old timers, sadly. Twenty-five years ago the collector came back with nickels and dimes and quarters in his hat, and the firm owner of the organ, what was once a profitable source of income.

Now only cents are given, and within the last ten years, since the big immigration began, the number of street musicians has increased until it is not likely that any more \$50.00 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 Fair.

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 25x25 foot strips contains 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 "1803." The first shows French ownership, the second, 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 administration the exposition exists.

In circles with floral scrolls surrounding the names of "Napoleon," who sold the Louisiana territory, and "Jefferson," under whose administration it was purchased, appear "L. P. E." (Louisiana Purchase), while in similar scrolls surrounding the name 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 seedman. 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 interest 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 Grove park.

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base stone of the same material in the form of a parallelogram. The monument itself, which is about ten feet high, towers slightly as it rises, and its rugged simplicity is relieved only on the side bearing the inscription. There is carved in relief a laurel wreath after a design of St. Gaudens, as seen upon the Shaw memorial in Boston. 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."

SPIES ON PULLMAN CARS

They Make the Life of the Conductor
Anything but a Round
of Joy.

The Pullman car conductor gets a salary of \$5 a month. On each train the conductor is held responsible for the Pullman cars and the porters under him. If the porters divide their "tips" with the conductor, as 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 meals bought on the road, and \$4 a month for his uniform, a conductor does well if he gets \$50 a month for his family out of his salary.

But owing to the system of inspections and fines to which the Pullman men must submit the chances are the conductor will not clear that sum. The conductors and porters are under the constant surveillance of "spotters," as the train heads call them, "special agents," as they call themselves, 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 spies 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 seats, soiled wash bowls or towels, he reports to the division superintendent, and the conductor has for pay for it. It makes no difference that the fault may have been the porter's or the passengers', the conductor is held responsible.

The usual fine for misdemeanors of all kinds is \$5. A conductor considers himself lucky if he gets off with \$5 in fines in three months out of the twelve. This makes him hold 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 platform with stools to assist passengers 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 with the magazines and newspapers. If a spotter finds a pile of reading matter tumbled loosely on an unoccupied seat he reports it. If the passenger happens to be temporarily chatting with some one in another seat, or smoking a cigar, and sees the conductor order the porter to straighten out or remove the newspapers, he is likely to make a row about it. Ignorant of the rules, he looks upon it as a piece of unwarranted officiousness. Then the spotter reports the conductor for incivility to passengers.

This system of espionage hits the porters in a little different way. Unless the complaint against them is a serious one, in the case of the Pullman cars, the pleasure of the company, his wages are docked for the articles that are lost or stolen from the 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 appetite and an unfortunate mouth the porter

frequently finds that, aside from his "tips," he is actually paying the company for the privilege of working. On nearly every trunk line out of Chicago a special detective is employed to watch for graver mistakes or misdemeanors on the part of the conductor which may be considered outside the bailiwick of spotters. Necessarily a Pullman conductor must have done more or less money for berths not purchased 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 conductor on the railway. 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 liable to suspension—Chicago Tribune.

HORSES GRAZING UNDER WATER

The Way in Which Animals Adapt
Themselves to Their Sur-
roundings.

While on a cattle station in Western Australia, Henry Taunton had an opportunity of seeing a remarkable instance of the way in which animals can adapt themselves to their surroundings.

On the upper reaches of the river there was a large pool just fordable at most times, but in a dry season very low, he says. "Among the horses making their run in the vicinity of this pool an old mare and a number of foals and yearlings used to come down every day in the long, dry summer, 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 strange sight was during a dry season, when I was riding with the overseer in search of some strayed stock. As we approached the pool my companion made me keep quiet if I desired to see something well worth looking at. As we rode quietly up to the pool I saw a group of horses standing in the water and disappearing from time to time as they ducked their heads below the surface. My wonder was soon at an end, when I saw one of their heads suddenly come out with a mouthful of dripping weeds. No sooner was this mouthful disposed of than the head disappeared in search of another."

"The overseer told me that during a long drought 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 food at the bottom of the pools, which could be procured by diving for it, and, having once put her discovery into practice, she contin-

Married
Women

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 liniment always prepares the body for the strain upon it, and preserver the symmetry of her form. Mother's Friend overcomes all the danger of child-birth, and carries the expectant mother safely through this critical period without pain. It is woman's greatest blessing. Thousands gratefully tell of the benefit and relief derived from the use of this wonderful remedy. Sold by all druggists at \$1.00 per bottle. Our little book, telling all about this liniment, will be sent free.

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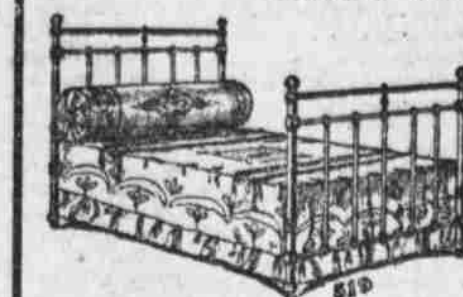
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INGRAIN CARPETS—Strictly all
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ROPE PORTIERS—Full size, rich
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