

# JUST FOR ONCE.

By MARGARET BLOUNT.

"May I go with you, Cousin Roland? Just for once? Only think how persistently you have refused me, for a month past, and say yes today!"

Figure of Roland Glenn from the quiet corner in which she had esconced herself. She saw him looking at her, too, now and then, with an anxious, harassed expression. And twice she caught the red-brown eyes of Miss Isadora Stearns turned upon her with a fiery gleam of anger in their depths.

# The Climate at Panama

It Does Not Deserve the Bad Reputation It Has Long Had.

By John Barrett, American Minister to Panama.

DISAGREEABLE and unhealthy features of the Panama climate have been ridiculously overrated by those who have studied the situation superficially while passing across the Isthmus, or who have desired to create a sensation.

# Cossacks of Russian Origin

Perhaps Best Described as a War Caste Living in Semi-Tribal Organization.

By David B. MacGowan.

THE Cossacks may perhaps be best described as a war caste living in semi-tribal organization. They are, however, in no sense a tribe or tribes, but are mainly of Russian origin with an intermixture of Mongolian, Tartar and Circassian blood by marriage or adoption.

# Married Life

By Florence H. Birney.

MARRIED life is not all made up of sunshine and peace. Shadows will sometimes darken the domestic horizon; the sun will often hide behind a cloud, which apparently has no silver lining.

# SOME TRAMPS DO DIE

RAILROAD FREIGHT TRAIN THE CHIEF EXECUTOR.

Many Hobos Killed Accidentally—Fifty Percent of These Wanderers With Their Boots On—The Barrel House Victims Most Pitiful.

Where is the tramp of yesterday? It is nearing the time when an interesting possibility of the census bureau might be tried out.

In the observation of the police and of the coroners' offices throughout the country, the tramp family as a risk runs chances that few occupations of industry threaten to the toiler.

In accidental deaths the railroad freight train is of first magnitude. More tramps die under the wheels or in the shock of collision, or from a train jumping the rails at a switch than from any other one cause.

As indicating just how common is the tramp funeral in connection with railroading the railroads all over the country in their rules and regulations deal with him as a possible corpse on their hands.

Even where a tramp is killed on the road between stations this company instructs its men to pick up the body, regardless of the superstitions about the coroner, and take the body to the nearest station, only if possible not to take it out of the county.

Exposure kills more tramps than ordinarily is suspected. Many of these men are addicted to excessive use of whisky or of alcohol in some other form, and for years the medical fraternity has recognized that the man who drinks to excess has few chances against pneumonia when it has attacked him.

Not a few of these wayfarers are killed in their prowlings through the country. They are tempted to make levies upon hen roosts and even pig pens, and the farmer in many sections occasionally reaches for his double-barreled gun and injures the fellow to the extent of bringing about gangrene

and death by that means. The tramp's bad blood and lack of cleanliness generally predispose him to this poison of the gunshot. Not infrequently, of course, the heavy shot in the gun leaves the corpse where it fell. Again, where the man is injured and trailed down, he may become a candidate for death in prison, as many courts throughout the country have an idea that state's prison for a criminally disposed tramp is much the cheapest disposition of the man for life.

The barrel houses victim from the tramp family is one of the most pitiful of spectacles connected with the tramp death roll. The lowest rung in the ladder of life is reached by this miserable specimen of manhood, who finds his death in the low, dark, reeking back rooms of the barrel house.

As nobody has ever been credited with seeing the proverbial "dead mule," so nobody is suspected of ever having seen a reformed tramp.

A FARMERS' RAILWAY. Projected, Financed, Built and Operated by North Dakota Wheat Growers.

The movement of crops was formerly a problem, but railways and trolley lines almost to the farmers' doors now provide transportation, writes Isaac F. Marcellino in the World's Work.

These farmers hauled their grain—often a distance of 25 miles—to Devil's Lake, the county seat, through which the Great Northern Railway passed. It kept the farmers hauling grain all winter. They asked Mr. James J. Hill, president of the Great Northern Railroad, to build a branch line from Devil's Lake up through their section.

When the bell at an uptown paragon rang the other evening, the clergyman was in his study and his wife was busy putting an infant to sleep. So Master Harold, aged 7, went to the door. On opening it he found a couple, both young and bashful. After looking at the boy for a moment the young man queried:

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Oldest Confederate Veteran. In Patrick Clark, of Luckey Hill, on the Southern railway, between Remington and Bealton, Fauquier county, Va., can boast of probably the oldest Confederate veteran living to-day.