VITAL STATISTICS—SEPT. 16.

Births.

J. E. and Mollie Porter, 319 North State, boy.
Walter and Augusta Monroe, 1104 Mulberry, girl.
Albert and Emma Glen, Bradley street, boy.
H. T. and Catherine Gale, 1014 Union, girl.
Harry and Henrietta Neubauer, city, boy.
Roscoe and Jeannette Duncan, 2118 Orleans, girl.
Carl and Louisa Engleking, 1708 Chestnut, boy.
James and Stella Marson, city, girl.
Charles and Grace Elrod, 2330 Wheeler, girl.
Alva and Cora Rhodes, 2370 Yale, girl.
Austin and Penelope Gray, 2530 Station, boy.
T. and Lona Fritter, 1274 Barth, boy.
David and Anna Riebel, 1216 North Temple, girl.
Sarah and Jessie Swift, 1042 Hamilton, girl.
Emery and May Baker, 1210 North Temple, girl.
Christian and Lizzette Irrgang, 1020 Oxford, girl.
Burton and Marie Taylor, 521 Scioto, girl.
Samuel and Edith Cobb, 517 Lockerbie, boy.
J. L. and Gertie Gillmore, 3322 Graceland, boy.
John and Jane Skinner, 1450 Harding, boy.
Dennis and Mary Donavan, 808½ South East, boy.

Marriage Licenses.

Elzie I. Partlow and Rosa M. Pascoe.
Frank M. Iske and Ida May Simpson.
Charles A. Mueller and Jessie L. Hemphill.
Frank L. Reisner and Emma D. Adam.
Roscoe O. Morris and Ida Barth.
Charles H. Funk and Tena Simons.
Charles H. Brinkman and Viola Leon.
Walter G. Beese and Daisy M. Steele.
Wesley E. Lewis and Adelaide Shoemake.
Dayton Demar and Mamie Cooper.
William Innes and Winnie Grass.
David F. French and Frances Elliott.
Bertram E. Morris and Clara Hilliman.
Henry M. Martin and Lulu Lyman.
Harry M. Cederholm and Helen Kaiser.
William A. Hart and Kate Hart.
Charles Lucas and Nancy E. Wheeler.
William A. Miller and Emily Allen.
John W. Horner and Ethel Ragsdale.
William H. Marcum and Bessie Kirkpatrick.
William Hoffman and Irene Carter.
George Bechtold and Amelia Koehl.
Albert Zaschart and Jennie Green.
Walter C. White and Myrtle Day.
W. H. Scott and Elizabeth Rust.
Ed Parrish and Josie Orr.

Deaths.

Dora May Kunkle, twenty-six years, 962 West Washington, tuberculosis.
Newton J. McBride, twenty-eight years, 17 South Senate, suicide.
George Hubbard, sixty years, 218 North Alabama, paresis.
Anna McGuire, seventy-nine years, Insane Hospital, gastritis.
Charles Dedert, sixty-four years, 1426 Orange, debility.

MONUMENTS.

MONUMENTS—A. DIENER, 449 E. Washington. Tel. 2535. Branch works E. entrance Crown Hill.

MONUMENTS—M. H. Farrell, 241 West Washington st. New 'Phone 2418.

FUNERAL DIRECTORS.

TUTEWILER & SON, Undertakers, 125 W. Market st. Tel. 216.

New 1164. ADAMS & KRIEGER. Main 1154. Funeral directors, 159 N. Ill. Lady attendant.

JOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'Phone 962. Old Main 1439.

FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

JOURNAL BUSINESS DIRECTORY.

FLORISTS—BERTERMANN BROS., New No. 241 Mass. av., 228 N. Del. st. Tel. 840.

PATENT ATTORNEY—T. R. BELL, mechanical engineer, patent attorney. In above capacity I do not claim exceptional facilities, except those guaranteed by thorough knowledge of patent practice, mechanical training, honesty and care, beyond which no special advantages exist. 49 and 50 Ingalls Bldg.

SALE AND LIVERY STABLES—HORACE WOOD. (Carriages, Traps, Buckboards, etc.) 25 Circle. Tel. 1007.

THE PEERLESS FOUNDRY, 710-18 E. Maryland, manufactures stove repairs and do repairing.

SOCIETY NOTICE.

MASONIC—Pentalpha Lodge, No. 584, F. and A. Masons. Called meeting in Masonic Temple this (Thursday) evening, Sept. 17, at 7:30 o'clock for work in the second degree.
ELMER F. GAY, W. M.
F. T. M'QUIDDY, Secretary.

FOR SALE—REAL ESTATE.

REAL ESTATE—For sale: 25 farms of different sizes, kinds and prices in Parke and Vermillion counties, Indiana; send for farm list. O. B. PRICE, Montezuma, Ind.

SITUATION WANTED—Wanted: Situations of all kinds for male and female help. Call or address Room 79 Baldwin Bldg.

FOR SALE—FARMS.

REAL ESTATE—For sale: Farm; one of the best 100 acres in Marion county; 8 miles southeast of courthouse; price, $5,000. M. ARBUCKLE, Lemcke block.

FOR SALE—MISCELLANEOUS.

FOR SALE—

A CARD LIKE THIS

Every Sunday for one year costs but $1.95 per month. The Journal want page is profitable to the advertiser and reader.

FOR SALE—The latest map of Indiana and the 1900 census; prepared especially for the Journal by George F. Cram, the famous map publisher; size, 30x48 inches, on strong map paper; tin rods at top and bottom; embracing a handsome five-color map of Indiana on one side, corrected to date, showing all railroads, all new postoffices, counties in colors, railroad stations and all natural features; a marginal index showing 1900 census and alphabetically arranged list of towns, etc.; the other side contains a five-color map of the world and the United States; 50 cents, postpaid. Inquire of any agent of the Journal or address MAP DEPARTMENT, the Journal, Indianapolis, Ind.

FOR RENT—HOUSES.

FOR RENT—Excellent country home on N. Meridian st.; excellent water. See J. S. CRUSE, 119 E. Market st.

WANTED—MALE HELP.

WANTED—Boys to work on trains. UNION NEWS CO., 31 McNabb st.

WANTED—Young man; collect and take orders; highest wages. Call room No. 79 Baldwin Bldg. Take elevator.

WANTED—For U. S. army, able-bodied, unmarried men, between ages of 21 and 35, citizens of United States, of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer, 25 North Illinois st., Indianapolis, Ind.

RECRUITS—Recruits for the United States Marine Corps—Able-bodied, unmarried men between 21 and 35; good character; must speak, read and write English. Marines serve at sea on men-of-war in all parts of the world; on land in our island possessions and at naval stations in the United States. Apply Room 201 Sentinel building, Indianapolis, Ind.

WANTED—FEMALE HELP.

WANTED—Women to finish ladies' garments. Apply FRENCH STEAM DYE WORKS, 54 Circle, Monday.

WANTED—AGENTS.

WANTED—Manager in every town over 1,000 population; pay $1,000 to $5,000; references required. WORLD'S FAIR GUARANTEE ASSOCIATION, Rialto Bldg., St. Louis.

NOTICE.

NOTICE—Up-to-date FURNACES guaranteed to heat. Tin and galvanized iron works. ROLLIN HAWKINS, 114-116 Virginia av., the man who never sits on the fence.

NOTICE—Acme paper, paint and fresco cleaners that clean all qualities of wall covering without streaking or mottling the walls. We are prepared to clean churches and public buildings. You can see our work anywhere. HENRY TAYLOR & CO., 603 N. Senate av. New 'Phone 3067.

STORAGE.

STORAGE — The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725.

BUSINESS CHANCE.

BUSINESS CHANCE—I mean business; have no fake propositions to offer you of 50 and 100 per cent. profit on your investment. I offer you solid and safe investments of 10 per cent. on low prices on good real estate in a city of 65,000; will have 100,000 in five years. In fact, she is the coming metropolis of the South—the city of Knoxville. Her present growth cannot be surpassed by any city from Chicago to New Orleans, none excepted. She is surrounded by a fine stock and farming country, with millions of timber of all kinds, mountains of coal and iron. She is the marble city of the world. Nature has blessed her with a fine climate and flowing springs of soft stone water. She has a world of hidden resources waiting for new development. She has the Niagara water power of the world, which is now being put in operation to furnish all her manufacturing industries with cheap power. She offers great inducements to new enterprises. Her winters are from six to nine weeks of duration. She is the second Garden of Eden for fruits of all kinds. For full information write JAS. SHIELDS, real-estate agent, 604½ Gay st., Knoxville, Tenn.

MONON'S ANNUAL REPORT

MOST FAVORABLE EXHIBIT EVER ISSUED BY THE COMPANY.

Gross Earnings Increased $484,073. Net $221,749—Improvements for the Year Ended June 30, 1903.

The annual report of the Chicago, Indianapolis & Louisville Railway Company shows that in the year ending June 30, 1903, it operated 553.61 miles of main line. The gross earnings, operating expenses, net earnings, etc., for the year, compared with those of the previous year, are as follows:

	1903.	1902.
—Gross Earnings.—		
Passenger	$1,234,469.74	$1,110,467.37
Freight	3,528,294.88	3,190,216.37
Express	108,255.32	110,895.75
Mail	149,450.85	132,247.83
Telegraph	2,616.62	2,899.96
Miscellaneous	43,044.06	24,430.62
Total earnings	$5,066,131.47	$4,581,157.30
—Operating Expenses.—		
Maintenance of way and structures	$618,069.56	$543,379.83
Maintenance of equipment	628,013.61	568,818.86
Conducting transportation	1,364,816.22	1,260,168.30
General expenses	313,284.83	287,241.40
Taxes	192,173.05	193,524.87
Total	$3,116,357.27	$2,853,133.26
Net earnings	$1,949,774.20	$1,728,024.64
Ratio of expenses to earnings (including taxes)	61.51	62.28
Ratio of expenses to earnings (excluding taxes)	57.72	58.06
—Fixed Charges.—		
Interest on funded debt	$772,100.00	$772,100.00
Net rentals	224,193.25	199,196.67
Total fixed charges	$996,293.25	971,296.67
Surplus from operation	$953,480.95	$756,727.97
Dividends from stocks owned	79,227.50	79,211.00
Interest on bonds owned	60,106.67	37,311.10
Interest and discount	16,417.61	12,924.99
Total surplus	$1,109,232.73	$886,175.06
Increase in gross earnings	$484,973.57	10:59 p. c.
Increase in operating expenses	264,575.83	9.95 p. c.
Increase in net earnings	221,749.56	12.83 p. c.
Increase in fixed charges	24,996.58	2.57 p. c.
Increase in surplus from operation	196,752.98	
Increase in dividends, etc.	26,304.69	
Increase in total surplus	223,057.67	
Passengers carried	1,375,197	1,289,949
Earnings per passenger per mile	2.024c	1.976c
Tons carried	2,810,667	2,631,487
Earnings per ton	$1.26	$1.21
Gross earnings per mile of road (553.61) (546.11)	$9,151.08	$8,388.71
Operating expenses per mile of road	5,629.15	5,224.47
Net earnings per mile of road	3,521.93	3,164.24

President McDoel says there were purchased during the year new steel rails at a cost of $76,790.43, which, together with 2,468 tons on hand June 30, 1902, were sufficient to lay forty-two miles of new steel. During the year thirty-three miles of track were ballasted with stone, cinders and gravel at a cost of $30,453. Nine miles of new siding and extension were laid during the year and charged to construction work. During the year new bridges were built across Sugar, Bean Blossom and Leatherwood creeks. A number of iron pipe culverts were put in, and $55,041.37 was expended in the last named improvement. The passenger stations and freight houses at Bedford and Kirklin, destroyed by fire, were rebuilt, and a new station building erected at Ketchem. A seventy-foot turntable was put in at Bainbridge and a new interlocking plant was erected at Limedale crossing of the Vandalia. The telegraph line between Indianapolis and Monon was rebuilt. Two hundred new forty-ton coal cars and one steam derrick were purchased at a cost of $167,224.56, four new cabooses were built at the company's shops and two new freight locomotives were purchased at a cost of $31,412.98. Engines and cars received necessary repairs and are in good condition. The total engine mileage for the year was 3,703,569 miles. The rate per ton per mile was .776 against .757 the previous year. The earnings per passenger train mile, including baggage and express, were $1.22, against $1.14 in 1902; the rate per passenger mile was 2.024c, against 1.976c in 1902. Since the inauguration of the per diem system of car service, July 1, 1902, earnings on freight cars have increased from $39,461.32 to $105,495.10.

Under date of July 1, 1902, a joint supplemental lease was entered into by and between the Chicago & Western Indiana Railroad Company and its five tenant companies, who are equal owners of its entire capital stock. Under the same date, viz., July 1, 1902, the Chicago & Western Indiana Railroad Company made a mortgage to secure an issue of $50,000,000 of 4 per cent. gold bonds to provide funds for the refunding of its existing indebtedness, the refunding of all sinking fund payments already made and those required to be made under existing mortgages, for elevating, depressing, enlarging and improving the railroad and other property of the company, and for all other expenses for the corporate purposes of the company.

Under date of Sept. 30, 1902, a contract was entered into with the Illinois Central Railroad Company for the joint use of ten miles of their road from Switz City west for a period of twenty-five years. This contract provides the Chicago, Indianapolis & Louisville Railway Company with an entrance to the coal fields in Greene and Sullivan counties. Under date of May 1, 1903, a contract was entered into with the Pennsylvania Company for the joint use of their tracks in Indianapolis & Vincennes division between Switz City and Gosport Junction for a period of ten years, to be used by this company for coal traffic only. This contract may be terminated by either party upon two years' notice.

In concluding his report, which is much the best ever issued by the company, President McDoel says that the acknowledgments of the board are due to the officers and employes of the company for faithful and efficient service rendered during the year.

At the meeting out of 155,000 shares 144,498 were represented. The terms of Volney T. Malott, of Indianapolis, Gilbert B. Shaw, of Chicago, and James Murdock, of Lafayette, as directors, expired yesterday and they were re-elected, the board of directors being the same as last year. At the meeting the same directors for the auxiliary lines noted above were elected as those of the Monon.

On a Business Trip.

D. P. McCabe, freight traffic manager of the Pennsylvania, with headquarters at Pittsburg, and George W. Dickson, freight traffic manager of the Pennsylvania proper, were in the city yesterday. They are making an extended business trip, traveling in a private car. The object is to make an inspection of the general freight condition of the West as well as to examine into the facilities for handling it. While in the city, with Colonel Gray, who represents the Pennsylvania at this point, they visited Kingan's packing house and several other of the large business interests, including the Union stockyards. The party left for St. Louis, and will visit Kansas City, Omaha, Minneapolis, St. Paul, Duluth, Milwaukee and Chicago. Besides traveling over the company's lines they will go over the Wabash, the Chicago, Burlington & Quincy, the Chicago, St. Paul, Minneapolis & Omaha, the Chicago, Milwaukee & St. Paul and the Northern Pacific.

FINANCIAL.

FINANCIAL—Insure with FRANK SAWYER.

FINANCIAL—LOANS—Money on mortgages. C. F. SAYLES & CO., 127 East Market street.

FINANCIAL—5 per cent. money on Indianapolis city property, or on city property in any county seat town, or on farm property anywhere in Indiana; we use our own funds; no delay; partial payments. Call or address C. N. WILLIAMS & CO., 8-10 E. Market st.

SEALED PROPOSALS.

NOTICE—Sealed proposals for making uniform suits for students (male) Institution for the Deaf, Indianapolis, during scholastic year, 1903-1904, will be received at office of said institution up to 12 o'clock noon Friday, Sept. 25, 1903. Specifications and proposal blanks may be obtained at said office.

RICHARD O. JOHNSON, Supt.

NOTICE OF SALE OF BONDS.

Notice is hereby given that sealed proposals will be received by the auditor of Vigo county, Indiana, at the county auditor's office, courthouse, Terre Haute, Ind., until 11 o'clock Saturday, Oct. 3, 1903, for the bonds of Riley and Lost Creek township gravel roads, of Vigo county, Indiana, in the sum of forty-eight thousand ($48,000) dollars. Each of said bonds shall be in the sum of one thousand ($1,000) dollars and numbered from 1 to 48, inclusive.

Said bonds will bear interest at the rate of 4½ percentum per annum, said interest payable semi-annually on the 15th day of May and November of each year for twenty years.

Notice is further given that all bidders must comply with all the provisions of the State of Indiana relating to the purchase of bonds. Right reserved to reject any or all bids.

FRANK E. BENJAMIN,
Sept. 16, 1903. Auditor Vigo County.

Personal, Local and General Notes.

The contract for extending the St. Louis & North Arkansas line from Lesley to Quitman has been let.

The consolidation of the St. Louis & San Francisco and its recently purchased lines will be made effective Oct. 1.

W. H. McDoel, president of the Monon, is spending two or three weeks in New Hampshire, accompanied by his wife.

The shops of the Toledo & Ohio Central at Bucyrus, Kenton and Hobson will be lighted by electricity after Nov. 1.

Despite the rumors to the contrary, it is stated that John S. Williams will be reelected president of the Seaboard Air-line.

The Chicago, Rock Island & Pacific expects to establish train service from Fort Worth to Dallas, Tex., within thirty days.

It is stated that the Chicago, Milwaukee & St. Paul will leave nothing undone to prevent the Illinois Central getting a line into Milwaukee.

Cal P. Johnston, Kansas City agent of the St. Louis & San Francisco, has been appointed Southwestern passenger agent of the road, with headquarters at Dallas, Tex.

The Pennsylvania will order more freight cars. On Sept. 1 it ordered 1,400 new cars. The company has within the past three years added 30,000 freight cars to its equipment.

H. R. Dering, assistant general passenger agent of the Pennsylvania lines west, and well known in Indianapolis, is seriously ill. He has been with the Pennsylvania about twenty-five years.

E. T. Whitter, of the Eastern division of the Pittsburg, Fort Wayne & Chicago, has issued notice that West Belleview will be closed as a traffic office and no train will stop there until further notice.

As soon as through service is established by the Chicago, Milwaukee & St. Paul via the Kansas City cut-off, it will become an active competitor for passenger business between Chicago and Kansas City.

During the past summer the Grand Trunk road carried on special trains 120,000 passengers, much the largest number ever handled in any three months, and exceeding the travel of the world's fair at Chicago.

The Big Four has eleven steam shovels at work on the improvements in progress at Sunman's hill, but much of the time is unable to operate more than six on account of the difficulty in getting efficient men to handle the shovels.

General Passenger Agent George W. Boyd, of the Pennsylvania, makes formal announcement that his company intends to resume the granting of stop-over privileges at Philadelphia on Washington and New York excursion tickets.

The death of Superintendent Collins, of the Missouri, Kansas & Texas, from typhoid fever, following an accident, has necessitated that President Rouse and his associate officials defer their inspection trip, which was to have been made this week.

Several departments of the Pennsylvania Railroad shops at Altoona have been ordered to operate thirteen hours daily four days of the week and ten hours the other two days. The shops are pressed with work and about 3,000 men are affected by the order.

W. D. Holliday, assistant general freight agent of the Wabash, has gone to Bellefontaine, Pa., where his son, Joseph R., will enter a State college to pursue a course in engineering to fit himself for railroading. His younger son, William F., will go to Louisville, Pa., and enter Bucknell University, the alma mater of Mr. Holliday.

The office of chief clerk of the Central Railway Clearing House at Buffalo will be abolished Oct. 1 and the heads of the various departments will report direct to Manager William Nicholson. The employes of this institution are a picked class, and no one enters the employ of the clearing house until subjected to a careful examination in education and character.

It is stated there never has been a period in the history of American railroading when telegraph operators were so few for the need of the railroad operation. From all over the country comes the cry for more telegraph operators. A prominent district passenger agent of the Great Northern, says hundreds of operators can find employment in the Southwest, his road being especially desirous of securing efficient men for that service.

Augustus Hone, a nephew of August Belmont, who for some time has been a mechanic in the service of the Louisville & Nashville road, has resigned his position to become general manager of the Louisville & Atlantic road. Hone is very wealthy and came from New York to learn the practical side of railroading. He has reached the position of an expert mechanic and attained a wide knowledge of the railroad business, although but twenty-eight years of age.

The August statement of the B. & O. shows a new record in the earnings of that system. The gross earnings for the month were $5,987,785, an increase of $438,028; net earnings were $2,422,947, an increase of $291,365. The total earnings of the system directly operated by the Baltimore & Ohio, which includes the Baltimore & Ohio Southwestern, were $6,449,201, an increase of $460,000, the net increase being $285,733. The road was operated on 58½ per cent. of its gross earnings, which is very creditable to the management.

A grievance committee, representing 8,000 employes in every important car and locomotive shop of the Chicago & Northwestern Railroad, is in conference at Chicago to-day considering what union action shall be taken in regard to the refusal by the company to grant a better wage scale. More than a week ago delegates representing the employes of the various branches of the road arrived at Chicago and presented demands for an increase of 3 cents an hour over the wages now in effect, which range from 13 to 17 cents an hour and time and a half for overtime.

The Baltimore & Ohio and the Pennsylvania are disputing over the possession of right of way near Chewton, and Sheriff James H. Brown served an injunction, issued by Judge Wallace, restraining the Pennsylvania, which has been double tracking the low grade of the Erie and Pennsylvania division. The Baltimore & Ohio officials ran an engine and train of freight cars upon the old track of the road, when a force of nearly 200 Pennsylvania men promptly removed the cars. Finally the B. & O. shifted another train upon the track and derailed three cars to hold the track until the injunction could be secured. As both interests are owned by the same parties a legal fight of this character is amusing.

A Tomato-Picking Record.

Edinburg (Ind.) Courier.

William Bennett is conceded to be the champion tomato picker in the county. On Joseph Hicks's farm, near Whiteland, Bennett, in five consecutive days, picked 577 weighed bushels of tomatoes.

Pensions for Veterans.

Certificates have been issued to the following-named Indianians:

George Studebaker, $10; David Luttman, $12; Levi Suelbaker, $10; William W. Watson, $10; William W. Thornton, $10; Peter Childs, $10; George W. Swadley, $10; James Donahue, $10; George S. Brewer, $14; William P. Gants, $14; William A. Brinkerhoff, $12; James O'Connor, $8; John G. Ridge, $12; Elcana Fletcher, $10; John P. Foote, $10; John Battenfelt, $10; Norman Hann, $12; Ephraim Harrell, $17; Job Sharp, $12; Joseph Evans, $10; Robert Edmondson, $12; Isaac Pearcy, $8; Thomas J. Mobley, $14; William A. Parker, $6; Peter Fisher, $8; Frank Waterhouse, $6; minor of William Wood, $10; Frances E. Jones, $8; Clara A. Loucks, $8; Harriett Eshelman, $8; Vianna Johnson, $8; Mary A. Elliott, $8.

Cyrus Brown's Prayer.

"The proper way for a man to pray,"
Said Deacon Lemuel Keyes,
"And the only proper attitude,
Is down upon his knees."

"No, I should say the way to pray,"
Said Rev. Dr. Wise,
"Is standing straight, with outstretched arms
And rapt and upturned eyes."

"Oh, no, no, no!" said Elder Slow,
"Such posture is too proud;
A man should pray with eyes fast closed
And head contritely bowed."

"It seems to me his hands should be
Austerely clasped in front,
With both thumbs pointing toward the ground."
Said Rev. Dr. Blunt.

"Las' year I fell in Hodgkin's well,
Head first," said Cyrus Brown,
"With both my heels a-stickin' up,
My head a-pintin' down;

"An' I made a prayer right then an' there—
liest prayer I ever said,
The prayerin'est prayer I ever prayed,
A-standin' on my head."—Sam Walter Foss.

THE SPENDERS

A TALE OF THE THIRD GENERATION

By Harry Leon Wilson

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CHAPTER XIII.

THE ARGONAUTS RETURN TO THE RISING SUN.

It was mid-October. The two saddle horses and a team for carriage use had been shipped ahead. In the private car the little party was beginning its own journey Eastward. From the rear platform they had watched the tall figure of Uncle Peter Bines standing in the bright autumn sun, aloof from the band of kerchief-waving friends, the droop of his head and shoulders showing the dejection he felt at seeing them go. He had resisted all entreaties to accompany them.

His last injunction to Percival had been to marry early.

"I know your stock and I know you," he said; "and you got no call to be rangin' them pastures without a brand. You never was meant for a maverick. Only don't let the first woman that comes ridin' herd get her iron on you. No man knows much about the critters, of course, but I've noticed a few things in my time. You pick one that's full-chested, that's got a fairish-sized nose, and that likes cats. The full chest means she's healthy, the nose means she ain't finicky, and likin' cats means she's kind and honest and unselfish. Ever notice some women when a cat's around? They pretend to like 'em and say 'Nice kitty!' but you can see they're viewin' 'em with bitter hate and suspicion. If they have to stroke 'em they do it plenty gingerly and you can see 'em shudderin' inside like. It means they're catty themselves. But when one grabs a cat up as if she was goin' to eat it and cuddles it in her neck and talks baby talk to it, you play her fur bein' sound and true. Pass up the others, son.

"And speakin' of the fair sex," he added, as he and Percival were alone for a moment, "that enterprisin' lady we settled with is goin' to do one thing you'll approve of.

"She's goin'," he continued, in answer to Percival's look of inquiry, "to take her bank roll to New York. She says it's the only place fur folks with money, jest like you say. She tells Coplen that there wa'n't any fit society out here at all—no advantages fur a lady of capacity and ambitions. I reckon she's going to be 403 all right."

"Seems to me she did pretty well here; I don't see any kicks due her."

"Yes, but she's like all the rest. The West was good enough to make her money in, but the East gets her when spendin' time comes."

As the train started he swung himself off with a sad little "Be good to yourself!"

"Thank the Lord we're under way at last!" cried Percival, fervently, when the group at the station had been shut from view.

"Isn't it just heavenly!" exclaimed his sister. "Think of having all of New York you want—being at home there—and not having to look forward to this desolation of a place."

Mrs. Bines was neither depressed nor elated. She was maintaining that calm level of submission to fate which had been her lifelong habit. The journey and the new life were to be undertaken because they formed for her the line of least resistance along which all energy must flow. Had her children elected to camp for the remainder of their days in the center of the desert of Gobi, she would have faced that life with as little sense of personal concern and with no more misgivings.

Down out of the maze of hills the train wound; and then by easy grades after two days of travel down off the great plateau to where the plains of Nebraska lay away to a far horizon in brown billows of withered grass.

Then came the crossing of the sullen, sluggish Missouri, that highway of an earlier day to the great Northwest; and after that the better wooded and better settled lands of Iowa and Illinois.

"Now we're getting where Christians live," said Percival, with warm appreciation.

"Why, Percival," exclaimed his mother, reprovingly, "do you mean to say there aren't any Christians in Montana City? How you talk! There are lots of good Christian people there, though I must say I have my doubts about that new Christian Science Church they started last spring."

"The term, Mrs. Thorndike, was used in its social rather than its theological significance," replied her son, urbanely. "Far be it from me to impugn the religion of that community of which we are ceasing to be integers at the pleasing rate of sixty miles an hour. God knows they need their faith in a different kind of land hereafter!"

And even Mrs. Bines was not without a sense of quiet and rest induced by the gentler contours of the landscape through which they now sped.

"The country here does seem a lot cozier," she admitted.

The hills rolled away amiably and reassuringly; the wooded slopes in their gay coloring of autumn invited confidence. Here were no forbidding stretches of the gray alkali desert, no grim, bare mountains, no solitude of desolation. It was a kind land, fat with riches. The shorn yellow fields, the capacious red barns, the well-conditioned homes, all told eloquently of peace and plenty. So, too, did the villages—those lively little clearing houses for immense farming districts. To the adventurer from New York they seem always new and crude. To our travelers from a newer, cruder region they were actually aesthetic in their suggestions of an old and well-established civilization.

In due time they were rattling over a tangled maze of switches, dodging interminable processions of freight cars, barely missing crowded passenger trains whose bells struck clear and then flatted as the trains flew by; defiling by narrow waterways, crowded with small shipping; winding through streets lined with high, gloomy warehouses, amid the clang and clatter, the strangely-sounding bells and whistles of a thousand industries, each sending up its just contribution of black smoke to the pall that lay always spread above; and steaming at last into a great roomy shed where all was system, and where the big engine trembled and panted as if in relief at having run in safety a gauntlet so hazardous.

"Anyway, I'd rather live in Montana City than Chicago," ventured Mrs. Bines.

"Whatever pride you may feel in your discernment, Mrs. Cadwallader, is amply justified," replied her son, performing before the amazed lady a bow that indicated the lowest depths of slavish deference.

"I am now," he continued, "going out to pace the floor of this locomotive boudoir for a few exhilarating breaths of smoke, and pretend to myself that I've got to live in Chicago forever. A little discipline like that is salutary to keep one from forgetting the great blessing which a merciful Providence has conferred upon me."

"I'll walk a bit with you," said his sister, donning her jacket and a cap.

"Lest my remarks have seemed indeterminate, madam," sternly continued Percival at the door of the car, "permit me to add that if Chicago were heaven I should at once enter upon a life of crime. Do not affect to misunderstand me, I beg of you. I should leave no avenue of salvation open to my precious soul. I should incur no risk of being numbered among the saved. I should be b-a-d, and I should sit up nights to invent new ways of evil. If I had any leisure left from being as wicked as I could be, I should devote it to teaching those I loved how to become abandoned. I should doubtless issue a pamphlet, 'How to Merit Perdition Without a Master. Learn to Be Wicked in Your Own Home in Ten Lessons. Instructions Sent Securely Sealed from Observation. Thousands of Testimonials from the Most Accomplished Reprobates of the Day.' I trust Mrs. Llewellen Leffingwell Thompson, that you will never again so far forget yourself as to utter that word 'Chicago' in my presence. If you feel that you must give way to evil impulse, go off by yourself and utter the name behind the protection of closed doors—where this innocent girl cannot hear you. Come, sister. Otherwise I may behave in a manner to be regretted in my calmer moments. Let us leave the woman alone, now. Besides, I've got to go out and help the hands make up that New York train. You never can tell. Some horrible accident might happen to delay us here thirty minutes. Cheer up, ma; it's always darkest just before leaving Chicago, you know."

Thus flippantly do some of the younger sons of metropolis blaspheme this metropolis of the mid-West—a city the creation of which is, by many persons of discrimination, held to be the chief romance and abiding miracle of the nineteenth century.

Let us rejoice that one such partisan was now at hand to stem the torrent of abuse. As Percival held back the door for his sister to pass out, a stout little ruddy-faced man with trim gray sidewhiskers came quickly up the steps and barred their way with cheery aggressiveness.

"Ah! Mr. Higbee—well, well!" exclaimed Percival, cordially.

"Thought it might be some of you folks when I saw the car," said Higbee, shaking hands all around.

"And Mrs. Bines, too! and the girl, looking like a Delaware peach when the crops 'failed.' How's everybody, and how long you going to be in the good old town?"

"Ah! we were just speaking of Chicago as you came in," said Percival, blandly. "Isn't she a great old town, though—a wonder!"

"My boy," said Higbee, in low, solemn tones that came straight from his heart, "she gets greater every day you live. You can see her at it, fairly. How long since you been here?"

"I came through last June, you know, after I left your yacht at Newport."

"Yes, yes; to be sure; so you did—poor Daniel J.—but say, you wouldn't know the town now if you haven't seen it since then. Why, I run over from New York every thirty days or so and she grows out of my ken every time, like a five-year-old boy. Say, I've got Mrs. Higbee up in the New York sleeper, but if you're going to be here a spell we'll stop a few days longer and I'll drive you around—what say?—packing houses—Lake Shore drive—Lincoln Park.

He waited, glowing confidently, as one submitting irresistible temptations.

Percival beamed upon him with moist eyes.

"By Jove, Mr. Higbee! that's clever of you—it's royal! Sis and I would like nothing better—but you see my poor mother here is almost down with nervous prostration and we've got to hurry her to New York without an hour's delay to consult a specialist. We're afraid"—he glanced anxiously at the astounded Mrs. Bines, and lowered his voice—"we're afraid she may not be with us long."

"Why, Percival," began Mrs. Bines, dazedly, "you was just saying—"

"Now don't fly all to pieces, ma!—take it easy—you're with friends, be sure of that. You needn't beg us to go on. You know we wouldn't think of stopping when it may mean life or death to you. You see just the way she is," he continued to the sympathetic Higbee—"we're afraid she may collapse any moment. So we must wait for another time; but I'll tell you what you do; go get Mrs. Higbee and your traps and come to us put up at the New York. We've got lots of room—run along now—and we'll have some of that ham, 'the kind you have always bought,' for lunch. A. L. Jackson is a miserable cook, too, if I don't know the truth."

Gently urging Higbee through the door, he stifled a systematic inquiry into the details of Mrs. Bines's affliction.

"Come along quick! I'll go help you and we'll have Mrs. Higbee back before the train starts."

"Do you know," Mrs. Bines thoughtfully observed to her daughter. "I sometimes mistrust Percival ain't just right in his head; you remember he did have a bad fall on it when he was two years and five months old—two years, five months and eighteen days. The way he carries on right before folks' faces! The time I went through the asylum at Butte there was a young man kept going on with the same outlandish rigmarole just like Percival. The idea of Percival telling me to eat a lemon ice with an ice pick, and 'Oh, why don't the flesh brushes wear nice, proper clothes brushes!' and be sure and hammer my nails good and hard after I get them manicured. And back home he was always wanting to know where the meat augers were, saying he'd just bought nine hundred new ones and he'd have to order a ton more if they were all lost. I don't believe there is such a thing as a meat auger. I don't know what on earth a body could do with one. And that other young man," she concluded, significantly, "they had him in a little bit of a room with an iron-barred door to it like a prison cell."

[To be Continued To-morrow.]

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