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THE MEN WHO NEVER PAY.

Deadheads of all Sorts and Qualities.

(From the Chicago Times.)

The rise, progress, and development of the noble art of traveling without paying for it is so broad and comprehensive, and there is associated with it such a wreath of poetic coloring, romantic fancy, and dull, cold actuality, that the experiences of a famous railway "beat," as related to a reporter of the Times, cannot fail to be interesting. A well-dressed young man, who has become a famous deadhead on many of our railroad lines, thus told the story of his wandering over the country:

"I've passed through it all; have felt the exhilarating influence of various kinds of rebuffs. You see, the more obstacles a man meets the loftier his soul soars, and sometimes it gets pretty sore, I can assure you. Probably the lowest form of free travelling is on the trucks of a freight car. It certainly is the vilest. I've seen fellows work that 'racket' for thousands of miles, though. Down south it's a great snap with the pickaninnies. The 'fakir' who wants to travel badly enough to do this throws himself under the car while standing, and then seeks an easy position on the cross-bar of the brake. Experts don't care whether the car is moving or not, and where the trainmen are 'onto you' it is usually useless to get on while the train is standing as you are mighty sure to get fired before starting. I've seen fly travellers who happened to stand near the track when a train was leaving a station at the rate of eighteen miles an hour suddenly turn, catch the side ladder, and in an instant throw themselves under the car and take a seat on the brake. This is dangerous work, however. A single miscalculation would result in instant death, as the train would pass over the body and make sausage meat of the ambitious youth.

This class of parasites it is hard to clear from a train, though I've seen a long freight train stopped in California and all hands engage in an attempt to rid it of these barnacles. Stones would be used freely, and probes, but when the train started, nine chances out of ten some one would catch on. Of course this scheme is worked on passenger as well as freight cars. A year or two ago I saw a couple of fellows get off of a Michigan Central express who had come to Chicago from Michigan City. At that time the Michigan Central had in use an apparatus for confining the dust under the cars. Well, sir, when those fellows got off and stood up, the dust and sand rattled down their pantaloons legs until they could with difficulty wade out of the hill of Indiana and Michigan soil. In Montana the trainmen sometimes shoot salt into these train crabs, and in Arizona I am informed that trains are robbed so often that little discretion is used in discriminating between the various kinds of travellers, and cold lead is poured into all alike. Another plebeian way of travelling is on the bumpers between the cars. This is particularly hazardous, and if an accident happens to the train almost sure death. You will remember how seven 'tramps' were killed on a derailed freight train in Iowa last summer. No tramp who has a spark of pride in his profession will adopt this mode of traveling except as a last resort.

One of the greatest 'snaps,' however, is the blind baggage and mail cars on passenger and express trains. These cars have no end

doors, and once seated on the platform after the train is started you are sure to go until the next stop. It is especially easy to work this on a dark night. The method is to jump off at every station and run ahead or hide behind something, and just as the train starts spring quickly and noiselessly on again. For several months in the summer, several years ago, I became pretty skillful and could work, on an average, 150 miles in a night. Sometimes I would make a bad break and get left, but not often. Occasionally I have failed to make connections in getting to my seat on the blind mail car, owing to the rapid movement of the train. In those cars I would catch the railing of the last sleeper on the passenger, and if the trainman was standing there I would walk on through the train and take my chances of getting to the next station. If no one was present, as is usually the case, I would quickly mount the back railing and climb on top of the car, where I would lie flat on my back and study astronomy until the next station was reached. In this way I was always invisible and rarely got caught. This method is worked extensively in the north in the summer and fall, but in the winter it is too cold, and mostly confined to the south, California, and the southwestern territories. Any man who has nerve can work it at all seasons, however. I once made 500 miles on the Central Pacific from Ogden west, on the emigrant train. The conductor only goes through the train once, and gives back no checks. Well, I got on at Corinne, about 15 miles west of Ogden, and watched the conductor. He began to look at the tickets of the passengers at the front end of the train. Well, I watched him until we came to a heavy grade and the train was running very slow. I simply jumped to the ground and ran a car, getting on behind the conductor. For the next twelve hours I had no more trouble. When the next conductor came I repeated the running act. This game I kept up until I got to Reno, Nev., on the Utah and Northern Oregon and Colorado roads. A great scheme is to sugar the yardmaster and have him seal you up in a freight car. The party must have a sharp knife. With this he cuts a round hole nearly through in the vicinity of the lock while on his journey, and when he arrives he knocks a hole through the door and pulls out the plug or breaks the seal fastening to the door, and walks away. On the Louisville and Nashville, Illinois Central, Atchison, Topeka and Santa Fe, and many other roads, 'empties' are run with open doors, affording ample facilities to travelers, though sometimes the tables are turned by a trainman, who slyly locks the door which the traveler has closed in order to be more solitary. I remember coming over the Iron mountain once in a box car filled with cotton bales. Some officious meddler shoved the end door together, and I remained in that car four days, finally gazing upon God's glorious sunlight once more in the city of Cincinnati."

"Did you ever get caught?"

"Not often, though I cannot tell a lie. I do not wholly deny the soft impeachment. Years ago it was a common thing for twenty or thirty toughs to board a train in California and ride as far as they wanted. It was a strange sight to see the old miners, each with a blanket, riding on top of the freight cars. The central Pacific, however, succeeded in getting some

very stringent legislation through, and when fellows in small numbers accepted the courtesy of a ride without pay, they were suddenly, severely, and heavily sat down on. The scheme there among the knowing ones was for the three or four, or as many as happened to be captured, to swear that they had each paid some trainman half a dollar, and the justice usually dismissed the case, for if the allegation came to the ears of the general officers of the Central Pacific they forthwith dismissed every man on that train. The doors of loaded freight cars are frequently 'sprung' with fist plates. The 'fakir' gets in, taking his fist plate with him, and an outside party springs the door back. When the traveler has gone far enough he springs the door open with his fist plate, and walks forth. The interiors of mail cars, too, it is said, furnish excellent facilities for free riding if the mail agent is properly fed. The emigrant trains are all easy to work, and a man who can't work his way in a high-toned emigrant car from Chicago to San Francisco in ten days has not the stuff in him out of which millionaires are made. If a fellow has a little money with which to tip the conductor, his journey will be as smooth and pleasant as the absence of rude remarks and unpleasant forebodings can make it. The last and highest form of traveling is on passes. I usually go to the general managers of the roads direct. Sometimes I'm a missionary, at other times I'm on my way to locate huge paper mills on the line, and again I am the editor of a leading metropolitan paper. Very often I approach a man, representing myself as the general manager of the Sitka, Panama and Cape Horn route, or some other line. Sometimes I boldly announce that my name is the same as that of the general manager whom I address, and then suggest that I have forgotten his name. The freight departments can usually be worked in case of failure with the general manager. I quietly say to the general freight agent that I have one hundred cars of string beans that I want to ship in a week, but must arrange for their reception at destination. Will he give me a pass over his line and connections to Yokohama and return? To be sure he will. Well, its getting late. Give my compliments to the railroad men of Chicago. Adios."

Speaking with a general Superintendent of one of the leading Western roads yesterday, he told the reporter that a freight train had not left Chicago for ten years that did not carry a deadhead either under the trucks, in some freight car, on the engine, in front of the engine, or just back of and behind the cowcatcher, in a vacant place in which if a tramp once gets snugly stowed, he is safe for a ride until the train stops. The number of passes issued by the railroads has of late years grown to enormous numbers. Some of the great Western roads, it is stated, issue as high as five thousand annual passes, while trip passes are munificently handed over to almost anybody who has the assurance to apply.

Good for Babies. With a baby at breast nothing is so useful for quieting my own and baby's nerves as Parker's Ginger Tonic. It prevents bowel complaints, and is better than any stimulant to give strength and appetite. —A Newark Mother.

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People who are wintering in the sunny clime of Florida resort to odd ways of amusement in the evening. One of these is to go in large numbers, with bright lanterns into the woods where the suspended moss peculiar to that locality hangs thick. The effect with the lighted lantern is weird and impressive in the extreme, the forest resembles a vast cave, from the roof of which hangs down all these mossy banners.

MOTHERS, READ.

GENES.—About nine years ago I had a child two years old and almost dead. The doctor had attended her, but could not tell what ailed her. I asked him if he did not think it was worms. He said no. However, this did not satisfy me, as I felt convinced in my own mind that she had. I obtained a bottle of DR. C. McLANE'S CLEANSING VERMIFUGE (English name) and gave her a teaspoonful in the morning and another at night after which she recovered and was a well child. Since then I have never been without it in my family. The health of my children remained so good that I had neglected watching their actions until about three weeks ago, when two of them presented some sickly appearance that I felt obliged to give them a dose of the medicine. They were cured at once. My children, being as follows: Alice, 8 years; Lily, 6 years; Emma, 4 years; John, 3 years. Now comes the result: Alice and Emma came out all right, but Charles passed forty-five and Johnny about sixty worms. The result was so gratifying that I spent two days in showing the wonderful effect of your Vermifuge around Utica, and now have the worms on exhibition in my store. Yours truly, JOHN PIERCE.

The genuine DR. C. McLANE'S VERMIFUGE is manufactured only by Fleming Bros., Pittsburgh, Pa., and bears the signatures of C. McLANE and Fleming Bros. It is never made in St. Louis or Wheeling. Be sure you get the genuine. Price, 25 cents a bottle.

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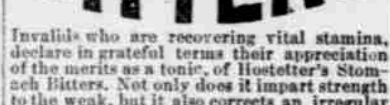
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Notice.

STATE AND COUNTY TAXES FOR THE year 1882, are now due and can be paid at my office at the Court House.

A. M. TWOMBLY, Sheriff.