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FATE OF FAMOUS CLOWNS.

There Seems to Be a Link Between Mock Merriment and Madness.

It is related that a famous clown named Seal, who had made thousands laugh, became a victim of settled melancholia. When he consulted a physician the latter, not knowing the identity of his patient, told him: "Go and see Seal. He'll cheer you up and give you a good laugh." The patient looked at him in amazement and in the saddest of voices said: "But, doctor, I am Seal! Can nothing be done for me?"

We are reminded of this incident by a somewhat similar case in New York, where a famous circus jester, after a long and successful career, succumbed to melancholia and committed suicide by asphyxiation. Grimaldi and George Fox, two of the most noted clowns of their day, were victims of morbidness.

We might extend the list by mentioning others who reacted from the long strain of enforced merriment and became gloomy and dependent toward the close of life. Their experience goes to prove that counterfeited mirth, however successful for a time, has its fixed limits.

These Yoricks, whose lives had been spent for exciting mirth in others, reached a point where they could no longer keep up the counterfeit presentment. Can it be true, then, as has frequently been alleged, that mock-merriment becomes to those who make it a life vocation the most hateful of professions? Do they revolt against a calling that becomes unendurable? Does the jaded clown grow sick of his calling at last?

Here is a fine problem for the psychologist, to tell us why mirth made to order returns to vex the soul of the maker. We can picture in imagination the gloomy thoughts of the professional joker who wrestles with the evasive quip, which is designed to excite mental glimpses of the agony that accompanies the production of the average "funny column" of the newspapers.

But why, of all men in the world, should the merry clown, the fellow all spangles and bubbling over with seemingly irresistible humor, drift into morbid mania, while light hearted, happy go lucky, simple souls, but making no pretension to art, live on to old age, full of good humored frolic and jocularity to the last?—Christian Herald.

Thistles.
 In the fourteenth century thistles were used as food for cattle, and they were considered as a crop. In the old priory of Lindisfarne there is a note in the archives of 1344-5 of thick leather gloves required for the harvesters of the thistle crop. It is curious that, though the thistle is the emblem of Scotland, the Scot never seems able to say which kind of thistle is the true national emblem. It is said that a thistle which resembles Carduus marianus was figured on the old coinage of the day of James V., who was first to put thistles on the Scotch money. The horn spoons sold in Edinburgh sometimes have little silver thistles on the end of the handles.

Strawberry Fumes.
 The steamships bringing fruit from Brittany to Plymouth refuse to carry passengers when conveying a cargo of strawberries because of the intoxicating fumes given off by the berries when packed in bulk. Even the seamen have orders to keep on deck as much as possible.

As strawberries, even tons of them, give off no very pungent smell, the theory has been advanced that the intoxicating effect of a cargo of the fruit is due to the fermentation of the sugar in the berries.—London Chronicle.

Leigh Hunt's Grave.
 In the serene silence of Kensal Green cemetery, London, Leigh Hunt's body lies at rest. A visitor, reaching over the iron fence to part the fragrant shrubs that shadow the tombstone, reads these words: "Write me as one who loves his fellow men."

It was his own cheerful philosophy of life that Leigh Hunt expressed through the lips of his Abou Ben Adhem, and the sentiment is very touching come upon in this way.

He's Through.
 "Did you ever write any poetry?"
 "Only once."
 "Then your poem was rejected, I presume?"

"Yes, and so was I. You see, the poem was a proposal to the girl I was in love with, and she threw me over and married a plumber."—St. Louis Post-Dispatch.

Why Worry?
 People who worry have got a life job with no pay envelope on Saturdays. Worry is crossing the bridge before you come to it and while you're on it and after you're over. We won't worry if we stop saying "if."

Circuitous Route.
 Mrs. Wayupp—Where did Mrs. Doyle get her new hat? Mrs. Black—That's a problem. She bought it with the money which her husband won in a poker game from her brother, to whom she had loaned it shortly after her mother had taken it from her father's pockets and given it to her as a birthday present.—Pittsburgh Courier-Telegraph.

Needed the Money.
 Bookkeeper—I'd like an increase in salary, sir.
 Proprietor—An increase, you say? How great?
 "About \$20 per month."
 "Are you planning to get married?"
 "No, sir; I want to get a divorce."—Puck.

Embarrassing.
 Conjuror—Now, to help me with my next trick, I want the services of a boy—just any boy in the audience—yes, you will do, my little man; come along now, you've never seen me before, have you? Buy innocently—My father!—London Telegraph.

The wise man expects everything from himself, but the fool looks to others.—Richter

When is a Bath Not a Bath?
 Sometimes a bath with my grandmother. She always bathed me before she put me to bed. The bathtub was very long and deep. Grandmother stood on the step which was beside it with a bar towel pinned about her. She held my neck tightly between her thumb and second finger, scrubbing me with her other hand. I slipped and fell from one side to the other, splashing the water high over the edges, so that when she finally lifted me to the floor the towel and her dress were drenched.

"There," she would say, "that is hardly better than a sponging off. You won't sit still while I give you a real bath!"
 I used to go to sleep wondering how she would give me a real bath.—Katherine Keith in Atlantic.

She Ran For President.
 Only one woman was ever a presidential candidate. In the campaign of 1894 Mrs. Belva A. Lockwood was the candidate of the Equal Rights party, advocating woman suffrage. She obtained only about 2,500 votes out of a total of 10,000,000. Mrs. Lockwood in 1873 had been admitted to the bar of the supreme court of the District of Columbia and in 1879 was admitted to practice in the United States supreme court.

RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employees on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employees is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employees.

On all the Western railroads in 1915, seventy-five per cent of the train employees earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1747	\$2195	\$1537	\$2071	\$1056	\$1378
	3094		3076		2445	
Conductors	1543	1878	1454	1935	1151	1355
	2789		2933		2045	
Firemen	013	1317	751	1181	418	973
	2078		2059		1552	
Brakemen	854	967	674	1135	862	1107
	1719		1961		1821	

The average yearly wage payments to all Western train employees (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	\$2038	\$1737	\$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Brakemen	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employees) is equal to a 5 per cent advance in all freight rates.

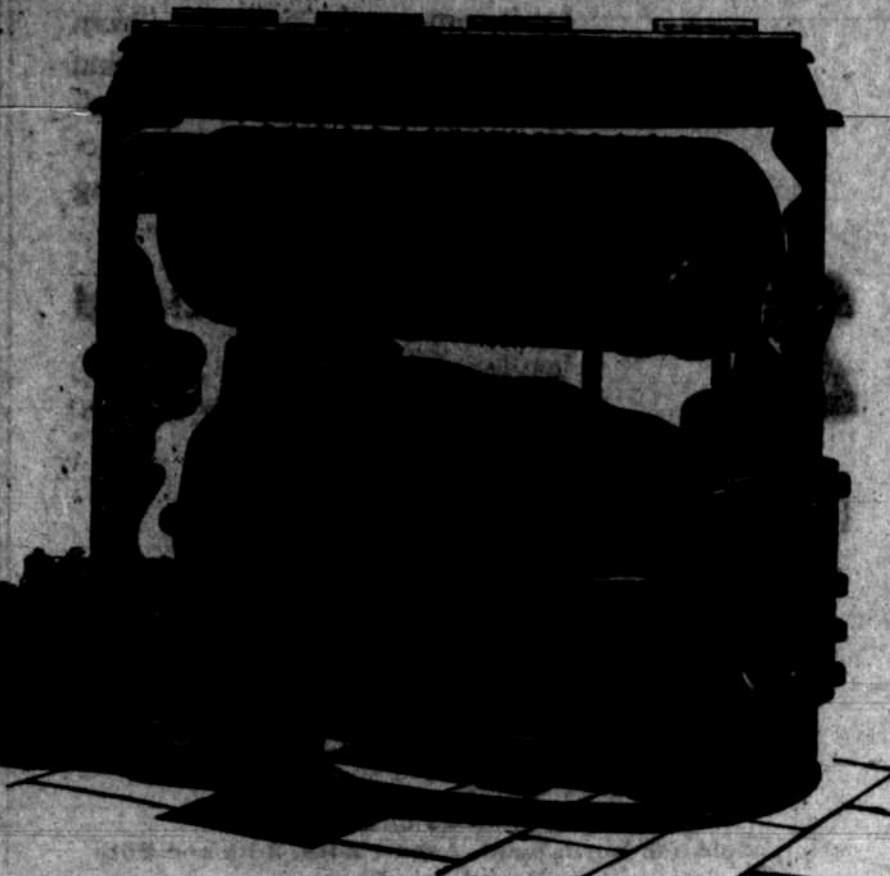
The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employees' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways
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