

MEANING OF HARD WORK

WOMEN WHO ARE HARNESSED BE-
SIDE OXEN IN FLOURE.

A Sight to be Seen Every-where in the States—Hus-
sian Russia of Russia in China and South
America—Favor of the Sumner Laborer—
Strength of Insects.

'Say, boss,' said a tall, limber-jointed
Kansas granger to the conductor of a
Texas train that had stopped at a station
not far from El Paso.

'Well, say it,' retorted the conductor as
the tall man stopped and looked out of the
window.

'Why, look there—a woman harnessed
up with a cow an' a man settin' on a fence
a-smokin'. I'm dogged ef I ain't heard a
good deal of Texas scenery, but I never
expected to see that all in one pictur.
Who's got a camera? and say, conductor,
kin you hold the train while I take that
pictur? I'd like to send it to the Paris
Exposition as an exhibit. Jest hold the
train while I git it and then one more
minute while I knock that underground
varmint off that perch.'

'Sorry I can't oblige you,' replied the
conductor, 'we're off now,' and he gave
the bell cord a pull while the Kansas man
ran through the car to the back platform
and shook his fist at the man on the fence
until he was swallowed up in a cloud of
Panhandle dust.

'See here, my friend,' said a Texan as
the defender of the woman came back,
'don't you get it into your head that harn-
essing a woman with a cow is a Texas
institution, for it ain't. I've seen it in
Rhode Island and in Florida, and it's
common enough in Europe.'

'And then,' continued the Texan, 'there
is some women so instituted that they like
just such work.'

'Is that so?' said the granger, 'I'm a-
travelling down to Mexico to see the
world and I reckon I'd better begin curbin'
my curiosity or I might get into trouble
but that was a sight I never expected to
see—a woman harnessed with a cow and
a-hauling.'

'In all probability,' said the Texan, taking
a seat by the side of the granger, 'women
have a better position, as far as labor is
concerned, in the United States than any
other country in the world; but I have
seen them harnessed in a number of the
States, and in some of the islands to the
south the steamers are coaled by women,
who thus do the hardest kind of labor, and
among savage nations it is the woman who
is the worker, the drudge.

'It depends how you look at labor,' said
a listener. 'I never worked harder in my
life than I did once on a fishing trip; but I
thought I was having a good time and I
wouldn't have swapped my chance at haul-
ing in big fish for \$100. With us or near
us every day was a man who fished for a
living; got up when we did at half-past
three and fished until six and made about
a dollar a net. He though the world was
against him, and that he was in hard luck.
If you can only think you're having sport
you are all right.'

'It's hard work tryin' to make sport out
of exercising with a hod, as I have done,'
spoke up another passenger.

'And yet,' rejoined the other, 'there
was the Irishman who soon after he ar-
rived in this country wrote back home and
expressed his belief that he had fallen into
a soft job. 'All I have to do,' he said, is
to carry up the bricks and mortar and
another feller does all the work.'

At least 1,500,000 Chinese earn a living
by the most arduous labor. They are
carriers and their task is to transport from
100 to 150 pounds from one to forty miles
in Canton, a carrier thinks nothing of a
burden of the latter weight, and men can
be hired who will transport 100 pounds
sixty miles in two days at a lower cost
than it could be sent by freight in this
country. In Russia it is not an uncom-
mon sight to see women working in rock
quarries. A vast amount of the hardest
work on the canals of Central America has
been done by men, women and children,
who carry away basket loads of earth on
their heads. It is a fact that the develop-
ment of South America has been retarded
by the work of these people. A vice-
president of the Mexican National Rail
road has said that the peons were danger-
ous rivals in the transportation business,
and that if they could be kept idle for the
next three years there would be three
times as much activity in railroad develop-
ment. Not only this, but the turning of
a man into a beast keeps the people ignor-
ant and the country backward.

This feature of labor in South America
is remarkable. Roads and trails have
been cut across the Andes, not for horses
nor for railroads. Over them thousands
of men travel bearing enormous loads and
their endurance is greater than that of
animals. In Guatemala almost all the
transportation is done by the people.
Products are carried on the heads of men and
women, and their harness is as carefully

"77" GRIP

May Check a Cold too quick

A carpenter of Morristown, a great,
strong, hearty fellow says: "'77' breaks up
my Cold in two doses. 'I don't follow
the directions on the bottle—when I take
Cold I at once take half the contents of a
35c. bottle then I wait awhile, and take
the balance; my Cold is gone the same
day.'" While this may be very well for a
strong man, it is not always best to
check a Cold too quickly and possibly
drive it to some weak spot—it is better to
follow the direction of six pellets every
hour, it then restores the checked circula-
tion (known by a chill or shiver), starts
the blood coursing through the veins makes
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prepared as that of a horse; as a result
there are no carriage roads in the country
that amount to much. The goods are
done up in packages which often weigh
150 pounds. On the top of this the carrier
has his food, and bound to it is a cloak
that is hauled over it when it rains. Thus
equipped the human beast of burden trav-
els all over the country, perhaps hundreds
of miles, delivering goods. Nearly all the
coffee in Rio is transported by trains of
men. A captain rounds up the flock
of twenty men. At the word they fling the
bags, which weigh 160 pounds each, upon
their shoulders and start at a slow trot.
The captain has a rattle with which he
regulates their speed and slower to de-
crease it.

'The laborer in the United States some-
times believes that he has a hard time, but
nowhere else in the world is he so well
treated,' said a traveller. Take the ques-
tion of wages. The carriers in Brazil

earn about twenty five cents a day; the
peons less; and the natives of Africa less.
Yet those people live on beans and a kind
of cake that call to mind prepared
sawdust. In travelling through England
and Ireland eight or ten years ago I look-
ed into the lives of the laborers and found
in many places that meat was a luxury;
some had it once a week. What laborer
in this country but has his meat daily, and
generally twice a day?

'Did you ever figure out what a human
laborer could do?' asked a young man.
'It is customary to know just what a ma-
chine can do; how about the human ma-
chine?'

'Well, a man compared to a machine,
according to a careful calculation, is in-
teresting. The measure of the power of
man is the raising of seventy pounds one
foot in a second for ten hours a day; that
represents the maximum effort of a human
laborer. An investigator has figured that
a man can with a drawing knife exert one
pound of force; the same with an augur;
with a screw-driver and one hand he exerts
eighty-four pounds, with a saw thirty-six,
thumb vice forty-five, and with the thumb
and forefinger turning a small screw-driver
he exerts fourteen pounds. According to
Feld the maximum power of a strong man
exerted for two and a half minutes is equal
to the raising of 18,000 pounds one foot in
a minute. The average laborer exerts force
equal to one-fifth of that of a horse; this is
figured on the basis of exerting thirty
pounds of force for ten hours with a ve-
locity of two and a half feet in a second,
which is equal to 4,500 pounds raised one
foot in a minute. So you see a laborer's
work represents the exertion of no little
power.

'Did you ever compare the strength of
men and animals?' asked a student of
natural history. 'The lower animals are
the real laborers of creation especially the
insects. We get many of our ideas from
them. The great bridges call to mind cob-
webs; the tubular bridge and tunnel mak-
ers took their ideas from the teredo. The
Pyramids were built exactly as ants build
similar piles, by the concentration of labor.
If man was as strong in proportion to his

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size as many insects we should live in a
day of giants indeed. Experiments have
been made with a house fly to determine
what it would lift; if a man could lift as
much in proportion he would lift a tree
thirty-five feet high and as large as him-
self. If a man could lift as much thread as
a fly has been known to carry off he could
walk away with a cable sixty feet long
and half as large as his body. The common
earwig is one of the muscular insects; if a
horse was as powerful you could load him
up with three hundred and fifty pieces of
heavy timber each as large as himself.

'And great power is not restricted to
the insect tribe. Take fishes. I have seen
a pile of rocks that would collectively
weigh two tons, the gathering up of which
was entirely the work of lamprey eels.
They brought the stones in their mouths
and dropped them there, and when a stone
was too heavy two eels carried it. Skilled
laborers they were too; when it was im-
possible to carry a load without aid they
struggled upward and held it aloft and
allowed the current to sweep them down
stream until they reached the desired spot,
then dropped the stone. Here is skilled
labor for you among the very animals that
are considered the least intelligent. Labor
is universal, and you may look in vain for
tribes of men and animals who escape it,
and it is in the main a struggle for exist-
ence. They labor for food. No one
works harder than the humming bird that
the poet describes as sipping honey from
every flower. In point of fact, it is visit-
ing flowers to obtain minute insects and
it travels miles every day for sustenance.
Even trees work. They mine and tunnel
for their food and often send their roots
through the hard rock. When moisture is
placed near the roots of a dry eucalyptus
or orange tree the tendrils—rootlets if you

will—travel in that direction with wonder-
ful speed; they are continually working for
food, pressing out, robbing other plants,
fighting and struggling for what they get.
It is the rule of life and of all laborers, the
human laborer has the best of it despite
the occasional hard times.'

A Bargain in Fares.

Given bargains and a bargain hunter,
and her purchases end only with the money
in her purse. A woman who belongs in
the head and front of this class boarded a
street car, carrying with difficulty a huge
market-basket filled with the odds and ends
of a department store. She was scarcely
seated before she started at the conductor's
voice.

'Fare, please.'
The woman got out her purse with diffi-
culty, and rummaged through its various
compartments.

'Dear I dear!' she murmured. 'I was
sure I had saved a fare, or I never should
have bought those three odd dusters.'

Then she added to the conductor, 'I live
at the end of the line, and will pay you
then.'

'You must pay now, lady,' replied the
fare-taker. 'That's the rule.'

'But I haven't any money,' she objected.
'Well, I tell you, give me a five cent
bargain and you can redeem it at the end
of the trip; only we don't take dusters on
this line.'

The woman hesitated a moment; then
she dived into her basket and brought up a
long bar of laundry soap.

'Everybody in the car laughed as the con-
ductor rang up her fare.



SISTER AND BROTHER.