

TALES OF THE TRAMP

CLASSES, HABITS AND DOINGS OF THESE TRAVELERS.

Statistics Mixed With Conclusions and Opinions—Investigation of Professor McCook—No Reference to the Temperament Unemployed.

Whether the word "tramp" originated in England or America is not known. It is freely used in England in common conversation, but has no place in the statistics of Great Britain or Canada. It made its appearance in the New Jersey statistics in 1876, and by 1882 it had spread to all parts of the United States.

The travels of a tramp take a much wider range than most people would suppose. Several of them have been found who claim to have visited nearly every state and territory in the Union, and their exact knowledge of the geography and of the railroad lines here out of the question. One reason of this is that the ranks of the tramps are often recruited from the railroad brakemen, and this is proved by the tender regard which the brakemen always exhibit for the tramp in not only permitting him to stow himself away on the trains, but frequently in feeding him also.

Massachusetts, which is the only state that has undertaken to collect the statistics of its tramps, estimates 1,529 of them, and if they are found in other states in the same proportion to the population the number in the United States is 45,845, which is 15,000 below the current census estimates. Among these is a limited number of female tramps, whom their brother tramps call "petticoat bums," "magpies" and "bags."

Careful investigations lead to the conclusion that 47 per cent of the American tramps have trades or professions, 41 per cent are unskilled laborers, 3.6 per cent are weavers, one in 20 of them is under 20 years old, three out of five under 35 years old, 75 out of 100 under 40 years old. Only 8.5 per cent of them in the winter of the grip claimed to be in ill health, 83.5 per cent claimed specifically to enjoy good health. In answer to the question, "Why did you take to the road?" 82.8 per cent complained of a want of employment, some were "tired of work," some wanted to "seek the country," some charged it to drink, and 2 per cent declared their intention never to work again.

Of American tramps 58 per cent are of American nativity, and then follow Ireland, England, Germany, Canada, Norway, Sweden and Scotland. More than 90 per cent are unmarried, and less than 10 per cent are in intelligence and education the average tramp is not appreciably different from the general population. In the winter 33 per cent of them manage to get sick and go to the hospitals, 23 per cent migratory and walk down south in October and return north regularly in April, as the railroad men can testify. Of those questioned 20 per cent say they beg their food, 9 per cent that they beg and work and 2 per cent that they beg and steal. It is estimated that it costs \$200 a year to support a tramp and \$10,000,000 to support all of the tramps in the country for one year.

Only 6 per cent of tramps confess that they have been convicted of crime, though 39 per cent freely admit that they have been convicted of drunkenness. They regard things to wear and things to eat as common property. But felony is confined to the few, usually being the felony of common among them. It is a rare thing that they carry concealed weapons. Some of them complain of the criminal tendencies of others, whom they characterize as "mean enough for anything." They claim that it is the train bums that disgrace the whole calling by their crimes.

A circular relative to tramps that was mailed to 35 chiefs of police elicited some interesting information about them and about the way the tramp nuisance was or should be treated. Twenty replies said that they furnished lodging to tramps without any condition of cleanliness and 23 that no conditions of work were prescribed. Sixteen said that the same tramps returned frequently; 3, occasionally; 10, that the same tramps did not return. Twenty-seven said that the applicants were always received, 6 that they were liable to be arrested and 2 that they were imprisoned if they returned too often. Twenty-two put the able bodied tramps at from 90 to 100 per cent, and only 3 put it as low as 50 per cent. Sixteen thought it advantageous to lodge tramps, and 18 were of the opposite opinion. Of the 16 who thought it advantageous 4 favored it on humanitarian grounds, 3 because a small per cent were deserving, 9 on grounds of public policy, 6 for the protection of property and 1 for the protection of the person.

As to the treatment of the evil, 11 of these chiefs recommended compulsory work, 2 confinement, 2 corporal punishment, 1 the shotgun, 1 severe laws, 2 the enforcement of existing laws, 1 furnishing employment, 3 believed in the workhouse, 1 thought encouragement ought to be refused. Not one advocated moral measures, not apparently because they attached no importance to moral measures, but because they regarded the tramp as impervious to them. On the other hand, moral measures, when tried, have generally been unsuccessful. Vagabondism grows out of idleness, intemperance and uncleanness, and moral means are usually a powerful remedy for such habits. But forcible restraint appears to be necessary in the first instance. Yet as long as tramps are left to roam at will, restrained only by an occasional and spasmodic enforcement of the vagrant laws, it would be an immense advantage if soft hearted people would refrain from giving them money, for, almost without exception, it goes for drink or worse. The person who will give a beggar a coin just because it seems too hard to refuse him ought on similar grounds to give razors and guns to madmen and children.—John J. McCook in Charities Review.

Friends. "Friends are discovered rather than made," wrote Harriet Beecher Stowman years ago. "There are people who are in their own nature friends, only they don't know each other, but certain things, like poetry, music and painting, are like the Freemason's sign—they reveal the inflated to each other." Emerson expressed somewhat the same sentiment when he declares, with a conviction one wishes had a more obvious foundation in fact, that we meet those people in life of whom we have need.

WONDERFUL MAGNETIC POWERS.

Pain Attacked by the Laying on of Hands by a Maine Character.

In the vicinity of Bond Hill, on a crossroad in New York, lived an old man named Peter Harker, a digger. This man has a history as well as some marked peculiarities.

Born in Canada, he was early enlisted in the English army and was sent as a lieutenant in India, where he fought in several minor rebellions. It was always said of him that while he was brave he had reason to be, for he was impracticable. This was no doubt caused by the fact that he possessed power, as he does now, a remarkable power. He seems to be a magnetic person and can ally pain by the laying on of hands—viz, he rubs gently the parts affected, and pain ceases for some time. He does not understand the cause of it, but uses it freely upon every occasion when he can.

"One day," he says, "in India an officer high up in the service was wounded by a rifle ball which lodged somewhere in the man's abdomen. He refused to tell the doctors where it was, but he declined the chance by the still necked physicians, who believed no more in his jugglery than in that of the Sepoy magicians.

"I can make one of you tell where the ball is," said Pierre.

"Go ahead," said a doctor, laughing. Pierre walked up to a young physician who was half inclined to believe him, and placing his hand upon the lad's head said, "Sleep."

The young man sank into a chair and slept. Pierre stood over him for awhile and then said, "Tell the doctors where the rifle ball is."

"It is in the cavity of the abdomen, where it has fallen from the ribs. Open the abdomen, and you will find it on the left side. None of the intestines is injured."

"Am I a sepalah?"

"No, you are magnetic person with magnetic powers."

Pierre says that they found the ball as indicated, and that after that his prestige was great. It was in India that he learned the fluent use of the English language.

Returning to Canada later in life, he was engaged on a whaling ship as harpener and made money there. He has been in the United States for 10 years. He is about 80 years old and goes about but little. His power to cure headaches, toothaches and all minor kinds of aches and pains is simply wonderful. He cannot heal his own woes, nor can he cure his own ills. As yet his fame as a magnetic healer has scarcely gone beyond his own neighborhood and the shadow of Bond Hill. He has no education and cannot read or write English, but in his knoocks about the world he has picked up considerable information.—Lewiston Journal.

Hare Old Railroad Tickets. In the general passenger agent's office of the Lake Shore road at Cleveland is a rare collection of old tickets. One, if destroyed, could never be replaced. Every issue of that road from its earliest down to the present has been kept. Several roads which now form part of that system are also represented. The oldest ticket is a coupon issued in 1857. It is printed on green paper of the cheapest kind. From its typographical face it was evidently turned out of an old time hand printing press. There is no signature, number or limitation placed upon it. The route which is represented was a combination of rail and stage lines. It was a serious matter to undertake a journey in those days.

A DEBT TO THE DUTCH.

Even New England Tramps Many of Them Descend to Holland.

Even in Connecticut was the skill of the Knickerbocker selected. A new invention or improvement was said to be "of the Dutch." The shiftless tips on the board, the croaky on the drosses, the blue-tinted living front of the fireplace in the best houses, show how the Dutch had a part in the evolution of the New England home. Hundreds of open fireplaces in New England were decorated with these tiles after the Dutch fashion and contained not only "proverbs in porcelain" but abundant Biblical illustrations. From the evidences of relics nearly as much of the imported fine furniture in the northern colonies came from Holland as from England.

One of these men whom I met a few evenings ago talked of our car somewhere around by Eagle Pass, or a chance of finding another at Portland, Or., as if these places were only a few squares the other side of Broadway. He had been sent out by one of the big lines that cover the territory between New York and Seattle to find certain freight cars that had been running up long bills for "demurrage" against their borrows. "Demurrage" is a charge made by the owners of a car, at so much per day, for the time a car is kept away from its own line.

"They'll take a car," he said, "somewhere down south, and instead of sending it back when they're done with it will use it for some other work. That goes on and on until, first thing you know, the car gets in a smashup."

"Then you have no more chance of finding it," I interrupted. This was where I displayed my ignorance.

"Haven't I, though? I go where the car was sent and make them show me the books. Let me tell you about one car belonging to our line that got away down south, and nobody could trace it. The agent at that depot was a little bit of a man, all beard. When I showed him the entry on his books and asked him where that car was, he said he didn't know anything about it. 'One night,' he says, 'I left it here on the siding, and when I came next morning it was gone. Some one of those freight conductors must have come here in the night, and looking around for a car they just took that one. You're a liar,' I said, 'I've been railroaded for my life, and I know that conductors don't go raving about a yard at night looking for cars. They ain't so anxious to find extra work as all that. Now, I said, 'you just tell me where that car's got to, or I will report that you lost it.' Well, he commenced whimpering about his family, and how he'd lose his job if I got him into trouble about that car. At last he owned up that one day they were short of cars in the yard. They took and loaded up our car with agricultural machinery for Atlanta. The train was wrecked, and the car was all burned up. 'If you had told us that at the time,' I said, 'you would have had to pay \$300 or \$400. Now you'll have to pay about \$7,000 for demurrage, and serve you right. As for your family, I've got a family too. If I go back and tell the company I can't find that car, what is my family to do?' And I was right. They had to pay about \$7,000.—Louisville Courier-Journal.

Fixing Up a Horse. There was a broken down horse brought into an auction room. He was stone blind, his tongue hung from his mouth about 10 inches, the end of it had been frozen and turned black, and altogether he was the most woe-begone, dejected looking specimen of equine anatomy I ever saw. He was sold for \$3 to a seedy looking fellow, who expressed a wish to kill him for his hide. In about two hours a man came up riding a horse with head thrown back, prancing as though full of life, and altogether a good looking animal. He said that he had just bought him for \$50 and wanted him sold. I congratulated him upon his bargain and told him we could double his money for him. The next morning, before the daily sale, I went to look at the horse, and to my astonishment he was the same we had sold the day before. His eyes had lost the brightness caused by helladonna, he had forgotten the energy put in him by ginger, and the red pepper put in him had kept him under his tongue to make him keep it in his mouth had lost its strength, and that organ again hung low. With an investment of \$2.15 the fellow had sold him for \$50, and if he had not been in a hurry could have got more.—St. Louis Globe-Democrat.

Vulcanized Rubber. Experiments made with a view to obtaining more reliable methods of estimating the quality of vulcanized india rubber have recently been made abroad, and the results recorded as follows: India rubber should not give the least sign of superficial cracking when bent to an angle of 180 degrees after five hours of exposure in a closed air bath to a temperature of 125 degrees C. The thickness of the test pieces to be 2.4. Rubber that does not contain more than half its weight of metallic oxides should stretch to five times its length without breaking. Free from all foreign matter except the sulphur used in its vulcanization rubber should stretch to at least seven times its length without rupture, and the extension measured immediately after rupture should not exceed 12 per cent of the original length, with given dimensions. Softness may be determined by measuring the percentage of ash formed in the incineration of the substance, and this may form the basis for deciding between different grades of rubber in their adaptation to certain purposes. Finally, vulcanized rubber should not harden under cold.—New York Sun.

Physiological Effect of Music. The results of numerous experiments made with scientific care by a Russian physician, to determine what, if any, are the physiological effects produced by music are thus summarized: An influence on the circulation of blood is noticed, the pressure sometimes rising and sometimes falling, though the action of musical tones and pipes both on animals and men expresses itself for the most part by increased frequency of the beats of the heart. The variations in the circulation consequent upon musical sounds coincide with the changes in the breathing, though they may also be observed quite independently of it. The variations in the blood pressure are dependent on the pitch and loudness of the sound and on its color. In these variations of the blood pressure, also, the peculiarities of the individuals, whether men or lower animals, are plainly apparent, and even nationality, in the case of man, is claimed to exhibit some effect.—New York Tribune.

Familiar Eating. A French lady, on her arrival in this country, would eat only dishes she was acquainted with, and being on one occasion pressed to partake of a dish new to her she politely replied, thinking she was expressing herself in admirable English: "No, I thank you. I eat only my acquaintances."—London Tit-Bits.

ONE PHASE OF RAILROAD LIFE.

The Car Searcher and the Diligent He Has to Be.

If you want to get a clear idea of the intensity of American railroad life, take to a car searcher. The United States cover a pretty large area, as some one has observed, but the railroad men, and particularly the car searchers, know their way about it as a policeman knows his beat. A car searcher is said for the benefit of the uninitiated, is an official sent out by one of the companies to look for cars which have been borrowed by other lines and treated like borrowed umbrellas. Of course these officials are experienced men, a great trust is reposed in them, and they have a great weight of responsibility to carry on their shoulders.

One of these men whom I met a few evenings ago talked of our car somewhere around by Eagle Pass, or a chance of finding another at Portland, Or., as if these places were only a few squares the other side of Broadway. He had been sent out by one of the big lines that cover the territory between New York and Seattle to find certain freight cars that had been running up long bills for "demurrage" against their borrows. "Demurrage" is a charge made by the owners of a car, at so much per day, for the time a car is kept away from its own line.

"They'll take a car," he said, "somewhere down south, and instead of sending it back when they're done with it will use it for some other work. That goes on and on until, first thing you know, the car gets in a smashup."

"Then you have no more chance of finding it," I interrupted. This was where I displayed my ignorance.

"Haven't I, though? I go where the car was sent and make them show me the books. Let me tell you about one car belonging to our line that got away down south, and nobody could trace it. The agent at that depot was a little bit of a man, all beard. When I showed him the entry on his books and asked him where that car was, he said he didn't know anything about it. 'One night,' he says, 'I left it here on the siding, and when I came next morning it was gone. Some one of those freight conductors must have come here in the night, and looking around for a car they just took that one. You're a liar,' I said, 'I've been railroaded for my life, and I know that conductors don't go raving about a yard at night looking for cars. They ain't so anxious to find extra work as all that. Now, I said, 'you just tell me where that car's got to, or I will report that you lost it.' Well, he commenced whimpering about his family, and how he'd lose his job if I got him into trouble about that car. At last he owned up that one day they were short of cars in the yard. They took and loaded up our car with agricultural machinery for Atlanta. The train was wrecked, and the car was all burned up. 'If you had told us that at the time,' I said, 'you would have had to pay \$300 or \$400. Now you'll have to pay about \$7,000 for demurrage, and serve you right. As for your family, I've got a family too. If I go back and tell the company I can't find that car, what is my family to do?' And I was right. They had to pay about \$7,000.—Louisville Courier-Journal.

Rain From a Cloudless Sky. It appears that rain can fall from a cloudless sky. This is true of a thin drizzle which falls in France, known as "seren." As the atmosphere looks quite clear when it falls, the probability is all in favor of the moisture having been brought by the wind at a great elevation. In the island of Mauritius the phenomenon is by no means uncommon during the prevalence of southeast winds, slight showers falling in cloudless evenings when the stars are shining brightly. There the rain is thought to be due to invisible vapor in the upper reaches of the atmosphere, being condensed at once and falling in drops without passing through the intermediate stage of cloud. Ross said that in the south Atlantic it rained on one occasion for upward of an hour while the sky was altogether free from clouds. Says a Genoese naturalist, "The night was clear, the stars were shining with their accustomed brilliancy, when a shower of rain, consisting of large lukewarm drops, fell during six minutes upon the town." A similar view was once observed at Constantine, in Algeria, about noon, the sky being all the time a splendid blue. Some believe that these showers are the result of particles of ice formed in the higher regions melting and falling, while others attribute them to currents of warm and cold air traveling in opposite directions, with the result that the latter condenses some of the moisture in the former and causes it to fall.—Brooklyn Eagle.

Her Relationship. A good story is told of a belle who was noted for her wit. At a dinner party the lady in question, the daughter of a distinguished judge, was seated next to a gentleman whom she had not met before, who was visiting the city on business which had brought him in contact with the judge mentioned, who had a short time previously decided a case against him.

At the dinner the gentleman, who had not caught the name of the lady when introduced, took occasion to vent his feelings and express his opinions of the judge in terms anything but complimentary.

An awful pause in the conversation indicated something wrong, and the gentleman at once expressed to the lady his hope that the judge was no relative of hers, to which, to the infinite amusement of all present, she replied: "Oh, no. Only a connection of my mother's by marriage!"

A short of laughter could not be prevented and the gentleman, after a little reflection, came slowly to the conclusion that the judge's family were altogether "too much" for him.—London Tit-Bits.

RUSTIC COURTESHIP.

Flower of the Moon.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

Flower of the moon, how bright you seem, When I look from my window high right out in June.

The Rush to California.

It is a great new day that one is apt to imagine all the world and his wife are headed for the Pacific Coast.

It is a great new day that one is apt to imagine all the world and his wife are headed for the Pacific Coast. Wherever they're not, travel to Chicago still maintains good proportions—especially the Huntington train (they're vented and gas-lighted) leave for Chicago at 9:45 a. m., 4:45 p. m. and 7:02 p. m. All three carry sleeping and free chair cars. And two—the first two—have dining cars. 2-2-4 City Ticket Office, 1224 Farnam St.

The Writer of Your Discontent. may be made glorious if you spend it in California. And a round-trip ticket to San Francisco via the Huntington Route will cost but bring about the transformation.

Special Master Commissioner's Sale. In pursuance and by virtue of a judgment and decree of the district court for Douglas county, state of Nebraska, rendered on the 20th day of November, A. D. 1892, in a certain action wherein The First National Bank of Omaha was plaintiff and Meyer Hellman and others were defendants, and of an order of sale issued thereon out of said district court, bearing date the 19th day of December, A. D. 1892, and to me directed, I will on the 6th day of March, A. D. 1893, at ten o'clock a. m. of said day, at the EAST front door of the county court house in the city of Omaha, Douglas county, Nebraska, sell at public auction, to the highest bidder for cash the following described lands and tenements, all situated in the county of Douglas, and state of Nebraska, to-wit:

The east forty-four (44) feet of lot one (1) in block one hundred and thirty-seven (137), in the city of Omaha, having a frontage of forty-four (44) feet on Farnam street and extending back a uniform width of six (6) feet to the north line of the alley and the south two-thirds of lot eight (8) in block eighty-nine (89), it said city of Omaha, all in Douglas county, state of Nebraska, to satisfy first out of the proceeds of the sale of the said east forty-four (44) feet of lot one (1) in block one hundred and thirty-seven (137) in the city of Omaha, having a frontage of forty-four (44) feet on Farnam street and extending back a uniform width of one hundred and thirty-two (132) feet to the north line of the alley, and the south two-thirds of lot eight (8) in block eighty-nine (89), it said city of Omaha, all in Douglas county, state of Nebraska, to satisfy first out of the proceeds of the sale of the said east forty-four (44) feet of lot one (1) in block one hundred and thirty-seven (137) in the city of Omaha, having a frontage of forty-four (44) feet on Farnam street and extending back a uniform width of one hundred and thirty-two (132) feet to the north line of the alley, in Douglas county, all as above described: The Northwestern Mutual Life Insurance Company the sum of thirty-one thousand, eight hundred and ninety dollars (\$31,890.00) with interest thereon at the rate of seven (7) per cent per annum from September 19th, 1892, to satisfy the Northwestern Mutual Life Insurance Company the further sum of thirty-one thousand, eight hundred and ninety dollars (\$31,890.00), with interest thereon at rate of seven (7) per cent per annum from September 19th, 1892, to satisfy the National Bank of Omaha the sum of twenty-four thousand, eight hundred and seventy-eight and 33-100 dollars (\$24,878.33), with interest thereon at rate of seven (7) per cent per annum from September 19th, 1892, to satisfy the Nebraska National Bank the sum of seven thousand, eight hundred and seventy and 33-100 dollars (\$7,870.33), with interest thereon at rate of seven (7) per cent per annum from September 19th, 1892, until paid, and one hundred, fifty and 33-100 dollars (\$150.33) costs, with interest thereon from the 10th day of September, A. D. 1892, together with the costs according to law and decrees rendered by the district court of said Douglas county, at its September term, A. D. 1892, in a certain action then and there pending, wherein The First National Bank of Omaha was plaintiff, and Meyer Hellman and others were defendants.

GEORGE A. BENNETT, Special Master Commissioner. Wharton & Baird, attorneys. 2-2-3

Notice of Chattel Mortgage Sale. Notice is hereby given that by reason of default in the conditions of a chattel mortgage dated July 2d, 1893, executed by W. E. Luce and Annie Luce to W. H. Jallings and assigned to D. S. Grogg by the said W. H. Jallings, and recorded in the office of the county clerk for Douglas county, Nebraska, on which mortgage the sum of two hundred and seventy-five (\$275.00) dollars, with interest thereon at ten (10) per cent per annum from date, is still due and unpaid, I am directed will on the 25th day of February, 1894, at 10 o'clock a. m. at the northeast corner of Third and Farnam streets in the city of Omaha, Nebraska, sell at public auction the following property enumerated in said mortgage, to-wit: Consisting of all the household furniture, including a piano, a safe, a stove, a refrigerator, one Shotmaker square piano; one cow four years old; and one horse-colt, three years old; also one pair of silver plated table spoons. Said sale is made to satisfy the said D. S. Grogg in said amount, with interest thereon as above stated. D. S. GROGG, Assignee of said Mortgage. 2-2-3

M. O. MAUL, Undertaker and Embalmer. 1417 Farnam Street. TELEPHONE 225. OMAHA, NEB.

KOUCH & HOUGH, Carpenter and Builder. Manufacturer and Repairer of Sash, Storm Doors and Windows and Furniture. UPHOLSTERING A SPECIALTY. ALL WORK GUARANTEED. Shop: 1517 Davenport Street. OMAHA

E. W. TRUMAN, GATE CITY STEAM LAUNDRY. TELEPHONE 1534. 207 North 17th St., - OMAHA, NEB. Work called for and delivered.

HISSEM & TEETER. Northeast Cor. 16th and Dodge St. - FOR ALL KINDS OF - Foreign and Domestic Fruits, Nuts, Confections, Cigars and Tobacco. Telephone 1294. C. W. BAKER, Undertaker & Embalmer. [Formerly with M. O. Maul.] TELEPHONE 895. 613 South 16th St., - OMAHA. LADY ASSISTANT FURNISHED. E. WYMAN BOOKS, STATIONERY and PERIODICALS. 310 N. 16th Street, OMAHA. Omaha Express and Delivery Co. TELEPHONE 1814. Moving and Light Express Work. Trunk and Parcel Delivery. Household Goods Packed, Stored and Shipped. Office, 310 North 16th Street. Branch office, N. E. Cor. 30th and Lake Streets. Telephone 157. PRICES REASONABLE. J. L. TURNEY, Manager.