

PEOPLE WILL TALK.

You may get through the world, but 'twill be very slow. If you listen to all that is said as you go, you'll be worried and fretted, and kept in a stew. For meddling tongues must have something to do—

If you dress your dress and old-fashioned your hat— Some one will surely take notice of that. And hint rather strong that you can't pay your way; But don't get excited whatever they say— For people will talk.

If quiet and modest, you'll have it presumed That your humble position is only assumed. You're a wolf in sheep's clothing, or else you're a fool. But don't get excited—keep perfectly cool— For people will talk.

If your dress is in fashion don't think to escape. For they criticize them in a different shape— You're ahead of your means or your tailor's unpaid; But mind your own business, there's naught to be made— For people will talk.

And then if you show the least boldness of heart, Or a slight inclination to take your own part. They will call you an upstart, conceited and vain, But keep straight ahead—don't stop to explain— For people will talk.

Now the best way to do is to do as you please. For your mind, if you have one, will sort it all out for you. Of course you will meet with all sorts of abuse; But don't think to stop them—it's not any use. For people will talk.

—Selected from Old Scrapbook by E. W. Foster.

A Western Lochinvar.

By OLIVER STRANGE.

In 1850 New Mexico was the paradise of desperadoes, and the only respected authority was a 45-calibre single action revolver. Every man carried at least one of these weapons, and when he rode supplemented it with a repeating rifle in a holster strapped to the saddle under his left leg.

He stood there, hat in hand, and then— "Jenny!" he cried, and stepped forward with outstretched arms. The girl shrank back.

Naturally, in such times, it was easy to acquire the reputation of being a "bad man," and many did so without quick deserving it. Of these, Dan Bevis—famously known as "The Dandy," in consequence of a fastidious attention to his appearance in a region where such a matter received scant respect—was one. He was a professional gambler, a term which must not always be deemed synonymous with card sharper. Moreover, he was not a "pigeon" plucker, and it is recorded that on one occasion, finding his opponent greatly his inferior in skill, he handed back his winnings and got up from the table with the remark that "he did not take pupils."

"How do you do, Mr. Bevis?" she said coldly. Then, remembering his danger, she cried: "Why are you here? You must go, go at once; do you hear?"

For the rest, he was a good-looking fellow of about thirty years of age, a fine rider, a dead shot with any weapon and possessed of an even temperament which enabled him to accept good or bad fortune with smiling indifference. Thus, when, on his fourth visit to Deep Hollow, he was conducted to the edge of the settlement by the leading inhabitants, with the emphatic intimation that "if he showed up again he would be hung," he merely shrugged his shoulders, smiled pleasantly, and rode leisurely up the trail in the direction of Santa Fe.

"And you believed it?" she cried, sharply, her face flushed and her breast heaving with anger. "You could think me capable of writing that to any man, above all to one who never—"

In five days he had financially crippled many of the community. The climax came when one of the sufferers so far forgot himself as to call the gambler a cheat, which resulted in his being crippled in a more unpleasant way. But for the fact that the accuser was no paler than cheating, and was in no danger of dying of his hurt, Dan would have swung then and there.

"Forgive me; I should have known," he said, gently. "I—I am afraid I'm very conceited. Of course, you couldn't care for me?"

It was about a week after this event that Miss Virginia West made two important discoveries. "Jenny" kept house for her stepfather and only relative, who was proprietor of the principal saloon in Deep Hollow, and was generally known as "Bad Brown." Miss Jenny was eighteen years of age and the acknowledged belle of the township. The saloon was a one-story building of rough pine logs, with a sanded floor and a bar. Back of this bar was a door leading to the living part of the shanty. It was on the other side of this door that Miss Jenny paused, as women do the world over, to put a reassuring hand to her hair, and in consequence made the first discovery.

"Hands up, Dan," cried a shrill voice from the doorway, and the sunshine glinted along the barrel of a rifle leveled at the gambler's heart. Dan complied instantly with the request, but his eyes were smiling, for Jenny's face had become pale and her lips had uttered a cry of real pain, and this evidence of interest on her part made this quixotic adventurer forget his danger; so that it was with quite an amused expression that he greeted his captors and suffered himself to be disarmed.

The fact that there was a customer chatting with her relative would not have made the young girl hesitate, but on this occasion she recognized the voice as that of Steve Lupus, a man whom she instinctively feared and avoided.

"You must be tired of life, Dan, to come here again; what's brought you?" asked one.

"He'll come, you bet," he was saying. "He got the note at Santa Fe, 'an' Parker sez he colored up like a gal when he read it."

"You must be tired of life, Dan, to come here again; what's brought you?" asked one.

"Not he," sneered the other. "The dandy thinks every woman is in love with him an' his fine clothes. Snakes, it'll be somethin' to see his face when he finds out how he's bin fooled," and the speaker laughed loudly.

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There was a short silence, and then, in a different tone, the younger man, Lupus, remarked: "You ain't about to walk much longer," was the threatening retort. "You're coming to see the fun, I guess?"

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How Criminals Are Made.



No man in this country knows more of criminals and the causes which produce them than Mat Pinkerton. He says if children were reared in a right environment criminals would be unknown at the end of one generation, meaning, no doubt, habitual criminals, yet we are practically doing nothing to check the growth of an army of brigands such as now infest some European countries. If anyone questions this statement let them read "Tramping With Tramps," written by an intelligent college-bred man who "struck the road" in order to study the life of this law-defying class at close range.

nowhere in the world a more ferocious set of children than those of the ambulancers. From morning until night it is one continual snap and bite, and the depraved fathers and mothers look on and grin. They have not the faintest idea of home, and their only outlook in life is some day to have a 'rig' of their own and prowl through the land, seeking whom they may devour. To tame them is a task requiring almost divine patience. I should not know how to go to them. They laugh at tenderness, never say "Thank you," and obey their parents only when driven with boot and whip. I wish that I could suggest some gentle method by which they could be rescued from the road and made good men and women. It always seems harsh to apply strict law to delinquents so young and practically innocent, but it is the only remedy I can offer. They must be put under stiff rule and order, and trained strictly and long. Although lacking gipsy blood, they have acquired gipsy character, and it will take generations to get it out of them.

Let me quote from it. The author says: "There are four distinct ways by which boys and girls get upon the road: Some are born there, some are driven there, others are enticed there, and still others go there voluntarily."

"Another kind of ragamuffin, also born on the road and in many ways akin to the ambulancer, although wanting such classification, is the one found so often in those families which every community supports but relegates to its uttermost boundary line. They are known as the 'McCartneys,' 'the Night-Hawks,' or the 'Holy Frights,' as the case may be. I have found no town in the United States of 20,000 inhabitants without some such Whitechapel, and, like famous original, it is often considered dangerous to enter unarmed. Speaking generally, there is a great deal of fiction allied concerning these taboos of families, a number of them being simply poor or lazy people whom the boys of the vicinity have exaggerated into gangs of desperadoes. They are not exactly out-and-out criminals whom the police can get hold of, but moral lepers who by public consent have been sentenced to live without the pale of civilization."

"Of those who are born on the road, perhaps the least known are the children of the ambulancers. The name is a tramp invention, and not popular among the ambulancers themselves. They prefer to be called gypsies, and try at times, especially when compelled by law to give some account of themselves, to trace their origin to Egypt; but the most of them, I fear, are degenerated Americans. How they have become so is a question which permits of much conjecture, and in giving my own explanation I do not want it to be taken as applicable to the entire class. I know only about fifty families, and not more than half of these at all familiarly, but those whom I do know seem to me to be victims of pure and simple laziness handed down from generation to generation until it has become a chronic family disease. From what they have told me confidentially about their natural history, I picture their forefathers as harmless village 'do-nothings,' who lounged in corner groceries, hung about taverns, and followed the fire engine and the circus. The second generation was probably too numerous for the home parish, and, inheriting the talent for loafing, started out for roomier lounges. It must have wandered far and long, for upon the third generation, the one that I know, the love of roaming descended to such a degree that all North America is none too large for it. Go where one will, in the most dismal woods, the darkest lanes, or on the wildest prairies, there the ambulancer may be found tenting with his large, un-kempt family. He comes and goes, as his restless spirit dictates, and the horse and wagon carry him from State to State."

"I cannot leave this division of my theme without saying something about the large army of unfathered children who, to my mind, are just as much born on the road as the less known types. True, many of these are handed over at birth to some family to support, but the greater majority of these families are not one whit better than the ambulancers. They train the orphans up in their care in sin and crime quite as carefully as the hobo does his beggar boy. These are the children who make up the main body of the class I have been considering, and it seems to me that they increase from year to year. At present the only legitimate career for them is that of the outcast, and into it they go. Few, indeed, succeed in gaining a foothold in polite society. Their little lives form the borderland of my second class, the children driven to the road."

"It is in Illinois that I know his family best. Cavalier John, as he proudly called himself, I remember particularly. He gave me shelter one night in his wagon, as I was toiling along the highway south of Ottawa, and we became such good friends that I traveled with his caravan for three days. And what a caravan it was! A negro wife, five little mulattoes, a deformed white girl, three starved dogs, a sore-eyed cat, a blasphemous parrot, a squeaking squirrel, a bony horse and a canvas-topped wagon, and all were headed 'Texas way.' John had come from Maine originally, but he had picked up his wife in the West, and it was through their united efforts in trickery and clever trading that they had acquired their outfit. So far as I could learn neither of them had done an honest stroke of business. The children ranged from three years to fourteen, and the deformed girl was nearly twenty. John found her among some other ambulancers in Ohio, and, thinking that he might make money out of her physical monstrosities as a 'side show,' cruelly traded off an old fox for her. She ought to have been in an insane asylum, and I hope John has put her there long ago. The other 'kiddies,' as they were nicknamed, were as deformed morally as was the adopted girl physically. They had to beg in every town and village they came to, and at night their father took the oldest with him in his raids on the hen-roosts. It was at town and county fairs, however, that they were the most profitable. Three knew how to pick pockets, and the two youngest gave acrobatic exhibitions. None of them had ever been in school, none could read or write, and the only language they spoke was the one of their class. I have never been able to learn it well, but it is a mixture of Romany and tramp dialect with a dash of English slang."

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"When it is remembered that the society, although but in its formative period, has made it possible for over 24,000 helpless little ones, who were exposed to the worst influences society could place around them, to become good citizens, is it the imagination of a visionary to say that with proper financial backing it can be made one of the most important agencies in the land for the elevation of our citizenship?—W. B. F., in the National Children's Home Finder."

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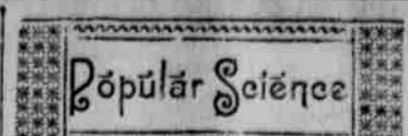
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Lord Kelvin has shown, that while a moderately high voltage of electricity is fatal to life, an exceedingly high voltage is harmless.



The Worst Enemy. The worst enemy of the good roads movement is the stupid neglect to which the newly-made roads are so often subjected—a neglect which dates from the very day on which they are completed. The indifference of the public and the parsimony of legislatures are not more hurtful to this good cause than the fact that in so many cases the new highways are suffered to fall into disrepair, just as fast as the traffic and the weather can wear them down. It is likely that everyone who reads this statement can call to mind one or more stretches of macadamized road in his immediate neighborhood, which to-day present a surface which is merely a mockery of that over which they rode when the roads were first opened to the public. This rapid deterioration was evident even in the days when the bicycle was popular, and before the automobile had commenced to tear loose the top dressing of the roads and scatter it to the winds under the united traction and suction of its rubber tires. The deterioration of newly-made roads was far too rapid, even in those days; but in this age of the automobile, the rate at which our highways have been torn to pieces, mainly because of lack of maintenance, or of maintenance that is properly applied, is simply appalling.

Birds differ very much in the heights to which they commonly ascend. The condor, the largest of all vultures and of all flying birds, has been observed soaring over 25,000 feet, or about five miles and a half above the level of the sea.

Of all the works of man that come within the province of the civil engineer, there are few, if any, which call for more careful attention, and more immediate repair on the first signs of disintegration, than the common turnpike macadamized road. Perhaps the nearest to it in this respect are the track and roadbed of a steam railroad; though we doubt if even that heavily-worked system shows the lack of upkeep so quickly as does a frequently-traveled highway. The amount of ignorance, or indifference, displayed in the neglect of new macadamized roads would scarcely be credible to a European, who has been accustomed to witness the watchful care with which the famous roads of Europe are maintained and the very first signs of wear corrected. Instead of keeping a gang of men employed in the constant, day-by-day repair of weak spots, hollows, and ruts, our authorities in many cases seem to think that it is sufficient to spread a few loads of top dressing over the whole surface of the road annually or biennially, as the case may be, and let it go at that. Under this method the solid portions of the road receive just as much care as those which have developed soft spots and show the need of more extended repair. The top dressing serves no better purpose than to temporarily cover up the damage of the last season's traffic, and in a few weeks' time the surface is about as badly, if not more, broken up than before. Matters go from worse to worse until there is a call for drastic remedies. In nine cases out of ten the drastic remedy consists in breaking up the entire surface, and practically rebuilding the road.

There is now hardly a town or even a village in the district of Bilbao, especially when situated in the vicinity of running water, where electric light is not used. A great use has been made during the year of electric motors for small industries and workshops, these replacing in many cases small steam engines. As far as Bilbao is concerned, some further 4000 horsepower was introduced from Guipuzcoa, while 1906 will see some 8000 horsepower more employed.

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A naturalist relates that the appearance of perch, bream and crayfish in newly cut dams near the Macquarie River, in New South Wales, was at first a perplexing mystery, the fishes even being noticed after the first rains in the dams, and for some years spontaneous generation was regarded as the only possible explanation. Then came a simple and credible solution of the problem in a Sydney zoologist's discovery of half-hatched fish ova on the breast and wings of a wild duck.

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Our much neglected sense of smell can be put to important uses. When well developed it may serve in medical diagnosis, and some English physicians have pointed out lately that diabetes, enteric fever, acute rheumatism, plague, abdominal fistula, undressed cancers, erysipelas in some cases, gangrene of the lung, pyaemia, septic mouth, bleeding hemorrhoids and undressed varicose ulcers are among the disorders that emit characteristic odors, and that can be recognized by smell alone. Care is necessary, however, as the physician, after influenza or the taking of alcohol himself, may fancy his own odor to be that of his patient.

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Records show great risk to workers in caissons at pressures of four atmospheres, and by divers at depths of 100 to 150 feet, and the British Admiralty has fixed the limit for divers at