

TRAPPING A RHINOCERUS.

Sport That Requires an Enormous Amount of Coolness and Courage.

A traveler with three Dutch hunters had some exciting adventures in the Transvaal country, a few months ago, in attempting to capture a rhinoceros. They came upon a big two-horned fellow suddenly one morning, and had to "climb a tree" to escape his horns.

The animal made for the tent of the party, a short distance away, but a system of simple defense, of wire brush, foiled him, and he made off.

A pit was dug in the swamp, and a nice, fat native, which is calculated to make almost any rhinoceros hungry, sent out to decoy the prey. Soon after they heard the shrill notes of the so-called rhinoceros bird, which is invariably found in the company of the beast.

It is asserted that the bird constitutes himself the sentinel of the lumbering behemoth, and that its cries are uttered to warn him that danger is near.

The native came through the clearing with the old fellow in tow. The native had about thirty feet the start, and when they passed our mound he had lost five feet of that, although running like an express train.

The rhinoceros was a big one, unusually black, and he ran with his snout down and his tail erect. We cheered the native to encourage him, and away the two went up the trail we had tampered with.

Had the race been ten yards longer, the native would have had to leave the path to avoid death. As he neared the pit, he ran along the right-hand edge of it, while the rhinoceros thundered along the center.

He was within twelve feet of the heels of the runner, when his feet let of solid earth and plunged him head-first into the pit. We heard him grunt from where we stood, and it was plain that his tumble had knocked the breath out of him.

As he struck he rolled over on his right side, and when we reached the pit he was helpless.

When he got it through his thick head that he had been fooled, he was the maddest beast in all Africa, but it was too late for action.

We had come prepared for just such a job as we now had on hand. The huge animal must be got aboard the barge, but we were in no hurry to begin.

We got our ropes and chains ashore, drove stout stakes where they would be wanted, and moved the barge to the lower end of the bluff. By this time it was dark, and we tied the old fellows hind legs together and left him.

After breakfast next morning we first hobbled our prisoner, and then hoisted him out of the pit. The first thing he did was to make a rush, but it was a failure.

We got purchase tackles on him, and led them away to trees and staples, and by these means we checked him up or warped him along as willed. All we had to do was to keep clear of his wicked horns.

By noon we had him safe aboard the barge, one-half of which was given him. We had managed his capture without inflicting an injury.

He was landed in Hamburg without a piece of skin rubbed off, and is no doubt alive at this writing. His age was estimated at thirty years when captured, and he was considered good for fifty or sixty years more.—Golden Days.

THE PITT DIAMOND.

It Was Originally Bought for an Amount Equivalent to \$120,000.

Pitt heard of a prodigious stone weighing 420 carats, and the price asked for it was equally prodigious, being no less than 200,000 pagodas (a pagoda equals about 16s.). The offer evidently had its attraction for Pitt, and he transmitted a model of the stone, with a description of it, to his English agent, Sir Stephen Evance. But the magnitude of the proposed purchase alarmed Evance. "Wee are now," he writes in reply, "gott in a warr. The French King has his hand and heart full, see he can't buy such a stone. There is noe Prince in Europe can buy it, see wuld advise you not to meddle with it." But Pitt still kept up negotiations with the owner, Jaurchund, who came in person to Fort St. George to tempt the Governor. The price asked, however, was so excessive that Pitt despaired of becoming possessed of the prize, and more in wanness than with any intention of making a serious bid, he offered 30,000 pagodas for it. This broke off the negotiations for the time; but with that persistence with which Easterners always show in money transactions, Jaurchund, after an interval of some weeks, returned to the charge. This time he professed himself willing to take 100,000 pagodas, and at a subsequent meeting, after much haggling, Pitt beat him down to 55,000. But even this was more by 10,000 pagodas than Pitt had determined to give, and again Jaurchund took his leave—not for long, however, for in an hour he

came in warr to say that he would take 50,000. Upon this Pitt offered to split the difference. But though an Oriental will submit to be beaten down in his price time after time, he likes, at the close of the bargain, to think that the yielding has not been altogether on his side. Pitt offered 47,500. No, said Jaurchund—nothing would induce him to take less than 48,000. Knowing his man and the ways of Eastern traders, Pitt gave in to this demand, and became possessed of the largest known diamond in the world for a sum which was about equivalent to £24,000.—Blackwood's Magazine.

—People who are in a hurry to go to law are frequently in twice as much of a hurry to get away from it.—Merchant Traveler.

—Of all the gifts that nature can give us, the faculty of remaining silent, or of answering apropos, is perhaps the most useful.—Mme. Campan.

—A great man is happiest when he can sit down and write his memoirs and forget all the mean things he knows about himself.—Boston Transcript.

—It is well for philosophical meditations to include the fact that in all organic existence the largest amount of wind produces the heaviest swells.—Baltimore American.

—Nothing is so great an instance of ill-manners as flattery. If you flatter all the company you please none; if you flatter only one or two you affront the rest.—Swift.

—It is a great piece of folly for a man to be always ready to meet trouble half way. If he would put all the journey on trouble he might never meet it.—Scranton Truth.

—The avaricious man is like the barren, sandy ground of the desert, which sucks in all the rain and dews with greediness, but yields no fruitful herbs or plants for the benefit of others.—Zeno.

—What is truth for one may not be the truth for another. You don't know what you may do. You may put a straw across a trickle which will turn a river another way.—Mrs. Whitney.

ROSE FROM THE RANKS.

Railroad Magnates Who Started as Brakemen, Operators or Rod-Men.

Among the officers of nearly every railroad in the country are to be found men who have risen from the very lowest round. A. M. Tucker, who is division superintendent on the Erie under Murphy, started in as track laborer, and his first promotion was to the position of rod-man in the engineer corps. John N. Abbott, of the Western States Passenger Association, used to be a freight clerk on the Erie. C. W. Bradley, general superintendent of the West Shore, used to be a brakeman and conductor on the same road. General Superintendent Bancroft of the Denver & Rio Grande learned the Morse alphabet in one of the small stations on the Erie, and counted himself lucky when he obtained a position as telegraph operator on the West Shore. President Caldwell of the Nickel-Plate was once a clerk on the Pennsylvania. F. K. Hain, general manager of the New York elevated roads, began his career in his seventeenth year as a machinist's apprentice on the Philadelphia & Reading road at Pottsville.

The officers of the great Pennsylvania system, from the president down, have all come up from the bottom. President Roberts entered the service of the road in 1862 as rod man in the engineer corps. Later he had charge of the construction of small branch lines, and finally was made assistant to the president in 1862. He has been president of the road for eight years. A. J. Cassatt, formerly vice-president of the company, also began as rodman. Second Vice-President Thomson used to be a machinist in the shops at Altoona. He invented the block-signal interlocking switch. General Manager Pugh commenced as brakeman, and General Passenger Agent Carpenter was once messenger boy in the Philadelphia office of the company. General Agent Geer used to be receiving clerk in the freight department.

James McCrea, general manager of the Pennsylvania lines west of Pittsburgh, like President Roberts, began as rod-man at \$40 a month. He now draws a salary of \$15,000 a year, and is still under forty. Robert Pitcairn, superintendent of the Pittsburgh division of the Pennsylvania and general agent for the company, was once a messenger boy in the old Atlantic & Ohio telegraph office in Pittsburgh. Among the other messengers employed at that time was Anson Stager, afterward general superintendent of the Western Union Telegraph Company; W. O. Hugart, now president of the Grand Rapids & Indiana Railroad Company; Andrew Carnegie, who a few years later laid the foundations of his wonderfully successful career as private secretary to Colonel Tom Scott, and David McCargo, now general superintendent of the Allegheny Valley railroad.—Philadelphia News.

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12:10 p.m.	Silverton	12:10 a.m.
2:45 p.m.	West Seio	10:50 a.m.
3:45 p.m.	Spicer	9:32 a.m.
5:31 p.m.	Brownsville	7:42 a.m.
6:50 p.m.	ar Coburg	lv 6:50 a.m.

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7:30 a.m.	lv. Portland (P. & W. V.) ar	6:20 p.m.
9:25 p.m.	Lafayette	9:25 a.m.
12:10 p.m.	Sheridan	2:35 p.m.
2:11 p.m.	Bullas	12:07 p.m.
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