CIRCUS MEN BEATEN. BUT IT TOOK A KREN BAILBOAD WAN TO DO IT.

*There are people who think you can't beat a circus man. But I want to tell you that the hardest man to do is a live railroad

The old sawdust manager had tried it.

Know where Purcell is in the Indian Territory? Away down at the jumping off place on the Santa Fe road. The show had en at Porcell, and we wanted to get out in the night for a long run. We were go ing to make a jump to Kansas City. Not far from Purcell is another town, Oklahoma City. At that point a competing road with the Santa Fe runs in. We had five hundred people, and of course the railroad men were after us. It was a big haul. Some of our people bought through tickets from Purcell, and they didn't worry. But about 200, maybe more, of the crowd, that always haggles over a 10 cent dicker, concluded to take the Santa Fe from Purcell to Oklahoma city, pay the short baul and then take the competing line at Oklahoma, the agents of which were active and full of

Then the Santa Fe man fixed it so the dickerers couldn't buy any tickets from were to go on was a special. The dickerwait for the regular. In less than five minutes a bulletin was slapped on the board of the station to the effect that the regular Santa Fe was twelve hours late. That made the fellows who were dickering for a cheeper rate turn white around their

a track velocipede scudding down the thought the railroad people knew what they were doing, and they did. That chap on the velocipede was going down the track to flig the regular and hold it inthan that.

'When the special got ready to pull out, the dickerers asked the agent it they could pay on the train from Purcell to Oklaoma. And he said 'cert.' So they all get off at Oklshoms. Just before the train pulled out, the agent walks down to the engine and asks the old man at the throttle how long he had been on the road and about the capacity of his iron horse,

How many miles an hour can she go at her best ?' asked the agent.

'On a good track, sixty-five miles?' 'Is 1: a good track through Oklahoma

· 'Yes, pretty good.'

"All right. You've got no orders to stop there nor to slow up, have you?'

"Well, when you get to the edge of the town you let her go. Don't stop for anything-flogs, or terms, or cattle. Scoot through the town at a sixty-five-mile gate, or more if you like, and don's slow up until you strike that strip of desolation about eleven miles t'other side, and you smoke a box of the finest cigars in Chicago.

" 'It I don't get no orders 'tore I start.' "Well, you are five minutes late now."

'In a minute, and I calculate it was less, the circus special was under way. It went around curves like a scared snake. It shot been singed. It whirled the dust of that son, Hardwood Hill, Sydney. saw a town. Then we went through it like the woman that's shot from the catapult, only more so. One of the dickerers, who was smiling to think the conductor had not yet come 'round, asked a brakeman as the train was going through the street, 'What 'The brakeman said: 'Oktown is this ?"

town is this?" 'The brakeman said: 'Oklahoma City?'
'The dickerer's smile faded as it came,
as the poet says, and his hair stood up, and
turning to the brakeman he says:
'Jezeorimini!' Stop her! Here's where
we get off!
'She doesn't even hestate at a town like
this, 'said the brakeman.
'Well, about eleven miles on this side,
in a strip of country where a crow can't live
and where an Indian wouldn't be caught
dead, the old iron horse began to slow up.
The conductor came through just then and
said:

"Tickets!"

Well, say, that was a funny sight. Them that had tickets showed up and then went to sleep. But the dickerers began to kick. They said they should have been let off at Oklahoma. City. The conductor said the train didn't stop at Oklahoma: that it wasn't scheduled to stop there, and that he wasn't going to go back that he wasn't going to go back. The leader of the dickerer that he wasn't going to go back that he wasn't going to go back.

got to Kanass City the next moraing, un-less it stopped to put them off. And he reached up and caught the bell cord.

'And every one of the dickerers paid to Kanass City. And, of course, under the railroad law, they paid 'more than they would have paid if they had bought tickets at Purcell. And the company was that much ahead. And that's what I mean when I say that the hardest man to do is a live railroad man.

GAINED 39 POUNDS.

For Five Years She was an Almost H-1p-less invalid—Ured Many Medicines With-out Ben-Mt-Dr. Williams' Plok Pills Re-store Her Health. From the Sydney, N. S. Reporter.

Many of our Cape Breton readers, especially those residing in Sydney and vi-cinity, will remember the subject of this aricle, and also knew Miss Ferguson when residing at her home on Hardwoo 1 Hill, just on the borders of the town. From 1890 to 1895 sickness preyed upon Miss Fergus-on, and from a bright and healthy girl she became an invalid, completely given up to weakness and despondency In the spring of 1895 she left her home and went to the States, where she has a sister and other friends, thinking that a change of climate might benefit her. While there she was attended by medical men, but without ers said that was all right; that they would any improvement, in fact she gradually grew worse, until she used to spend the greater part of every day on the lounge at her sister's. Friends came to see her, only to go away with the sympathetic remark, "Poor Flora, she is not long for this world.' From the beginning of her sickness up to the time when the first box of Dr. Williams' Pink Pills was taken, she had tried upwards of twenty different kinds stretch. Every man to his business. So I of medicine-some from doctors and some of the many patent drugs for sale at druggists Hearing from a friend of the value of Dr. Williams' Pink Pills, Miss Ferguson resolved to give them a trial, and definitely. Smart trick wasn't it? Wait requested her sister to get her a box. till I tell you. There was a smarter trick Following the directions carefully she began to take them. As day by day went by she began to feel better and her spirits to return, and in the course of a few weeks she walked a mile to the post office and home again. Miss Ferguson continued boarded the train at Purcell, intending to taking the pills until she had used eight boxes, when she was completely restored to health and happiness. She was again strong and healthy. While ill she had greatly run down in weight, and at the time she began using Dr. Williams' Pink Pills, was reduced to 102 pounds, and when she had completed the eighth box her weight had increased to 141 pounds Only one month ago she called at the home of the editor of this paper to leave her address to have the Reporter forwarded to her at Arlington, Mass. During the moment's conversation with her the above facts were told to Mr. W. A. Richardson, the editor, and with beaming countenance Miss Ferguson will-

the change. The above facts can be verified by writing Miss Ferguson, at No. 16 Henderson street, Arlington, Mass.; the editor of the Island Reporter, Sydney, C. B., or any across straight lines like a gazelle that had one of the intimate triends of Miss Fergu-

ingly agreed to have him tell the peeple

"How Dr. Williams' Pink Pills brought

her from the gates of death to the enjoy-

ment of health," He was astonished, as

enough to cause anyone to be amszed at

country into the sky. After a while we SAGO PALE OF TUDOR PLACE.

One of the most interesting homes in historic Georgetown is the Tudor place. The sago palm of revolutionary fame stands in the Tudor conservatory in winter and on the beautiful lawn in summer. It belongs to Martha Washington's granddaughter, who is the oldest living descendent of the family. Mrs. Brittania W. Kennon is the daughter of Col. Thomas Peter, who married Martha Custis, and is the widow of Commodore Beverly K. nnon. who lost his life by the explosion of a gun upon the Princeton in 1844. The main body of the old house was built by Col. Peter in 1816. In tais house Mrs. Kennon was born and has always lived.

In 1775, when the historic cargo of te was dumped into Boston barbor, there were on board three small palms. The largest



years later the conservatory at Mount Ver-non was burned and the palm lost. Thirty-six years later, in 1813, Mrs. Kennon's mother drove in her carriage (a journey of four days) to Philadelphia, visited the Pratt house. One of them was an offshoot of the original sago palm, and today is a ver-itable Coloniel Dame or Daughter of the

never known another home. Its truit is not abundant, like the cocoanut or date palm. It bears a small apricot-shaped fruit only once in several years. Its terminal budding at the end of the stem is like a crown. Some years it unfolds long, slender spikes, or paim branches, but several years during Mrs. Cennon's lite there has been a wonderful growth of tern-laped, delicate leaves, soft and spongy in texture and color. When left on the tree until the sap is pretty well down in the trunk, they retain their shape and color many years. Botanists have examined them with keen miterest. It appears like a cabbage, and slowly unfolds its yellowish brown fern leaves, after the fashion of our house ferns. It left on the tree they die. Mrs. Kennon remembers well Latayette's visit to Tudor place, when she was a little Virginia made of 9 years, and the sago palm was only eleven years old. fruit only once in several years. Its ter-

Almost a Mile-a-Minute Elevator. Ed. H. Benjamin returned the other day from a visit to the big mines on the mother

lode in Amador county. 'I took a fast ride,' he said, 'in the One ida mine. This company has just put in a new hoisting gear which beats anything on the Pacific coast, and there are only one or two mines in the country which have ma-chinery to equal it. I came up 1.500 feet in the shaft in twenty seconds. This is at the rate of almost a mile a minute, and by comparison the swiftest elevators in the tall comparison the swiftest elevators in the tall buildings in San Francisco are slow coaches. When the mine is in regular operation the cage will be run at the speed of thirty miles an hour in litting ore. This remarkable hoist was manulactured in San Francisco, and seems to embrace no new principl.— just a very large drum and the usual cable.'—Oaklaud (Cal.) Times.

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