

A LONDON CRIMINAL.

THE FOG THIEF AND HOW HE PLIES HIS PECULIAR TRADE.

He Operates Boldly Both in the City and on the Thames—Carries Off His Plunder From Vans and Cabs Shrouded in the Dense Fog.

Thousands of thieves long for fog with a great longing. Incredible as it may seem, property worth tens of thousands of pounds is every year stolen from vans and lorries alone in London streets. Quite nine-tenths of this property disappears during fog.

The leaders of the fog thief gangs usually have some little capital to start with. One of them affects to be a carriage contractor on a small scale. He takes very quiet premises that have a high boarding round and that are not overlooked. If he has plenty of cellars, all the better. He has at least one smart trap and horse and two and sometimes three rogues to go with it.

It is during the late foggy afternoons and early evenings of winter that the hauls are made. Streets with warehouses—and not shops that are brightly lit and empty—on each side and that are often congested with traffic are mostly chosen. The small and smart though dingy and inconspicuous looking trap plunges into the thick of the traffic. It soon, in the gloom and murk, places itself immediately behind a van or lorry piled with packages of various kinds.

The men in the quick trap are all on the alert. One of them, a man chosen for his immense physical strength, goes to the head of the pony on some pretext. He soon has a package down from the van in front. He is provided with sharp cutting instruments, and he has a powerful piece of strap with a hook at one end. If there is a boy sitting behind the van, the men in the trap contrive to get him down by diverting his attention. Even with a view to distracting the possible attention of carters, the thieves generally get up an altercation, "bargain," among themselves or with others. They are men of colossal impudence and powers of abuse, and all attention becomes riveted upon them. In one case not far from Farringdon street last December they carried off one parcel of furs worth £700. The van boy being temporarily blinded, as alleged by a lad with the thieves' blowing some snuff into his face from a pea shooter and then disappearing.

One of the most notorious of these fog thieves was a little young fellow who crept along the back of a pony to its head. Another, a rickety fellow, who looked like he could from out of the van in front.

The great hauls of these men are when they follow cabs and private carriages from a railway station. In such cases they generally use two traps and horses. A cab is marked that has apparently valuable luggage on the top. This is followed till some dark street is reached where the way is narrow or congested; then the driver of one of the traps, that has a very swift pony harnessed to it, deliberately drives across the head of the cab or carriage horse.

Of course there is an angry altercation, and while this is going on the thieves on the other trap have got into the immediate rear of the luggage laden vehicle. One of the thieves goes along his horse's back and lifts the luggage down.

As the summer sun brings forth myriads of living creatures, so does a Thames fog bring out upon the dark and apparently deserted river a vast horde of thieves. At least a dozen of the wharf and lighter owners complain of losing from their respective wharves as much as from one to six hundred pounds' worth of coal alone every year.

The reader can learn at any riverside house frequented by tugboat men that there are scores, literally scores, of tugs on the river that have never bought a pennyworth of coal for years. The Thames police would tell that same reader that men have retired on competences who have been reported to have made their whole fortune out of coal stolen with impunity on the river.

The police are helpless over the vast expanse of river and the labyrinthine backwaters. If they raid one of the pirate boats in the gloom and darkness, the spoil is turned out to the bottom of the river in a trice. If this sort of thing can be done to such an extent with a commodity like coal, it may be imagined what benefits other valuable property on wharves or in lighters.

The fraudulent picker up of the river blames the fog. The picker up is a man who notices that certain barges with valuable cargoes are moored in such a way that, if they broke loose, they would entail vast expenses. The picker up sees that these barges do break loose. That part of his work he does in dead secret. And then, making plenty of noise about it at this stage, he rescues from danger the very barges that he has set adrift and sends in a heavy salvage claim.—London Answers.

Acids That Are Death to Cholera.
The acid of lemons and oranges is fatal to the cholera bacillus. Even if placed upon the rinds of the fruit the germs will not survive longer than a day.—Ladies' Home Journal.

Deafness Cannot be Cured
by local applications as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is severely closed deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

J. J. CHENEY & CO., Toledo, O.
Sold by Druggists, 75c.
Hall's Family Pills are the best.

"UNDER THE SUN."

The men who have gone before us have sung the songs we sing. The words of our choruses, they were heard of the ancient king.

The chords of the lyre that thrill us, they were struck in the years gone by. And the words of death that kill us, are found where our fathers lie.

The vanity sung of the preacher is vanity still today. The words of the stricken creature hissing in the woods away, But the songs are worth rereading, With the change of no single note, And the spoken words are ringing As they rang in the years remote.

There is no new road to follow, love, Nor need there ever be. For the old, with its bill and hollow, love, is enough for you and me.

—Charles R. Bacon in Century.

WHAT MODERN SAILORS FEAR

Not Winds and Seas, but an Explosion Which Scuttles the Ship.

"Boiler explosions are the terror of the seafaring man," said an old time deep water captain. "Such a thing is bad enough on dry land, but imagine a catastrophe of that kind at sea. In ninety-nine cases out of a hundred it means the absolute wiping out of the craft itself and every soul on board."

"The average landman would be greatly shocked in looking over the maritime records to see how many vessels disappear each year and leave absolutely no clew to their fate. They run well up to the hundred mark, and such a mystery is not to be explained away by storms. A Chinese typhoon may sweep down like lightning out of a clear sky and tear a ship to pieces, but some floating wreckage is sure to tell the tale. A boiler explosion, on the contrary, will blow a hole as big as a railroad tunnel right through the center of the hull, and the stricken vessel simply goes down like a shot. There is no time to unfasten a boat from the davits or cut loose a spar."

"In the opinion of seamen, that is the story of at least 90 per cent of the ships that leave port and are never heard of again. Luckily the modern system of marine boiler inspection is extremely strict and thorough, but it is impossible absolutely to prevent carelessness and fraud, and often enough, no doubt, the fault lies with the engineer."

"There is an old story of a drunken Scotchman who mistook the thermometer for the steam gage and 'cussed out the stokers because he couldn't get the pressure above 80. That yarn will hardly hold water, but I've seen cases almost as bad. I am glad to say, however, that during the past 10 years there has been a steady diminution of the number of vessels which 'mysteriously disappear.' That is due, beyond all question, to the increased stringency of boiler inspection and the greater strictness of examinations before a license is issued to engineers. Nevertheless there is still considerable room for improvement in both branches."—New Orleans Times-Democrat.

Russell and His Songs.

The late Henry Russell, the veteran English composer of "Cheer, Boys, Cheer," and of more than 800 other songs which were popular in their day, had many amusing experiences when he sang his ballads on various occasions.

Once, after rendering "Woodman, Spare That Tree," a gentleman rose in the gallery and asked: "Was the tree spared?" On being answered in the affirmative he, with a sigh of heartfelt relief, exclaimed: "Thank God for that!"

After singing the song of "The Dog Carlo," who jumped off an Atlantic liner and saved a child's life, Russell was gravely waited upon by a couple of Yorkshire miners, who begged him for a pup.

One of Russell's songs, of which the words were changed in accordance with the altered conditions, is our national anthem, "Columbia, the Gem of the Ocean."—Argonaut.

Wanted to Go to One of His Weddings.

The Rev. Dr. A prominent clergyman, relates with much gusto the following story about himself. His present wife, by the way, is not the wife of his youth nor yet of his early manhood, but the lady of his third choice, and as a consequence the doctor set of olive branches spring from diverse maternal ancestry.

"Such a condition of affairs," said the doctor, "might at times become embarrassing except for the thorough amiability of all concerned. I confessed, however, to a slightly disconcerted feeling when shortly before my third marriage I was approached by one of my daughters, a girl of 9 and one who called my second wife mother, with the question: 'Papa, will you let me go to see you married? I have never been at any of your weddings.'—Fun.

Philadelphia Feline Duplicit.

It was during the natural history hour.

"Give me," asked the teacher, "an example of the alleged duplicit character of the cat."

"In restaurants it is sometimes said to pass itself off for a rabbit," answered the head boy.—Philadelphia Times.

Divining Rods.

The only trustworthy divining rod that has ever been made is fortunately cheap. It has a steel head and a wooden handle and is shaped something like an anchor. Any man who wants one should go to a hardware store and ask for a pickaxe.—Youth's Companion.

A Fool forms an alliance with the straw driven by the wind; a wise man forms an alliance with the wind.—Chinese News.

The first savings bank in the United States was established in 1816.

Stray Notice.

Notice is hereby given that I have taken up and impounded the following described animal found running at large within the City of Salem, to-wit:

One brown cow, light color, split in each ear five years old.

The owner of said animal can have the same by proving property and paying the legal charges and expenses of taking up and keeping, etc., and in default thereof for five days, I will proceed to sell the said animal at public auction as provided in ordinance No. 36 of the aforesaid city.

Dated Salem, April, 11, 1901.

D. W. GIBSON, City Marshal.

RAILROAD SPOTTERS.

THE SECRET SERVICE THAT ONE BIG SYSTEM MAINTAINS.

Members of It in Every Department From Yardmen Up—Curious Complications When Spotters Unknown to One Another Cross Lines.

"Probably the most perfect spotter system achieved by any private corporation," says S. H. Adams in Ames' "Is that of one of the big eastern railroads, which is to some extent modeled on the secret service system of some of the eastern governments, though by no means so complex."

"So far-reaching and so direct, however, are its lines of communication that the president of the organization is himself kept constantly informed of the trend of affairs and the changes of sentiment among the employees of every division and subdivision of the whole railway system, and that without the knowledge of any other persons but his own special corps of clerks and secretaries."

"Nobody but himself knows the entire personnel of the wonderful service that he has perfected. His agents are drawn from every branch of the road's operating staff. They are engineers, freight brakemen, passenger trainmen, conductors, signalmen, yardmen, station agents, track walkers and even division officials. Should that road have a strike—and strikes are far less likely to occur than they were before the present system was put into operation—the president will have detailed warnings of it from all the spot centers long before the first mutterings find cautious utterance in the newspapers."

"While it also acts as a defense against strikes by employees, this system is intended primarily to prepare, so to speak, a diary of the disposition, character, working efficiency and sentiments toward the road of the men who constitute the vast human machinery of the corporation. The feeling which cultivates in a general strike is not the result of one act alone, but a slow growth made up of many grievances, real or fancied."

"To keep track of the shifting mental attitude of his employees is the aim of this railroad president. If a certain division superintendent has made himself unpopular with his subordinates, information to that effect comes by underground wire to the central office, and the matter is taken under advisement. If the newest division head reaches the official ear, Every good spirit in the employees' organization is known to the president, who also knows whether, in case of trouble, the man is to be reckoned upon as a conservative or a radical."

"Some of this work out the man's career in a manner quite incomprehensible to him. For instance, Night Watchman Brown is shifted without cause that he can fathom from one division to another. How should he know that rumors of trouble in that division have reached the presidential ear and that he himself, being down in the president's little book as a speaker of weight and a counselor of conservative methods, has been shifted over to act as unconscious agent in checking a dangerous tendency?"

"Some of the auditing coworkers of the head of this system declare that in two minutes' reference to his collected funds of information he can unroll the family history of the woman who washes the windows of car No. 41144X and tell whether, in her estimation, he himself is an oppressor of the downtrodden or a perfect gentleman."

"Where so many invisible lines radiate from the same office it is inevitable that some of them should cross. Curious complications result from contact between spotters as unknown to each other as they are to those whom they watch."

"Several years ago at a time of general labor troubles a certain railroad got no less than five reports from its confidential men informing them that an employee who was several degrees higher in the secret service of the road than any of them, had they but known it, had been making incendiary speeches."

"This was true. Matters had so shaped themselves that the man accused had to appear as a radical in order to gain admittance to inner councils where the important questions would be finally decided. For the chairman of the authorities they were obliged to transfer him. Had they not done so the suspicions of the men who make the reports would have been aroused. That spotters should know each other as such is held to be highly undesirable. There is always the chance that they might work in conjunction instead of acting as checks on each other."

TODAY'S MARKET.

PORTLAND, April 13.—Wheat: May 1901, \$2.70; June 1901, \$2.70; July 1901, \$2.70; August 1901, \$2.70; September 1901, \$2.70; October 1901, \$2.70; November 1901, \$2.70; December 1901, \$2.70; January 1902, \$2.70; February 1902, \$2.70; March 1902, \$2.70; April 1902, \$2.70; May 1902, \$2.70; June 1902, \$2.70; July 1902, \$2.70; August 1902, \$2.70; September 1902, \$2.70; October 1902, \$2.70; November 1902, \$2.70; December 1902, \$2.70; January 1903, \$2.70; February 1903, \$2.70; March 1903, \$2.70; April 1903, \$2.70; May 1903, \$2.70; June 1903, \$2.70; July 1903, \$2.70; August 1903, \$2.70; September 1903, \$2.70; October 1903, \$2.70; November 1903, \$2.70; December 1903, \$2.70; January 1904, \$2.70; February 1904, \$2.70; March 1904, \$2.70; April 1904, \$2.70; May 1904, \$2.70; June 1904, \$2.70; July 1904, \$2.70; August 1904, \$2.70; September 1904, \$2.70; October 1904, \$2.70; November 1904, \$2.70; December 1904, \$2.70; January 1905, \$2.70; February 1905, \$2.70; 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