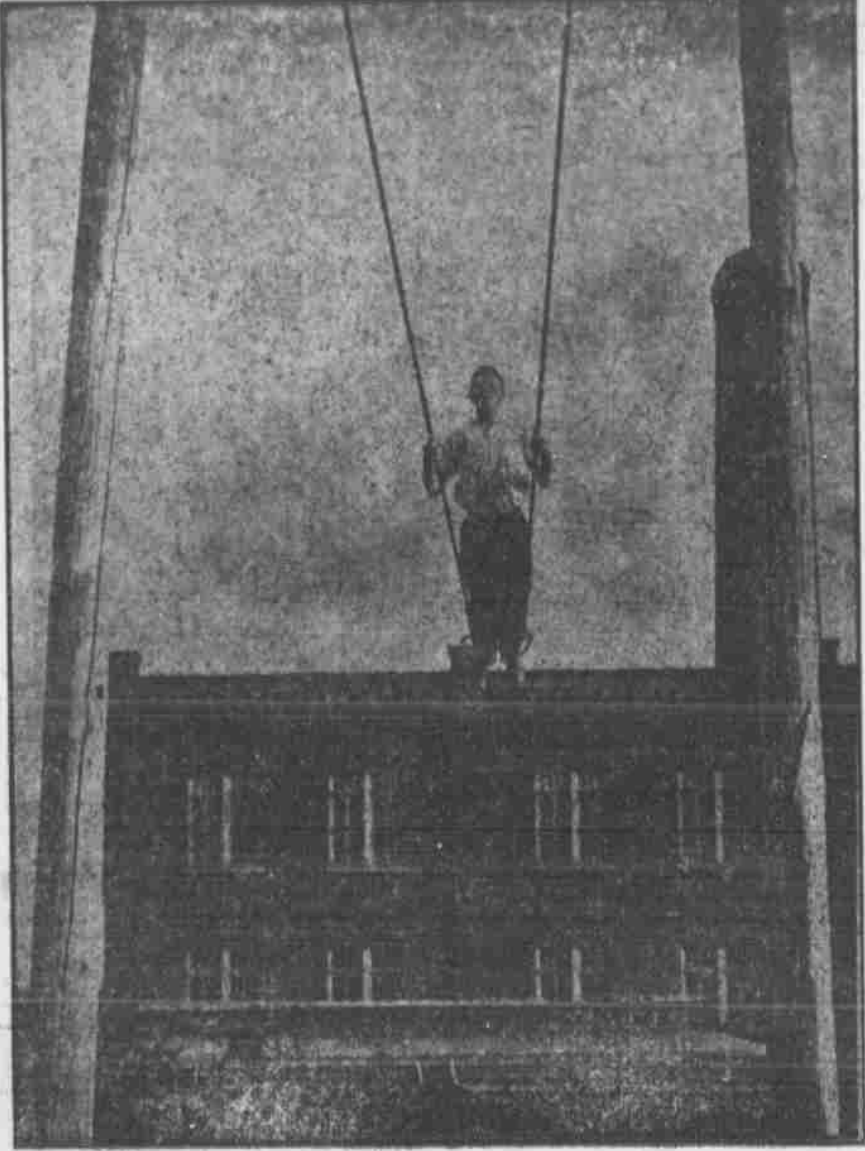


# Public Playgrounds and Outdoor Games for Omaha Boys and Girls



MERRY-GO-ROUND IS POPULAR.



SWINGING ON THE RINGS.



DOES STUNT FOR ARTIST.

**ALL WORK** and no play makes Jack a dull boy." Through many forms and filtered through many languages, from the time of the original cave dwellers, probably, we of today have had framed in this saying the concrete belief derived from ages of experience. We should couple Jill with Jack, if we were revising the axiom, for girls stand equal with boys in this age of the world. And we all know that the word work as here used is meant to comprise everything that is not play; yet some kinds of work are really play for Jack—to instance, carrying water to the elephant for a peep at the show. To mention play ground is to call up visions of a big lot with many trees making shady spots, with hedges and grass and swings and sand piles. This is the set and proper play ground. Another kind not to be despised is a gravel pit or a side hill alongside a creek or a lake, or a vacant lot where there is a vacant lot to be had and knock the cover off the ball. The public road or alley will do in an emergency.

**How Some Games Started.** Children of the loe ago on real hot days

## Gossip and Stories About Noted People

**An Ingerollman Roast.** FREDERICK TREVOR HILL has gathered many anecdotes during sixteen years' activity at the New York bar. He told a good story the other day of the most severe arraignment he ever heard in a court room. "It was uttered by Colonel Robert Ingeroll, who was usually the soul of good nature," he said. "In a case which aroused his indignation he requested the jury to study the defendant's face. 'I mark out in him,' he exclaimed, 'the meanest man I know—a man so mean that nature wanted her time in making him, and the dirt of which he is composed would have been better employed in filling the grave of some other such man, if such another ever lived.'"

**Johnny Let Go.** President Roosevelt, on one of his hunting tours in the Adirondacks, spent a very long day in restless pursuit of big game. By the time success had finally justified the chase, he made the discovery that he was a very hungry man. To his attendant request, the guide conducted the party to the nearest inn the wilderness afforded. The journey was not a brief one, and, by the time the hostelry was reached, Mr. Roosevelt was still most hungry. When informed that the only fare obtainable at the establishment was corned beef and cabbage, relates Success, involuntarily he made use of the expression which has long been famous: "Delighted!" Amusement was created in the presidential party when the chief executive, whose identity had been kept a secret, was given a seat at the family board. It was increased when the huge portions of corned beef and cabbage was passed from the head of the table where sat the host. The first plate to make its appearance was heaped very high. It reached a small boy and got no further. The president smiled to express his envy and disappointment. "Johnny!" exclaimed the host, sharply, "that isn't for you; that is for the stranger."

Much to the amusement of all, the president seized the rim of the plate on one side while Johnny held to the other. Then the president, softly and with a twinkle in his eye, but with inexorable decision, leaned over and spoke into the ear, resentful face of the hungry boy: "Johnny," he said, "let go!" Johnny let go.

**A Preacher Hushed.** During the heat of the anti-slavery agitation while on a railroad train Wendell Phillips was thus addressed by a clergyman: "Mr. Phillips, why do you and your associates continue to excite our people of the north when no slavery exists here? Why do you not go to the south where slavery does exist and stop the importation of slaves?" "I believe you are a minister of the gospel," said Phillips. "That is my vocation," replied the clergyman. "And your mission is to save souls from hell?" "That is my mission," replied the other. "Then," replied Phillips, "why do you not go there and stop the importation of souls?"

**Famous Grand Reduced to Two.** Of all the persons who stood about the deathbed of President Lincoln when he died in the Peterson home in Washington only two are now living. The death of Secretary Hay removed another of the famous group of twenty-two, and now Robert Lincoln, son of the former president, and Dr. Charles A. Leale of 604 Madison avenue alone remain. Dr. Leale was the surgeon in attendance on President Lincoln during the entire time after he was shot. The doctor was then executive officer of the United States Army general hospital in Army Square, Wash-

ington, and was summoned by Mrs. Lincoln to take charge of the president.

**Obedient Orders.** The late General Negley of Pennsylvania was a strict disciplinarian. During one of the winters of the civil war he concluded that certain guard houses was altogether too comfortable quarters for prisoners and ordered Colonel Marston, who later won fame as a soldier, lawyer and statesman, to build a dungeon without so much as a crack or opening anywhere, so that it should be perfectly dark. The dungeon was built with four solid walls, according to the Chicago News. One day General Negley came over to inspect it. He was accompanied by Colonel Marston. "Where is the entrance," said the general, and how do you get anybody to it?" "Oh," said Colonel Marston, "that is not my lookout. I simply obeyed your orders."



IN THE SAND PILE.



SWING FOR THE GIRLS.



FOR LITTLE BOYS

# Recent Progress Made in the Field of Electricity

**Electrifying Railroads.** A COMPANY has been organized in New York for the purpose of electrifying the railroads between New York and Cuba and all of the West Indies other than those under British control. A director of the company describes its purposes in the New York Evening Post: "The huge initial cost of converting steam railroads on this side of the Atlantic has been a stumbling block to the various managements considering change of motive power. The installation of the three-phase system costs about 40 per cent less than that of direct current, which is the prevailing mode of electric traction so far installed by the large American electrical companies. Another important claim made for the three-phase system is that it is the only method which provides for recuperation of power on down grades. In other words, the power usually wasted in braking and coasting down grades is by this system returned to the line as useful energy for handling other trains. It furthermore saves the wear and tear in rails, brake-shoes, wheel tires, caused by mechanical braking. "The most striking illustration of the three-phase system is the sixty-five mile Valtellina line of the Italian State railways, which has been inspected by electric experts from all over the world. The operating cost has been reduced by upwards of 50 per cent over steam locomotive operation, which was formerly the power used." Negotiations were stated to be under way with one of the large trunk lines looking toward the conversion of part of its road into electric motive power by the Gans system.

of 7.9 miles. For the first 1.2 miles the road climbs along the base of the Eiger and a grade ranging from 10 to 20 per cent. Then it plunges into the mountain rock and is for the remainder of the distance inclined in a tunnel, except at the three way stations and the terminal, where the sides of the bore are loopholed with windows for observation purposes. The highest gradient on the line is 25 per cent. At the upper terminal of the road an elevator shaft 20 feet in height reaches the summit of the peak, where an observa-

tory has been erected for the accommodation of tourists and sightseers. The view obtained from the top of the Jungfrau is said to be one of the finest in the Swiss Alps and one of the most impressive in any part of the world. The entire cost of the road, including construction and equipment, has approximated \$2,000,000. It was financed on an estimated traffic of 10,000 passengers a year and the franchise was obtained on a maximum round trip rate of \$2.68, but it is understood that the company contemplates establishing a \$6.75 rate. The

company figures on a total annual income of \$29,250 from the traffic, and the operating expenses, reserve fund and interest on its bonded indebtedness are estimated at \$28,850, which will give its stockholders 7 per cent interest on the \$90,000 capital invested in the enterprise. The successful construction of this railway will probably lead to the invasion of other Alpine peaks by similar methods, and, bringing the matter nearer home, it may suggest the construction some day of electric railways to the summits of Mount

Shasta, Whitney and other Sierran peaks which could be operated cheaply with electric power derived from the streams flowing down their flanks, and would doubtless be patronized by tens of thousands of lovers of mountain scenery annually.

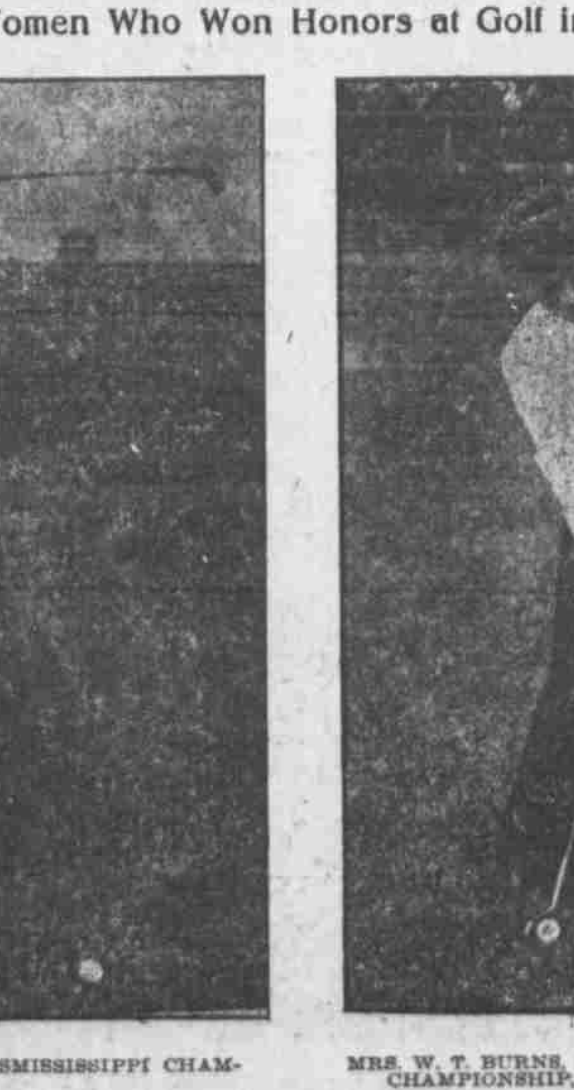
**Electric Train Test.** Details of the first electric train test held on the Long Island railroad with the cars and apparatus to be used everywhere on the line when the equipping of the road with electricity is accomplished, has been made public. The test was made two weeks ago. A maximum speed of fifty-seven miles an hour was attained. The train was equipped with the Westinghouse multiple control apparatus, which has been selected for the road. The motor-cars had no trouble with the train. The opinion was expressed that there would be no trouble in keeping up an average speed of forty-five miles an hour or better. The ordinary subway express runs about forty-two miles an hour. When the work of electrification is completed it was predicted that electric trains would be running on the Rockway branch by July. It is now said that the work will be delayed possibly a month or more. It is understood that the delay is due to the protests of property owners against the surface third rail, but it is declared that this opposition is soon to be overcome.

**Electric Engines for Subway.** There is under construction at the Juniata shops of the Pennsylvania a unique experimental electrical engine for use, if satisfactory, in the company's New York subway and Long Island tunnel connections. The engine is to be built in two sections, with a truck under each, the trucks having four wheels sixty-five inches in diameter. The length of the engine will be thirty-seven feet ten and a half inches over all. All parts of the machine will be built for strength, the trucks constructed of steel castings of extra heaviness.

**Washington-Baltimore by Trolley.** From the heart of Baltimore to the heart of Washington by trolley has been an oft-recurring dream that has constantly fitted and refused to come true. At last, however, it seems that the connection is to be a widespread fact. It is a result which the people of both cities will welcome, exclaims the Baltimore American. I the passenger rates are made so moderate as to be popular, as it is to be assumed they will be, the movement each way will be of large proportions. The two cities will find great future satisfaction in an exchange of attractions.



MRS. E. H. SPRAGUE, TRANSMISSISSIPPI CHAMPION, 1905.



MRS. W. T. BURNS, RUNNER-UP TRANSMISSISSIPPI CHAMPIONSHIP, 1905.

**Novelties in Laundry Tags.** The number of letters used by American laundries to distinguish their patrons' garments are fast increasing, and we are fortunate in that the collars and cuffs do not come back from the wash tagged with the business card of the laundry. In certain parts of France the name and address of the laundry are stamped on each piece sent home, and should several laundries be patronized one after another, a fine collection will soon be found in addition to geometrical marks indicative of the owner of the garment. In Russian towns laundry marks are under police supervision, and in this manner a refugee who makes his way to another town upon a forged passport is liable to detection unless he can borrow linen with the mark of one of the town laundries upon it. Bulgarian laundries employ rubber stamps with ornamental designs, while in Germany the laundry comes home tagged with a small cloth label attached with a heat and waterproof cement.

**Activities of Westinghouse.** George Westinghouse of Pittsburgh, who has been chosen to act as trustee in the Equitable society's affairs, controls fifteen great manufacturing companies, nine in the United States, one in Canada and five in Europe. Business is his recreation, taking the place of automobiles and yachts and race horses and picture galleries, which other hard-worked millionaires find necessary to rest their tired faculties. As an inventor he takes high rank. On one occasion, while engineering a large financial movement in New York City, an idea for a mechanical device suggested itself. As soon as possible he took the train for Pittsburgh, buying himself while en route by drawing a sketch of the proposed invention. On reaching his destination he drove to one of his factories and, placing the drawing in the hands of a master workman, said: "Make that." The machine proved to be a great success.

## Real Life Illustrated by Anecdotes

**He Obedied the Law.** HE late Rev. Dr. W. O. Peck, well known in the Methodist church, was an admirer of consistency, relates the Boston Herald. When preparing for college he attended a co-educational boarding school, a seminary in Vermont, where very strict rules were laid down to regulate the attraction of the sexes. One morning as he reached the entrance to the campus a young lady also arrived from the opposite direction, and at the same moment a drenching shower began. Young Peck had an umbrella, but the lady had none, so he gallantly held his over her head until he left her at the ladies' entrance to the chapel. Being called to account for this, Peck replied: "No wrong was intended, but I could not see the lady get wet when I could prevent it; neither did I wish to drench myself, so saw no other way but to share my umbrella with her." "But," remonstrated the grave professor, "do you not know, Mr. Peck, that ladies and

gentlemen, while students at this seminary, are not allowed to walk together without permission from some member of the faculty?" "I do so; but allow me to ask if a lady and gentleman thus chance to meet in their way to the seminary, how far apart they must walk not to infringe upon this rule?" "Really—ahem—I should say ten feet at the least." An exchange of notes between Mr. Peck and the young lady caused the two to reach the campus entrance the following morning at the same moment, and Peck was carrying in his hand a ten-foot pole. Politely handing one end of the pole to her, he chaired the other and thus they went to chapel.

**Dream Told of Mother's Death.** William Crow, a 19-year-old patient in the Bridgeport hospital, has amazed the surgeons by a mysterious faculty of "seeing things" in dreams before they happen, or about the time they happen. Mrs. Rose Jepson, a sister of the young man, who is recovering from the loss of a father, related that the young man, after his mother died after was taken to the hospital and his sister feared to break the news. "Mother had another of those bad spells last night," she said. "Why, mother is dead now," said the young man sadly. Then he told of a dream. "I knew she was dead last night when I had a dream at 10 o'clock," he said. "I dreamed that I was in the open air. Suddenly two stars descended. One of them burst open and I saw mother's face. She smiled and I felt her fingers running through my hair. She said: 'Oh, Willie! Then I awoke.' The boy's mother died at 10 o'clock, the hour the lad had the dream. Three nights before Crow met with the accident he dreamed that he was injured and told his friends at the time.