

Old Times in Herald Square.

Lew Parker, who was until about six years ago, when he retired from business, one of the most famous restaurateurs in this city, was standing yesterday near the main entrance to the Herald office. He was, as he said himself, taking a bird's-eye view of the surroundings. He was in a reminiscent mood, too.

"Great heavens!" said Parker, who looks, by the way, like a hale and hearty man of not over fifty, "what a 'looking backward' brings before me just now as I take a glance at the wonderful changes that have come right under the shadow of the office of the Herald, which I began reading over fifty years ago."

"I had my place over there, on the west side of Broadway, a couple of doors south of Thirty-fourth street, without a move for forty-five years, and I tell you the iron beams space there where all those men are working recalls to my mind a lot of things. 'Everything about here as late as 1860 was a dreary waste. At that time all the west side of Sixth avenue between Thirty-third street and Thirty-fifth street consisted of gardens and roadside shows, like one sees nowadays on the Long Island byways. The east side of Broadway from Thirty-third street to Thirty-seventh street was an unbroken stretch of vegetable gardens. There was a marble yard over there where the Herald Square Theater now is and all along at various points were coal yards in the empty lots."

"This very site where the Herald building now stands was a huge rock-ribbed empty lot when I first came to the neighborhood to stay and grow up with things, as it were. There is no mistake that the Herald building is on a solid basis, for the owner in those days made quite a small sum when he decided to build something there. A long time after that when the army of the Seventy-first Regiment was erected on the site people considered it a big thing. Of course they changed their minds, those people, when the Herald office took the army's place."

"You may never have heard of Jim Watson, have you? Well, he owned

the site on the southwest corner of Broadway and Forty-second street, opposite the St. Cloud. 'Jim' must have had a revelation of what was in store for this neighborhood. It was he who engineered things so as to have Broadway widened twenty feet from Thirty-fourth street to Forty-third."

"Jerusalem! what a howl went up when that widening was proposed. 'Yet, just imagine what Broadway would look like today in front of the Herald office if that widening had not been done."

"Poor Watson! He was killed in a sleigh ride collision in 1871, on the Boulevard. Well, when he advocated that widening scheme everybody said he was off his burner. 'All right!' he exclaimed one day when his political friends were taunting him about his 'folly,' in a few years from now we will see theaters on Long Acre square and you will be taking your folks to the opera in a bag academy of music on Broadway, up above Thirty-fourth street somewhere."

"And just take a look around here now," said Parker, with a laugh, "and say Watson was a prophet!" Pointing over to where his famous place used to be, Parker said as he shook his head: "The more they keep tearing down things about here and the more they make open spaces the more I will be reminded of the way Herald square looked when I first became a tenant across the way. However, the empty lots made won't have a chance to grow grass the way I used to see it in the neighborhood."

This discovery was worth many thousands of dollars to the genius who worked it out. It broke several banks in the West before the dealers discovered it through the carelessness of one operator. To put this scheme into operation it was necessary for the player to get possession of the deck of cards used in the house. Nowadays this is very difficult.

The pin hole man got a deck and put a small hole in the center of the black aces, fives, and nines, and eight cards in all, for his found that a mark showed more plainly on the red ones. The hole had to be smooth, so that no white edges would show.

These eight cards gave him the key to almost the whole deck. If through the hole he saw a tiny speck of white, the card beneath was a deuce, four, eight, ten, or a queen.

He had only to copper these five cards and he was sure to win. If through the pin hole he could detect the next card was a picture card then a coppered card was the queen was again betting on a sure thing. He got the pin-hole deck into action in a Western fair bank and his luck was so good that he was soon a rich man. The dealer, who was a long time, found that the pin hole man was a cheat and he was soon a rich man. The dealer, who was a long time, found that the pin hole man was a cheat and he was soon a rich man.

The inventor kept his secret to himself for a long time, but he let in some friends finally, and they went around the country beating the games. One clumsy man got hold of a deck pin and made the holes so large that it was remarkable that the dealer did not discover the trick at once. The dealer made the discovery in this way:

Business had been so brisk that he didn't have time to go to lunch, so he sent out for sandwiches. He was dealing and eating at the same time. When the ace of spades came up he saw a speck of white and he thought he had dropped a crumb and tried to brush it off. It wouldn't be brushed.

"That was a very rich sandwich," said the dealer, who was a long time, found that the pin hole man was a cheat and he was soon a rich man. The dealer, who was a long time, found that the pin hole man was a cheat and he was soon a rich man.

The same inventive mind thought out a scheme for cheating the cheater who used a high layout.

The most intricate cheating device constructed in connection with faro was the high layout, which was put on the private market about six years ago. It was necessary that the layout, where the bets are placed, should be as high as the box, and that is how the inventor got his name. As a rule the box is an inch and a half higher than the layout.

The box had two mouths, the one for the dealer and another opening for the layout. The cards used were slightly wedged, so that the right hand lower corner of the second, or losing card, would be under the layout and would just work.

In the corner of the box was a "tell" by which the dealer could inform himself, all through the deal, of the next layout. This mechanism would reach into the secret mouth of the box and extract the second card, and on another touch of the button would return it to the box.

When the dealer looking into the box found that the next loser was an ace and the players were betting on the ace to lose, he touched the button. The ace was abstracted, and returned to the box when he pleased to put it back. This box made winning impossible.

The device sold readily for \$3,000 when first put on the market. Once the secret was discovered no old gambler could be deceived by it, for the high layout was a sign to him that he was being robbed.

of snakes outside of India. The inhabitants of the regions infested by the cobra inflict death more swiftly or surely. A traveler writes in the New York Sun:

"The gorges around St. Pierre fairly swarm with the various reptiles. It is principally because of their presence that ascents of Mount Pelee, otherwise not particularly difficult or hazardous, have been so infrequent."

"It is a curious fact that in cases of seismic disturbance snakes make for the low land. I have heard that when Mount Pelee was disturbed in the middle of the last century, the fer-de-lance overran the streets of St. Pierre, although they are naturally a grassland snake."

"Suppose now, that the shore beyond the district where all life has been blotted out has become a refuge of these creatures. What will happen to the men who land there, particularly if they are ignorant of the danger? It is not pleasant to think of. The fer-de-lance does not wait to be attacked. He is a born murderer. When he has once set his venomous mind on a man he will follow until one or the other is slain."

DEVICES USED IN FARO GAMES
Some Made for the Player as Well as the Dealer.

Many Thousands of Dollars Won by Means of Pin Holes in Cards—High Layout Swindle.

Devices for cheating at faro, such as were disclosed the other day through "Bat" Masterson's arrest, are not all invented for the assistance of the banker.

Perhaps the best known of those meant to help the player is the pin hole game. Some one discovered a good many years ago that a pin hole in the back center of a card might be large enough to enable a sharp-sighted man to tell the color of the card beneath, and yet small enough to escape detection by the dealer.

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I Will Cure You.

THIS APPEALS TO WEAK MEN.



HOW MANY MEN ARE SUFFERING MISERIES FOR THE WANT OF A SIMPLE REMEDY? They do not live; they simply exist. In the faces of thousands can be read the story of a wasted life and blighted hopes; joys and pleasures are unknown to them because their vitality is being sapped. Varicose, wasting drains, have exhausted Nature's Electrical forces and left them wrecked upon the shores of life. Many have sought in drugs and patent remedies to relieve their mental and physical suffering. They are soothed for a day, or maybe a week, falsely braced up, until the effects of the drug wearing off like the momentary bracing of whiskey, they sink still lower in vitality, and, with hope exhausted, lose confidence in themselves and their fellow-men and decide to abandon all efforts to recover their power, feeling that there is no help for them. Man, do not sacrifice yourself in this way. Do not endure this living death while Nature holds out to you relief in the form of Electricity—that vital element of which, by a life of dissipation, you have deprived yourself—tearing down faster than nature could rebuild. In this great restorative—Electricity—there is life and happiness for you. It restores power to the weak and indifferent; it builds up the weakened system, and by its vitalizing, stimulating cure it makes the blood jump through sluggish veins, increasing the circulation to every part, assisting Nature to carry off the impure matter which clogs up the wheels of life. If you are weak and sick don't depend on drugs any longer, but try

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DR. M. G. McLAUGHLIN, 130 Yonge Street, Toronto, Ont.

TO BE NO MORE OILED ROADBEDS

Two P. Roads Give Up This Dust Preventer.

So No More Shirts and Pretty Dresses Will Be Dotted With Petroleum Mud.

Two New England railroads, the Boston and Maine and the Boston and Albany, are about to discontinue using their roadbeds after trying that system of dust prevention for three years or more. The New York and Haven and Hartford, which has been using oil to keep sandy sections of its roadbed in order, has also stopped it. The Long Island Railroad discontinued the practice about a year ago.

The railroads are taking up the oil-soaked sand and fine sinders in the sections of the track affected and replacing it with broken stone. That is an expensive business for the ties at first, but when there is money to spend on a good roadbed it is the most satisfactory kind to put down. The rain washes it and after it is laid the road manager has no further trouble from dust.

The worst of the oil sprinkling is that when any particles of sand do fly after the application of the petroleum, they stick and leave marks which the gentle passing of the porter's whisk broom does not improve. Women have complained to the railroad managers that the oil dotted fabrics ruined by a spatter of oily dirt and the voices of male passengers have been loudly raised on account of collars and shirt fronts spotted with oil.

A journey in a style never intended by their owners. But these incidents have been few and till a more expensive ballast than clean gravel or sand could be installed the oil has served its purpose and is still serving it admirably on many railroads. Regular passengers learn not to mind an occasional splash and not to travel in their best clothes.

There are still nearly 1,000 miles of railroad track treated in oil between Baltimore and Washington, and on many branches of the Pennsylvania Railroad by the seashore and in sandy regions the system is still maintained. Something has to be done to prevent the raising of a cloud of dust or fine sand caused by the rush of air when a train passes, and so far oil has proved to be the most satisfactory sprinkling material.

Track once treated with oil is supposed to remain almost dustless for a year, unless it is disturbed in the meantime by renewal of cross ties. The oil used is a specially prepared variety of exceedingly high fire test. It has to be practically non-inflammable, or a few hot cinders from the engine would set the whole road ablaze from end to end. So petroleum is prepared that it would be possible to drop a lighted match in it without causing an explosion is used, and ties and wooden bridges on the line are as safe as if no oil was near them.

When the road is first sprinkled enough oil is put upon it to penetrate the ballast to a depth of four inches. From 2,000 to 2,200 gallons to a mile of single track is used, at a cost of from \$35 to \$45. The work is done by a special train consisting of a sprinkling car, a tank car for the oil and an engine which supplies compressed air or steam to aid in ejecting the oil.

The treatment leaves fine sand, which before dew in clouds about a roadbed little used would have to be spent for weeding, preserves ties by rendering the track waterproof, and reduces noise.

Being waterproof every rain washes the surface of any loose dust which

BLOOD DISEASED MEN

If you ever contracted any blood disease you are never safe unless the virus or poison has been eradicated from the system. Have you any of the following symptoms? Sore throat, discharges from the nose, hair falling out, aching joints, general weakness, loss of appetite, sexual weakness, etc. Do not let your system with the old fog treatment—mercury and potash—which only suppresses the symptoms for a time only to break out again when happy in domestic life. Do not let quacks experiment on you. Our guarantee is backed by bank bonds, that this disease will never return. Thousands of patients have been cured by our New Method Treatment for over 20 years. No names used without written consent.

Mr. E. A. C. writes: "Your remedies have done me more good than all the doctors and all the medicines I had previously tried. I have not felt any of those pains or seen any blotches or blotches for over seven years and the outward symptoms of the loathsome disease have entirely disappeared. My hair has grown in fully again and I am married and happy."

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may have collected on it, and renews the oil coating.

While the railroads, under the influence of increased prosperity, are discontinuing oil sprinkling in favor of better and more permanent roadbeds, the use of oil for laying the dust on roads is increasing very rapidly. There is less chance of passengers being splattered with muddy petroleum on ordinary roads than on railroad tracks, for the quantity of oil used in a mile need not be so great and traffic keeps the surface pressed firmly down.

Where water and labor are scarce and dear, moreover, the advantage of using no water at all and of needing the service of a sprinkling gang only once a year or so is obvious. The cost is also less, because the quality of the fluid used need not be so carefully studied as in the case of a railroad track, crossed every two feet or so with wooden ties.

California first tried sprinkling roads with oil, and the experiment was so great a success that the system has been extended to a large part of the west. All of the conditions are fulfilled there. Oil is cheap, the water supply is limited and labor is expensive, so the farmers appreciate the innovation.

In Minnesota it has just been determined to sprinkle the roads of Hennepin county with crude petroleum, and Minneapolis is considering, and will probably adopt the use of oil to alay the dust on her outlying highways. Many other states are following California's lead, and the use of oil along a great deal to help along the cause of good roads in the west and south.

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