

Two Big Pains

seem to be the heritage of the human family everywhere, viz:

Rheumatism and Neuralgia

but there is one sure and prompt cure for both, viz:

St. Jacobs Oil

The Mexican Boundary.

The boundary line between the United States and Mexico has recently been resurveyed and marked by stone monuments in the form of obelisks located about five miles apart. The shafts are ten feet high, four feet square at the base, and two feet at the top, built on foundations five feet square and rising six inches above the surface of the ground. In some places only boulders could be obtained, when these were covered with Portland cement plaster and the proper inscription plates being placed on them. Some iron obelisks were also used, these being about six feet high and twelve inches square. The completion of this work gives some interesting data in regard to the accuracy of long-distance surveying. The boundary line was first surveyed and marked in 1848 and 1853, and most of the stones then erected have been destroyed, the distance between authentic marks often being as much as 100 miles. In resurveying a distance of about 1000 miles but three errors were discovered, two being of about 300 feet and the other about ninety feet.

The Economy of Electricity in Mining.

In the first place, its great convenience must be noted. An electric lamp can be placed and used where no other lamp can, and practically any candle power that may be required can be had from it. An electric motor to do certain work is much lighter and handier than any other form of motor, and the cables which feed it with energy are lighter, handier, more easily got into position, and more easily maintained than the pipes required for either steam or compressed air. The electric signal and the electric telephone will do what no other apparatus will. All these are sources of economy in themselves, and the busier the mine the greater the economies effected. But apart from these considerations, the electric motor and the electric system of transmitting power is far more efficient than any other system.—The Engineering Magazine.

The Lawyer's Defense.

My client admits having struck his wife; in fact, having beaten her. But, gentleman, should we not praise this aged man for having retained the fire of his youth, despite the chilling blasts of matrimonial experience, rather than chide him for his action.—Fliegende Blätter.

The Book Women Don't Want.

No woman ever has any use for a book where the girl accepts the man she is in love with, before she has put him to a lot of trouble.—New York Press.

It Will.

"The man with money to burn," said the Cornfield Philosopher, "thinks it will be a cold day when his fuel gives out."—Indianapolis Press.

WHY THE TRAMP IS THE BIG RAILROADS' MOST EXPENSIVE PATRON.

ONE of the greatest sources of annoyance and perplexity to every railroad superintendent is the "hobo." The members of this easy-going gentry have selected the road of steel as a natural successor for their purposes to the "king's highway" of a century and a half ago. It is stated on good authority that the various railway lines of the country spend each year more than a million dollars in attempts to keep their lines free from tramps.

It is easy to understand, says the New York Herald, why the "hobo" prefers the railways to the highways. In the first place, they offer the most direct routes between towns, and, in spite of beliefs to the contrary, the genuine "hobo" prefers not to stray any further than is necessary from these centres of population. It is easier to count ties than to pick one's way through the uncertainties of country dirt roads. The railroad is never muddy in wet weather nor very dusty in the dry season. Moreover, there is always the alluring possibility of stealing a ride on the trucks, the "blind baggage" or within the friendly shelter of some box car.

While the railway is a great boon to the members of the genus hobo, it cannot be said that the reverse is true. In fact, so great a dislike do the railway officials show to the free and indiscriminate use of their property that they spend thousands of dollars in employing men to drive the tramps off trains and away from the line.

A single line of railway—one of the more important companies—spends upward of \$40,000 every year in fighting tramps, and it is probable that most of the through lines pay out not less than \$25,000 apiece in attempts to keep their lines clear of these unwelcome travelers.

If these men are driven off one train they catch onto the next that comes along. If they are sent to the penitentiary they serve their terms and return to the road. No amount of beating or imprisonment serves to discourage them, and the problem of dealing with them is a source of continual perplexity to railway officials.

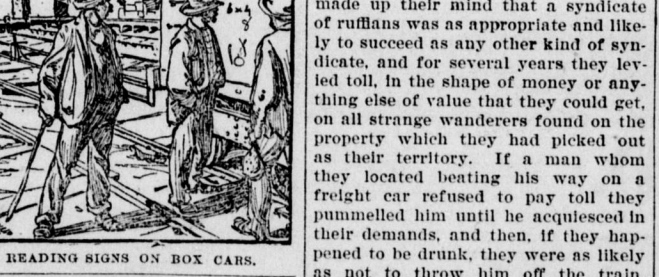
The use of the railways by the inveterate hoboes menaces not alone the property of the companies themselves, but also the peace and security of the sections through which they pass, which is practically the same as saying of the whole country. On this point the opinion of an expert is available, and is interesting as showing how the present lax system of policing the railway lines tends to keep filled the ranks of the vagrant and criminal classes. Mr. Josiah Flynn, who has spent many years among tramps studying their ways and habits, says: "All the great railways are spending thousands of dollars on their 'detective' forces, as they call them, and they are all overrun by mobs of ne'er do wells and criminals. There are no worse slums in the country than are to be found on the railroads. Reformers and social agitators are accustomed

sentences to the penitentiary have weakened the gang and removed its terrors, but originally it was a strong criminal combination.

"The men had no leader or organization in the strict sense of the word, but they were bound together, as well as criminals and thugs can be, by the determination to keep the Lake Shore Railroad, from the outcasts' point of view, in their own hands, and there have been times when it was all a man's life was worth to be caught by the gang on a freight train. They had made up their mind that a syndicate of ruffians was as appropriate and likely to succeed as any other kind of syndicate, and for several years they levied toll, in the shape of money or anything else of value that they could get, on all strange wanderers found on the property which they had picked out as their territory. If a man whom they located bending his way on a freight car refused to pay toll they pummeled him until he acquiesced in their demands, and then, if they happened to be drunk, they were as likely as not to throw him off the train.

Only a few of the original gang are alive or free to-day, but it still behooves a man beating his way on the Lake Shore to be on the lookout for men of their stamp.

"Besides holding up tramps they also robbed freight cars, and I doubt whether any other gang in the country ever brought to such perfection this kind of thieving. The robbery generally took place at night when the train was going round a curve. Two of the gang would board the train before the curve was reached, carrying with them a rope ladder which could be fastened to the running board on the top of the car to be robbed. One of the men saw to it that the ladder did not slip, and the other climbed down to the side door of the car, broke the seal, opened the door, and threw out on the



camping spots along the line have been broken up.

The problem of dealing with this nuisance is a less serious one for the Eastern roads than it is for those of the West. In the first place, in this part of the country the tramps are distributed over a great many lines. In the second place, towns are closer together, and it is always possible to turn the hoboes over to local magistrates to be dealt with. In the West, however, where the towns are further apart, the question of what to do with the hobo after he is caught is often a grave and difficult one, and some of the Western roads have adopted the policy of permitting the tramps to ride undisturbed on their freight trains so long as they do not interfere with the railroad property or steal the cars. The tramps themselves are well aware as to which lines have adopted this policy, and they are to be found in great numbers along all these roads. It is a well-known fact among their fraternity that the railways will not put them off trains in passing over the Rocky Mountains or across the Southern desert. The lines in these sections have suffered so much from fires started by tramps that had been put off trains that they prefer to carry them as free freight rather than to have miles of their property destroyed. One of the easiest "lays," in tramps' parlance, to be found in the country is that extending from Texas to Southern California, or from Denver to Salt Lake City, so far as beating one's way is concerned.

It is estimated on good authority that there are no less than 100,000 professional hoboes in the United States. These men travel from end to end of the country over the railroad lines, and live by preying upon the property of the companies or upon the people who live along the roads. The cost of unwillingly supporting them amounts to hundreds of thousands of dollars every year, but thus far no way has been found to successfully suppress them.

scattered along the track. The two men would jump off the train as soon as it slackened its speed sufficiently to allow them to do so, rejoin the "push," and help in distributing the plunder among the 'fences' in neighboring cities."

The method generally adopted by the railway companies in ridding their lines of tramps, and the one which is being followed by the Central road at the present time is that of sealing the great number of hoboes away from the line by making examples of a few of their number. The Central employs on its Hudson River division four detectives who are empowered to make arrests in any county of the State through which the line extends.

These men are the general officers of the detective force, and in the performance of their duty they are able to call upon other railway employees who hold local commissions in the various towns along the line. Since the



order was issued to use more stringent efforts in getting rid of the tramps these detectives and their local assistants have been exceedingly busy. Beginning at the southern end of the division they have worked their way toward Albany, riding on freight trains, going through the yards in the different towns and raiding the hoboes' camps along the railroad property with the aid of the local police force in the different places. Half a hundred tramps have been arrested and sent to jail, and a number of their established



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to speak of the congested districts of the large cities as the slums to which attention should be directed, but in the ground as much plunder as he thought could be carried away, the same being picked up later by the rest of the gang

FISHING WITH BIRDS.

The Chinaman Uses Cormorants to Catch His Finny Prey.

In this country the fisherman is a man who uses hook or line or the net in following his profession, and folks would stare with wonder to see him start off with a flock of birds to help



In catching fish. Yet this is done in China. There the Chinaman may be seen in his sampan surrounded by cormorants which have been trained to dash into the water at his order, seize the fish and bring them to the boat. Should a cormorant capture a fish too large for it to carry alone one of its companions will go to its assistance, and together they will bring it in.

If the Chinaman wishes to catch turtles he will do so with the aid of a sucking fish or remora. This fish has on top of its head a long disc or sucker by which it attaches itself beneath moving objects such as sharks, whales and the bottoms of ships rather than make the effort necessary to independent movement.

The fisherman fastens the remora to a long cord tied to a brass ring about its tail, and when he reaches the turtle ground puts it overboard, taking care to keep it from the bottom of the boat. When a turtle passes near the remora darts beneath him and fastens to his shell. Struggle as he will the turtle cannot loosen the grip of the sucker, and the Chinaman has only to haul in on the line, bring the turtle up to the boat and take him aboard.

Rapid Growth of Beard.

Three brothers, bearing a remarkable resemblance to one another, were in the habit of patronizing the same barber shop. One day one of the brothers entered the shop early in the morning and was duly shaved by a German who had been at work in the establishment for one or two days. About twelve o'clock another brother came in and underwent a similar operation. In the evening the third brother made his appearance, when the German dropped his razor in astonishment.

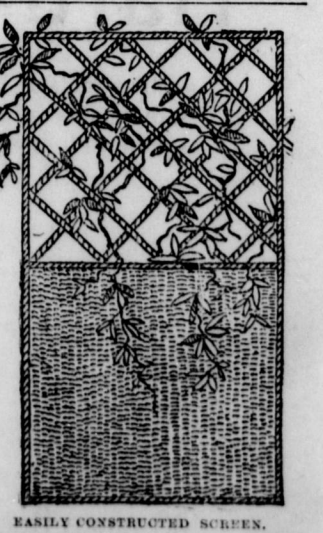
"Mine gootness, dat man has the fastest growing beard I ever saw. I shaves him dis mornin' anoder shaves him at dinner times, and he comes back now mit his beard so long as it never was."—Chicago Journal.

Achison People Noted For Honesty.

An Achison (Kan.) man points with pride to the honesty of inhabitants of city as exemplified in the fact that a woman left a well-filled pocketbook on a chair in front of a hotel there and found it safe and unopened on returning several hours later. A jealous contemporary in a rival town comments on this circumstance as follows: "As a rule people pass along the streets of the place oftener than this. It really isn't so bad as the story would indicate."

Pretty Home Made Screen.

In a picturesque camp cottage in the woods the dining room is separated from the living room by a really lovely screen. One panel is illustrated herewith to show how easily such a screen may be constructed. The framework is an ordinary clothes horse. A width of green Japanese matting is nailed on the lower half on either side, with the selvage edge top and bottom; half inch rope, which has been painted green and cut in the right lengths,



forms the trellis, and a larger size, also painted green, the finish. This is easily nailed to the wood by means of long wire nails. Several green soda water bottles with round bottoms are hung at intervals along the edge, which finishes the top of the matting on the dining room side. They are filled with water and kept filled with the trailing vines of the neighborhood, of which there is a great profusion. These are trained in among the rope trellis, and give, as may readily be seen, a most charming effect.—New York Tribune.

HOW WEAK CHILDREN ARE MADE STRONG, VIGOROUS AND WELL

LITTLE MARY MCBAY

EVERETT HALLOWS

Mr. and Mrs. Thomas Hallows, of Peckham St., Globe Village, Fall River, Mass., have cause to thank Dr. Greene's Nervura for restoring to health, and probably preserving the life of their little son. Almost from infancy Everett Hallows was troubled with indigestion and nervous troubles, and nothing seemed to help him. Finally Dr. Greene's Nervura was recommended and tried with success. A few bottles were sufficient to effect a cure, and to-day the little one is enjoying the best of health. By the use of Dr. Greene's Nervura the sickly child was transformed into a happy, hearty, robust boy.

Dr. Greene's Nervura for the Blood and Nerves

Thousands of other children can thank Dr. Greene and his wonderful remedy for the strength and health they enjoy. Children to whom it is given have less sickness, better health, better growth, and longer and more vigorous lives. Parents should realize that it is their duty to give it to every child who is not in perfect health. There are no diseases more dreaded by parents than fits, epilepsy, and St. Vitus' dance. Yet no child would be troubled by them if Dr. Greene's Nervura were given when the first symptoms appear.

Charles L. McBay, a highly esteemed police officer, who resides at 14 Myrtle St., New Bedford, Mass., says:

"About two years ago my little daughter became run down in health and suffered from St. Vitus' dance. Soon after she was prostrated by rheumatism, which severely affected her low limbs.

"After trying various remedies without obtaining relief, she began taking Dr. Greene's Nervura blood and nerve remedy, and experienced immediate benefit. She continued its use, and after taking five bottles her rheumatism was practically cured. Her appetite returned, her pains disappeared, she was again able to walk without lameness, her general health was restored, and she was able to attend school and to play like other children.

Dr. Greene's Nervura, blood and nerve remedy, is the prescription and discovery of the well-known Dr. Greene, of 35 West 14th Street, New York City, who is the most successful specialist in curing all forms of nervous and chronic complaints, and he can be consulted in any case, free of charge, personally or by letter.