

IN PURSUIT OF GAME.

"Twas the fall of the year, and the woods were
 dead; the leaves rustled o'er hill and hollow;
 And the birds were taking their southward
 flight,
 And calling their feathery mates to follow,
 I saw the meadow-lark flying low,
 I heard the rattle of quail and pheasant,
 And said to the maid my heart held dear:
 "There's plenty of game around at present."
 I was given to sport of another sort,
 And had little skill with a gun or rifle,
 And to tell the truth, was a modest youth,
 With dangerous weapons not wont to trifle;
 And I asked her when was the proper time
 To go for ducks, or for quail and pheasant,
 And she said with a pout, as if quate put out:
 "For bagging game there's no time like the
 present."
 A hint that she did not chance to see
 I took from the maid I had long been wooing,
 And I said in her ear: "I am fond of deer,
 And other game isn't worth pursuing,
 So tell me the time that will bring me luck."
 She answered me with a smile most pleas-
 ant:
 "For the capture of either deer or duck,
 You'll find, I think, no time like the present."
 I spanned her waist with my arm in haste,
 And kissed her lips in a fervent passion,
 And then and there, in the crisp clear air,
 In words that were few, declared my passion:
 And as blushing dyed her cheeks, she sighed,
 And said, with a frown that was evanescent:
 "You might have chosen some other time."
 I answered: "There's no time like the pres-
 ent."
 —Josephine Pollard, in *N. Y. Ledger*.

SOME PARADOXES.

**Propositions or Queries of a Puz-
 zling Character.**

There exists, floating about the
 world in a verbal form, and occasion-
 ally even appearing in print, a certain
 class of Propositions or Queries, of
 which the object is to puzzle the wits
 of the unwary listener, or to beguile
 him into giving an absurd reply.
 Many of these are very old, and
 some are excellent. Instances will
 readily occur. Who, for example, has
 not, at some period of his existence,
 been asked the following question:
 "If a goose weighs ten pounds and
 half its own weight, what is the weight
 of the goose?" And who has not
 been tempted to reply on the instant,
 fifteen pounds?—the correct answer
 being, of course, twenty pounds. In-
 deed, it is astonishing what a very
 simple query will sometimes catch a
 wise man napping. Even the follow-
 ing has been known to succeed:
 "How many days would it take to
 cut up a piece of cloth fifty yards long,
 one yard being cut off every day?"
 Or again:
 "A snail climbing up a post twenty
 feet high, ascends five feet every day
 and slips down four feet every night.
 How long will the snail take to reach
 the top of the post?"
 Or again:
 "A wise man having a window one
 yard high and one yard wide, and re-
 quiring more light, enlarged his win-
 dow to twice its former size; yet the
 window was still only one yard high
 and one yard wide. How was this
 done?"

This is a catch question in geometry,
 as the preceding were catch questions
 in arithmetic—the window being dia-
 mond-shaped at first, and afterward
 made square. As to the two former,
 perhaps it is scarcely necessary seri-
 ously to point out that the answer to
 the first is not fifty days, but forty-
 nine; and to the second not twenty
 days, but sixteen—since the snail who
 gains one foot each day for fifteen
 days, climbs on the sixteenth day to
 the top of the pole, and there remains.
 Such examples are plentiful, and oc-
 casionally both curious and amusing.
 But the purpose of the following paper
 is to illustrate a class of problems of
 rather a different kind. There are
 certain problems which are in no way
 catch questions (no problem involv-
 ing a mere verbal quibble is of course
 out of court by its own innate vilene-
 ss), and which, though at first sight
 extremely simple, often require con-
 siderable ingenuity to arrive at a cor-
 rect result. Take for example the fol-
 lowing:

"A man walks round a pole, on the
 top of which is a monkey. As the man
 moves, the monkey turns round on the
 top of the pole so as still to keep face
 to face with the man. Query: When
 the man has gone round the pole, has
 he, or has he not, gone round the
 monkey?"
 The answer which will occur at first
 sight to most persons is that the man
 has not gone round the monkey, since
 he has never been behind it. The cor-
 rect answer, however, as decided by
 knowledge, in the pages of which this
 momentous question has been argued,
 is that the man *has* gone round the
 monkey in going round the pole.

The following has not, so far as the
 writer is aware, hitherto appeared in
 print: "A train standing on an in-
 cline is just kept stationary by an en-
 gine which is not sufficiently powerful
 to draw it up the incline. A second
 engine, of the same power as the first,
 is then brought up to assist by push-
 ing the train from behind, and the two
 engines together take the train up the
 incline. Suppose the carriages to be
 linked together by loose chains, so
 that when the engine in front is acting
 the chains are stretched and the buf-
 fers between the carriages are sepa-
 rated, then, when the train is moving
 under the action of two engines, the
 buffers must be either
 together or apart. Which are they?
 If they are apart, the engine behind
 the train is evidently doing no work.
 If they are together, then the engine
 in front is doing none. But neither
 engine alone can move the train.
 Why, then, does the train move?"

The following was once asked at a
 university wine-party by a now well-
 known senior wrangler: "Suppose
 three snakes, each of which is swal-
 lowing another by the tail, so that the
 three form a circle—then, as the swal-

lowing process continues, the circle
 evidently grows smaller and smaller.
 Now, if they thus continue to swallow
 each other, what will eventually become
 of the snakes?"

Of course, it is clear that either the
 swallowing process must stop some-
 where, or that the snakes will vanish
 down each others' throats. At what
 point, then, will the swallowing cease?
 If the reader finds himself ready on
 the spot with a clear and precise an-
 swer to this question he will have
 proved himself a reader witt than the
 guest of the above-mentioned
 wine-party. A little consideration,
 however, will probably be sufficient to
 clear up the mystery, and, like the
 preceding enigma of the railway, the
 problem may safely be left to the ex-
 amination of the ingenious.

"Which, of any given moment, is
 moving forward fastest, the top of a
 coach-wheel or the bottom?" To this
 apparently very simple question nine
 persons out of ten, asked at random,
 will give an incorrect reply. For at
 first sight it appears evident that both
 the top and bottom of the wheel must
 of necessity be moving forward at the
 same rate, namely, the speed at which
 the carriage is traveling. But a little
 thought will show that this is far from
 being the case. A point on the bot-
 tom of the wheel is, in fact, by the di-
 rection of its motion round the axis,
 moving backward, in an opposite di-
 rection to that in which the carriage
 is progressing, and is consequently
 stationary in space; while a point on
 the top of the wheel is moving for-
 ward, with the double velocity of its
 own motion round the axis and the
 speed at which the carriage moves.

The following paradox, which has
 given rise to much discussion, is some-
 what akin to the preceding: "How can
 a ship sail faster than the wind?"
 Every yachtsman knows that a ship
 can sail faster than the wind; that is
 to say, if the wind is blowing ten
 knots an hour, a ship may be making
 twelve or fifteen knots an hour. Now,
 it is obvious that if the ship is sailing
 straight before the wind it can not, at
 the utmost, travel faster than the
 wind itself is blowing—as a matter of
 fact, it will travel much more slowly.
 If, on the other hand, the ship is sail-
 ing at an angle with the wind, it seems
 at first sight that the wind must act
 with less effect than before, and the
 ship in consequence sail more slowly
 still. But, as a matter of fact, the ship
 not only sails more quickly than be-
 fore, but more quickly than the wind
 itself is blowing. This is a paradox
 which few, even of those who are well
 acquainted by experience with the
 fact, have found themselves able to
 explain.

Let us consider the difficulty in the
 light of the following experiment: Place
 a ball at one side of a billiard table,
 and with the long cue held
 lengthwise, from end to end of the
 table, push the ball across the cloth.
 The cue here represents the wind, and
 the ball the ship sailing directly before
 it; only as there is here no waste of
 energy, which in the case of the wind
 and ship is very great, the ball, of
 course, travels at the same rate as the
 cue—evidently it can not possibly
 travel faster. Now, suppose a groove
 to be cut diagonally across the table,
 from one corner pocket to the other,
 in which the ball may roll. If the
 ball be now placed at one end of the
 groove, and the cue held horizontally
 and moved forward as before, the ball
 will travel along the groove (and
 along the cue) in the same time as the
 cue takes to move across the table.
 This is the case of the ship sailing at
 an angle with the direction of the
 wind. The groove is considerably
 longer than the width of the table,
 more than double as long, in fact.
 The ball, therefore, travels much faster
 than the cue which impels it, since
 it covers more than double the dis-
 tance in the same time. It is in pre-
 cisely the same manner that a tacking
 ship is enabled to sail faster than the
 wind.

The foregoing mysteries of motion
 bring to mind the famous paradox of
 Zeno, by which he sought to prove that
 all motion is impossible. "A body,"
 thus argues the ingenious philoso-
 pher, "must move either in the place
 where it is, or in the place where it is
 not. Now, a body in the place where
 it is is stationary, and can not be in
 motion; nor, obviously, can it be in
 motion in the place where it is not.
 Therefore, it can not move at all." It
 was of this paradox it was said, solvitur
 ambulando—"It is solved by walk-
 ing." A more practical solution could
 hardly be required.

Another paradox familiar to the
 Greeks—that of Achilles and the tortoise—is
 well known. Achilles (the
 swift-footed) allows the tortoise a
 hundred yards start, and runs ten
 yards while the tortoise runs one.
 Now, when Achilles has run a hun-
 dred yards the tortoise has run ten
 yards, and is, therefore, still that dis-
 tance ahead. When Achilles has run
 these ten yards, the tortoise has run
 one yard. When Achilles has run the
 one yard, the tortoise has run one-
 tenth of a yard. And when Achilles
 has run the one-tenth of a yard the
 tortoise has run one-hundredth. It is
 only necessary to continue the same
 process of reasoning to prove that
 Achilles can never overtake the tor-
 toise.

A much better paradox, though
 somewhat of the same kind, runs as
 follows: "A man, who owes a shil-
 ling, proceeds to pay it at the rate of
 sixpence the first day, threepence the
 next day, three-halfpence the next,
 three farthings the next, and so on—
 paying each day half the amount he
 paid the day before. Supposing him
 to be furnished with counters of small
 value, so as to be able readily to pay

fractions of a penny, how long would
 it take him to pay the shilling?" The
 answer is, that he would never pay it.
 It is true that he will pay eleven-
 pence-farthing in four days. But the
 remaining three farthings he can
 never pay.

This paradox varies from the pre-
 ceding in one important particular,
 and deserves to be called a better
 paradox for this reason, that we know
 that Achilles, in spite of all reasoning,
 will certainly overtake the tortoise.
 But it is mathematically demonstrable
 that the debtor, under such circum-
 stances, can never pay his shilling,
 even though he should be endowed,
 like Titobonus, with the gift of immor-
 tality.

The following is a really excellent
 paradox: "A train starts daily from
 San Francisco to New York, and one
 daily from New York to San Francisco,
 the journey lasting seven days. How
 many trains will a traveler meet in
 journeying from San Francisco to New
 York?"

It appears obvious at the first glance
 that the traveler must meet seven
 trains, and this is the answer which
 will be given by nine people out of
 ten to whom the question is new. The
 fact is overlooked that every day dur-
 ing the journey a fresh train is start-
 ing from the other end, while there
 are seven on the way to begin with.
 The traveler will therefore meet not
 seven trains, but fourteen.

The following proposition is both
 curious in itself, and admits of some
 interesting variations in the applica-
 tion of the principle on which it de-
 pends: "If there are more people in
 the world than any one person has
 hairs upon his head, then there must
 exist at least two persons who possess
 identically the same number of hairs,
 to a hair."

If the reader fails to perceive at
 once the necessity of this conclusion,
 let him first consider, as a simpler case,
 instead of the hairs on a man's head,
 the number of teeth in his jaw. Let
 him suppose thirty-four persons to be
 assembled in one room; then the full
 number of teeth in a man's jaw being
 thirty-two, it is easily seen that—
 even supposing one member of the party so
 unfortunate as to have no teeth at all—
 there must be at least two persons pre-
 sent possessed of identically the same
 number of teeth. The application
 of this example to the proposition
 in question is quite evident. It is,
 in fact, merely a matter of larger
 numbers.

Now, to apply this principle to other
 cases, it has been asserted, for ex-
 ample, that in a field of grass there
 can not be found two blades in all re-
 spects identical. It will be seen, how-
 ever, that if the blades of grass are
 more numerous than the differences
 between them perceptible to the eye,
 then there must be at least two blades
 exactly alike, or at least not to be dis-
 tinguished from each other by in-
 spection. —Temple Bar.

THE GREEDY BOERS.

Some of the Discouraging Results of the
 Transvaal Rebellion.

Some think that they are excellent
 pioneers in a new country. They ad-
 vance into native territories, killing
 the people by thousands, enslaving
 women and children, robbing them of
 all their lands and cattle, and occupy-
 ing their country, with no ulterior
 benefit to themselves or others, but
 merely as a field for further cruelties
 and spoliation of native races, so that
 the country may be cleared of them,
 but not for civilization or improving
 the country, because they leave a dark
 spot wherever they settle from the
 ruthless cruelties they perpetrate upon
 unoffending and innocent people.
 Are they, then, good pioneers?
 All the sophistry in the world can
 not make it right. To murder,
 enslave and rob innocent human be-
 ings living on their own lands, who
 have done no harm, and have as much
 right to live and enjoy their own as
 any other people, black or white, that
 they should be so ruthlessly treated
 by men who profess Christianity and
 to be a God-fearing people is an
 anomaly, and can not be tolerated
 by a just and upright people like the
 British Nation. • • • The English
 people have hitherto been looked upon
 as friends and protectors (of the na-
 tives), and as one of them I felt proud
 of my country. But since the Trans-
 vaal rebellion and its retrocession, an
 Englishman is ashamed to travel in
 the country, to be subject to the taunts
 of the chiefs and people at the boasted
 honor of England.—*Twenty-five Years
 in a Wagon, by Andrew A. Anderson.*

A First-Class Agent.

St. Paul Citizen—So you are an In-
 dian agent?
 Indian Agent—Yes, sir.
 Citizen—Hard to get along with them, ain't it?
 Agent—"O no; not if you know how to
 handle them."
 Citizen—"You don't give them whisky, I suppose?"
 Agent—"Not a drop. I do all the drinking
 on the reservation."—*St. Paul Globe.*

—Fill your life so full of helpful
 thoughts and deeds for others that
 there will be no room left for selfish
 or sinful thoughts or deeds of any
 kind. Serve faithfully your country
 and the people with whom you live,
 help your brother, and remember he
 is most your brother who most needs
 your help, and that in helping others
 you are best helping yourself.—*St.
 Andrew's Cross.*

—Some public lecturers o subjects
 relating to the higher lore charge an
 exorbitant price; but, when they can't
 get it, they generally consent to take
 a lower hire.

MONEY FOR EVERYBODY.

**Value of the Principal Coins of Different
 Nations.**

Austria-Hungary issues a florin or
 guilder equal to 100 kreuzers, an 8-
 florin silver piece. The florin is worth
 about 40 cents of our money. The
 Netherlands count the same, only they
 count their kreuzers cents and their
 florins guilders, and they issue 10-
 guilder gold pieces. Denmark, Sweden,
 and Norway have a decimal currency,
 100 being equal to one krona, worth
 about 27 cents. Germans count 100
 pfennings to a mark, which is worth
 about 25 cents, and issue thalers (3
 marks), 5, 10, and 20 mark gold pieces.
 France, Belgium, Italy, Switzerland,
 and Rumania use fractionally the same
 currency of 100 centimes to the
 franc, worth about 19 cents; but the
 Italians call their francs lirea, the
 Rumanians lei, and the Swiss call their
 centimes rappen, and have ten rappen
 coins called batzen, Greeks count 100
 lepta to the drachma, worth about 16
 cents. The Servians use the French
 currency, but call the francs dinars and
 issue a gold millan, worth 20 francs,
 a silver para worth 20 centimes, and
 copper and nickel coins of 20, 10, and
 5 centimes. The Spanish coins are 1
 real, worth 100 centimes; 1 peseta,
 worth 4 reales; and 1 escudo, worth ten
 reales; the real is worth a little less than
 5 cents. The Portuguese chief coin is
 the milreis, or 1,000 reis, worth about
 \$1. The Russians count by rubles.
 One hundred kopeks make a silver
 ruble, which is worth about
 75 cents; they issue now a
 great deal of paper money in
 denominations of 1, 3, 5, 10, 25 and 100
 rubles. The large coins of Turkey are
 the lira, or gold medjidie, worth about
 \$4.37; the piastre, of which it takes
 100 to make a lira; and the bekkik and
 altlik 105 to make the lira. They
 keep their large accounts by the
 "purse," equal to 5 liras. The Egypt-
 ians have dimes, ten of which makes a
 piastre, worth 5 cents. Algeria has a
 pretty good coin called a sequin, worth
 a little more than \$2, and a monzo-
 nah, worth about 1 1/2 cents. Morocco
 issues a bankeel or muzoona, which is
 equal to 6 floos, worth about one-fifth
 of a cent; an ounce, or okia, equal to
 4 bankeels, and a mitkal, equal to 15
 ounces. In Tunis 16 karnubs make 1
 piastre, which is worth about 10 cents.
 In China the unit is the Haikwan tael,
 worth about \$1.25. It is equal to 10
 mace, or 100 candereens, or 1,000 cash.
 Persia issues a silvery kran, worth
 about 15 cents, copper and silver shah,
 and a gold toman, worth about \$1.75.
 The current coins of India are a pie,
 worth about a quarter of a cent; a piece,
 equal to 3 pies; 1 anna, equal to 4 pie-
 ce; 1 rupee, equal to 16 annas, and 1 gold
 mohur, equal to 15 rupees. The mohur
 is worth about \$7.25. The Japanese
 count 1 yen equal to 100 sen; the yen is
 worth about 75 cents. The South
 American countries generally count by
 dollars, some times called pesos or
 soles. The Australian and South
 African colonies use the British cur-
 rency.—*N. Y. Commercial Advertiser.*

MENDING BROKEN LEGS.

**Major Alvord Gives a Page or Two Out
 of His Own Experience.**

Every owner of domestic animals oc-
 casionally experiences losses from ac-
 cidental injuries to them, and this is
 especially true of breeders who have
 animals running together in numbers,
 in yards or pastures. Broken legs are
 not uncommon with horses and cattle
 of various ages, and the question al-
 ways arises as to the best course to pur-
 sue. The prevalent disposition is to
 regard a broken leg as incurable (and
 this in spite of abundant evidence to
 the contrary), and to condemn the un-
 fortunate animal at once to death.
 There are cases, undoubtedly, in which
 this is the better course, as where the
 age or small value of the animal will
 not warrant the expenditure of money
 and valuable time upon it. But in other
 cases it pays well to mend the broken
 leg.
 Too often, however, particularly where
 young animals are killed as soon as
 broken legs are discovered, it is true,
 even if veterinary skill can not be ob-
 tained, nature and common sense may
 be combined to bring about substantial
 recovery. A few cases in my experi-
 ence, to which have been added the ob-
 servation or account of others similar,
 lead me to believe that where horses
 and cattle have broken legs, and are
 of sufficient value to warrant some ex-
 penditure of time and labor, and not
 too old, an effort should be made
 to save them. Where possible it is
 doubtless true economy to em-
 ploy the best veterinary assistance
 in such cases. Country doctors, in
 general practice, are pretty good com-
 parative anatomists, and are usually
 found willing to apply their surgical
 skill to injured animals. The animals
 themselves will generally do much to-
 wards recovery, if only placed under
 favorable conditions and reasonably
 tended by their owners.
 One year ago a two-year-old colt,
 others in an outlying pasture, was
 struck with a fore leg broken above the
 knee and hanging limp and useless. It
 was early June, hot weather fast com-
 ing on; the animal, although fairly
 gentle, had never been accustomed to
 stall or harness. I knew it was useless
 to attempt putting it in a sling, or ad-
 justing a splint and bandage if left in
 pasture. There was a small lot avail-
 able, with excellent grazing, water and
 shade. In this the colt was placed,
 simply watched, given a little extra
 nourishment in the form of oats, and
 left to his fate. The leg hung in such
 a way that the bone was in a natural
 position, and the muscles were used to
 keep the foot clear of the ground. The
 animal moved about on three legs for a
 month, took good care of the one in-

jured, and I do not think it attempted
 to lie down during this time. Then it
 began to put its foot to the ground and
 gradually to use the leg. By the time
 pasturing failed in the fall it had a sub-
 stantially sound leg again, and was a
 useful animal for years. When trot-
 ting it showed slight lameness, prob-
 ably due to a little shortening of the
 injured leg, but in field work and for all
 ordinary farm purposes it proved a
 thoroughly serviceable horse.

A valuable heifer just a year old had
 one hind leg very badly broken, includ-
 ing an ugly flesh wound, while unload-
 ing from a wagon. This leg was set
 put in a stiff plaster bandage for weeks,
 the animal kept in a box stall, lying
 down most of the time. After a long
 and varied experience with surgical as-
 sistance, making a case of much inter-
 est, but which can not now be de-
 scribed in detail, the animal recovered
 to such an extent that, although she
 has an awkward leg, she is a good
 cow and a regular and profitable
 breeder.

Within a few weeks a thrifty calf,
 running in a covered yard, showed
 great lameness, and on examination
 the bone of a foreleg was found broken
 between the knee and the ankle. It
 was evidently caused by a blow, from
 I fear, a brutal attendant, now dis-
 charged. The age and condition of
 the animal were like those of the colt,
 so no attempt was made to sling it and
 use a bandage. The calf has been
 given a comfortable and safe place,
 fed well, and simple applications have
 been made to reduce inflammation and
 keep the leg in a favorable condition.
 It has been impossible for the creature
 to keep its foot entirely clear of the
 ground, and this has retarded the
 healing; but it is now using the leg,
 and while there has been a bony
 growth, which will enlarge the leg and
 be a blemish, I do not anticipate much
 permanent lameness, and expect to see
 the little fellow become a sound, ser-
 viceable bull.—*Major H. E. Alvord, in
 Cultivator.*

COMBUSTIBILITY OF IRON.

**Conditions Under Which the Metal Will
 Burn Readily.**

Combustibility is not generally con-
 sidered one of the properties of iron,
 yet that metal will under proper condi-
 tions burn readily. The late Prof.
 Magnus, of Berlin, Germany, devised
 the following method of showing the
 combustibility of iron: A mass of iron
 filings is approached by a magnet of con-
 siderable power, and a quantity there-
 of is permitted to adhere to it. This
 loose, spongy tuft of iron powder con-
 tains a large quantity of air imprisoned
 between its particles, and is, therefore,
 and because of its extremely comminuted
 condition, well adapted to manifest
 its combustibility. The flame of an
 ordinary spirit lamp or Bunsen
 burner readily sets fire to the finely
 divided iron, which continues to burn
 brilliantly and freely. By waving the
 magnet to and fro the showers of
 sparks sent off produce a striking and
 brilliant effect.

The assertion that iron is more com-
 bustible than gunpowder, has its origin
 in the following experiment, which is
 also a very striking one: A little al-
 cohol is poured into a saucer and ignited.
 A mixture of gunpowder and iron filings
 is allowed to fall in small quanti-
 ties at a time into the flame of the
 burning alcohol, when it will be observed
 that the iron will take fire in its pas-
 sage through the flame, while the gun-
 powder will fall through it and collect
 beneath the liquid alcohol below un-
 consumed. This, however,
 is a scientific trick, and the experi-
 ment hardly justifies the sweeping
 assertion that iron is more combustible
 than gunpowder. The ignition of the
 iron under the foregoing circumstances
 is due to the fact that the metal par-
 ticles, being admirable conductors of
 heat, are able to absorb sufficient heat
 during their passage through the flame
 —and they are consequently raised to
 the ignition point. The particles of the
 gunpowder, however, are very poor
 conductors of heat, comparatively
 speaking, and during the exceedingly
 brief time consumed in their passage
 through the flame they do not become
 heated appreciably, or certainly not to
 their point of ignition. Under ordinary
 circumstances, gunpowder is vastly
 more inflammable than iron.

Another method of exhibiting the
 combustibility of iron, which would
 appear to justify the assertion that it
 is really more combustible than gun-
 powder is the following: Place in a re-
 factory tube of Bohemian glass a quan-
 tity of dry, freshly-precipitated hy-
 drated ferric oxide. Heat this oxide
 to bright redness, and pass a current
 of hydrogen through the tube. The
 hydrogen will deprive the oxide of its
 oxygen, and reduce the mass to the
 metallic state. If, when the reduction
 appears to be finished, the tube is re-
 moved from the flame and its contents
 permitted to fall out into the air, it
 will take fire spontaneously and burn
 to oxide again. This experiment indi-
 cates that pure iron in a state of the
 extreme subdivision is one of the
 most combustible substances known—
 more so even than gunpowder and
 other explosive substances, which re-
 quire the application of considerable
 heat or of a spark to ignite them.—
Iron Age.

—Minister—"I was sorry to see you
 skating last Sunday. I suppose you
 know where all bad boys go that go
 skating on Sunday, don't you?" Tom-
 my—"Yes, sir—down on the river, just
 above the dam."

—Bachus is the name of a clergy-
 man who is preaching on temperance
 in Delaware, a State said to be addicted
 to peach brandy.

PERSONAL AND LITERARY.

—Amelia B. Edwards, the novelist,
 writes "Ph. D." and "LL. D." after
 her name.
 —General Tombs, of Georgia, often
 boasted that during his eighteen years
 in the United States Congress he never
 obtained a dollar as an appropriation
 for his district.
 —The Astors pay \$1,000 a year for a
 special guard of their houses, which,
 although containing tempting riches,
 have never been entered by persons
 with burglarious intent.
 —The Queen of Spain is taking sing-
 ing lessons from M. Napoleon Verger,
 probably the baritone who formed such
 a delightful member of one of Nilsson's
 former concert troupes.
 —General Albert Pike has a large
 and valuable collection of tobacco-
 pipes, gathered during many years.
 Among them is what is accounted the
 largest meerschaum in the world.
 —Looking the other day at a portrait
 of the late Justice Clifford, in which
 that jurist's characteristic huge neck-
 cloth was faithfully portrayed, "The
 last time I saw Clifford," said Senator
 Evarts, "was when I was making my
 argument before the Electoral Com-
 mission. Right in the middle of it I
 looked up at him, and could not help
 saying to myself: 'Mens conscia nek-
 tie.'"
 —Janitor Baker, of the Wilmington
 Bank, is ninety-six years old, has held
 the place sixty-six years and is worth
 \$20,000. His wife is living, at the age
 of ninety-two, and all of their twenty-
 one children are living except one.
 Three of them are ministers, and one,
 Rev. Alexander Baker, now steward
 on a Southern steamboat, is seventy-
 six years old, and says that he traveled
 over 45,000 miles, including journeys
 in England, Germany, France, Scot-
 land, and two years in Africa as mis-
 sionary.
 —Charles S. Francis, one of the
 pioneer publishers and booksellers of
 New York, died at Tarrytown recent-
 ly. Mr. Francis was born in Boston in
 1805. He went to New York in 1826,
 and continued in business until 1877.
 He published most of Audubon's works
 on natural history. The most impor-
 tant of these was "The Birds of Amer-
 ica." It contained 435 plates of birds.
 The latter was shown in their natural
 size and colors. He also published the
 works of William Ellery Channing and
 the sermons and books of Rev. Henry
 W. Bellows.
 —The will of the famous George Mas-
 on, of Gunston Hall, Fairfax County,
 Va., was recorded in the clerk's office
 of that county October 7, 1792. Tow-
 ward the conclusion of it he says: "I
 recommend it to my sons, from my ex-
 perience in life, to prefer the happi-
 ness and independence of a private
 station to the troubles and vexations
 of public business; but if either their
 own inclinations or the necessity of the
 times should engage them in public
 affairs, I charge them, on a father's
 blessing, never to let the motive of
 private interest or ambition induce
 them to betray, nor the terrors of po-
 verty and disgrace nor the fear of
 danger or death deter them from as-
 serting the liberty of their country and
 endeavoring to transmit to their pos-
 terity those sacred rights to which
 themselves were born."

HUMOROUS.

—There was recently arrested out
 West a tramp named Samuel Tired.
 He was born that way.—*Drake's Ma-
 gazine.*

—Couldn't Have Been Worse-ester.—
 A cultured young lady from Worcester,
 was admiring a large game rooster,
 When the Alderney bull
 looked her squarely and full
 in her bustle, and skyward borester.
 —New Haven News.

—"If there is any thing that I do
 admire," remarked Mr. Blossom's wife,
 as he was putting on his