

FICKLENESS OF THE WEATHER

CAUSING SOME SUFFERING AT CAMP M'KENZIE.

Reasons Why It Is Desirable to Muster the Men Out in Camp—If That Is Not Done They Will Lose About Thirty Dollars Apiece and the Total Loss to the Regiment Will Be in the Neighborhood of \$25,000. Gossip About the Men.

Special to The Tribune. Camp MacKenzie, Augusta, Ga., Feb. 7.—The boys have been suffering heavily from the results of the fickleness of the weather in Dixie, and are quite at a loss to understand how it acts. After a constant downpour of rain for twelve hours, it suddenly cleared Saturday morning and in the afternoon the soldiers were running around without hats or coats, and the many visitors who called to camp were dressed in their regular summer attire. This evening it began to rain again, and the lightning and thunder which accompanied it were of extreme severity. During the day the heat was almost oppressive, and "that tired feeling" usually accompanying the first warm days of spring, was universally experienced.

The question as to where the members of the regiment desire to be mustered out does not allow of any argument from the standpoint of the men; and discussions are frequently heard among the men in regard to the suggestions received from home, and which would result in the mustering out of the regiment at Scranton. This idea is not favored here for many reasons. In the first place, the positive order, issued from the war department, requires that the work of mustering out the regiment shall be begun and wholly completed here and the sense of this consists in the fact that a United States arsenal, in which the several thousands of dollars' worth of government property can be safely placed inside of two hours, instead of packing it up and carrying it all the way North to be re-shipped to this or some other distant point, and that it will be necessary to keep all ordnance, supplies, and equipments at hand for the benefit of the troops which are soon to be collected here, forming a reserve corps in the finest camp in the South.

FINANCIAL INTEREST. The financial interest of the men is also diametrically opposed to the proposition to muster out the regiment at home, and this reason alone would leave no hesitation on their part as to what they would, and actually do, prefer. In fact, the men individually and many of the officers, including Colonel Courson, have expressed themselves to The Tribune correspondent as not only in favor of the being mustered out here, but as positively opposed to the suggestion of being mustered out at home.

In order to put this matter in its plainest and most intelligible light, your correspondent has taken into the matter of the payment of soldiers who are discharged, or mustered out of service, Section 1385, of the United States Army Regulations, runs as follows: "Traveling allowances to discharged soldiers are computed on the distance traveled in miles by the shortest usually traveled route from place of discharge to that of enlistment, and allowing one day's pay, and subsistence, at the rate of 30 cents, for every twenty miles of travel." To reduce these figures to practical examples, let it be supposed that Scranton is 1,000 miles from Augusta. That would be equal to fifty days of travel, and for every one of these travel days, a private would get a day's pay of 52 cents and 20 cents for subsistence, or a total of 72 cents, which for fifty travel days would amount to \$36; on the same basis a corporal, getting 60 cents a day and 20 cents for subsistence, would receive 50 times 80 cents, and, by the same calculation, a sergeant would get \$51. It has been calculated that if the regiment, or the greater part of it, keep intact the men can get home for \$15 apiece at the very most; and allow-

CATARRH OF STOMACH. A Pleasant, Simple, but Safe and Effectual Cure for It.

Catarrh of the stomach has long been considered the most trying to incurable. The usual symptoms are a full or bloating sensation after eating, accompanied sometimes with sour or watery risings, a formation of gases, causing pressure on the heart and lungs and difficult breathing; head-aches, sickle appetite, nervousness and a general played out, languid feeling. There is often a foul taste in the mouth, coated tongue and if the interior of the stomach could be seen it would show a slimy, inflamed condition. The cure of this common and obstinate trouble is found in a treatment which causes the food to be readily, thoroughly digested before it has time to ferment and irritate the delicate mucous surfaces of the stomach. To secure a prompt and healthy digestion is the one necessary thing to do and when normal digestion is secured the catarrhal condition will have disappeared.

According to Dr. Harrison the safest and best treatment is to use after each meal a tablet, composed of Dulse, Aspartic Pepsin, a Little Nux, Glucan Seal and fruit acids. These tablets can now be found at all drug stores under the name of Stuart's Dyspepsia Tablets and not being a patent medicine can be used with perfect safety and assurance that healthy appetite and thorough digestion will follow their regular use after meals.

Mr. N. J. Bourke, 2710 Dearborn street, Chicago, Ill., writes: "Catarrh is a local condition resulting from a neglected cold in the head, whereby the lining membrane of the nose becomes inflamed and the poisonous discharge therefrom passing backward into the throat reaches the stomach, thus producing catarrh of the stomach. Medical authorities prescribed for me for three years for catarrh of stomach without cure, but today I am the happiest of men after using only one box of Stuart's Dyspepsia Tablets. I cannot find appropriate words to express my good feeling. I have found flesh, appetite and sound rest from their use."

Stuart's Dyspepsia Tablets is the safest preparation as well as the simplest and most convenient remedy for any form of indigestion, catarrh of stomach, biliousness, sour stomach, heartburn and bloating after meals. Send for little book mailed free, on stomach troubles, by addressing Stuart Co., Marshall, Mich. The tablets can be found at all drug stores.

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ing 880 privates, 96 corporals and 48 sergeants, this would mean a total gain to the men by being mustered out here, of \$21,288, which would be lost if the regiment were to leave the service after having been taken home.

WHAT IT WOULD COST.

These figures, too, do not include the officers, and the rates are placed at what is considered the maximum. This will cost the boys, on an average, \$30 apiece, and the entire regiment something in the neighborhood of \$25,000, especially as many of the men will need this money after they shall have reached home. In this view of the matter, Colonel Courson fully expresses the sentiment of 99 per cent. of the members of his command.

Corporal Austin Hartman, of A, has moved his quarters from near the head of the company street to the lower end. Lieutenant Foote, of D, is suffering from a light cold and Corporal Edward Koons, of the same company, is confined to the regimental hospital where he is being treated for an affection of the lungs.

Private Alfred Atkinson, of B, is still troubled with rheumatism, which necessitates his carrying a cane.

Color Sergeant Charles Reed, of Company G, has received from Raymond Brothers, of New York, a new coat, which fits him to perfection. Private Everett Cramley, of C, has been discharged from division hospital and has returned to duty to his company. He has recovered from his recent attack of illness.

Corporal George M. Tolemie is now acting as assistant quartermaster sergeant of Company A, relieving Corporal Willard Lathrop, who filled that position very creditably heretofore.

Company D has one of the finest mess halls and cook houses in the division, and the boys of that company feel quite proud of their work.

LUCKY LIEUTENANTS.

At the fair of the Sacred Heart church, held in Masonic hall, Augusta, Company C, won a bottle of port wine and a fancy linen shirt, respectively.

Corporal George Griffiths, of F, who has been on the sick list for some time, is now rapidly convalescing. First Sergeant Eugene Biesecker, of B, has improved his tent, which is now one of the finest in the company street.

Corporal George Russ, of A, has received a box of cigars from his father, and has been treating all his friends to a "putt."

One of the most enjoyable treats around camp consists in being the discussion of line points of grammar between Chief Axel Arnold and Private Cockeyan Sheridan, of C.

Private Joe Cross has been re-appointed to his old position as cook for Company B, and is giving the usual satisfactory service. Private Henry McKenney is doing excellent work for Company G in the same position.

Private Jacob Shaffer, of D, is filling his old position—that of color-guard.

Corporals Lathrop and Miller; and private Decker, of A, have fitted up their tent in a very tasteful manner. They claim it is the neatest in the company street, and have named it the "Sportsman's Rest."

Lieutenants Berry and Roberts, of B, have the finest quarters in officers' row. They have a front and a rear tent, separated by ornate curtains. Lace curtains adorn the front window and a matting, which covers the entire floor, adds much to the comfort of the lieutenants and their visitors. The stove is placed in an annex which has been erected on one side.

Richard J. Bourke.

INDUSTRIAL JOTTINGS.

Iron or Steel Worked in a Certain Way Develops Certain Degrees of Hardness and Toughness. Car Shop Contemplated.

A piece of steel or iron worked in a certain way develops certain degrees of hardness or toughness, while a similar piece treated in a different manner as the first may produce hardly any resemblance to it. In these qualities, to the piece worked the day before.

One fact is acknowledged by all iron workers: That the more iron is worked the tougher and less brittle it becomes. This is the principal reason that iron is puddled and rolled through heavy rolls until it is squeezed and elongated under heavy pressure. These processes toughen the texture of the iron, but it is given greater strain resisting qualities by being hammered under a steam hammer or trip hammer. The hammering process is too expensive for the ordinary qualities of iron and steel intended for common use. The strain put on a car or locomotive axle demands the best quality of iron and steel in its construction, to carry the heaviest loads that cars are built for. The axles supporting a car with a capacity of 100,000 pounds must be made to support a weight of 40,000 pounds, or 20 tons each.

The constant oscillation that the contents of the car are subject to, with the train vibration, makes the strain much greater at times, especially when rounding a curve at a high speed the weight may be carried entirely by one truck, and so unequally that the pivoting axle may bear all the strain of the heavy loaded car.

BIG CAR SHOP. Orders for \$6,000,000 worth of steel freight cars have been booked by the

Carnegie Steel company. For some time the company has been acquiring additional ground at Homestead and it is now stated that the company will build a continuous car shop, adjoining the Homestead mills.

It will be the largest structure of its kind in the world. It will front on the Monongahela river for over 2,500 feet and will be 500 feet deep. Beginning with the steel plates from plate mills recently purchased from the Bethlehem Iron company, the work of building cars will progress until they are turned out at the west end of the shop ready for service.

The company will erect a shop that will turn out 100 finished cars per day. An order received today was for 2,000 hopcars and gondolas for the Erie and Ohio railroad. They will cost over \$1,000,000.

THIS AND THAT.

President Hill denies that the Great Northern has bought the Duluth, Missisquoi and Northern.

W. H. Hill, of Wilkes-Barre, was recently appointed chief car inspector of the Central Railroad of New Jersey, with headquarters in Jersey City. He succeeds the late Robert Ewing. Recent reports from Hackett are to the effect that the collection of the Lehigh Valley Coal company at Jeannette will be closed down shortly. It is said that some of the collieries have not been paying for some time.

General Manager Silliman, of the Scranton Street Railway, is congratulating himself upon his foresight. He recently purchased \$30,000 worth of wire, and a few hours afterward the price of wire went up, a trust having been formed.

Stewart McFarlane, for the past eighteen years foreman of Drifton shops, has been promoted to superintendent of motive power of the D. S. & S. R. E. to succeed the late John H. Wagner. Mr. McFarlane is an excellent mechanic, like Reinsnyder succeeds Mr. McFarlane in the shops.

The general passenger and freight agencies of the Northern Steamship company have been consolidated. This retires General Agent at Harrisburg and General Freight Agent Murray becomes general traffic manager. Economy is assigned as the object of the change.

E. M. Underhill, the expert employed by the Texas Railroad commissioners, is engaged in completing an examination of the books of the Missouri, Kansas and Texas for the purpose of securing evidence to be used by the state in the suit for forfeiture of the railroad company's charter. The hearing in this matter takes place one week from tomorrow.

The Erie railroad reports gross earnings for December of \$2,738,432, a decrease of \$54,842 as compared with the same month of the previous year, and net \$615,848, an increase of \$10,651. For the six months ending December 31 the gross earnings were \$17,308,111, a decrease of \$32,851 as compared with the corresponding period of the previous year, and net \$4,973,122, a decrease of \$142,542.

The latest rumor in Lehigh Valley railroad circles announces that the old system of three divisions will be re-

instated. On the run from Easton to Buffalo, this will mean, one run to Sayre, next to Manchester, and last to Buffalo. Soft coal is now in use on the upper division, but a fireman from Easton has been coaching the firemen on that division in the use of hard coal for firing, and a change is probable from soft to hard coal on the division. Messrs. W. J. and D. H. Carver, C. N. Laey and W. B. Truesdell, of Elmira, recently won a mileage book suit against the Delaware, Lackawanna and Western railroad, a decision in their favor having been granted by Judge Lyon. This week, Attorney D. H. Carver, representing the above gentlemen, received a communication from Franklin D. Locke, of Buffalo, to the effect that an appeal from the decision would be taken by him, acting for the railroad.

If the Schoen Pressed Steel company sees fit to act upon an invitation to furnish steel cars, extended by a representative of the Egyptian government, it is likely to get a big order preliminary to a trial of this class of equipment. They are to be placed in service on the Soudan railroad, extending from Alexandria to Khartoum, which is to be the terminus of the road, although its ultimate destination is Cape Colony. From the latter point a car is being built toward the Zambesi river and thence to Khartoum.

ECZEMA FOR YEARS CURED

TWO REMARKABLE CASES. I have been an intense sufferer from Eczema for five years. I tried cod liver oil, four doctors, one a specialist in skin diseases, with no improvement, and setting me almost frantic with itching, I tried CUTICURA. Five boxes of CUTICURA RESOLVENT, and one box of CUTICURA SALVE, I was completely cured. GEO. A. LEWIS, 307 Market St., Phil., Pa. I had Eczema for seven years, and my scalp was in a bad state. Three inches of my back were covered with dry scales. The itching was so bad I thought it would drive me mad. I tried all remedies, but could not get cured. I used a bottle of CUTICURA RESOLVENT, five boxes of CUTICURA SOAP, and five boxes of CUTICURA SALVE, and I was completely cured. C. L. LONG, 255 Wilton Ave., Evanson, Cal. SEND FOR TREATMENT FOR TUBERCLES, PILES, HEMORRHOIDS, WITH LOSS OF HAIR—WASH, BATHING, CUTICURA, AND CUTICURA SALVE, AND CUTICURA RESOLVENT. Sold throughout the world. For Sale by Druggists, Dealers and Apothecaries. Corner, Broad, Boston. Have to Cut Prices, 1000000000.

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