

CAPITAL CITY BLACKS

FORM ONE-THIRD OF WASHINGTON'S POPULATION.

In No Other City in the Union Have the Colored People So Much Wealth and Intelligence—Pay One-Tenth of the Taxes.

Some Are Whittles.

Washington correspondence: With so large a colored population as there is in Washington—a population which, were it by itself, would make a city twice the size of either Elmira, Yonkers or Auburn—there is, as there would be in any so large a community, a class of the idle and shiftless who eke out a hand-to-mouth existence.

Washington was thoroughly Southern in its beginning. Its resident citizens are still largely Southern. In consequence of this many of their homes were originally built in the old slavery style with the negro quarters in the rear, and while in some cases the family servants still live in this manner, they are now the exceptions. But in many cases there are handsome houses facing on aristocratic streets, while the



EX-SENATOR BRUCE.

alleys in their rear are filled in solidly with dilapidated two and three-story frame houses which are packed with negro families, an astonishing number of them living within the inclosure. However, it is down in the old canal districts of the city and in such places as "Hammersleys," "Louise" and "Geat" alleys that the lowest type of the negro element of the capital is to be found. Here they fairly swarm, living as compactly as bees in a hive, and idleness, filth and poverty hold full sway. That there is suffering in these quarters in the winter time there can be no doubt, but the weather is seldom intensely cold in Washington, and while it is warm and the pangs of hunger are not too poignant the average dorky of this section seems oblivious to his discomforts. The women lean from their windows and chat the hours away in idle gossip, which often becomes so animated that a nearby policeman has to bring it to a summary close; the men seek sunny corners out of the sight of these same pangs who seldom consider it necessary to see them) and all day long, in their front, all night long, indulge in that form of gambling which seems to fascinate the colored contingent all through the South, the game of "craps."

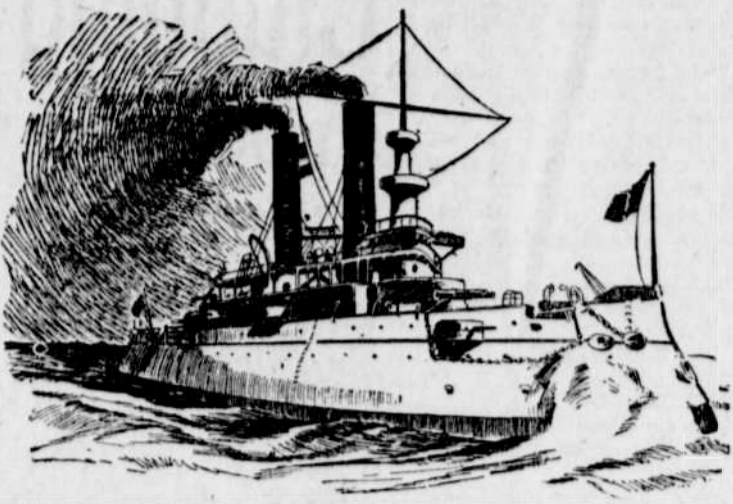
But these are not the representative colored people of Washington, for it is an incontrovertible fact that in no other city in the Union is there so much wealth and intelligence as among them here. While the population is one-third colored, one-tenth of the taxes of the city are paid by them, and they are represented in almost every branch of business and the professions of the city. There are over thirty colored physicians in Washington, many of them well educated, and with large practice. There are also quite a number of lawyers and numerous real estate agents, while there are hundreds of ministers of the various evangelical churches, and 297 professors and teachers in the public schools. There are between 3,000 and 4,000 people employed in the Government service with salaries ranging from \$5,000 per year, which is the salary of a second-class clerk, who is a colored man, to \$40 a month, which is paid the charwomen. There are also several colored men who are employed in the Congressional library.

Two excellent papers are published and owned by colored publishing companies—the Colored American, a national negro newspaper, and the Bee, a paper more local in its scope. They are published weekly and have large circulations. The American is an exceedingly creditable sheet; it is an eight-page paper and it gives a comprehensive sweep of the questions of the day as they relate to the colored man. Its editor and manager, Edward E. Cooper, is one of the brightest and brainiest young men of his race.

One of the interesting places about Washington is the old Fred Douglass home. The Cedars, on the Anacostia Heights overlooking the city. It is one of the most beautiful for situation of all the residences of the Capital City. It is on the summit of a high hill and is surrounded by magnificent cedars and oaks and the views from the windows are of unsurpassed loveliness.

Mr. Douglass bought this place a few years previous to his death and it is here that he brought his white bride and lived with her during the remainder of his life, excepting when they were abroad traveling. Mr. Douglass left a very large estate and with some other property willed this place to Mrs. Douglass. There was, however, a flaw in the will and she was only allowed an interest in it, but has since been buying it from the other heirs. She lives alone now and has made almost a Douglass memorial of the Cedars. Mr. Douglass' library is kept intact as he left it. Several large life-size pictures of him adorn the walls.

UNCLE SAM'S NEWEST BATTLESHIP.



The Alabama, the new warship for the American navy, is rapidly approaching completion, and it is one of the finest, if not the finest, that have risen from the ways in the big shipyards of the Cramps. This engine of destruction is one of four sister ships. The three others are the Kearsarge, Kentucky and Illinois, which are now well under way at the yards in Newport News. The Alabama is a battleship of the first class. She is 372 feet long by 79 feet in the beam and draws 23 feet of water. She has 11,500 tons displacement, or just 100 tons more than the Iowa. The Alabama will have only two turrets and will be much less heavily armored in every way than the Iowa and the Massachusetts class of ships. The Alabama will be the most powerful fighter in all the navy. The engines of the new ship are of the triple expansion type, working in separate water-tight compartments. These engines will develop a combined horse power of 10,000, which will drive the ship at a speed of sixteen knots an hour. Seven decks will rise one on the other. There are water bottom, platform deck, berth deck, protective deck, main deck, upper deck and bridge deck. There will be living quarters for 500 men with their officers.

A life-size bust in one corner and many souvenirs presented to him during his lifetime are to be seen on the mantels and tables.

Mrs. Douglass looks rather frail and a little as though life's wind had blown in her face, but if she has ever regretted the step she took in marrying the man with the black skin not by a word has she ever betrayed it. "He was the greatest man of his age," she says proudly, "and the pioneer of his race. I knew no color line when I married him. I know none now. I only wish to be one of the grand army who are trying to help uplift the downtrodden everywhere of both races."

Still a Strong Prejudice. That there is a strong prejudice in the District cannot be denied, and a cultured, scholarly man in whose blood there is but a taint of black extraction said to the writer the other day with intense bitterness in his voice, "Where is the spirit of the Christ who said, 'Do unto others as ye would have them do unto you' among the Christians of Washington? I am a colored man and I went down to Baltimore yesterday in one of the river steamers, and because of my color I could not buy a mouthful to eat nor a drop to drink all day, and when I reached the city there was not a respectable hotel nor restaurant owned by white men where I could go to satisfy my hunger. I cannot take a lady and go out to Cabin John, Glen Echo or Chevy Chase (three prominent pleasure resorts) and be admitted, nor am I allowed to enter the white churches. Not in this single store in this capital of the nation is there one of my race employed in any position higher than a porter or elevator boy, and although I am a graduate of Princeton and try to conduct myself as a gentleman, I am not permitted to occupy the desirable seats in the theaters or other places of amusement. Do you wonder that I feel that there is no ultimate hope for my race in Washington?"



THE OLD FRED DOUGLASS HOME.

Ex-Senator Bruce, a leading colored man, takes a much more hopeful view of the case. "No," he said in answer to my query, "I do not expect to live to see social equality, but I do not despair for my race. Time will ameliorate the difficulty. When the colored people raise themselves to the level of the white man intellectually and financially the difficult problem will be solved, for when I have what the white man wants my color will not keep him from coming to me for it. And my people have made wondrous progress; no other people under God's heaven have made such advancement despite such adversities as they. Think of it! Every other class of people have had those of their number who inherited their wealth, but scarcely a dollar of our wealth came to us through inheritance. Thirty-five years ago we were a penniless, ignorant and utterly inexperienced people. No one owned any property and no one had any experience in acquiring it, yet look all over the land to-day and there is scarcely a hamlet where colored people may not be found sitting between their own vine and fig-tree."

"Compare the Russian serf with the negro."

"Thirty years ago four and a half millions of black people were set free



A GAME OF "CRAPS."

and scarcely one of them owned the price of a breakfast. At about the same time those Russian serfs were freed also, but to each family a certain number of acres were given them and a pitance on which to start life. Compare them now. The serf is the down-trodden serf still; the Russian Jew has

THE DOLL IS ANCIENT.

Unearthed with Egyptian Mummies Three Thousand Years Old.

The mummies of little Egyptian princesses, dead now three or four thousand years, have been unwound, and in their spiky folds little dolls have been discovered. After more than twenty centuries the ruins of Babylon and Nineveh have been unearthed and most frequent among the treasures brought to light have been small terra cotta figures and many beautiful carvings in ivory, which most likely were the fascinating dolls of little Assyrian ladies. The puppets with which Greek and Roman children amused themselves in ordinary had their being in clay. Their arms and legs were jointed and attached by threads and were to dangle about on the doll being shaken up and down or on a string being pulled from below. Dolls of ivory and wax were unknown, but these, no doubt, were the playthings of the richer classes. Before marrying, these maidens of classic times would make a sacrifice of their dolls to Venus or Diana; but if they died as children the dolls were buried with them, and most of those that we now possess have been discovered in tombs.

The origin of the name "doll" has baffled some of the wisest and most learned, the majority of whom have at last come to the conclusion that it comes from "Dolly," the diminutive of "Dorothy," a favorite name for girls in England two hundred years ago. The word doll is found in common use in our language until the middle of the eighteenth century, and as far as one can discover first appears in the Gentleman's Magazine for September, 1751, in the following question: "Several dolls with different dresses, made in St. James street, have been sent to the Czarina to show the manner of dressing at present in fashion among English ladies." Prior to this the word used to describe the favorite plaything of all girls in all countries and in all ages was "baby," which is to be found, together with puppet or puppetry, in the works of most of the great early writers.

The earliest English "babies" were of rags or wood. The latter were stiff, unjointed things in which the arms were only roughly indicated, and the legs, in most cases, not at all. The way we arrived at the wax, china and more expensive sorts generally is curious. In the middle of the seventeenth century there were no ladies' fashion papers, as now. Consequently in order to show what was most being worn on the continent dolls were accurately dressed up and sent around to the various models and taken from the dresses of the foreign milliners. The dolls themselves, rather than their dresses, attracted people, so that large numbers of the little figures were imported from abroad, and from the majority and the best of them coming from the Netherlands were called "Flanders babies." A "Bartholomew baby" was a special kind sold at the old fair of that name and was celebrated for the quantity of ribbons and mock jewelry with which it was decked out.

The mechanical doll is also an institution of considerable standing. Reference to them has been found in the earliest editions of the Spectator.

Will the custom ever be dropped?

Fagmastery in the English Schools. Fagmastery are often the fags' best friends, and even at the universities afterwards keep a kindly eye upon them. Some of the languages that the fags turn out a great cricketer or oarsman, in which case his old fagmaster is as proud of him as of a younger brother. Or, like as not, in after-life a country parson can look upon the time when he fagged the bishop of his diocese. In a speech made in 1896 by Lord Rosebery, late prime minister of England, there is an amusing reference to fagging. "It is a long time since you and I, Mr. Chairman (Mr. Acland, minister of education, "first met. I have always been a little under your presidency, because I began as your fag at Eton, and I little thought, when I panned your eggs and made your tea, that we were destined to meet under these very dissimilar circumstances." Lord Rosebery then went on to make some suggestions to Mr. Acland "with all that humility which betrays our former relations." There can be no doubt that everyone laughed heartily at this, and that it helped very much in getting a hearing for his suggestion.—Harper's Round Table.

Made From White Beets. The first run of clean white granulated sugar ever made in this State was turned out at the first New York beet sugar factory, in Rome, last night. It is a smooth-grained, white and sweet, and the factory management feels very proud of the production. There are about four tons of sugar in this run, which went into the factory in the form of beets on Monday morning. The company expects to have about four tons more of sugar to-morrow. Only white beets were used in these runs, and the sugar is considered equal to anything in the market. After to-morrow it is expected that about ten tons of granulated sugar a day will be turned out. Local grocers are paying an extra price to get beet-sugar to sell as an advertisement.—Utica Herald.

Fried Celery. Although the crisp and tender celery is best served in its natural state, fried celery is an appetizing relish as a luncheon or supper dish. To prepare it, cut pieces of the larger stalks in three-inch lengths. After wiping each piece dry, it should be dipped in egg, then in bread crumbs, and fried quickly by dropping in smoking-hot fat. Remove to drain on some brown paper, and send hot to the table to eat with scolloped oysters or a chaffing-dish service of creamed fish.—New York Post.

The Wish Is Echoed. "I see," said the man with nothing to worry him, "that some one has invented a yacht that does its own tacking." "I only wish," said the third man with the tied-up thumb, "that the thing could be applied to carpets."—Cincinnati Enquirer.

Cost of the Spithhead Fleet. The great English fleet of 141 vessels gathered at Spithhead at the Queen's jubilee cost \$155,000,000, according to a statement in the London Times. Large as this sum is, it is less than the United States raises annually for pensions.

THE YUKON RUSH

HOW THE THOUSANDS WILL REACH ALASKA.

There Are Many Routes Spoken of, But As Yet Only Two Are Advisable for the Gold Seeker to Attempt—Some of the Difficulties to Be Overcome.

(Special Correspondence.)

How many will go to the Klondike next year, how will they be transported, are questions now being asked by transportation companies and the thousands interested in one way or another in the great movement about to take place. Even the man going thither to seek his fortune is vitally interested in these matters. If there is too big a crowd he may not be able to secure a passage, or to get a proper outfit, or be successful in transporting it into the interior. He would better not trust too much to luck nor depend too much upon being able to travel in the regular way. Certainly, so far as the regular steamer lines are concerned, their berths will all be engaged weeks in advance, and the man who neglects to secure passage early may have to wait a long time for his turn to come around. Even on the overland trains there is promise of inconvenience, if not delay. So great a rush, all in one direction, will tax the rolling stock of the railroads to its utmost, since cars will have to go back empty.

The lowest estimate of the number of people who will start for Alaska next spring is 50,000, while some have placed the figure as high as 200,000. At an average of 300 to each vessel, it would require 170 steamers to convey the minimum number, while 680 would be necessary to accommodate the maximum. To send 170 steamers in the months of February, March and April would make it necessary for two to sail each day. There is now advertised not one-quarter the steamers necessary. The others will no doubt be provided, for there are numerous transportation projects on foot, but nothing definite about them can yet be said. This is sufficient to show that the man who intends to join the first great rush by the way of the passes and lakes would do well to make sure of his passage to Dyea or Skagway. As to the route by the way of St. Michaels and the river, that will not be open till June, and extensive transportation projects now under way will be sufficiently developed long before that time to make it well to postpone any estimates until later.

There are but two well known and undeniably practical routes to the Yukon mines. One is by the mountain passes from Dyea and Skagway to the lakes and thence by boat down the lakes and rivers, and the other is by ocean steamer to St. Michaels and thence up the river by light draft steamer. All other routes are yet to be proved, and all who try them must expect to meet with the tribulations and uncertainties that lay in the path of the pioneer. Undoubtedly the great majority of Yukon miners will try the passes, since the mines can be reached in this way two or three months earlier than by steamer, and, of these the greater number will go over the regular Yukon trail by the way of Chilkoot pass, the next greater number going from Skagway over the White pass.

It is well thoroughly to understand this route and its variation as to the two passes. Linn canal, about 100 miles north of Juneau, penetrates a number of miles northerly into the coast mountains, the west end of it being divided into two arms by a rocky promontory. Into the easterly arm flows Skagway river and into the westerly arm the Dyea river. Both are rapid, ice-cold mountain streams, navigable for canoes only for several miles. At the head of these arms are located the new towns of Skagway and Dyea. From these points it is necessary to cross the high mountain divide to Lakes Lindermann and Bennett, where boats are constructed for the journey down the river. Until the past season the Yukoners have used the Chilkoot pass, from Dyea, exclusively, the Chilkoot Indians packing all the supplies at the usual rate of 15 cents a pound, and the summit of the pass is 3,200 feet high. The Indians have always refused to pack by any other route, declaring this to be the best one. Last summer, owing to the great rush and the eagerness of all to get over at any cost, the Indians raised their price for packing, until often as high as a dollar a pound was paid them. This, and the crowded condition of the trail, led many to try the Skagway trail, which, though 41 miles long, was asserted to be better, because the summit of the pass was some 500 feet lower. It was found, however, that the trail was not so good, that the river had to be crossed several times, and that, though the pass was somewhat lower, the trail led up and down hill so much that the actual climbing done was greater than by the Chilkoot pass, where the ascent was gradual to the foot of the summit divide, when one very steep climb to the top was necessary. The practical result was that a very much larger percentage of those who tried the Chilkoot pass succeeded in reaching the lakes, than of those who attempted the Skagway route. Nevertheless, improvements are now being made on both trails, and both will be extensively used in the spring, it being much easier to go in over the snow, when the rocks and mud which made the trails so difficult last fall are covered up.

These are projected improvements for both of those trails, in the nature of railroads and tramways, but as yet nothing definite has been accomplished. A combined railroad and tramway is under construction and is promised to be completed by the first of February, for the taking of freight from Dyea through to Lake Lindermann. The probabilities are that this convenience will be provided by that time, or shortly thereafter. The company operating it purposes to contract to carry freight from Dyea to the lake at a price much below what it would cost to pack it over, and to handle it so promptly that by the time the owner can walk over the trail his freight will get through. With this tramway in operation, and nothing similar on the Skagway trail, the Chilkoot pass would get all the travel. There are, however, still other tramways and railroad projects on both trails, but when they will be ready for use is uncertain. At the present time it would seem as though

this Chilkoot tramway will be the only thing ready early enough to accommodate the first rush in February and March. Until that time, there is apparently little choice between the trails for winter travel, and those who go in before February may take either. For those who go in over the snow a Yukon sled is necessary. This is a strong skeleton sled and may be purchased at any regular outfitting point. Many take dogs to help draw sleds, but all can not do this. If it is done, special provision must be made for food for the animals.

After the lakes have been reached, the remainder of the route is the same for both passes, consisting of about 550 miles of lake and river navigation to Dawson City, at the mouth of the Klondike. It is 50 miles further to Forty-Mile, and Circle City is 300 miles down the river from Dawson. The new town of Rampart City is still about 500 miles further down the Yukon, at the mouth of Munook creek, not far above the point where the Tannanah flows into the great river.

This entire lake and river journey is made in strong boats, usually built out of timber whipsawed by the Yukoners on the banks of Lakes Lindermann or Bennett. There is a small saw mill there, but it is unable to cut enough timber to fill the demand. Doubtless other mills will be taken in as soon as the tramway is completed, but miners should not rely upon this, but should take an outfit of tools and material for building a boat, as well as oars and rowlocks. Efforts to take ice boats over the passes last fall were unsuccessful, even in sections. Though it might be easier to do so over the snow, it is doubtful if it would not consume as much extra time and labor as the building of a boat would require. When the tramway is at work, specially constructed boats could no doubt be taken in to advantage, and valuable time be saved.

The route leads through Lake Lindermann, 6 miles, a portage to Lake Bennett, 1 mile; down the lake 24 miles; through Cariboo crossing to Lake Tagish, 3 miles; down the lake 19 miles; by river to Lake Marsh, 6 miles; across the lake passing Windy Arm, 19 miles. Those who go in the winter and early spring can proceed to this point by drawing their boats on sleds, but there they must wait for the ice to break up before proceeding down the river in their boats, unless they intend to go through light, dragging a sled over the snow and ice. Twenty-five miles below Lake Marsh is the dreaded Miles cañon, and just below this place are White Horse rapids. Both of these places may be safely run in the boat if the utmost care is exercised. Many boats have been wrecked here and their contents lost, while several unfortunate men have been drowned. No one should attempt these difficult passages without first having carefully studied the situation. Thirty miles further down the river is Lake Le Barge, 30 miles long. Five Finger rapids are 163 miles below this lake, and Rink rapids are 3 miles further. These are the last of the specially dangerous places, though care must be exercised during the entire journey.

As to other routes from the coast, there are but three that have any prominence, and none of them is as yet sufficiently known to make it advisable for the ordinary gold seeker to attempt them. One of them is the Dalton trail, leading northerly over the mountains just west of the Chilkoot pass, and paralleling the lake and river route for about 300 miles, finally striking the Yukon below most dangerous rapids. It is claimed that it is the best route for a railroad, but it is yet to be shown how practicable it is for general use. The government will probably attempt to send in a relief expedition by this route early in the spring.

The Taku and the Stickeen routes, one starting from Taku inlet, near Juneau, and the other from the Stickeen river, near Wrangell, converge at Lake Teelin. Small river steamers can navigate this lake and pass down the Hootalinqua river to the Yukon below the rapids, and thus to Dawson and beyond. It is claimed that such steamers will be built on the lake in the spring, and that trails will be opened up to the lake and pack trains put on; to be followed soon by railroads; but until this is actually done the gold seeker would do well not to trust himself to the uncertainties of those routes.

Undoubtedly the most comfortable and easy way to reach the Yukon mines is by steamer from one of the Pacific coast ports to the mouth of the Yukon, at St. Michaels, and thence by light river steamers up the stream, the distance up the river being 1,423 miles to Circle City, and 1,773 to Dawson City. The trouble with this route is that the river is navigable only three months in the year, and then only by small river steamers, because of frequent bars. The ice breaks up about the 30th of June and forms again about the same time in September. There are now several steamers on the river belonging to the Alaska Commercial Company and the North American Transportation and Trading Company, both of which have trading posts on the river, with headquarters at St. Michaels. Both companies are building several new vessels for next year's traffic.

The outlook for this route next summer is that the number of steamers on the river will be utterly inadequate to accommodate the persons who will be landed by thousands at St. Michaels by steamers and sailing vessels, though there are numerous projects on foot for building steamers on the river in the spring or towing them thither. As every vessel on the river will probably run in connection with some regular ocean line, and as the probabilities are that the ocean liners will carry more passengers and freight than the river steamers can handle, it would seem as though the only persons who will stand any show of getting through to Dawson by this route will be those who purchase through passage from the starting point to their destination for themselves and supplies. Those who pay passage only to St. Michaels, or who reach that point by independent steamers or vessels, will probably be unable to proceed any further. Notwithstanding this promise to be the condition of affairs next summer, there will doubtless thousands of men take passage in all kinds of craft for St. Michaels, without providing means for getting beyond that point. Much disappointment is in store for many on this score.



SERMONS OF THE WEEK

Jewels of Life—Many spend their labor gathering life's waste and throw away life's jewel.—Rev. Frank Crane, Methodist, Chicago, Ill.

Good and Great.—We can all be good and great if we but try. We may not reach the goal for years, but the goal will be reached at last.—Mrs. Booth-Tucker, Salvationist, Chicago, Ill.

Love for Humanity.—When we have the right love for frail humanity we will live for some good purpose, and our lives will be a great blessing to others.—Rev. G. W. Perryman, Baptist, Cincinnati, O.

Liberalism.—Orthodoxy has insisted for 100 years that liberalism was dying in this country. Our brethren should learn wisdom and hold the announcement until the obsequies are fully performed.—Rev. R. A. White, Universalist, Chicago, Ill.

Progress and Posterity.—A man ought to educate his family in the belief that his son ought to be a better man and fill a nobler place in society than himself. He ought to believe in progress. Have hope for posterity.—Rev. J. J. Muir, Baptist, Washington, D. C.

Great Names.—We want imperishable names, characters, which will stand the test of time. The world's history glows with names of its heroes, and they stand in a grand procession before our imagination.—Rev. R. G. Seymour, Baptist, Philadelphia, Pa.

Gods.—"Thou shalt have no other gods before me" strikes a death blow to the god of power, and the god of money, and the god of profession, and the god of stomach, and the god of social life, and all the gods on the thrones of a big city.—Rev. C. Myers, Baptist, Brooklyn, N. Y.

The Living Wire.—Electricity was always floating in the air. Only recently have we found a wire to make it light our homes and help our work. Jesus is the living wire, to bring to us in unbroken currents the cheer and power of God.—Rev. C. L. Thompson, Presbyterian, New York City.

The Sabbath.—As God crowned the six days of creation with the seventh day of holy rest, so let the days of your honest labor become sanctified by the solemn rest and devotion of that day, which is the glorious crown of our week.—Rev. H. W. Schuebiger, Hebrew, Baltimore, Md.

Saloons.—Public opinion has done much to reduce the liquor traffic and make it unpopular, and has placed it under a law. The Anti-saloon League has reduced the number of saloons and drinking places in Washington 250 in four years.—Rev. J. W. Duppy, Methodist, Washington, D. C.

ALL ON A PINHEAD.

Alphabet and Figures Engraved on a Very Small Surface. The alphabet and the figures one to ten on a pinhead. It hardly seems possible to engrave so many characters upon such a small surface, but that feat of microscopic engraving was accomplished by Mr. Joe Whitehouse of Milldale, Ky., a young designer at Noterman's, on Race street. The thirty-six characters are cut out with peculiar



THE PINHEAD MAGNIFIED.

distinctness on the head of an ordinary pin—the exact size of which is shown in the accompanying illustration. Under the magnifying glass the letters and figures appear as shown above, and the work is regarded by competent judges of engraving to be excellent. Mr. Whitehouse has been at Noterman's for many years, having there learned engraving and designing, at both of which he is an expert.

Artificial Teeth. The use of artificial teeth is of ancient origin. Two curious specimens of artificial teeth from the Etruscan tombs, dating from four or five centuries before the Christian era, may be seen in the museum of Corneto, on the coast of Italy, in the mouths of two young girls. On the jaw of one may still be seen two incisors fixed to their neighbors by small gold rings, while in the other, the rings remain, but the artificial teeth have fallen out. The teeth, carefully cut, had evidently been taken from the mouth of some large animal.

Neither. Junior—I don't know what to think of Miss Knice. Either she is a fully good-natured or she is half-fool. She is smiling all the time. Senior—Has she good teeth? Junior—Perfect. Senior—it is safe to say she is not a fool; but it does not follow that she is a fully good-natured.—Boston Transcript.

The Important Consideration. "I don't know what this country is coming to!" exclaimed the pessimist. "You are on the wrong track," replied the official, as he signed the order keeping out an anarchist. "The thing to worry about is what is coming to this country."—Washington Star.

The novelist who marries his hero to a "new" woman will have hard work to convince his readers that they lived happily ever after.

The man who goes about wishing he had never been born is not the only one that regrets it.