

Freeman

JAS. C. HASSON, Editor and Proprietor.

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Demands prompt treatment. The remedy is Ayer's Pills.

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Effective Remedy for constipation and indigestion, and for all ailments of the bowels.

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UNCLE SAM'S INDIANS.

An Official Estimate of Their Cost to the Government.

A Difficult and Intricate Problem That Has Never Been Attempted Before.

In the complete Indian census report, just published, an interesting attempt is made for the first time to cast up in figures an aggregate of the government expenditures on account of the red men residing within our borders since the union was established in 1789.

The census says the Washington Star is such a difficult and intricate one that it has never been attempted before. The prime factors entering into the problem are: (1) The expenses of the war between the United States and the Indian tribes since the date mentioned and the maintenance of our standing army in the vicinity of the coast for the purpose of the states for indemnity for damages incurred in repelling Indian incursions; (2) the civil and educational expenses incurred on account of Indians; and (3) the cost for pensions to the survivors or widows of soldiers serving in Indian wars.

Of course, a large amount of treasure was spent in wars with the American Indians prior to the establishment of the federal government in 1789. In fact, ever since the white man appeared within the present territory of the United States, there has been war almost continually, beginning on the Pacific side in 1540, and on the Atlantic side soon after the year 1600. Since the founding of our government, the United States army, except when engaged in the wars with Great Britain and Mexico, and during the civil war, has been used almost exclusively in the Indian service, and has been stationed in the Indian country or about the frontier.

In their calculation the Indian census experts omit the army expenses incurred in the wars with England and Mexico, and the civil war, with its sequel of reconstruction, and safety counts two-thirds of the total expenses of the army as chargeable to the Indian service. Fully one-third of this sum, or \$87,973,658, it is estimated, was expended for Indian wars and for army service against the Indians.

To this sum the census experts add the expenses of the Indian civil war, for the period between 1789 and 1890, amounting to \$29,944,922, and \$40,000,000 more to reimburse public lands for the losses sustained by the Indians in their wars, and \$28,207,000 for pensions to survivors or widows of Indian wars, and then the total foot up to \$1,100,217,572. Fully one-third of this sum, or \$363,372,524, is estimated, was expended for Indian wars and for army service against the Indians.

It has been the policy of the national government since the year 1825 to refund to the states and territories the moneys paid out by them in suppressing Indian hostilities. As shown by the reports of special agents, and the number supposed to have lived in the past, the census editor says: "It is not probable that the present area of the United States since the white man came has contained at one time more than 200,000 Indians. High estimates were made in the early days, but the average even then was about 1,000,000. In 1890 we have 248,255 civilized and uncivilized Indians. Through almost four centuries warfare have been resisted, and many of these Indians are still receding progress. There are not 10 tribes out of any of the 300 or more now in the United States but that have been in revolt, and those existing as tribes are too poor or too few to fight, or they consider it too dangerous."

HOMES OF RIVER PIRATES.

Caves in the Mountains Siles Are Watched with Eyes by Longshoremen.

Along the west shore of the Hudson river, between West Point and Esopus, according to the New York World, there are several hidden openings that are supposed to lead into the recesses not yet explored. During men have made the attempt to discover the interior, but have been frightened into a retreat by all sorts of phantoms.

At Northburgh, Highland and in the famous Storm King mountain, at Cornwall, these rocky openings are watched by longshoremen, who have reason to believe that valuable property is contained therein.

A Cornwall fisherman says he believes that one of these caves, near the foot of Storm King, is the rendezvous of a gang of New York thieves, who receive and dispose of their ill-gotten stock on a strict mercantile basis. He remembers that about the 1st of April he and his father cast their boat in which were four men, put ashore at this point. It was an inky black night, and it was not safe for small craft in the wind-tossed water of Cornwall bay.

The fisherman watched the landing and saw the company, who were distinguished by the lanterns they carried, work their way up the mountain side. About twenty minutes after the landing the lights were lost sight of at a point about one hundred feet from the water's edge.

The supposition is that these men entered one of those mercantile caves to make ready for the year's business. No one has ventured near the place, although several hunters say that there is an opening at the spot designated by the Cornwall man. It is believed that this cave is the main resort of river pirates and robbers, who plunder in the Hudson river valley, and that there is considerable danger attending a visitation to the locality.

This site is particularly lonely and deserted. It can be located by passengers on the day boats, and the Long Island Sound. It is about three hundred feet west of the place where an attempt has been made to quarry stone for crushing, and to reach it one must run the risk of being bitten by the most poisonous snakes.

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WORLD'S EXPENSIVE BRIDGES.

The Structure Enticing New York and Brooklyn Heads the List.

The very latest official computation puts the total cost of the Brooklyn bridge at \$17,489,855. The bridge when contracted for was to cost \$10,800,000. At that time such was the original estimate of John A. Roebling, who in 1867 put the cost of the bridge at \$7,000,000 and of the approaches to it \$3,000,000.

Actuals have been over \$10,000,000, which was not much of an increase over the original figures when the difficulties of the undertaking came into account. The bridge was kept open only sixteen years after the original estimate was made.

Subsequent expenditures, which have brought the total cost up to the present figure, are due to the acquisition of new approaches and to improvements upon the structure which were not and could not have been calculated upon at the most expensive twelve years ago.

The Brooklyn bridge is the most expensive work of the kind in the world, exceeding in cost any other bridge of which authentic figures are available.

With the enormous increase of viaduct work and railroad bridges in the United States the profession of "bridge builder" has become a very important one. Steel and iron work having largely superseded masonry, since by improved processes in their manufacture structural iron and steel have materially increased in cost.

Every railway ticket bears the name of the general passenger agent of the road issuing the same. It is a simple matter to include the ticket with a letter directed to the general passenger agent, asking him to refund the money paid, and explaining the reason why. It is not necessary to go to the office of the agent, and to make a long and tiresome story.

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AN M. P.'S INFATUATION.

A DOMESTIC DIFFERENCE.

The general impression among Jim Perceval's friends was that he might have done a good deal better for himself than he did in his matrimonial venture.

An M. P. with a safe seat and decided abilities, young, good-looking, well connected, but having only a limited income, he was just the man who should have married money, and this is exactly what he had not done.

He met his wife in Paris during a holiday trip. She was a pretty, vivacious Irish woman, lady-like and attractive, but she had no fortune, and was not a particular favorite of her M. P.'s friends.

There could be no doubt that under the circumstances his marriage was an independent one. With his eight hundred pounds a year Perceval had subsisted comfortably enough as a bachelor, but as a married M. P. he found that his income went simply to pay all the expenses of his constituency.

The natural consequence followed. Perceval got into debt. He consulted himself first of all for outrunning the creditors, but he was not a man to do that. He then tried to secure a loan, but he was not a man to do that.

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A BOTTOMLESS PIT.

Exploration of a Peculiar Cave Formation in France.

Among the most remarkable of nature's wonders the subterranean pit at Jean Nouvenon, near Valenciennes, France, which reaches a depth of five hundred and forty feet, while nowhere more than twelve feet wide, has only recently been explored.

The French Society of Speleology (cave study) erected a derrick at the mouth of the pit which begins with a funnel fifteen feet wide at the top and narrows down to three feet at a depth of about twenty feet.

From here down the crevice in the rock, for such it is, extends vertically, getting wider as it extends deeper, until at a depth of about four hundred and seventy-five feet it is twelve feet wide. At this point the shaft opens into a roomy cave in which just beneath the opening of the vertical pit, a thick layer of clay, containing remains of bones, both human and animal, was found.

The explorers found no evidence that the bones had ever been visited by man, but tradition has it that criminals were thrown into the "bottomless pit," as it was popularly called in the neighborhood, and the remains in the cave just beneath the shaft tend to corroborate this belief.

The descent made into the shaft was exceedingly difficult. It established the fact that these bones had been far below the one now known, but the crevice through which it is accessible is choked up with debris and boulders so that it will be a very difficult matter to penetrate further into the cave than has been done.

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USES FOR OLD RAILS.

A Great Amount of Barbed-Wire Fencing Is Made of Them.

In speaking of the use of old rails recently, says the Railway Reviewer, an official of the Pennsylvania railroad stated the life of a rail on the Pennsylvania lines was about eleven years near the Pennsylvania railroad, and ten years elsewhere.

The difference is perhaps due to heavier traffic on the Pennsylvania railroad. The friction of constantly passing trains wears on the rail and it must be replaced by a new one. The company pays twenty-four dollars a ton—two hundred dollars—and the rails used on that line average eighty-five pounds to the yard.

When it has passed its useful stage the rail is replaced. The old rails that are taken out from time to time are gathered up every month and sold to junk and scrap dealers at twelve dollars a ton. It can readily be seen that the company pays only twelve dollars for the use of rails per ton. The price received for the scrap iron is a good figure, when it is known that the rails, when sold, are of no use to the company. Rails that are not much worn are sold to factories along the road at eighteen dollars a ton, where they are used for sidings and answer the purpose quite as well as new rails.

There are many uses to which the old rail is put. A great amount of barbed-wire fencing is made of railroad iron and very often the rails are used as foundations for large buildings. There are not many people who know that the Masonic temple in Chicago rests on a foundation of steel rails, layer upon layer, six feet deep.

A CANINE CURIOSITY.

"Rover," a Big Newfoundland Tramp Dog of Put-in-Bay.

There is a Newfoundland dog of Put-in-Bay that is certainly a curiosity. His name is Rover and he is known at every house and hotel on the island. Years ago he was named by Mr. J. C. Cooke, the millionaire banker and owner of Gibraltar, the cliff-girt little island that nestles in the bosom of Put-in-Bay harbor. Rover is the name of his parent mother by a narrow line of shoals. Mr. Cooke had no use for Rover and gave him away when he was quite young. He is now owned by a man named Jim, who lives on the island.

It is often hard to determine hit from "goat wit" in the case of children, or some of their flashes of precocity seem not to be unconscious, but rather the fragment of some remembered knowledge. A little maid of five, who had been listening quietly to the puzzles and conundrums of the older children, seemed at last to divine the method of their construction, and, after some thought, asked: "What could you get on a very high, steep mountain?" The answers were, snow, rocks, eagles, nests and the like, to all of which the little one persistently shook her head. When asked to tell her own answer she triumphantly cried: "Nothing." "But why?" asked the others, in a breath. "Because you couldn't get up there after it," was the demure reply.

COMMERCIAL POINTERS.

CALIFORNIA evaporated pears are exported. EXPORTS of Irish wool were prohibited in 1821. A SANDUSKY (O.) grocer sells eggs by the peck. ENGLAND imports \$5,000,000 worth of potatoes every year. SULPHATE of zinc is used to render mottled pure amber color. AMERICANS used 66,095,065 pounds of oleomargarine last year. It is estimated that the annual sales of German toys in England amount to \$2,000,000. It is calculated that over \$14,000,000 is annually spent in tobacco and pipes in the United Kingdom. NO MAN is good enough to govern another without that other's consent.