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nee, May 25

KINS' CO., RED. A. HODGSON, sing Dramatic he Century,

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It ısn't IIRES Rootbeer

mposium of ic Surprises

ly got to California and there made the little money which formed the foundation of his fortune.

Mr. Armour is a far-sighted man. He looks ahead and is not straid to trust his own judgment, He is broad gauged in his ideas. There is nothing of the pessimist aby is him. He is always a bull in the market and never a bear. His great fortune has been made largely through his faith in the United States and its prospects. His first strike was, in fact, a bold bet on the successful outcome of the war. He had made his lit le pile in California and and had gone into the pork-packing business with old John Plankington, of Milwaukee. One day he came into the office and said:

"Mr. Plankington, I am going to New

wankee. One day he came into the office and said:

"Mr. Plankington, I sm going to New York at once. The war is over, Grant has practically beaten the retels and we will have peace in a few weeks. I am going to New York to buy all the pork I can get."

Mr. Plankington at first questioned the plan, but he finally consented an i Armour want East. He bought right and left. The New Yorkers were despondent. They had lost faith in the Union and prices were away down. The news from the field, however, soon changed matters. It soon became apparent that the war was really over, and the result came as Armour had predicted. Prices went away up, and out of that deal Mr. Armour cleared something like a million dollars. There are several stories of a like nature which I have heard

they had about \$2,000,000 cash.

"Oh," said he, that's not half enough! Go out and borrow more. Don't be afraid. Get all you can, and get it as quick as you can."

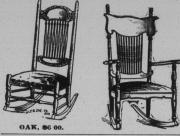
This was done, and they fically told him that they had secured \$4,000,000 in cash. In addition to this he also had in hand about \$4,000,000 in negotiable securities. With a capital of what was practically about \$8,000,000 on hand, Mr. Armour then set back in his chair and said to himself:

"Well, it the crash must come, I, at any rate, am ready for it."

"Well, if the crash must come, I, at any rate, am ready for it." all "\$5.00 true, work or high rates of interest. Prices dropped to the bottom. Armour was practically the only man who was perfectly prepared for it. He turned his \$8,000,000 to over and over, and realized a fortune, while the masses of less tar-sighted business men were on the edge of bankruptch. You would not think that a man who made such big strokes and who is so wealthy would be a hard worker. This, however, is the case. There is no man in Chicago who watches his business more closely and who puts in more hours than P. D. Armour. He has all his life been an early risar. He is at his office, winter and summer at 7,80

The Factor of Safety in Bicycles,

The manufacturer of the modern bicycle presents one of the most complex and delicate problems known to mechanics. The reason is that what scientists term the "factor of safety" is lower in the bicycle than in almost any other mechanical product. In high pressure guns, for instance, the factor of safety is even as great as twenty—that is, guns are made twenty times as strong as is theoretically necessary for the strain they are to bear. In ordinary guns the factor of safety is twelve, in boilers it is about six, in bridges usually five, and in almost every other form of machine it is at least four. Such wide margins of extra strength are deemed as an offset to errors in theoretical computations or defect in material construction. With the modern light construction in bicycles it is reduced to a very small margin, being as low in instances as 125. Such being the case, it can be understood readily why the makers of standard high-grade machines maintain a rigid system of inspection. In fact, every well-appointed bicycle factory has a thoroughly equipped testing department, in order that there may be no miscalculations or guesswork in the material entering the construction of their wheels.—Boston Evening Transcript.













This spring after her designs Mrs. Van-derbilt ordered built the first of the new wicker rambler phaetons that the carriage makers can hardly supply the demand for. ess of Marlborough follows the same It was Mrs. Vanderbilt's wish to have a custom for no foreign builders can turn ou trap light enough for a sleek brown cob, without any groom's seat, and set on light as firms in the states. Going to cover is a without any groom's seat, and set on light brown wheels with a canopy top. Her requisites were quite fulfilled. The entire does not sit with his back to his mistress.

buckles, the housings are missed in the scarlet or clear blue and the bridle gay with tassel resettes or parti-colored halters and a silver brow band. Occasionally the donkey wears a than the palm of one's hand, is adjusted the palm tiny tinkling silver bell between his big ears and these dainty equipages turn out at the country house settlements when the

housekeepers go to market, for morning shopping in the village and when one wish-divided into two very distinct classes: es to drop around intormally for afternoon tea and to the casino. Up at Newport the donkey cart is given to young people and Mrs. Cornelius Vanderbilt, who notice ed them everywhere in the English villages, imported one last year for her own use and popularized them on this side. laine, who proposes to edity Paris by her talents as a whip and has all of her carriages made in America. The young Duch-

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