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JACK'S TRICKY METHOD OF GETTING "OVER THE SIDE."

He Is Not Hunted by the Naval Authori ties After He Makes Good His Escape Desertions From the Army and How They Are Managed.

When a bluejacket or marine has decided to desert, he says very little about it, even to his intimate friends among his shipmates, but for some mysterious reason that has never been satisfactorily explained and probably nover will be the word is nearly always passed around among the men forward that So-and-so is about to go "over the side." Occasionally the same news will get aft to the wardroom, but officers have discovered the futility of bothering their heads about intending deserters. The intending deserter always waits until he attains the first class on the conduct class list of his ship, which permits him to draw all the money due him except a month's pay, that is always carried on the paymaster's books for all hands.

Meantimo he makes his proparation for the jump. He usually goes in light marching order. Such articles of his kit as mustering suits, pea coats, etc., that are of any value he sells for almost nothing to his shipmates or gives away. The things he can use, as, for example, underwear, he does up in a small package, to-gether with what few family photographs, letters and trinkets he may possess and wish to keep and gives the bundle to the bumboat man, who stocks a dingy with tobacco, soap, brushes and such small articles and sells them at exorbitant prices

to men forward on warships. The bumboat man is always on the side of the man who purposes jumping ship, and he takes good care of the intending deserter's bundle until the man claims it ashore. The bumboat man also under takes to look around ashore for a chear outfit of clothes, shoes and hat for the man who is about to leave the navy without waiting for his discharge. He makes a small commission on the outfit. "Month ly money" day comes around, and the intending deserter draws all the money he has earned except the month's pay re-

Then comes the day upon which he is entitled to go ashore. Ho goes and simply forgets to come back. The oflicer of his division reports him absent without leave for ten days, and every time he does so there is a general grin along the lines of men forward assembled at quarters, and then he is marked on the ship's log as a deserter. If the deserter over gives himself up, he may have to serve from one to three years at the naval prison at Mare Island or at Boston, but he is not hunted.
A soldier in the army goes about the business of desertion with great care, complaisance and circumspection. A soldier does not often have much money when he makes his escape, for his pay is small, and the money consuming canteen is never far from the quarters. As often as not he will leave all of the truck in his chest be hind, for there is nobody answering to the character of the bumboat man to help him in getting away. He will always wait for pay day, so as to have a few dollars for immediate expenses. Then he quietly walks to the railroad station and puts as many miles between himself and the post he has quit as his money will carry him. By the time he has reached the station his

bunkies have swooped down upon his chest and looted it of everything of value, for the deserter has told them of his intention to go and has left explicit directions as to the distribution of his gear. He does by doing so he might excite the suspicion of the first sergeant, who generally has a keen eye in such matters. When the first sergeant does begin to grow suspicious and looks through the chest of the absent man, he finds probably an old worn out pair of trousers and a battered campaign

"Where is this man's gear?" he asks all hands lying around in their bunks in the quarters. Nobody knows. "Guess he took it with him," they reply and turn over. That is all the satisfaction a first sergeant ever gets in such cases. Not many years ago a recruit at. Davids Island (now Fort Slocum), N. Y., received word that his mother was dying in a little town in New Jersey. He showed the captain of his company the letter and asked for leave of absence long enough to go to his mother's bedside. The captain, who feared that the telegram was bogus declined to let the recruit go. The recruit appealed to the commanding officer, who refused to let him go on the same ground. So in the middle of winter the recruit swam the heavy tide that runs between Davids Island and New Rochelle and made his way to the bedside of his mother in time to close her eyes. She had hardly died before a squad of soldiers from Davids Island came to the house after the deserter. The recruit emptied two charges of buck-

shot into the squad, fortunately killing none of them, but he was taken. The young man's punishment was light. Until about six years ago the military nuthorities paid \$60 for the apprehension of a deserter. As a result of this system there arose in the immediate vicinity of large military posts a class of men known in the army vernacular as "hounds," clothed with the rights of special officers, who made a business of apprehending army deserters for the \$60 reward. These men very rarely failed to gather in their prey, even if they very often succeeded in doing so only at the price of broken heads or worse injuries. They gained not only the hatred of the enlisted men, but of the offi-

cers as well, for upon every desertor brought in a general court martial had to be held, and the men with the shoulder straps, who are almost a unit in despising general court martial duty, found that they were compelled to be almost constantly arrayed in their full dress clothes as members of courts and were loaded down with work besides. It was with these considerations in mind that the war department reduced the blood money for the capture of deserters to \$10, the present figure.—Washington Star.

Took His Medicine In a Novel Way. A tall, thin man boarded the Californi express at Kansas City and settled himsel comfortably in the seat of his section. Occasionally he would glance at hi watch and about every two hours he would walk back to the water cooler and tak

"What time do you get to Dodge City?" he asked the porter. "At 10:30, sir," answered the porter. "What time do you get to Coolidge?" he

then asked. "At 1:12, sir," answered the portor.
"Yes, that's it," said the passenger "Call me when you get to Coolidge." In time for the man to get up and dress so as to get off at Coolidge the porter

"Is this Coolidge?" asked the passenger. "No, but you will have time to dress." "I don't want to dress. I asked you to call me at Coolidge, didn't I?" "Yes, sir, but we stop there but a few minutes. Don't you want to get off there?' "No, I don't want to get off there. want to take some medicine, and whe

we get to Coolidge it will be time to tak it."—Topeka State Journal. Bashful. "My good woman," said the parson to Yorkshire woman whose husband had just died, "your busband is now with Abraham, Isaac and Jacob." "That's what makes me feel so bad," was her reply, "for he was always so shy

with strangers."-New York Tribune Wales is the richest part of Great Britain in mineral wealth. England produces annually about \$10 to each acre, Scotland a little less than \$10, but the product of Vales amounts to over \$20 per acre.

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Daily. † Daily except Sunday. ‡ Sunday only. a Stop to let off passengers. The Theatre Train leaves Baltimore at 11 10 p.m., daily and arrives at Ellicott City at midnight.

Hagerstown, Frederick and Mt. Airy to Baltimore. Hageratown Frederick.
Mount Airy Watorsville.
Woodbine.
Woodbine.
Woods Mill Hood's Mill Gatther's.
Henryton.
Marriottavill Woodstook.
Alberton.
Hollonield's.
Cennige Grov 52558288552221£922556: | B

Daily. †Daily except Sunday. s Stops of signal or notice to conductor D. B. MARTIN, Manager Passenger Traffic

WESTERN MARYLAND KAILROAD. TAKING RFFECT OCTOBER 3, 1897. Trains leave Hillen Station as follows:

4 30 a. M.—Fast Mail, Main Line, N. and W.
R. R. and the South and ex. Sunday P. V.
R. R., Chambersburg, Martinsburg and Winchester.
17.22 A. M.—York, B. & H. Div., and Main Line east of Emory Grove, also Carlisle and G. & H. R. R.
18.11 A. M.—Main Line, Chambersburg, Frederick, Emmitsburg and N. and W. R. R. to Shenandoah. \$9.30 A. M.—Accom. for Union Bridge and Hanover.

10.17 A. M.—Accom. for Union Bridge, York, Gettysburg also Carliste and G. & H. R. R. 12.25 p. M.—Accom. for Emory Grove, §2.35 p. M.—Accom. for Union Bridge.

13.22 p. M.—Bxpress for York and B. & H. Div. §4.00 p. M.—Accom. for Emory Grove.

14.08 p. M.—Rx. Main Line Points, also Frederick, Emmitsburg, Shippensburg and N. & W. R. R.

R. R. †5.10 P. M.—Accom. for Emory Grove. †5.10 P. M.—Accom. for Union Bridge. \$10.45 P. M.—Accom. for Emory Grove. †11.25 P. M.—Accom. for Kmory Grove. *Daily. †Daily ex. Sunday. \$Sundays only. Ticket and Baggage Office, 255 East Baltinors St.

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Returning, leave Ellicott City at ? P. M.

LEAVE RILICOTT CITY: 8.15, and 10.15 A.M., 1.30, 4.30, and 7.31 P.M., LEAVE CATONSVILLE: 9.15 and 11.30 A.M. 2.15, 5.15, and 8.15 P.M., Special arrangements made to meet any other cars by applying at office.

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CHILDHOOD.

An Essay That Calls Up Memories of Days When We Were Young. The following essay on childhood was read at the Turniptown Literary society by Mr. Randolph Hogg, one of the society's star members:

'Childhood is a good thing. It is some-

ter to get along in the world without be ing a child at some period of our careers Childhood is the flush budding of life's young spring. It is the season of fairy dreams and golden ambitions and cramp colic and seed ticks. And as we grow old, as the ghostly shadows of the great afternoon steal athwart our pathway, we love to sit down and recount the joys of the vanished past. We love to recall the exhilarating thrill-which filled our breast when we stuck our thumb in our mouth and looked in at the dining room door just in time to see the fat chicken leg we longed for vanish down the throat of the local preacher. How cold and desolate the world looked! How we longed to hear a motion to adjourn! How we yearned to hand in a long letter of regrets! In fact, we threatened to go exclusively into the yearning business. Another pleasant memory that comes back to us mixed up with rose mist is that of pushing a wheelbarrow along the margin of a stony brook for the purpose of gathering up a job lot of stone bruises. Then what noble aspirations thrilled our soul when we stole into the pantry and lassoed the fruit jar with a bowstring and with a manly pull landed it on the floor with such violence that the cranky old bottom followed the example of South Carolina and seceded from the Union! And with what rapture do we recall the tidal wave of joy that swept over us when mother came softly in and wrap-ped us in the downy folds of the broom handle!

"Then there was the old schoolhouse. The memory of it comes back to us like the delicious pleasure which hovers around the presence of a bill collector, and over the mazy vision of our dreams floats the sublime utterances of Shakespeare: "How utterly tough were the days of our kidhood
In the schoolhouse that stood over there by

Manipulation of a Machine Brush. hand. The American asked him:

The barber replied:

ten the bristles; no need for that, seein we 'ave three kinds-'ard, medium and soft -to suit all 'eads. It came about like this: One of the men we had here was a funny kind of chap, and when some of us were complaining about how tired a long day's work made us he told us about this dodge and declared we could keep our selves up to the scratch by it. He said it was a way to get a natural electric shock. "Of course we all laughed at him, but one after another we tried it on and found it acted. It's wonderful what a lot of electricity some people have in their 'eads. especially those that have thick 'air. It varies, of course, and I should not like to lay down any 'ard and fast rule, but as far as my experience goes the dark bluish black seems to give out the most, though the very light flaxen runs the black close. Now, when you consider what a lot o men come here to 'ave their 'air cut, you can easily understand that we 'airdressers get a good deal of free electricity every day. It's very rare that the current is what you could call strong, but occasionally I've had some 'eads to do when I've really 'ad to take my fingers off of the bristles. As a rule it's just a pleasant kind of a prickle that you can feel running out of the bristles into your fingers and then down your side and sometimes right down to your foot. It has a wonderful bracing effect, so that sometimes at 6 o'clock I'll feel better and brisker than when I started work in the morning. Spread the current? Oh, yes, sir, easily by using first one hand and then the other as the conductor."-Exchange.

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intional Educational Association Meeting Washington, D. C., July 7 to 12, '98. Baltimore & Obio R. R.

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CASTORIA. The Kind You Have Always Bought Bears the Chart Flitchire

thing all of us have had more or less experience with. It is a pretty difficult mat-

the slough. We toted the water and cut all the firewood And swept up the floor, for we had it to do.' -Atlanta Journal. ELECTRIC SHOCKS FROM HAIR.

London Barber's Explanation of His An American who went into a London bairdressing saloon recently was interested in the way the barber was manipulat-ing the machine brush. He was holding it so that as the drum revolved the bristles kept brushing the finger tips of his right "Why do you keep your fingers on the bristles? Surely it must make the tips

Arayed on its face.

32d National Encampment G. A. R., Cincinnati, Ohio, September 5th to 10th, 1898, Baltimore & Ohio Railroad, For this occasion tickets will be sold at the low rate of one fare for the round trip from all points on the Baltimore & Ohio Railroad east of Pittsburg, Parkersburg and Wheeling, inclusive, good going on September 3rd and 4th, and good returning not earlier than September 6th. nor later than September 13th, except by depositing ticket with Joint Agent at Cincinnati, between September 5th and 9th, inclusive, and on pament of fee of twenty-five (25) cents, when return limit may be extended to leave Cincinnati, to and including October 2d, 1898.

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For this occasion the Baltimore & Ohio R. R. will sell tickets to Washington at the low rate of one fare for the round trip plus \$2.00 membership fee (except that from lialtimore the rate will be \$1.25 round trip.) Tickets will be sold from Pittsburg, Parkersburg, Wheeling and points east thereof on July 4 to 7 inclusive, good returning, leaving Washington July 8 to 15 inclusive, with privilege of extension until August 31, 1898, if ticket is deposited with joint agent at Washington on or before July 12, and payment of fee of fifty (50) cents Solid vestibuled trains from Chicago. St. Louis, Circinnati, Louisville, Columbus, Pittsburg and intermediate points. The Royal Blue Trains between New York, Philadelphia, Baltimore and Washington, finest and fastest trains in America. Call on agent Baltimore & Ohio Railroad for full information concerning stopovers and side trips. The Baltimore & Ohio Railroad is the most interesting, historical and scenie route in America.

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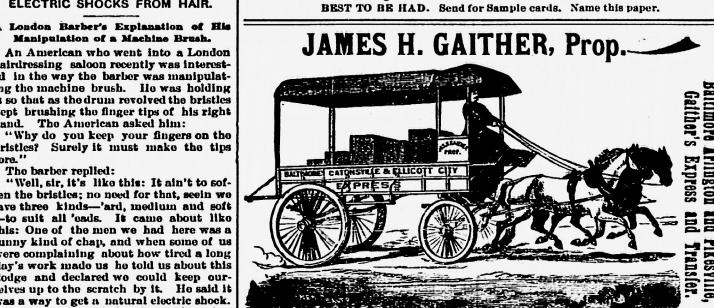
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