

DECLINE OF THE TATTOOING ART

The tattoo artists who for years have reaped a rich harvest in their studios on Sands street, Brooklyn, and on the Bowery, now find their revenue fast dwindling and many are closing their doors, writes Thomas F. Barry, Jr., in the New York Evening Post. The reason? Sailors and others who formerly considered being tattooed quite the proper and ornamental thing appear to have changed their minds.

Authority for the foregoing is a tattoo artist who has been engaged in his trade in this city since 1875. He is nearing his seventy-fifth year now, and his hand is still sure as he pricks the skin of a subject with his needle.

The old man's studio is on Sands street, Brooklyn, that haven for Jack ashore whose ship is lying in the Brooklyn Navy Yard. "Sammy Samson" is his sobriquet, for he is English, and came here years ago after playing his trade in the "ditchies" in Southampton, where he learned it as an apprentice.

"It's queer," he ruminates with a quaint accent, "but during the war there were thousands of men who came here to Tattoo Row to get themselves a picture or two for their arms. Business was good. But during the last six months there has been a falling off. The men no longer seem to care about it, and don't come near us at all. Many 'artists' have shut up shop and gone to other cities where, perhaps, trade will be better. I fancy that prohibition may have something to do with it. I'm lucky now if I make two quid a day, where I made from four to five p'uns during the war."

Sammy's remarks may be taken as truth itself. He is said to be the dean of all tattooers on Tattoo Row. He objects, however, to his art being referred to as tattooing. With him it is "tattoo-graph." This name, he thinks, sounds better and is more comprehensive. His little studio, more artistically arranged than many others on the Bowery and Sands street, is decorated with pictures of birds, snakes, and caricatures from the Tropics. Quaint Japanese paintings cover the walls and albums containing hundreds of patriotic, grotesque, and floral designs are scattered around.

Sailors Not Only Clients.

In speaking of the fact that many people imagine the passion for having the skin marked with emblems in India ink and colors is confined to sailors alone, Sammy says that college students, soldiers, divers, telegraphers, salesmen, and men from all professions and occupations have been his subjects. Over his protest, he says, girl sight-seers traveling with a party have had him tattoo the name of their fancee on arm or shoulder, and several days later have rushed back to him and demanded that the blemish be removed. The removal of tattoo marks, he asserts, has not reached a very high degree of success, although reports have it that a new and successful process has been discovered. If so, Sammy says, it may or may not be a good thing, all depending on how you look at it.

"If you use judgment in selecting your design," he declares, "a picture is a nice thing to look at. If not 'tattoo'ed better if it could be obliterated."

When the dean of the tattooographers learned his trade, tattooing was done by

the operator puncturing the skin of his patron with a bunch of needles, fastened to a stick or set in a cork. The primitive instrument was dipped into ink, and the tattooing was slow and painful. Now, however, it is done rapidly and without excessive pain by the use of an electrical device invented some years ago by a New Yorker.

After a patron has selected a design, the operator carefully washes the surface of the skin which is to be operated on, and then sterilizes it with alcohol. As soon as the cuticle is prepared he attaches the wires to one of his ingenious machines. The next instant half a dozen tiny needles, dancing up and down so rapidly that one can hardly see them, are puncturing the skin and forming the outline of the design.

The ink splashes and falls in big blot and one fancies that the result will be merely an unsightly blotch, but when the

surface is again cleaned only the curves and spirals which the needles have made are to be seen. When the details of a design are completed, the wires are attached to a color machine which is smaller but contains more needles, and blue and reds are worked around the black outline with wonderful accuracy. The finishing touches are put on with a shading machine.

GRANDSON OF KING.
Hon. Charles J. Bonaparte and Mrs. Bonaparte of Baltimore, are among the guests at the Algonquin Hotel, St. An-

draws. Mr. Bonaparte is a grandson of Jerome Bonaparte who was a king of Westphalia. He has been invited to deliver an address in St. John at an early date.

Frederick Sturges Allen, general editor of Webster's new international dictionary, died in his home in Springfield, Mass., yesterday. He was born in Norwalk, Conn.

FIRE ALARM TELEGRAPH

- 2 No. 2 Engine House, King square.
 - 3 No. 3 Engine House, Union street.
 - 4 Cor. Sewell and Glen streets.
 - 5 Infirmary (Private).
 - 6 Union St. near Cor. Mill and Dock Sts.
 - 7 Prince Wm. street, opposite M. R. A. alley.
 - 8 Cor. North Wharf and Nelson street.
 - 9 Cor. Mill and Pond streets.
 - 10 Water street, opposite Jetties' alley.
 - 11 Waterloo street, opposite Peters street.
 - 12 Cor. St. Patrick and Union streets.
 - 13 Cor. Brunswick and Richmond streets.
 - 14 Cor. Brunswick and Hanover streets.
 - 15 Cor. Edin and Brunswick streets.
 - 16 Cor. Union and Carmarthen streets.
 - 17 Cor. Courtenay and St. David streets.
 - 18 M. R. A. store, private.
 - 19 Cor. Germain and King streets.
 - 20 Cor. Princes and Charlotte streets.
 - 21 No. 1 Engine House, Charlotte street.
 - 22 City Hall, Cor. Prince William and Princes streets.
 - 23 McLeod's Wharf, Water Street.
 - 24 Cor. Duke and Prince Wm. streets.
 - 25 Meaty Foundry, Water street, private.
 - 26 Cor. Westworth and Princes streets.
 - 27 Cor. Duke and Sydney streets.
 - 28 Cor. Charlotte and Harting streets.
 - 29 Cor. Germain and Queen streets.
 - 30 Cor. Queen and Carmarthen streets.
 - 31 Cor. Sydney and St. James streets.
 - 32 Carmarthen street, between Duke and Orange streets.
 - 33 Cor. Crown and Union streets.
 - 34 Cor. St. James and Prince Wm. streets.
 - 35 Cor. Duke and Westworth streets.
 - 36 Cor. Broad and Carmarthen streets.
 - 37 Cor. British and Charlotte streets.
 - 38 Cor. Pitt and St. James streets.
 - 39 Sydney street, oppo. Military buildings.
 - 40 East End Sheffield street, near Imperial Office.
 - 41 Cor. Duke and Carmarthen Sts.
 - 42 City Road, opposite Christie's Indent.
 - 43 Cor. Dorchester and Hans streets.
 - 44 Kewmouth street.
 - 45 Waterloo, oppo. Golding street.
 - 46 Waterloo street, oppo. entrance Gen. P. H. Reginald.
 - 47 Bait Row, between Westworth and Pitt.
 - 48 Carleton street, on Calvia church.
 - 49 General Public Hospital, Waterloo St.
 - 50 Cotton Mill, Courtenay Bay, private.
 - 51 Elm street, near Peter's Tannery.
 - 52 Cor. Charlotte and Eris streets.
 - 53 Cor. King and Pitt streets.
 - 54 King street, east, near Carmarthen.
 - 55 Queen's corner, King square.
 - 56 Cor. Orange and Pitt Sts.
- NORTH END BOXES.**
- 121 Betsworth's Mill, Indian town.
 - 122 Cor. Main and Bridges streets.
 - 123 Electric Car shed, Main street.
 - 124 Cor. Adelaide and Newman streets.
 - 125 No. 5 Engine House, Main street.
 - 126 Douglas Avenue, oppo. P. M. O. Hall's.
 - 127 Douglas Ave., Bentley street.
 - 128 Murray & Gregory's Mill, private.
 - 129 Cor. Eglis and Victoria streets.
 - 130 Bull's Head oppo. Hamilton's Mills.
 - 131 Rolling Mills, Strait Shore.
 - 132 Cor. Sheriff and Strait Shore Road.
 - 133 Strait Shore, Warner's Mill.
 - 134 Alexander's school house, Holly street.
 - 135 Cor. Camden and Portland streets.
 - 136 Maritime Hall Works, private.
 - 137 Main street, police station.
 - 138 Main street, oppo. Harrison street.
 - 139 Main street, Hind Long Wharf.
 - 140 Fleming's Foundry, Pond Street.
 - 141 Mill street, oppo. Union Depot.
 - 142 Paradise Row, near Harriet street.
 - 143 Cor. Paradise Row and Millidge street.
 - 221 No. 4 Engine House, City road.
 - 222 Mount Pleasant and Bagges Avenue.
 - 241 Cor. Stanley and Winter streets.
 - 242 Schofield's Terrace, Wright street.
 - 243 Rockland road, near Cranston Avenue.
 - 244 Rockland road, near Millidge street.
 - 245 Cor. Somerset and Barker streets.
 - 419 Cor. City Road and Gilbert's Lane.
 - 421 Marsh Bridge, near Frederick street.
 - 422 At C. G. R. Round House.
- WEST END BOXES.**
- 4 No. 1 Shed.
 - 5 Immigration Building.
 - 6 No. 1 Shed.
 - 21 N. B. Southern Station.
 - 24 Market Place, Rodney St.
 - 25 Albert and Minnetts streets.
 - 26 Ludlow and Germain streets.
 - 31 Lancaster and Duke streets.
 - 32 Ludlow and Guilford streets.
 - 34 Masonic Hall, Charlotte street.
 - 35 Tower and Ludlow streets.
 - 36 St. Patrick's Hall, St. John street and City Line road.
 - 112 No. 6 Engine House, King street.
 - 113 Cor. Ludlow and Water streets.
 - 114 Cor. King and Market Place.
 - 115 Middle street, Old Port.
 - 116 Guilford and Union Sts.
 - 117 Sand Point Wharf or Victoria St.
 - 118 Queen St., oppo. No. 7 Engine House.
 - 119 Lancaster and St. James Sts.
 - 212 St. John and Watson Sts.
 - 213 Wuslow and Watson Sts.
 - 215 C. P. R. Elevator.
 - 281 Prince St., near Dykeman's Con.
 - Chemical No. 1, Telephone Main 200.
 - Chemical No. 2, (North End), Telephone Main 200.

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