

THE WAGWORKER OVER FLORIDA KEYS

By W. M. MAUPIN

LINCOLN, - - - NEBRASKA

Japanese Methods.
A grim story of Japanese ingenuity comes from the Island of Formosa, formerly Chinese territory, but now a possession of the Japanese, who are waging war against the savages of the interior. These are represented to be of the ferocious order, the head-hunting variety of barbarians who are relentless in pursuit of enemies and to whom accordingly it is deemed useless to show mercy in time of hostilities. At least it is represented that very effective means have been taken to bring the savages to terms. As the story goes, whenever a band of the insurgents can be located a strong barbed-wire fence is constructed all around the area, and is heavily charged with electricity. Then the Japanese troops advance, the head-hunters falling back before them. The result is inevitable. If the savages face the Japanese they are killed by rifle fire. If they continue to flee until they bring up against the wire fence they are shocked to death by electricity. Certainly a few applications of that sort of medicine will be effective on the patient. Before such scientific warfare the occupation of the head hunter is gone. And if he persists the head hunter goes himself.

Revolutionists in Russia may be punished but not cured, and the aristocrats among them hold to their principles even more pertinaciously than do the representatives of lower classes. Dispatches record that Mme. Breshkovskaya, a woman 70 years old and one of the first aristocratic converts to the terrorist propaganda, has been cast into prison in St. Petersburg for distributing terrorist literature. She was sent to Siberia in the early seventies, but succeeded in escaping. The experience, however, only strengthened her revolutionary ideas. As in France in the time of the revolution, it is the fiery determination of the women that does much to keep the spirit of rebellion alive.

Princess Louise of Orleans was married to Prince Charles of Bourbon in England recently, in the presence of the king and queen of Spain and nearly 40 other members of royal families. She is the youngest daughter of the late Comte de Paris, who with his brother and uncle served on the staff of Gen. McClellan in the civil war in America. The count's history of the war has been translated into English, but he and his family have never stirred the national imagination as did Lafayette, that other Frenchman who fought with American troops.

They are shipping apples from Portland, Ore., to Vladivostok, Russia, on the opposite side of the Pacific, and the fruit brings \$7.50 per bushel. Of course the apples are carefully selected and packed, but the fact that such prices can be obtained fully warrants the trouble. When an American product as perishable as apples can be shipped 10,000 miles across the water and sold at a big profit it should be encouragement to try the same process with other articles. There are hundreds of things which the United States can supply, and the field is waiting to be improved.

There will be music in the air when the big battleship fleet is not engaged in naval practice. No less than 26 pianos with pianolas were taken along on the ships, having been furnished by private subscription for the delectation of officers and men. That gives at least one instrument to each ship, and some of the vessels will have two pianos with mechanical attachments. And as a full supply of both classic and popular music goes along there isn't a doubt that the boys will have some delightful times. The pianolas will play when the guns do not.

A recent chemical investigation by the New York health department discloses the pleasing intelligence that bologna sausage and liverwurst are all that they should be. Frankfurters are uncertain, however, because some of them are seasoned with borax or sulphite. In view of the doubt that was cast on these delicacies some months ago this information will be welcomed by would-be consumers whose faith was undermined. As for a little borax, there might be worse things in sausage!

Our navy certainly is a wonder. One hundred men from each of the battleships which paused at the island of Trinidad were given shore leave and there were no brawls. Can other nations blame us for pointing with pride?

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MORE ABOUT WONDERFUL ENGINEERING WORK.

Railroad, in Conjunction with Panama Canal, is Expected to Make Key West One of World's Great Harbors.

By using the Florida keys as stepping stones a railroad is being built over the open sea from the mainland half way to Key West. The railroad goes from a point below Miami on the east shore and after crossing 75 miles of open water by bridge or viaduct and traversing 42 islands or keys terminates at Key West.

It will soon be possible to enjoy the speed and luxury of modern railroad travel practically out of sight of land. A great harbor is to be built at Key West, where trains may be run directly upon great floats which will carry them to Havana in unbroken packages. This direct connection with the mainland, with its saving of 18 hours' time in transportation, it is believed will make Key West, with the opening of the Panama canal, one of the greatest seaports of the country.

Engineers of the new road from the first have been confronted by new and baffling problems. Much of the road being far out at sea, will be exposed to all the storms to which these trop-



ical waters are subject. A wide swath must be cut through many of the islands, while others must be laboriously built up from below the sea level. Much of the land crossed consists of almost impenetrable swamp. Although a single-track road, the cost of construction will probably exceed \$100,000 a mile, or about \$15,000,000 for 150 miles of construction. The idea of this ocean railroad originated with Henry M. Flagler, who will spare no expense in making it a success.

One of the most interesting parts of the work to the lay mind is the precautions taken to safeguard the exposed viaducts against the sea. The viaducts will be built of reinforced concrete, resting either on deep piling or solid rock. It has been found after careful examination that the maximum height of waves throughout these waters is 25 feet. The railroad will be kept at a level of more than 30 feet above high water. The highest waves known to this coast, therefore, could not break over the top of the viaduct. The engineers count upon comparatively smooth water because of the coral reefs which parallel the track practically throughout the entire distance. This natural barrier, although in many places below the level of the water, forms a breakwater which turns back the roughest seas.

Future of Persia.

At a recent meeting of the Royal Asiatic society in London Sir H. Mortimer Durand read a paper on "Nadir Shah." The ancient monarchy of Persia, he said, among the nations which seemed to be waking up to a new life. The remarkable movement which had recently swept over the land had shaken the established order of things to its foundations. As in Russia, only a few years ago the Persians in general regarded the monarch as their God-given ruler. Now the position was very different. There had been a sudden upheaval and the autocratic power of the monarch had been overthrown with extraordinary suddenness.—London Standard.

Build Strategic Railroads.

The administration of the Alsace-Lorraine railways has decided to build at Saarburg a great strategic railroad station, 40 kilometers from the French boundary. It will cost over \$3,000,000. Immense platforms will be connected with the barracks. The French are building a strategic railway from Malmédy to Stavelot.

PENSIONS FOR OLD EMPLOYEES.

Grand Trunk Railway System Has Inaugurated Good Scheme.

On the first of January, 1908, the Grand Trunk Railway system put a new pension scheme in effect. At a recent meeting of the directors in London Mr. Charles M. Hays, second vice-president and general manager, who is also president of the Grand Trunk Pacific railway, was able to persuade the management that it would be in the interest of the owners of this property to pension employees who by old age and in other ways were incapacitated. The sum of \$200,000 was set aside as a nucleus of the pension fund, and it is proposed to add to this fund \$75,000 annually. By this scheme the employees are not asked to contribute anything to the fund, but all will participate in this benefit from the highest to the lowest. Under the terms of the pension every employee must retire at the age of 65 years. If an employee serves 15 years or more he is entitled to an annuity of one per cent. of the average annual salary paid for ten continuous years. Thus, if a man has served, say 30 years, receiving \$1,000 per year for any ten years, he would be entitled to a one per cent. of \$1,000 multiplied by 30, making a pension of \$300 per annum. Further provision makes a minimum allowance of \$200 irrespective of the rate of pay or service. The fund will be administered by a board chosen from the employees of the railway. It is expected that this will serve as an inducement to train and engine men to seek service with this rapidly growing system.

IN ICELAND.

There's going to be a railroad up in Iceland. In Iceland. And what a funny railroad it will be! I would never think of Iceland as a nice land.

A nice land. For week ends at a cottage by the sea. For the trains will very likely go on runners like a sleigh. And they'll harness up the engine in a jingle bells array. At least, I can't imagine it any other way.

In Iceland. You won't need your thermometers in Iceland.

In Iceland. And you won't have any fretful vis-a-vis; For up there in that anything but spice land.

But spice land. The cars are always cold as they can be. Oh, they'll have to dig the sleepers out a dozen times a day.

Or perhaps they'll tunnel through the great big icebergs in the bay, and that will be just bully till the icebergs move away.

In Iceland. A journey will be jolly up in Iceland.

In Iceland. The scenery's so wonderful to see; It will seem like nothing short of paradise land.

Paradise land, As the open cars go whirling o'er the sea.

They won't have any schedule, so there'll never be delay.

The rates will be so low that almost any one can pay.

For in that curious climate it is Christmas every day.

In Iceland. —Montreal Star.

Railroading in China.

China is menaced with a new peril. Her railroads have begun to pay. Not since mummies were burned for fuel on the Nile railway has the Orient been so seriously invaded. Henceforth it is farewell to the idyllic peace of the Chinese ruralism. If the sons of heaven had refused to ride behind the profane iron horse of the foreign devils they might have defended their land from innovation to the last. Now there is nothing for it but to submit to having their rice fields cut up by the steel rails. But one peculiar opportunity remains for them to save the credit of their country—by making their railroads picturesque. If they succeed in doing this, they can be written down once more as having achieved a complete novelty. The train should furnish a brand-new motive for that patiently elaborated Oriental art—bamboo passenger coaches decorated with choice panel paintings, pagodas turned to account as switch towers and locomotive designs, symbolic of the national dragon having its tail twisted by a European power.

The Honeymoon Special.

The Honeymoon Special is the latest invention of the man who sits up nights to think of catching names for trains. This one is run between Chicago and the Pacific coast. It made its first trip December 18, and will repeat the performance according to the state of the matrimonial market. The trip is for 30 days, which has led unfeeling persons to speak of the passengers being sent up for that period. Some plain ordinary folks are carried partly as ballast and partly to fill up the corners; but they must be bomb proof so far as billing and cooing are concerned.

The management of the Honeymoon Special has been entrusted to a crew well grounded in the subjects "What Is the Chief Use of a Tunnel?" and "Rice as Food—And Otherwise."

Extending Canadian Lines.

The coming year will witness an unusual activity in railroad construction in Ontario and Quebec. A number of new lines and important extensions are under way, and the total mileage added to the lines of the country will exceed that of any year since the building of the original lines between Toronto and Quebec.

Women as Baggage-men.

Ten women in the United States earn their living in the capacity of baggage-men.

DOG SELLS PENCILS

MIRZA IS FAITHFUL ASSISTANT OF HOBOKEN MERCHANT.

Basket Containing Wares Fastened Around Neck—Canine Taught to Sit for Hours Holding Pipe in Mouth.

New York.—Over on River street, Hoboken, close by the ornamental gateway that marks the entrance to the Hamburg-American piers, there sits all day long an old man who eke out a living by the sale of pencils. He has for an assistant a yellow dog of many breeds, who is as fat and comfortable looking as his master. To judge by their appearance there are few trades in the world so conducive to comfort as that of selling lead pencils on a sunny street, with the world of commerce flowing by one all day long.

The old man has been selling pencils in the same spot for the last six years, and in that time he has had two dogs as assistants. The old one, which died more than a year ago, never was much of a help. All he could do was to sit up with a little basket tied around his neck and blink in an unconcerned way at persons who stopped to buy the wares his master had to sell. He wasn't sociable and he didn't have the true commercial instinct. In fact, he never took the slightest interest in building up trade, nor could he be taught to do any tricks to stimulate business. But when he died and three little girls who live in West Hoboken presented the old sidewalk merchant with the present animal, then there was a doggie of parts, even if she was only three months old when the peddler set her up as his assistant and sign board.

That Mirza is not a dog of high degree is apparent at a glance. She has the yellow coat of a mongrel and a mixture of breeds is to be noted in her head and face that suggest a fox-terrier for wisdom and a more phlegmatic sort of dog from her placidity. If dogs had any say as to just what they should work at they probably would like to have a job like Mirza's, for she has a box all to herself set up alongside of her master's, with a little pen on top of it that keeps all the draughts off her legs. More than this, she wears a fine coat of dark green cloth, all braided round, and a separate "garment" for her legs that suggests the sort of trousers Balzac used to have made, with feet in them to keep his extrem-



Mirza, the Dog Merchant, of Hoboken.

ities as warm as possible when he was writing. One naturally thinks of French things when writing about Mirza, for her master is an old Frenchman whose name, Noel, is French for Christmas.

One might think it displayed no particular intelligence on the part of Mirza to sit up in a little tray and wait all day long for her master to close up shop and go home to a warm fire. But that is not the end of Mirza's accomplishments. Around her neck is a little basket in the bottom of which are a half dozen pennies as a suggestion for generous folk to add to their number. If you drop a coin in the basket Mirza is all attention at the click of the coin, and she will draw one of her forefeet out of her "trousers" and extend it to you in greeting and thanks. All her sleepiness is gone at this mark of appreciation of her being at business, and she is one of the most wide-awake dogs in Hudson county the moment she realizes there is a penny being added to the store in her basket.

So many dogs hold baskets that this would be a too common accomplishment to attract attention to the business of selling pencils. And so Master Noel has taught Mirza to sit for hours holding a great briar pipe in her mouth.

Of course Mirza never smokes. She is too much of a lady for that. But that Mirza is an old hand at keeping the pipe in her mouth is evident by the careless way she permits it to hang down by her jaw.

Besides acting as a living signboard, Mirza is the best of watchdogs. In spite of the fact that she is only 16 months old and has been "working" for 13 months, her master can, and does, leave her in charge of the stand while he goes away for a little while, and he knows she never will stir from her box until he returns. Master Noel never has any labor troubles with his assistant, for she never has gone on strike, nor has she ever asked for more pay. She just attends to business, shaking paws with the generous handed passersby, "smoking" her pipe the while and giving a fine lesson to those who read as they run of a peaceful, philosophical life.

REV. TROUTMAN SENDS BEST WISHES FOR PE-RU-NA

Rev. George A. E. Troutman, Mt. Washington, Mo., Writes,

"My Wife and I Are Strong Believers in Pe-ru-na."

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