### BLOWN AWAY.

There were three of them-Kitty, Mary and little Tommy-the children of the station-master at Black River Junction. on the Great Southwestern Railroad. The station stood alone on the open prairie, miles and miles fram anywhere in particular. Black river flowed through the mountains, a hundred miles away to the north; and on sunny days, the snowy mountains could be seen glimmering on the grassy horizon. The line leading to the Black river was the place was called Black River Junction.

The station-master and his wife and quite happy, but there was not another family within ten miles in any di-

At times the children thought it rather lonely. There was nothing in particular to be done except to watch the trains that stopped at the Junction several times a day. Once in a while, a freight car would be left on the side track, and the children soon found that an empty freight car makes a capital play house They could keep house in the corners and make visit, or sit by the open door and make believe they were having a

One morning they were awakened by a curious humming sound out of doors, blow! It whistled and roared round the house and played on the telegraph wires upon the roof as upon a huge harp. As the wires were fastened to the roof, the house became a great music box, with the children inside. After breakfast the morning trains arrived, but the wind was so high that the passengers were glad to hurry from one train to another as quickly as possible. Then the trains went away, and the great wind harp on the roof sang louder than ever.

The station-master said it blew a gale, and that the children must stay in the house, lest they be blown away into the prairie and be lost. The station-master's wife said it was a pity the children must stay in the house all day. There was an empty freight car upon the side track; perhaps they might play in that. The station-master thought this a good idea, and he took Kitty by the hand and Tom-my in his arms, while Mary took hold of his coat, and they all went out into the empty car. Whew! How it did of the missing ones. blow! They certainly thought that they would be lifted up by the wind and blown quite into the sky. The empty car was warm and snug, and, once inside, they were quite out of the way of the wind.

Mary thought the rear end would be a good place to keep house, but Tommy preferred the other end, so they agreed to keep house at both ends of the empty car. This was a nice plan, as it gave them a chance to visit each other, and the open part by the door made a grand

promenade to walk on. Louder and louder roared the gale Safe and snug in the car, they went on with their play and thought nothing of the weather outside.

Suddenly the car seemed to shake, and they stopped in their housekeeping and ran to the door to see what had happened.
"Why, it's moving! Somebody's push-

ing it," said Mary. They are taking us away on the freight train. Come, we must get out.

"I didn't hear the whistle," said Tom-"I guess something is pushing the

The girls leaned out of the door to see what had happened. Why, where was the platform? What was the matter with the station? It was moving away.

No, it was the car. It had left the siding and had rolled upon the main line and was moving faster and faster along the "Oh, we must get out! They are

taking us away!"
"No, no," said Kiity. "We must stay
here till the brakesman comes round. I didn't hear them when they took us on the train.'

"There isn't any train," said Tommy,

looking up and down the line. "Oh, it's the wind! It's blowing the car away. We must put on the brakes and stop it."

This was a good plan, but how were they to carry it out? The break wheel of water, and perhaps we can learn was on top of the car, and they were inside. Faster and faster rolled the car. It began to rattle and roar as if dragged Tommy began to cry. Mary tried to look brave, and Kitty stared hard at the level prairie flying past. It was of no use. They all broke down together and had a hearty cry alone in the empty car

as it rolled on and on before the gale. The station-master's wife rolled up her sleeves and put the house in order while the children were safely out of the way The station-master, feeling sure the children were safe in the freight car, sat in his office nearly all the morning. At last, the beds were made, the dinner put on the fire, and the mother wondered how the girls were getting on in their in a slender stream, while the poor play-house on the track. She threw a shawl over her head and went out on the | patient. platform. At once, the wind blew the shawl over her face, and she could not Heaven help ye!-the up-gradesee exactly where she stood. Turning her back to the wind she began to call the children. How loudly the wind roared through the telegraph wires! Perhaps they could not hear in all this din. May be they were inside the car out of hearing. She walked along toward the siding. Not a thing to be seen! She wondered if there had not been a mistake? Perhaps the car was on the other side track? No, the rails were unoccupied as far as she could see in every direction. What did it mean? What had happened? She staggered back into the station and startled her husband with a cry of despair.

"The car! The children! The station-master ran out upon the platform and looked up and down the line. Not a car in sight! It had been blown away before the terrible wind, and was perhaps at this instant rolling swiftly onward with its precious load to instant the engine gave a great leap and destruction. What would happen to it? shot ahead at the rate of fifty miles an Would it meet a train or run into a sta- hour, up the easy grade. How long the tion? Would the children try to get minutes seemed, and yet each meant alout, or would they stay in the car till it most a mile!

was wrecked? He sprang to the door of the depot to telegraph the terrible news down the grew bigger and bigger. Now they could bees, very pretty, and they sit on a little telegraph the terrible news down the grew bigger and bigger. Now they could bees, very pretty, and they sit on a little age, and such weight may be given to his development theory it should gradually perch just outside the nest, with open bills, while the old bird hovers over them horizon. It was a train. Help was through the forward window and ran to feed them.—Glizabeth (N. J.) Journal.

bees, very pretty, and they sit on a little age, and such weight may be given to his development theory it should gradually perch just outside the nest, with open bills, while the old bird hovers over them have to turn over on his back to eat his dinner.

appeared with new grief and terror in her eyes.

"I cannot get a call in either direction. The wires are blown down.'

This only added to the danger, for there was now no means of sending word in advance of the runsway car. It must go on to its fate without help or warning. "Help is coming, mother. Here's a train bound east."

Nearer and nearer came the train, and the father and mother stood watching it as it crept along the rails. It seemed as if it would never come. At last, it man tried to rub his eyes, and only reached the platform and proved to be a marked his face with black streaks. The met the Southwestern here, and thus it if it would never come. At last, it passenger train bound up the Black River Road and not intended to go in three children lived in the little depot the direction in which the car had been blown away. The instant it stopped, the station-master ran to the engineer and told his terrible story. The mother, with quicker wit, found the conductor and demanded that the engine be taken off and sent after the children.

The conductor was a man of regular habits, and such a bold request struck him as something extraordinary. Take the engine off, and leave the train and passengers waiting at this lonely station? The idea was preposterous! Some of the passengers gathered near and asked what was the matter.

Three children lost, blown away in an empty car. Some one said: "Yes, go at once. We can wait till the engine reand they all scrambled up and looked out of the window. How the wind did telegraph for instructions; but some one said the wires are down," and the people only cried out the more, "Let the engine go?" so the mother ran to the tender and began to pull out the pin, that the engine might start.

"Hold on, marm," said a brakeman.
"I'll cast her off. You jump aboard if
you want to go, too. Fire up, Jack, and
make her hum." make her hum.

It was all done in a moment, and away flew the engine, leaving the conductor and the station-master staring in surprise at this singular proceeding. The stationmaster did not feel very happy. He had half intended to go with the engine, but it would never do to leave his post. "Fire steady, Jack," said the engineer

to the fireman. "It's no use to get excited, for we're in for a long race." "It's enough to make a fellow excited,

to see that woman," said the fireman. The engineer turned round, and there by his side stood the mother, her eyes straining ahead down the line in search

"Oh, sir! open the throttle wide. Don't try to save coal at such a time as this." "We must keep cool, marm, and go steady, or we shall run out of coal and water and come to a stand-still on the

The woman said not a word, but nodded mournfully and leaned against the side of the cab for support, and then the fireman gave her his seat, where she could look out ahead over the line. How the engine shook and roared! The little fingers of the steam-gauge trembled and rose higher and higher as the steam pressure increased over the raging fire. The engine seemed to be eating up the track in front, and behind the track spun out like shining ribbons in the sun. The station and train had already sunk down out of sight, and the grassy horizon on either side seemed to fly away in a kind of gigantic waltz. The wind died away to a dead calm, and in a few moments a little breeze sprang up and blew in at the

"We are beating the wind," said the engineer. "If we can keep this pace up shall soon overtake them."

"How long have they been gone?" shouted the fireman above the roar of the

engine.
"I don't know," screamed the woman, without taking her eyes from the horizon, where the rails met the sky. may have been two hours or more. They were playing in the empty car.'

"How did she get out of the siding?" (He meant the car).

"Its one of the new switches," said the engineer. "Cars can easily jump out upon the main line. Ah! something ahead. Was it the runaway car! No, the next station,

What a terrible pace! Twenty miles already! "Oh, don't stop!" cried the woman, as

she saw the engineer put his hand on the throttle-valve. "I must, madam. We are getting out

something of the runaway. The sudden arrival of a solitary engine, containing two men and a woman, startalong by a swift engine. In a moment, led the station-master, and he came out to see what it meant. He seemed to

> "After the runaway car?" "Yes, yes. There were three children

guess at the truth, for he said:

"Oh, marm, I'm sorry for ye. It went past here, going twenty miles an hour. It came down-grade all the way, but the up-grade begins about two-miles out. I was inside when it passed, and didn't see it till it had gone past the door."

How long it took to fill the tender! The engine stood hot and smoking by the water-tank, and the water came out mother stood looking, tearful and im-

"Good-by! I'll put up the pipe. The rest was lost, for the engine shot ahead, on and on out over the prairie. The water-tank seemed to sink down into the earth, and the shining rails stretched

longer and longer out behind. Ah? What was that? A cloud of steam on the horizon far ahead. The engineer took out his time-book and studied it carefully.

"Freight No. 6, bound west, stopping on the two-mile siding. How swiftly Freight No. 6 rose from the grass and grew big along the way? Listen! A whistle. The engineer whis-

tled in reply and shut off steam. Their engine quickly slowed down, and they could see men leaning out from the other engine, as if to speak to them. "It's ten minutes back. Running slow

on main-line-road clear-

"Thank Heaven!" said the woman The engineer said nothing; but at that

Ah! A speck—a black dot on the horizon! The car? Yes. It was the car. It

coming. At the same instant his wife along the engine and down upon the cow-catcher. The monster began to slacken its terrible pace, and in a moment it struck the car with a gentle jar and stopped.

The fireman thought himself a lively man, but the woman was before him and sprang up into the car.

There they lay, safe and sound, in the corner of the car—Mary and Tommy fast asleep, and Kitty watching over them. "Oh, mother! I knew you would come. Mary and Tommy cried themselves to

sleep, and I—I—"
Nobody could say a word. The firemother laughed and cried all at once. The engineer picked up the little ones and quietly took them into the cab of the

engine. "There now, my hearties, you have had a risky ride; but it's all right! Come! We're more than thirty miles from home, and it won't do to be late to dinner. Fire

up, Jack."
"Aye, aye, sir," said Jack.—Charles Bernard, in St. Nicholas for July.

### Where Clocks and Watches are Made.

This trade is considered one of the highest rank in all the branches of manufacture as being at the same time an art and an industry. The necessity of an accurate knowledge of the exact time has become so great in these days of railroad and rapid sea voyages that these instruments have become almost indispensable to every one, and, consequently, the trade has greatly increased of late years. Some very curious facts connected with the business are worthy of notice-for instance, the delicate movements of the minute instruments known as ladies' watches are executed by the rural population of Savoy and the French and Swiss Jura with a dexterity quite astonishing. The development of production of this branch of manufacture has been very great, and the statistics of the trade in general will not be without interest for the reader. France stands at the head of the list. She produces chronometers, watches, time-pieces, clocks, annually to the value of 65,000,000 francs; then comes Switzerland, with watches 60,000,000 francs; America, in watches and Dutch clocks, 32,000,000 francs; England, chronometers and watches, 16,000,000 francs; Austria, time-pices, 10,000,000 francs; Germany, in time-pieces, and a few thousands of watches, 25,000,000 francs. These figures give a total considerably over 200,000,000 francs for the whole clock-making trade of the world. The amount assumes the greater importance when the fact is remarked that differing from nearly all other businesses the raw material enters so slightly into the prime cost, the expenditure being almost exclusively in labor. The approximate number of articles produced is as follows: France, about 1,000,000 pieces annually; Germany turns out more, some 2,000,000, but they are of a much inferior average price. The same may be said of the American manufacture, which provides commerce every year with 700,-000 to 800,000 objects. As far as watches are concerned, Switzerland heads the list with an annual production of 1,500,-000. France follows with 500,000; the United States produces from 300,000 to 350,000, and England some 200,000, but these are of very superior quality. The enormous total is that 2,500,000 watches and 4,000,000 time pieces are annually dispersed to the four globe.—Galignani's Messenger.

## Railroad Building in the West.

The Railroad Age calls the wonderful activity in the building of railroads in the West "a remarkable and inspiring spectacle." During the first six months of this year over three thousand miles of road have been completed, a much greater number finished during the first than has been half of year since the panic, and the second half of the year will show still greater pro-gress. The Grand Turk extension and Vanderbilt schemes have infused life into Michigan railroad enterprises, In

Ohio and Indiana many narrow gauge roads are being built, and the network of trunk lines is being perfected as rapidly as possible. Illinois has already greater mileage than any other State, but a new narrow gauge is being pushed across the whole width of the State. From Chicago and Milwankee the three main roads lead ing to the Northwest are pushing vigorously for the Black Hills country and constructing feeders to all important points within the reach of their lines. In Minnesota there is the greatest activity. The St. Paul and Pacific system, recently reorganized, is extending a long arm up the Red River of the North, and pushing several connecting links toward completion, and work on the Northern Pacific does not flag. The Chicago & Alton have just opened 160 miles of road to the Missouri and west of the Missouri the extreme of activity in railroad progress is now to be witnessed. Kansas and Nebraska are alive with new enterprises, and no less than half a dozen branches to the Pacific roads, over 200 miles in length, are in progress. In Colorado the Denver & Rio Grande have issued bonds to con-In Colorado the Denver & struct 565 miles to Leadville, San Juan and Albuquerque, and no lesse nterprise is shown in Utah, New Mexico, Texas or on the Pacific Coast. The most inspiring things about this new life infused into the railroad business are that the cost of construction is now but a fraction of what it was in 1871-73, but notwithstanding the use of better material, and the lines being built are not wild speculative schemes, but enterprises having a solid foundation, and promising to do a paying business. This is certainly a substantial evidence of national prosperity.

A HUMMING-BIRD'S NEST.-Recently : humming bird's nest was found by some persons who had sufficient natural curiosity to overcome their compassion, and who captured the nest, two young hummers and the old one, took them home and had them stuffed. They are also to be sent to the museum of natural curiosities in London. The nest is built on a little twig and scarcely the size of half an English walnut. Both nest and twig are covered with little patches of lichen until it is almost impossible to tell one from the other, and the nest looks like a kind of natural excresence on the twig. The nest is pliable, like a tiny cup of vel-vet, and the inside is lined with white substance, as rich and soft as white silk. The little birds are about the size of bumble-

### Co-Operation in Housekeeping.

Says the New York Times: The man who, to an inquiry how he came to marry an Irish girl, replied that marrying an American one would have compelled him to hire an Irish girl to take care of her, showed what is coarsely known as "horse-sense," if he looked only to the question of getting necessary work done; for, by some unexplained law of compensation, it does not seem to be practicable to get brains and muscles in the same body. The dexterity, nimbleness, readiness in emergencies, and tact, which are charming in the woman of to-day, are obtained at the price of physical strength; what, in New England, is called "faculty" has lost much of the endurance that once made it effective. Miranda knows perfectly how to do, with the utmost of neatness and good sense, and at the minimum of labor, every detail in domestic life but her strength is insufficient, so she must call in Bridget to crucify her daily. She is the brain; Bridget is the muscle but the muscle will not obey. Bridget is can't, won't and don't personified. She has been dimning the eyes, flecking the hair, thinning the hands, clouding the brightness and shortening the days of her American sister during the last

quarter century. The race of servants-if it is really written in the order of creation that there shall be such a thing-is still a barren ideality; events have not yet produced it. There is no relief except in lessening the dependence on servants, by so reducing domestic work that it may be done by very small families, and that upon all it may bear less severely. There seems to be less opportunity for applying in practice the co-operative principle, which is simply to do in one place, with especial facilities, some of the heaviest portions of work—as if done by the gas companies-distributing the results and concentrating the means. The first step should be to make more of the laundry. Instead of doing the severest part of work, to which only robust women are equal, on a small scale in thousands of scattered houses, unite the work and thus enlarge the facilities. The cities are full of so-called laundries, which consist of a cellar or equivalent place, where somebody uses on a small scale the familiar old imple ments; but, except in the great hotels, there are very few establishments to be found which carry out the idea, which is, to utilize machinery and dispense with muscles, as in everything else that is done economically. There has been a laundry in Troy for many years which receives and returns articles by expresschiefly collars and cuffs—over quite an area of country in three States at least. In towns sufficiently compact it might be practicable to extend the plan further to cooking. The late M. Blot devised a scheme of that sort in both New York and Brooklyn, but it failed, for some reason we do not now recall. In using the word co-operative, however, we do not mean that the scheme should necessarily be a mutual one, like a co-operative storeonly that it shall secure concentration. Better administrative ability would be necessary, and more practical difficulties might arise in carrying out the mutual plan than in letting private ownership do everything. On the other hand, the partly co-operative scheme, if it once conquers success, has manifest advantages. It is impossible to deny, however, that any way which should dispose of the washing and ironing, and lighten the cooking, would go far to change promising field there for giving a new

# FASHION'S PARCIES.

Charming ornaments for the hair are now made from fishscales, held in position by silver wire. Something new (and old) in the jew-

elry line is earrings, necklaces and bangles composed of silver coins. Large jet or ebony crosses, suspended from the neck by a band of narrow black velvet, are quite generally worn by the

leaders of fashion. Jet is much used on hats, costumes and mantles. All kinds of bead trimmings are worn, and the pretty clair-delune trimmings have been revived.

Knitting of gentlemen's socks is now the rage in the best circles of England. The material used is soft untwisted silk in all the mode colors. The sock is warm,

soft, pretty and strong. Silver jewelry has been used as half mourning jewelry by some of the ladies at the English court. Necklaces composed of graduated beads of sterling silver, unpolished and resembling dark pearls at a distance, have been worn with

black costumes. A new method of attaching the umbrella to the belt is copied from the quiver of the toxophilite. A small sheath is hung by a chain to the belt, and through this the umbrella is passed, so that it assumes somewhat the position of a rapier as carried by gentlemen of the olden time.

One of the new and successful styles of dress now worn in Europe is the 'Caraco," a style with a name unearthed from some old-fashioned magazine. It is made of any rich material, such as silk, velvet or a woolen material, and is looped up in a panier style over a thin

One Can Testify to his own Age.—The Supreme Court of Massachusetts has recently decided that a person is a competent witness to testify to his own age. The case was Henry Hill and others against William T. Eldridge, brought in the Superior Court of Norfolk county. Action was brought to recover for goods sold to the defendant, whose defence was infancy, and that the goods sold were not necessaries. At the trial in the Supreme Court, without a jury, the defendant was a witness, and under the plaintiff's objection was permitted to testify that when the goods were purchased he was sixteen years of age. It appeared that the deyears of age. It appeared that the defendant's father was dead, but it did not appear whether the mother was living or not, and no other evidence was offered. The Supreme Court found for the defendant, and exceptions were taken by the plaintiffs. The Supreme Court has now overruled the exceptions, holding that the evidence was admissible. It is de-It is decided that a person may testify to his own age, and such weight may be given to his

## Debts of the Southern States.

Numerous inquiries as to the debts of other Southern States, their amounts, and compromises made, will be best answered by giving all the information we possess on the subject:

The debt of Alabama in 1878 was \$9,452,669; real and personal estate, tax basis, \$117,486,581; tax, 70 cents; amount raised by tax, \$827,399.

Arkansas, debt, \$4,153,035; unfunded debt, \$13,967,012; tax basis, \$94,000,000; tax, 60 cents; amount contained 46.07 per cent. raised by tax, \$457,450.

Florida, debt, \$1,348,272; tax basis, \$30,000,000; tax, 90 cents; amount raised by taxation, \$225,000.

Georgia, debt, \$10,644,500; tax basis, \$235,659,530; tax, 50 cents; amount raised by tax, \$1,129,900. In 1872 Georgia annulled \$10,477,000 debt at that time \$11,550,500, recog- thirst. nizing \$5,798,000 of the Bullock bonds.

Kentucky's debt is only \$1,852,-841; her tax basis, \$357,326,013; tax,

to \$12,660,443; tax basis, \$174,500,-000; tax, \$1 45. The amount raised by taxation in 1878 was \$2,473,629. Mississippi, debt, \$2,954,458; tax, 50 cents; tax basis, \$12,700,000; amount raised by taxation, \$634,701.

Missouri's debt in 1879 was \$16,-758,000; tax basis, real and personal, a little over \$6,000,000; tax, 40 cents; amount raised by taxation, \$2,843,953. North Carolina, debt, 1878, \$27,

120,228; tax basis a little over \$148,-000,000; tax, 38 cents; amount raised by taxation in 1878 \$533,635. South Carolina's debt in 1878 was 5,739,696; tax basis a little over 8125,000,000; tax, 45 cents; amount that will make lean, light bacon, such as raised by taxation, \$715,982. The is wanted for shipment abroad. It has debt statement in 1874 was \$17,017,-651, of which 89,540,750 was bond to the breeder to bring any hogs to a

debt; \$2,679,293 floating debt, and to keep them to full maturity. The \$4,797,608 contingent liability. And Drovers' Journal upon this subject says: this statement did not include \$5,695,-000 bonds issued for conversion of State securities under the act of 1869, which even a Republican Leg- style. A notable fact, and one worthy

861; tax basis, \$257,632,000; tax, 50 cents; amount raised by tax, \$1,-

Virginia's debt in 1873 was \$29,-350,826, her tax basis, real and personal, \$322,569,631; tax, 50 cents; amount raised by tax, \$2,500,000 per annum. Since that time a settlement has been proposed which is absolutely demanded by inability to pay. We have not the details of that settlement at hand, but it is much more favorable to the holders of the bonds than that of Tennessee.

Tennessee's debt and interest is tax basis in 1878 was \$223,212,153, 8626,529.

It will be seen at once from this that Tennessee will bear after this settlement lighter burdens than any Southern State, even after Louisiana States for light, he will find that everything points out the reception to this settlement as the best possi-ble course to take.—Nashville, Tenn., American, July 18th.

But let the lattile as, it possesses the proper proportions that go to make up a good beehive, I would not advise you to American, July 18th.

ANECDOTE OF GOVERNOR ALLEN. Sev-

eral years ago, when the building of the Scioto Valley Road was on the tapis, a delegation of prominent citizens of Columbus, Circleville and Portsmouth met in the parlor of one of our hotels, in conjunction with a number of our own citizens, to consult as to the best means of pushing the enterprise to completion. To give more than usual eclat to the gathering the Old Governor was induced to attend and give his advice (Chillicotheans were always fond of showing him off" to strangers). After the business portion of the meeting had been dispatched, the conversation turned upon general topics, and finally some one asked the Governor why he did not re-enter politics and become a candidate for the Presidency. This was enough to set the Governor going. Taking up his personal history from the earliest days, he recounted in an impressive manner, step by step, the events of his life, until from a poor boy he had served this district as Representative and the State two terms as Senator, "having for compeers such men as Clay, Webster, Calhoun and Benton. Leaving the Senate, gentlemen, I went to my home and gave my-self to study—profound study, deep study—and after twenty-five years of companionship with my books, I came to the conclusion, gentlemen, that to be President of a little patch of territory on this third-rate planet, by G-d, was unworthy the ambition of a statesman and a scholar."

How do the evolutionists account for the fact that the genus shark has for ages worn his mouth on his most inconvenient side (himself that is), According to the development theory it should gradually

### AGRICULTURAL MATTERS.

Lime.

Mr. Donald G. Mitchell, of edgewood, has found—according to the latest annual report of the Connecticut Experiment station—that "a soggy and nearly worth-less hill slope has become dry and valuable for pasture, mainly the result of an application of lime."

Clover. According to Wolff, the amount of nutritive substances in red clover at beginning of flower is 11.26 per cent; red clover in full flower, 13.04 per cent. Red clover hay, cut at beginning of flower, contained 55.43 per cent of nutritive matter, while the same cut in full flower Hot Weather.

Beware of drinking too much cold water while you are working in the sun, and do not plunge suddenly in a cold bath. If you are near a brook wet you head, put leaves into your hat and fre-quently put the hands into water, letting them remain there for a considerable time. The effect will be soothing upon clearly fraudulent bonds, leaving the the whole system, and it will reduce

#### I oss in Very Heavy Cattle.

Of late the demand for choice very heavy beeves, weighing from 1700 to 1800 pounds,has fallen eff, and stock fed to perfection of that weight hardly realize as much as those of 1400 to 1500 pounds. Louisiana's debt, 1878, amounted The latter weight seems to be the ex-\$12.660.443; tax basis, \$174.500, treme wanted by those purchasing our best cattle, and some then are a little too heavy. Sales were made here of a lot of Durham bred steers, having all the fine points necessary to make them desirable to the purchaser-in fact, as handsome a drove of steers as has been offered here for a long time; but they weighed nearly 1750 pounds-too heavy as a lot for the export trade-and brought only five cents, while another lot of 1500-pound steers, of excellent quality, which found favor in the eyes of several buyers, brought \$5 121 per cwt. Feeders will do well to realize that there is only an occasional demand for stock of these extreme weights .- Buffalo Live Stock Review.

### Light Weight Pork.

also been held that there is more money A short time ago it was deemed essential by breeders of both cattle and hogs to get as much weight and fat as possible, to the almost utter neglect of symmetry and islature declared issued without authority. The amount given as the debt in 1878 is that left after a fair judicial investigation by a court created for that purpose.

Texas's debt in 1878 was \$5,073,
Cet the best of the purpose and the purpose are the journey and confinement on shipboard as well as the stock of lighter weight and less fat. There are several English houses here, as most of our readers well know, that are almost exclusively en-gaged in the curing and shipping of English cuts; and, as is generally a well known fact, to meet the requirements of this trade, hogs must not be too fat, but compact and well bred.

How to Make Bees Pay. We produce the following practical article, which appears in the Germantown Telegraph, from the pen of J. M. Hicks, an Indiana beekeeper:

I will say to all who contemplate keeping bees for honey or to domestic life for American women. Co operation has left housekeeping alone hitherto. Is there not a reasonably amount to a little over \$12,000,000, various kinds and styles, as well, I might the interest to about \$500,000, requiring a tax of less than 35 cents on movable frame hives, all of which I laid the \$100, in addition to the amounts from other sources, such as privileges and the \$100,000 from railroads, to board or boxes to misplace before seeing board or boxes to misplace before seeing pay this and ordinary expenses. The your bees and brood, which is so often neglected and let go to rain through utter and the amount raised in 1878, was hive I have adopted as the one for future use, I have not lost a stock of bees with the moth, from the fact that I can open the brood out to full view and see each and every brood comb, take out every worm in three minutes and close up my bees ready for work. This advantage secures her reduction of interest to 3 alone is worth to the beekeeper at least per cent. for 15 years, leaving the the value of 25 stands of bees in the old principal intact. The question per-is of more consequence than most persons tains to ourselves solely. What is are aware of, as it too often takes up so right, just, and the best policy for much time in handling your bees that ourselves, is the sole question; but if they get to fighting and robbing each anyone chooses to look to other other before you can replace all the ratness again.

But let me further say, that if you have make any change, as here is where too many failures are made—in changing, and too many kinds of hives in your apiaries, which should be avoided. Therefore, I would say, never use but one style of hive, and let that be a first-class movable frame hive; and have all your frame hives made exact inside measure as your sample-all of which should be well made and painted two good coats of paint and linseed oil. This nive business is of more importance than most people think, and is too often overlooked by many who make their own hives, often, too, from lumber not as dry as it should be, and of

an inferior quality. Now, let me say, in conclusion, get the hive as above, and have all your bees transferred into the same; and do, for justice's sake, look after their interest once in awhile, and your reward will be plenty of honey, as well as good strong stocks, with a good prolific queen in each hive, and you will have the gratification of having your bees pay you from 500 to 800 per cent. Now is the time to feed your bees a small quantity of syrup in or-der to have them ready for swarming, which should always be done artificially.

This little life-boat of an earth, with its noisy crew of mankind, and all their troubled history, will one day have vanished; faded like a cloud-speck from the azure of the sky. What then is man? He endures but for an hour, and is crushed before the moth. Yet in the beginning and in the working of a faithful man is there already (as all faith from man is there already (as all faith, from the beginning gives assurance) a some-thing that pertains not this death ele-ment of Time; that trumps over time, and is, and will be, when time shall be no more. - Thomas Cartyle.

It is of little consequence by what name you call the first Nature, the divine Reason that presides over the universe and fills all parts of it. He is still the same God.—Seneca.