



EVA MUDGE at Cook Opera House.



FATHER KOENIG'S NERVE TONIC
 Very Nervous and Weak. I
 Montrose, Mo., Feb. 23, 1900.
 One of the Sisters of our community was taken with malaria, and though the doctors gave her medicine it always returned. We then sent for Pastor Koenig's Nerve Tonic and used one bottle. She has gained six pounds, is greatly improved in strength, and has had no return of the malaria.
 Sisters of the Precious Blood.
 The Rev. T. J. Toplock of Green Bay, Wis., writes: Dr. Hetzer of Uniontown, Wash., praises Pastor Koenig's Nerve Tonic very highly. The Rev. Lentz also writes: "I recommended Pastor Koenig's Nerve Tonic to a girl for flu, and it has done her lots of good."
FREE A Valuable Book on Nervous Diseases and a Sample Bottle to any address. Poor patients also get the medicine free.
 Prepared by the Rev. August Koenig, of Fort Wayne, Ind., since 1876, and now by the
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 Sold by Druggists at \$1 per Bottle; 6 for \$5. Large Size, \$1.75; 6 Bottles for \$8.

ARP DETECTIVES.

A RAILROAD COMPANY THAT SPENDS MONEY FOR SPOTTERS.

Eighty T. caused a Year for Watching the Fruitless Spotters are Themselves Watched—No One is Fully Trusted by the Company.

Railroad officials are often compelled to ask the same question which Washington asked at West Point, when he first discovered the treachery of Benedict Arnold, "Whom can we trust?" The New York papers have recently been filled with the confessions of men connected with the police force of that city, who, without any pretensions of repentance tell of their connection with deeds of oppression and extortion which are truly amazing. And now comes the story of the enormous stealings from the Metropolitan Railroad company, so great in fact that they are compelled to spend \$30,000 a year in efforts to detect the guilty. One



Being a Spotter.

who for years was a "spotter" for the company tells this remarkable story of the daily life of a spy whom even his employers do not trust. The corporation, which spends \$30,000 a year on its secret service, holds that every conductor is a knave until his innocence is proved, but the "spotter" is never able to establish his own honesty. The man who is hired to find out the sins of others is himself subject to continual espionage. The "spotter" watches the conductors, motormen, inspectors and transfer agents. He in turn is shadowed by the "head spotters," who are pursued by private detectives.

Method of Hiring "Spotters"

"Through the influence of friends," said the "spotter," "I obtained an introduction to the man who hires all the spies for the company. His name is J. J. Swan. I sent word to Mr. Swan that I would like a position, and he sent word that he would meet me at any place which I might name. Our first interview was in the hallway of a Broadway office building. Mr. Swan looked at me very sharply. He asked me how old I was, where I was last employed, and inquired as to my education. He seemed to be satisfied, and hired me. The first instructions he gave me were very brief. First of all, I was not to tell a soul of the nature of my occupation with the Metropolitan Street Railway company.

His First Case Described.

"There were two men in the forward end of the car. They were half seas over. The conductor saw that they were tipsy, and I noticed that after some hesitation he neglected to ring up their fares. It was my first case. I felt my heart thumping against my ribs. Surely, I said to myself, that old woman over there, who has been watching me, must know that I am a 'spotter.' I had, too, a feeling of elation, for I felt that the Philistine had been delivered into my hands. I was so excited that I could no longer sit still. I went out and stood on the platform. Most of the passengers got out in the course of a few minutes. There was hardly anybody in the car but the drunken men, the conductor and myself. The conductor approached me. I saw that he was eyeing me closely. I felt he must suspect me. "I am sorry that I did it," said he. "Did what?" I asked, with a poor show of indifference. "Sorry I didn't ring up the fares those fellows up there gave me. They're counters." "Counters?" I inquired. "Yes, counters," he replied. "Spotters," you know. I didn't feel sure of it until I decided not to ring up the fares. It's too late now. I'll have to take the risk." "I reported him, and he was discharged from the company a few weeks later.

Two Kinds of Dishonesty

"The dishonesty of conductors is of two kinds, 'honest' and 'dishonest.' Honest knocking down is a well understood term among conductors. Whenever you hear a conductor say that he is working 'honest' you will understand that he is dishonest only when the chances of detection are slight. There are some fares which conductors seem to regard as their own. They lay claim to the nickels of all foreigners, and especially those of Italian laborers and Chinese laundrymen. They reason that the foreigner, not being familiar with institutions of the country, will not report them. It is a queer process of reasoning, isn't it?"

Thirty Fares Not Ringed Up.

"I knew a man once who reached the height of foolhardiness. He would have owned the line in a few years. I boarded his car at the beginning of Broadway. He had plenty of passengers, yet he had not rung up a fare. He did not touch the register handles until he got to Eighth street, although he had collected from thirty persons. I got out of the car and reported the conduct of the conductor by telephone. He must have reached Twenty-third

street by the time my message was finished. He had a warm reception when the car reached the barn at Fifth street. The superintendent was furious. He took off that man's gold wrist and his buttons in a hurry. The conductor had been five years in the employ of the road, and before that he had never had a complaint against him. He confessed that he had only recently begun to take fares. He said that his wife was ill and that he needed the cash. He thought that the company could well afford to pay his doctor's bill.

"Taken all in all, about one conductor out of every five is caught at some time or other in taking the money of the company. If I were a conductor now I might be able to get away with \$2 a day above my wages of \$2.25. That is because of my extended acquaintance. The 'good' conductor, by which term I mean a conductor who is not good, is a skillful tactician. He soon knows the persons who travel on his line and he calculates to a nicety the likelihood of any person reporting him for stealing fares. He comes to instinctively know the 'spotters.' One of the danger signals is the presence in the car of a man with a pass.

\$6,000 in His Bank Account.
 "Do any of the conductors accumulate money?" They certainly do. A few months ago a conductor was discharged from the service of the company. He had enjoyed a good reputation and had been employed for nine years. He was finally caught by one of the head spotters. He went to the barn the next day and showed his old comrades his bank book, which had \$6,000 to his credit. He boasted that he had been taking large sums every day since his first year as a conductor. It is a serious thing for a man to steal the fares. It is worse than for a conductor to miss fares. Many men have been discharged for that. The third of the three cardinal sins is giving the bell too quickly. The company will not keep a man long who is detected doing that. The quick starting of a car means that some one is likely to be thrown violently to the ground. A damage suit follows and the company may have to pay thousands of dollars.

Ten "Spotters" for Transfers.
 "The present method of issuing transfers is intricate, and ten special spotters have been employed just to see that the conductors follow all the rules. Many of the conductors have lately been fined and reprimanded for their neglect of the regulations. The special spotters carry packages of transfers and punches. They punch the tickets for all kinds of irregular



A SPOTTER'S REPORT

hours and attempt to pass them. For instance, if a conductor accepts a transfer marked ten o'clock A. M., when the ticket is good for only one hour and it is then four o'clock in the afternoon, he will have a black mark against him. Formerly the conductors of certain crosstown lines sold transfer tickets for a small sum. Many of them were dismissed.

Men Get Benefit.

"So much for the 'spotters.' Their reports seem to be quite elaborate, truthful and painstaking, don't they? In most cases they are. Well, the company doesn't believe a word or a figure they contain. It really gives the men the benefit of the doubt, and looks upon the 'spotters' as the real knaves and rascals. And, as a matter of fact, the 'spotters' are not saints. Some of them shirk their work. They have been known to make spurious reports. I once knew a very clever 'spotter' who got lazy. He stood on the corners or the crossings and watched the cars go by. He took their run numbers and the badge numbers and got a glimpse of the register. With these facts in hand, the rest was so easy. He would report that conductor so and so had taken four fares or had failed to collect fares. The scheme worked all right until one day he reported that a car, which he was supposed to have boarded at Eighteenth street and Broadway, had a conductor who pocketed fares all the way to Fifth street. It would have been all right, too, if the car had not come into collision with a beer wagon at Twenty-third street. It was taken to Fifth street by a wrecking crew. That 'spotter' left the employ of the company the next day.

"Spotters are 'Spotted'"

"It is the chief duty of the head 'spotter' to see that the 'spotters' are attending to their business and are not in league with the men. I was months in the employ of the company as a 'spotter' before I learned that I was watched by others. It made me feel as though nobody believed in me or would take my word for anything. And when I was a chief 'spotter' I realized one day that I was still spotted. Several detectives are employed by the company at the rate of \$10 a day, whose sole duty it is to see that the 'spotters' do not form agreements with the 'spotted.' Who guarantees the honor of the detectives I am sure I do not know."

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