

MEANING OF HARD WORK

WOMEN WHO ARE HARNESSSED BE-
SIDE OXEN TO PLOUGHS.A Sight to be Seen Even in the States—Hu-
man Beasts of Burden in Ohio and South
America—Power of the Human Laborer—
Strength of Insects.

'Say, boss,' said a tall, limber-jointed Kansas granger to the conductor of a Texas train that had stopped at a station not far from El Paso.

'Well, say it,' retorted the conductor as the tall man stopped and looked out of the window.

'Why, look thar—a woman harnesssed up with a cow an' a man settin' on a fence a-smokin'. I'm dogged ef I ain't heard a good deal of Texas scenery, but I never expected to see that all in one pictur. Who's got a camera? and say, conductor, kin you hold the train while I take that pictur? I'd like to send it to the Paris Exposition as an exhibit. Jest hold the train while I git it and then one more minute while I knock that underground varmint off that perch.'

'Sorry I can't oblige you,' replied the conductor, 'we're off now,' and he gave the bell cord a pull while the Kansas man ran through the car to the back platform and shook his fist at the man on the fence until he was swallowed up in a cloud of Panhandle dust.

'See here, my friend,' said a Texan as the defender of the woman came back, 'don't you get it into your head that harnessing a woman with a cow is a Texas institution, for it ain't. I've seen it in Rhode Island and in Florida, and it's common enough in Europe.'

'And then,' continued the Texan, 'there is some women so instituted that they like just such work.'

'Is that so?' said the granger, 'I'm a-travelling down to Mexico to see the world and I reckon I'd better begin curbin' my curiosity or I might get into trouble but that was a sight I never expected to see—a woman harnesssed with a cow and a-hauling.'

'In all probability,' said the Texan, taking a seat by the side of the granger, 'women have a better position, as far as labor is concerned, in the United States than any other country in the world; but I have seen them harnesssed in a number of the States, and in some of the islands to the south the steamers are coaled by women, who thus do the hardest kind of labor, and among savage nations it is the woman who is the worker, the drudge.'

'It depends how you look at labor,' said a listener. 'I never worked harder in my life than I did once on a fishing trip; but I thought I was having a good time and I wouldn't have swopped my chance at hauling in big fish for \$100. With us or near us every day was a man who fished for a living; got up when we did at half-past three and fished until six and made about a dollar a net. He though the world was against him, and that he was in hard luck. If you can only think you're having sport you are all right.'

'It's hard work tryin' to make sport out of exercising with a hod, as I have done,' spoke up another passenger.

'And yet,' rejoined, the other, 'there was the Irishman who soon after he arrived in this country wrote back home and expressed his belief that he had fallen into a soft job. 'All I have to do,' he said, is to carry up the bricks and mortar and another feller does all the work.'

At least 1,500,000 Chinese earn a living by the most arduous labor. They are carriers and their task is to transport from 100 to 150 pounds from one to forty miles in Canton, a carrier thinks nothing of a burden of the latter weight, and men can be hired who will transport 100 pounds sixty miles in two days at a lower cost than it could be sent by freight in this country. In Russia it is not an uncommon sight to see women working in rock quarries. A vast amount of the hardest work on the canals of Central America has been done by men, women and children, who carry away basket loads of earth on their heads. It is a fact that the development of South America has been retarded by the work of these people. A vice-president of the Mexican National Railroad has said that the peons were dangerous rivals in the transportation business, and that if they could be kept idle for the next three years there would be three times as much activity in railroad development. Not only this, but the turning of a man into a beast keeps the people ignorant and the country backward.

This feature of labor in South America is remarkable. Roads and trails have been cut across the Andes, not for horses nor for railroads. Over them thousands of men travel bearing enormous loads and their endurance is greater than that of animals. In Guatemala almost all the transportation is done by the people. Produce is carried on the heads of men and women and their harness is as carefully

"77"

May Check a Cold too quick

GRIP

A carpenter of Morristown, a great, strong, hearty fellow says: "'77' breaks up my Cold in two doses. 'I don't follow the directions on the bottle—when I take Cold I at once take half the contents of a 25c. bottle then I wait awhile, and take the balance; my Cold is gone the same day.'" While this may be very well for a strong man, it is not always best to check a Cold too quickly and possibly drive it to some weak spot—it is better to follow the direction of six pellets every hour, it then restores the checked circulation (known by a chill or shiver), starts the blood coursing through the veins makes a steady cure of a Cold or Grip.

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prepared as that of a horse; as a result there are no carriage roads in the country that amount to much. The goods are done up in packages which often weigh 150 pounds. On the top of this the carrier has his food, and bound to it is a cloak that is hauled over it when it rains. Thus equipped the human beast of burden travels all over the country, perhaps hundreds of miles, delivering goods. Nearly all the coffee in Rio is transported by trains of men. A captain rounds up the flock of twenty men. At the word they fling the bags, which weigh 160 pounds each, upon their shoulders and start at a slow trot. The captain has a rattle with which he regulates their speed and slower to decrease it.

'The laborer in the United States some times believes that he has a hard time, but nowhere else in the world is he so well treated,' said a traveller. Take the question of wages. The carriers in Brazil

earn about twenty five cents a day; the peons less; and the natives of Africa less. Yet those people live on beans and a kind of cakes that call to mind prepared sawdust. In travelling through England and Ireland eight or ten years ago I looked into the lives of the laborers and found in many places that meat was a luxury; some had it once a week. What laborer in this country but has his meat daily, and generally twice a day?

'Did you ever figure out what a human laborer could do?' asked a young man. 'It is customary to know just what a machine can do; how about the human machine?'

'Well, a man compared to a machine, according to a careful calculation, is interesting. The measure of the power of man is the raising of seventy pounds one foot in a second for ten hours a day; that represents the maximum effort of a human laborer. An investigator has figured that a man can with a drawing knife exert one pound of force; the same with an augur; with a screw-driver and one hand he exerts eighty-four pounds, with a saw thirty-six, thumb vice forty-five, and with the thumb and forefinger turning a small screw-driver he exerts fourteen pounds. According to Feld the maximum power of a strong man exerted for two and a half minutes is equal to the raising of 18,000 pounds one foot in a minute. The average laborer exerts force equal to one-fifth of that of a horse; this is figured on the basis of exerting thirty pounds of force for ten hours with a velocity of two and a half feet in a second, which is equal to 4,500 pounds raised one foot in a minute. So you see a laborer's work represents the exertion of no little power.'

'Did you ever compare the strength of men and animals?' asked a student of natural history. 'The lower animals are the real laborers of creation especially the insects. We get many of our ideas from them. The great bridges call to mind cobwebs; the tubular bridge and tunnel makers took their ideas from the teredo. The Pyramids were built exactly as ants build similar piles, by the concentration of labor. If man was as strong in proportion to his

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size as many insects we should live in a day of giants indeed. Experiments have been made with a house fly to determine what it would lift; if a man could lift as much in proportion he would lift a tree thirty-five feet high and as large as himself. If a man could lift as much thread as a fly has been known to carry off he could walk away with a cable sixty feet long and half as large as his body. The common earwig is one of the muscular insects; it is a horse was as powerful you could load him up with three hundred and fifty pieces of heavy timber each as large as himself.

'And great power is not restricted to the insect tribe. Take fishes. I have seen a pile of rocks that would collectively weigh two tons, the gathering up of which was entirely the work of lamprey eels. They brought the stones in their mouths and dropped them there, and when a stone was too heavy two eels carried it. Skilled laborers they were too; when it was impossible to carry a load without aid they struggled upward and held it aloft and allowed the current to sweep them down stream until they reached the desired spot, then dropped the stone. Here is skilled labor for you among the very animals that are considered the least intelligent. Labor is universal, and you may look in vain for tribes of men and animals who escape it, and it is in the main a struggle for existence. They labor for food. No one works harder than the humming bird that the poet describes as sipping honey from every flower. In point of fact, it is visiting flowers to obtain minute insects and it travels miles every day for sustenance. Even trees work. They mine and tunnel for their food and often send their roots through the hard rock. When moisture is placed near the roots of a dry eucalyptus or orange tree the tendrils—rootlets if you

will—travel in that direction with wonderful speed; they are continually working for food, pressing out, robbing other plants, fighting and struggling for what they get. It is the ruler of life and of all laborers, the human laborer has the best of it despite the occasional hard times.'

A Bargain in Fares.

Given bargains and a bargain hunter, and her purchases end only with the money in her purse. A woman who belongs in the head and front of this class boarded a street car, carrying with difficulty a huge market-basket filled with the odds and ends of a department store. She was scarcely seated before she started at the conductor's voice.

'Fare, please.'

The woman got out her purse with difficulty, and rummaged through its various compartments.

'Dear! dear!' she murmured. 'I was sure I had saved a fare, or I never should have bought those three odd dusters.'

Then she added to the conductor, 'I live at the end of the line, and will pay you then.'

'You must pay now, lady,' replied the fare-taker. 'That's the rule.'

'But I haven't any money,' she objected.

'Well, I tell you, give me a five cent bargain and you can redeem it at the end of the trip; only we don't take dusters on this line.'

The woman hesitated a moment; then she dived into her basket and brought up a long bar of laundry soap.

Everybody in the car laughed as the conductor rang up her fare.



SISTER AND BROTHER.