

SOME FEATURES OF COSTA RICA.

Scenes Along the Narrow Gauge Railroad

Nearly an Accident.

The natives use a cart whose wheels are made of sections of cedar, with the axle cut thin and sloping down to the hub, which is left five or six inches in diameter. In the rim are bolted thin strips of iron. The carts are drawn by oxen, and a 1,000 pounds is counted a good load. The oxen are of the Texan breed, but very gentle, being handled from calves and put to work when they are young. The driver uses a goad and walks in front of his team, with the goad resting behind him on the middle of the yoke, which he keeps in constant motion, much as our Yankee or drivers swing continually their whips without hitting the team.

These cedars as well as a tree called guava are noticeable from the large numbers of orchids and parasites pendant from their long limbs and from the trunks.

It is said that often one tree will have forty kinds of parasites. Some of them are like long ropes drooping from the leafy branches to the ground, others are bunched on the body in green masses with now and then a flower upon them. Indeed a naturalist familiar only with the flora of our Northern zone, must find in these intense tropical productions, an unending delight since here nature rejoices in the most fantastic and exuberant growths. That our all day ride might not want its due share of danger, we came very near being run into by a wild banana train following us. Our train stopped after passing a short curve for wood and water without sending a flagman back to protect it. Suddenly there turned a curve a freight train, which barely stopped as it reached us, but not until our car had poured its frightened passengers into the deep grass and ditches at the roadside. Sprained ankles, a lost watch and much discomfort were the results of the careless management of the train. In our country such negligence would prove an expensive matter for the company and cost the conductor his position. Here no such results are likely to follow.

Carrioles is the end of the railroad, and thence to San Jose is a trail barely passable for the rough, heavy pack animals.

But an immense business is done upon it in bringing out coffee and carrying in goods. The station has near it an immense building of corrugated iron used as a warehouse and custom house. The hotel was a primitive establishment kept by a Spaniard, colored man, who was exceedingly kind, and kept a neat little place under the shadow of an immense mountain, whose tall trees seemed to threaten her little place in case of fall. A heavy rain fell in the evening, and the air was delightful with the aroma from the forest, and the monotonous murmur of running waters echoed in our drovers ears as we fell asleep. The good woman told us of her trials, among which was the destruction in one night of all her chickens and turkeys by tigers, as they call the great cats of this country, so that the next morning she had to feather left to throw a grain to. These tigers are very fierce, one was killed two days ago at Las Palmas, where we got our breakfast, which the night before had killed a fine young mare.—Costa Rica Cor. Kansas City Journal.

Remarkable Accuracy in Cutting Tunnels.

Remarkable accuracy is now attained by engineers in cutting tunnels through mountains, working from both ends. Thus at Musconoguch tunnel on the Lehigh Valley railroad, the alignment tested to 0.04 foot, or less than one-half inch. In this case levels were run over a mountain 5,000 feet long and 450 feet above the line; also into the tunnel at each end about 2,500 feet to the point where the headings meet. These levels to 0.05 foot, or less than one-half inch. The chaining carried by steel tape measurements over the same distance tested, on the headings coming together to 0.20 foot or 64 inches. This accuracy is to a large extent a development of recent years.

In the annals of the state of Pennsylvania (recent years)

—main line) it is mentioned as a remarkable specimen of accurate leveling that in a circle of 1.3 miles that was leveled the error was only twelve feet. This was in 1824. About fifty years afterward, or in 1878, engineers engaged in leveling a line of levels between the Chesapeake and Delaware bays, for the purpose of determining the feasibility of a ship canal, tested some new leveling instruments furnished by the government. A line of test levels was run over ten miles, and the difference level on the closing bench mark was only 0.005 foot.—Boston Budget.

A Hotel Clerk Can't Always Tell.

You can't always tell just what kind of a man the hotel guest is by the room he occupies. Rooms, you know, vary in price very greatly. We have them all the way from \$5 to \$10 a day. Generally the price is some index to a man's importance, but very often a man worth a great deal of money, and who goes out only on the most important business, takes one of the very best priced rooms. After him may come a man who never has anything but his salary, and who wants one of the very best, and is not satisfied because it is not better. This is true of theatrical people also sometimes.

A prima donna, who is traveling on so much a night and an engagement of so many nights, with real champagne and everything of the best of course, takes a fine room, but sometimes it pity those who are traveling under a manager, with nothing guaranteed except a liberal percentage of the revenue. I know of a recent case where the advance man engaged an elegant suite of rooms for the star—and she is really one of the best on the road—but when the manager came along he sent her to the top floor.—Hotel Clerk in Globe-Democrat.

The Estimated Thickness of Clouds.

Captain H. Torrance, of the London Meteorological Society has arrived at the conclusion that clouds of less than 2,000 feet in thickness are seldom accompanied by rain; and if they are it is very gentle, consisting of minute drops. With a thickness of between 2,000 and 4,000 feet the size of the drops is moderate. With increasing thickness the size of the drops, and at the same time their temperature becomes lower, until when the thickness is greater than 6,000 feet, hail is produced.—Kansas Traveler.

A Sorcerer of Limited Effects.

A French physician asserts that he has discovered a sorphic whose effects can be exactly limited to the time required. This will, he says, enable travelers to sleep comfortably and confidently during a journey. He measures his doses by miles. Thus you can take a fifty mile dose before starting on a railway journey, and open your eyes, pleasantly refreshed, at your proper station.—Chicago Times.

Prince Louis Napoleon is shooting elephants and tigers in the jungles of Africa.

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is not always enjoyed by those who seem to possess it. The faint, corrupted blood may be secretly undermining the constitution. In time, the poison will certainly show its effects, and with the more virulence the longer it has been allowed to permeate the system. Each pimple, sty, boil, or sore, and every other eruption, is one of Nature's warnings of the consequences of neglect.

Ayer's Sarsaparilla

The only remedy that can be relied upon, to eradicate the taint of hereditary disease, and the special corruptions of the blood. It is the only alternative to the system of Scrofulous and other venereal diseases, and the pollution of Contagious Diseases. It also accords with the patients left by Diphtheria, Scarlet Fever, and enables rapid recuperation from the enfeeblement and debility of these diseases.

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