BY WILLIAM WESTALL.

CHAPTER I.—FOUL PLAY.

The heat and burden of the day were ever, and I had withdrawn to my own room to write my private letters and think over a few matters which required more consideration than I had yet been able to give them. My nerves were beginning to cover from the shock they had sustained by the loss of the "Niobe," and the cyclone at Colon; nevertheless, the outlook was still dark, the claims arising out of these two disasters being exceedingly heavy, and to meet them would tax our resources to the utmost. Another big loss and we should be "in Queer Street." The compeny would have to suspend payment and go into liquidation.

The worst of it was that, as touching the "Niobe," I had rendered myself-in a moral sense-almost personally responsible. A brand-new ship. Al at Lloyd's, owned by a firm of repute, commanded by a captain of character, and bound only to Havana—a mere summer trip—the risk seemed as light as well could be. I felt myself quite justified in granting a voyage policy of ten thousand pounds on the body of the ship, and covering her cargo for the same amount (without particular average). In fact, I thought that I had done an excellent stroke of business, and when one of the directors, an over-cautious old curmudgeon, with whom I had never been able to get on, suggested the expediency of reinsuring to the extent of a third or a half, I was very much amused, and did not hesitate to tell him so.

Now the laugh was on the other sidethe scolding, rather, for at the last Board eting I had got an awful wigging. All eeting I had got an away vent, as directors are wont to be—could see how impridently I had acted, and the very men who had chaffed old Slocum for his timidity were now the loudest in blaming my rashness.

Even if the company weathered the storm, it was about even betting that I should lose my berth.

As for the Colon affair, I was in no way

blameworthy. Nobody can foresee a cyclone, and both actually and relatively had been less severely hit than any of our competitors—quite hard enough, however, for our limited capital.

But the "Niobe!" So far as I could learn she had not encountered so much as a gale of wind all the way out; yet sprung a leak, went down in a calm sea off the coast of Cuba; all hands saved, all the cargo lost, except the master's chronometer and sex-

"Queer-very queer! If the owners had sen less honorable, and the captain less spectable, I should almost have suspected foul play. Yet even honorable people do strange things; while as for the captain, did not some great authority say that every man has his price? I had reason to believe, too, that both ship and cargo were heavily overinsured, and it was being whispered on 'Change that Barnes & Brandyman would make a deuced good thing by the loss of the "Niobe." But what could I do? The "Niobe" was not the first ship which had foundered in fair weather; and to dispute the claim on grounds that might expose me to an action for slander, and lay the company under suspicion of seeking a pretext to evade payment, would be both foolish and fatal. Everything seemed to be in order; Barnes & Brandyman were an honorable firm, and that day week we must either "pay or

barst.' Twenty thousand pounds!

A pleasant lookout! and a nice row there would be when I asked the Board to pass the check! As likely as not old Slocum would insist on suspending payment at once: for we had contingent liabilities in hape of unclosed risks which might I had arrived at this point of my mus-

ings, when there came a knock at the door, followed by Slocum, funior; a cheeky young rascal who, on the strength of being volunteer and the son of a director, took liberties and gave himself airs. "Well?" I said, tartly; for he had bounced

in without waiting for an invitation

There's a man in the office wants to see you, and he refuses either to give his name or state his business; only he says it is very pressing and particular—the business, l mean, not the name." "What sort of man is he?"

"Seafaring: an Aucient Mariner sort of

"A skipper?" Looks like an A. B., boatswain, coxswain, or cook, or something of that sort.' "Oh, I cannot be bothered with able-bodied seamen at this time of day. It is nearly five o'clock, and I have all my letters to write. He must state his business -or stay, he can see me to morrow morn

"All right, I'll tell him. But he's a stupid-looking old beggar; I don't think he

In two minutes Slocum, junior, was back again; came in this time without even so

much as knocking.
"The Ancient Mariner resolutely and not very respectfully refuses either to state his business or call to-morrow," said the young fellow jauntily. "Does not care so

d much whether you see him or not, but it will be to your own loss if you don't."

I felt very much disposed to send the Ancient Mariner to the deuce, but curiosity

getting the better of dignity, I told Slocum to show him in. "I thought that would fetch him!" muttered the young jackanapes, as he went out to execute my commission, which he did by going to the door and shouting,

The "Ancient Mariner sort of a chap' came in accordingly. Though evidently of the seafaring profession, there was very little of the conventional sailor about him. He had neither hair on his face nor a quid in his cheek; neither shivered his timbers nor hitched up his trousers. His manner was quiet and self-possessed, and his voice low (he had certainly not used the coarse expression attributed to him by Slocum); and albeit slightly grizzled, he did not look much above forty. The man had, more-over, a genial, good-humored countenance, the high color of which showed that he had lately voyaged in low latitudes, and his clear, wide-o'en blue eyes bespoke both honesty and courage.

Slocum, junior, lingered about the door as if he wanted to take part in the conver-

"You pray go, Mr. Slocum," I said, se verely and muttering something which I did not catch, he went.

"That is right," said the Ancient Mariner; "my business is very private, and"-glancing round-"I hope there's no possibility of anybody listening?"

The door is thick, and fits close, and my desk is a long way from it. Be sides, nobody could listen without being seen by all the clerks in the outer office. What can I do for you? Won't you sit

"Thank you kindly. I don't know as you can do much for me; but may be I can do something for you. You are Mr. Sidney Erle, underwriter of the Oriental and Occidental Marine Insurance Company, are you not?"

"I am. And you?" "Thomas Bolsover, able-bodied seaman, late a quarter-master aboard the 'Niobe.'"

"Ah!"
"You underwrote the 'Niobe,' didn't you, for a biggish figure?"

"I am sorry to say we did." "And I am very sorry. But this must not go any further, Mr. Erle. I am only a common seafaring man, late a quarter-master aboard the 'Niobe,' and I don't

want to get myself into no trouble.' "I understand, Mr. Bolsover; and you may be sure that I shall do nothing to compromise you. What passes here go no further without your permission." "Well, I was going to say as I am sorry to say that the 'Niobe' did not get fair

play."
"You mean that she got foul play?"

"I feared as much. But is it merely a case of suspicion, or do you know something?"

"I know something. Leastways, if seeing is knowing, I do; but I cannot say as anybody told me anything."

"Seeing is better than hearing in a matter of this sort. Wnat did you see?"

"Well, we had a fine run across, made

good weather all the way out, and after touching at St. Thomas', the course was shaped for Cuba. Later on it blew three parts of a gale of wind, but nothing at all to hurt; everything was made song, and it was over in a few hours. Well, the morning after, I was going below after my spell at the wheel in the second night-watch, when who should I see coming up out of the hold but the captain, with an auger in one hand and a lantern in the other. I said nothing, of course, and though when he saw as I'd seen him he looked a bit flustered, and slunk away to his cabin, I did not think much of it-just then. But when the bo'sun told me next day as we had sprung a leak, I began to put two and together. Because the ship didn't ought to have sprung a leak; she had done nothing to make her spring a leak. But it was not for me _)say ynything, and I held my tongue.' "But you kept your weather eye open, I

"I tried. Well, she sprung a leak-leastways, they said she did-and the leak gained on us. The carpenter, he could do no good; so the pumps was rigged, and we pumped and pumped for nigh on a week. but the more we pumped the more water she seemed to make, and at last she got so

low down that the captain said that having done our duty by the ship, we must now look to ourselves. So the boats were got out, and the captain, who was the last to leave the deck, came into the dingey and ordered the others to shove off. They were on the starboard side, we on the port. He had hardly given the order when she gave a list to starboard that nearly bared her heel, lay for a moment on her beam-ends, and then went bodily down. As she heeled over I saw a sight I shall never forgetfour big holes in her hull, every one of 'em

spouting water.' Who was in the dingey besides yourself?" "The captain, the carpenter, and another

'Did nobody else see the holes?"

"No. All the other boats was lying off on the starboard side of her." "After that you went away?"

"Yes; we were not more than fifty miles from the coast of Cuba, and we made land before morning."

"Who do you suppose were the captain's confederates? I mean who, besides himself, do you think was concerned in this vile plot to sink the shin?" "The carpenter and the first officer." who was in the

dingey with you-what has become of him?" "Alec Tobin? Where he is just now I cannot say; but he shipped at Cuba aboard

homeward-bound ship."
"Well, Mr. Bolsover, I am very much obliged for this information; it is very important. I said I would keep your secret, but I think I shall have to mention the matter to our directors. The information would be of no use to me else. However, that need not trouble you. You shall be

protected, whatever comes.' "That is all I want, sir."
"And rewarded. In the meantime, take

this"-offering him a sovereign. "Not for me, thank you, sir. If I was to take money for my information it wouldn't You have only my word for this 'ere, and a man shouldn't take pay for telling the truth."

"You are an honest fellow, Bolsover-as honest as you look. If you won't accept money, I must try to show my gratitude in some other way. It was very good of you to come to me. How did you happen to

know my name, might I ask?" "Oh, I have seen you afore, sir. You may be remember breakfasting with Captain Peyton aboard the 'Diana' one morning when she lay in the Huskisson Dock?"

"I remember it very well." Well, I was one of his crew, and heard him speak of you afterward, and say as you knew 'Lloyd's Register' off by heart; and I heard Captain Deep, of the 'Niobe,' tell the first officer one day as the ship was insured in the Oriental and Occidental, so it seemed sort of natural as I should come to you.'

'I am glad you did. Yes, I know Captain Peyton very well. A man of the right sort, he is.'

"And a first-rate sailor. He knows his business, he does. You were saying just now as you would like to do something for me. Well, I should like nothing better than to sail with him again; and if you would speak to him, he'd may be give me a berth as bo'sun or quarter-master. I know a bo'sun's duty as well as any man,

"I'll do that with pleasure, Bolsover, as oon as Captain Peyton comes home; and that won't be long, I think. The 'Diana' is sixty days out from Montevideo, and is pretty sure to be heres by the end of the You had better leave me your address, and then I can communicate with you about that or the other matter."

I handed him a pen, and he put down his address in a sprawling but sufficiently legible hand. As he bent his arm, his coat-sleeve (which was none of the longest) ran up a little, and bared his wrist, showing a strange device in blue ink; a ship in full sail, above which was fattooed a name,

'Santa Anna," and below, a date, "1741." I should have liked to ask what it all meant, but as time was going on, and my letters were still to write, I refrained, little thinking how much the device portended nor how strangely the mystery which lay behind it was destined to affect my for-

Then we shook hands, and Bolsover wen away and left me to my thoughts.

CHAPTER II. -MIL BRANDYMAN.

I was right, then; there had been foul Captain Deep had committed the crime of barratry, with the connivance, and doubtless at the instance, of the ship'4 owner's, Messrs. Barnes & Brandyman. There are a good many respectable people who would do even worse if they could make twenty thousand pounds thereby, this being the amount which Messrs. Barnes & Brandyman's treachery was likely to bring them; for, as I have already observed, they had insured the "Niobe" and her cargo largely elsewhere; and to give the firm their due, they did things by haives. They were not the sort of people to commit a felony and run a serious risk for an old song.

But the question that most concerned me was my own course of action. What should I do? It was obvious that I could not bring a charge of barratry against so intensely respectable a firm as Barnes & Brandyman without the most convincing But the only proof I could adduce was Bolsover's statement, and as he was sure to be flatly contradicted by the capthe mate, and the carpenter, that would not avail me much, even though I should find and produce Alec Tobin, the 'Niobe's" hull.

Moreover, no insurance company, above all a company so weak and young as ours, would venture, save on the very strongest grounds, openly to dispute a claim and fight so strong a firm as Barnes & Brandyman; for failure would not only involve discredit, but increase the original loss by the cost of an expensive lawsuit.

All the same, I was determined not to let these people reap the reward of their villainy if I could possibly help it, and after a long cogitation I decided on a plan of campaign which I proceeded to put into execution at the next Board meeting. When the "Niobe" claim came up for discussion, I quietly observed, to the great think Barnes & Brandyman would insist on its payment. Of course I was overwhelmed by an avalanche of questions, to which I answered that for the moment I must keep my own counsel, but that at the next meeting they should know everything, assuring them that in the meantime they might trust me to neither compromise the company's reputation nor involve it in any further liability. With this they were content, probably because they guessed that I had found something out, and were ready to grasp at any chance, however remote, of keeping the concern on its legs.

I am a pretty good draughtsman, and when I went home in the evening I drew a little sketch, which I made as graphic and as life-like as I could. It represented the hold of a ship, a man boring holes with a big augur, another man behind him holding a lantern; and, hovering above both, a grinning devil, in his hand a well-filled oag, on which was inscribed "£20,000." The first man was Captain Deep, the second Mr. Brandyman, and both, I flatter

myself, were rather striking portraits. The next morning I called at Barnes & Brandyman's office and asked to see Mr. Brandyman; for though not the head of the firm, he was its guiding spirit and presiding genius. A pleasant-spoken, portly, fresh-complexioned, middle-aged fresh-complexioned, middle-aged gentle-man, it seemed the most natural thing in the world that he should wear mutton-chop whiskers and a white waistcoat, sport a big bunch of seals, be an important man in the town, and a shining light at the Rodney Street Chapel (as I understand he

TO BE CONTINUED.

The Chinese Invented the Compass.

The Chinese appear to have had a knowledge of the compass long before it was known to Europeans. According to the Chinese records their first compass was constructed for use on land as long ago as 2634 B. C. In this year the Emperor Huan Yuan, or, as some preferred to call him, He Ang Ti, had a difficulty with a certain powerful man named Tchi Yeou. Each assembled a large army, and they prepared to have it out on the plains of The Imperialists were getting the better of their enemy, when a thick fog made its appearance. This prevented the Emperor from getting at Tchi Yeou as nicely as he would have liked to do. The imperial soldiers frequently dashed into the fog. and invariably lost their way, and whenever they succeeded in stumbling upon and slaughtering any cohort they afterward discovered that in the fog they had doubled upon their own tracks and had fallen upon a detachment of their own army.

A chariot which had been constructed in such a manner that it was susceptable to the polar current and pointed out the various directions was now put in use. The invention might General, or possibly it might have been a happy thought of one of the private soldiers of the imperial army, but the Emperor took the credit of it. At any rate, the magnetic clariot worked like a charm. The imperalists steered straight into the fog and straight into the enemy, whom they handled so roughly that Tchi Yeou wished that he had never heard of the plains of Tchou-Lou. Some 2,300 years elapsed before the Chinese thought of applying this elever invention to navigation, and it was at least fourteen centuries later when Europeans began to use the compass .- N. Y. Times.

Pleasures of African Travel.

Mr. Bonny, who followed Mr. Staney, states that some have appeared inclined to doubt when he has told them that not only white but black men left the camp in the morning with a bodily temperature of 105 dur-ing the journey of ten miles. When they came across a field of Indian corn they would have to pick the pods, throw them on the fire, and heat them while the fever was raging within them at that height. "Such," says Mr. Bonny, "was more or less our journey through Africa."

A Business in Babylon.

A collection of very valuable tablets from ancient Babylon has been received in London. One pair, dating about 2200 B. C., reveals the curious get out of the pockets of manufacturfact that there were in Babylon at that time a class of men employed as agents to obtain children to be adopted by These men received a regular commission, both from the parents and trem those who adopt the infant

BAD FOR EDWARD.

HE CANNOT GO BACK OF PLAIN FIGURES.

The Greatest Free Trader Confronted by Stubborn Facts-Plain Statements for Protection Ly Leaders of Public Opinion-Economic Whittlings.

To be able to point with pride to Mr. Edward Atkinson has long been one of the peculiar joys of the man who is a free trader because his father was or because his party preaches free trade at least once in four years. If he can't explain free trade himself he is quite sure that Mr. Atkinson's superior economic wisdom is equal to the job. And when Mr Edward Atkinson takes the United States cen-sus figures to prove that sus figures to prove that the average earnings of the makers of glass tumblers, edge tools, carriages and wagons increased 17 to 35 per cent. in twenty years, while the prices of those respective products fell off 23 to other sailor who had seen the holes in the 80 per cent. in the same time, the amateur free trade shouter naturally begins to worry lest Mr. Atkinson may be lending aid and comfort to the protectionist cause. He will not feel quite happy unless it can be proved that Mr. Atkinson's way of accounting for these changes has no possible relation to protective duties.

Probably Mr. Atkinson did not intend to give a handle to the advocates of protection. He attributes the cheapness of the product and the better pay of the producer to labor saving machinery, and asserts that "low prices and high wages are the necessary conamazement of the directors, that I did not sequence or result of a low cost of production." But to say this without seeking the cause of the low cost of production is unphilosophical. It is going back only one step instead of It is simply playing with truth to blow a flourish of trumpets over the discovery of a cause if we can go further back to the cause of the cause.

Now, what is the low cost of production a consequence or result of? It is itself an effect, not a cause only. Mr. Atkinson says, "labor saving machin-Very well; go back a little further. What caused labor saving machinery? A kind of protection, namely, protection by patent. What is the principle? The principle is this: That producer to whom is assured a larger market, and who is protected against the competition of other producers, can and will produce at so low a cost as to cheapen the product to the consumer.

The invention of a labor saving machine, by increasing the possible output and cheapening its cost, creates a larger market, for it puts the product within the reach of more consumers. The patent privilege protects the inventor or his representative against competition. A protective duty also does both these things. It gives a larger market-the home market-to American producers, and it secures them against outside competition, in spite of the fact that the outside competitors could produce as cheaply, or nore cheaply. The same causes produce the same effects. It is the teaching of our economic history that they have produced the same effects. Indeed, protection has both inspired the invention of labor saving machinery, by creating opportunities and American market, England begins to demands for it, and supplemented its see the fallacy of free trade. It is work after it was invented by doing a part of that work. If it is unjust to keep out cheap foreign competition by protective duties, it is more unjust to seep out domestic competition by patents. Why does not the free trader train his populus on the "iniquitous, monopolistic" system of patents?

Prices of Living Lowered.

Within the entire history of the country there has been no such great decline in prices of the necessaries of life as has taken place within the past year. The workingmen of the country can look upon this result as one of the benefits of the government's policy of protection to home markets, home industry and home capital, brought about by the combined action of protective tariff and reciprocity. The shrinkage of wholesale values is especially notice-

able. In 1891 the standard brand of coffee, have been the work of some Brigadier- Rio, was 18 1-2 cents per pound, but is now 14, a decline of 24.3 per cent. Kerosine has dropped from 7 cents to 6.1 cents per gallon, a decline of 13 per cent. Refined sugar shows a falling off from 4 1-2 cents by a quarter of one cent, a decline of 2.8 per cent, which proves the general rule. Cotton has fallen off 16.8 per cent. In manufactured commodities there has been similar reduction of prices. Good clothing is notably cheaper. These figures show that the laboring man can live comfortably for less money to-day than when the Mckinley law went into offect.-N. Y. Press.

American and Foreign Labor.

The difference between the Belgian and the American workman is a radical one. It sticks out all over. But between the American and the Belgian manufacturer no such startling differences exist. The former shows no more outward and visible signs of good fortune than the latter. There is nothing to indicate that he is accumulating wealth more rapidly. The Belgian workman comes here; the Belgian manufacturer does not. The former is not flourishing at home; the latter is. If the domestic manufacturers had made a surplus profit of two and a half millions in 1880 they would have heaped up fortunes and the fact would be apparent. But unfortunately for them

most of that money went for wages. The manner in which extra profits ers into those of the men is quite simple. Unquestionably the former would hold on to every cent if they could. wealthy citizens who had no family. But the workmen know pretty closely given industry, and when they see dianapolis, August 1, 1888.

them growing to be considerable, they proceed to get their share of them. They believe, like railroad managers, in charging all the traffic will bear. If the employer can pay more than he does they think he ought to pay more. So they make a demand for an increase, and if it is refused they strike. If the employers really are making would be folly to shut up shop when moderate gains can be had after paying the higher wages. Thus if 50 per cent were added sudlenly to the gross minute the men found it out they would demand and get a liberal share.

Secretary Tracy's Great Work.

The Democratic party is to be congratulated. In declaring through one of its leading statesmen, Senator Gorman of Maryland, for liberal expenditures to construct the new navy and against injudicious economy in this regard, it comes up to the patriotic platform on which the Republican party has so long stood. "The country," says Mr. Gorman, "should have a navy to be proud of, and I am not prepared to let the cry of economy prevent me from voting for a proper appropriation for it."

That is sound doctrine. The building of the new navy was begun under the Arthur administration. It was continued under Mr. Whitney as Mr. Cleveland's Naval Secretary, and Mr. Tracy is carrying forward the great policy on lines broader and deeper than commenced backing up toward the any one of his predecessors conceived He has not only brought his own partj up to a statesmanlike comprehension of the question, but he has pulled the subject lately under discussion, and Democracy of to-day up with him. He is the greatest Secretary of the Navy we have had. What Mr. Stanton, as Secretary of War, did in the dark and troublous days on land, Mr. Tracy is now accomplishing in the sunshine of peace.

Reciprocity Has Another Victory. Honduras has just come into reciprocal trade relation with the United States through a proclamation issued by President Harrison. The treaty has not been signed, but during its preparation a commercial arrangement has been made by which that Central American nation will admit as exports from this country, free of duty, such articles as coal, petroleum, machinery of every description, agricultural implements, railroad materials, telegraph and telephone lines, allelectrical appliances, gas lighting inventions, wagons and carriages, printed matter and printing materials of every kind. The United States sent only \$640,000 worth of its products to Honduras and imported from there \$1,160,000 last year. The reciprocity treaty will probably turn the balance of trade in our favor and at the same time benefit Honduras, which has hitherto been a large customer of Great Britain.

Cobdenism in Its Last Ditch. The great McKinley law, which has saved the American market for Americans, and the policy of reciprocity, which is extending so marvelously our exports, have nearly killed free trade in England. Lord Salisbury says it must be abandoned.

This has so alarmed the Cobden club that it has determined to make a campaign for its life. Excluded from the said the British Premier, but Ili is "unbusinesslike" will not long suit level-headed England, or America either.

The Democratic party is the great Cobden club of the United States. It, too, is just now making a fight for its life. The two old clubs are doomed -New York Recorder.

Causes Apprehension.

Since the passage of the McKinley law no American legislation has aroused such apprehenfion in England as the act granting registration under the United States flag to the steamships the City of Paris and the City of New York. The British government sees in the act not only the withdrawal of two of the fastest steamships afloat from the British naval reserve, but the certainty that the strength of the American navy on a war footing will be increased by at least four vesselsthe two in question and the two others which the Inman line is preparing to broa in American ship yards. Both as a naval and a commercial measure the registry bill is of high importance and value to the United States.

Tariff Pictures.

New York Press: During the nine months immediately preceding the enforcement of the sugar schedule of the McKinley bill, that is the nine months ending March 31, 1891, we imported 335,937,899

pounds of beet sugar. During the nine months ending March 31, 1892, we imported only 291,718,700

pounds of beet sugar. Why this difference? Because of the McKinley bill bounty on beet sugar, which is developing our own industry and keeping money in the country.

The Tin Plate Industry. The announcement that the Welsh tin plate firm of E. Morewood & Co. has purchased several acres of land in Elizabethport, N. J., and has broken ground for the construction of a tin plate factory with a capacity of 5,000 boxes per week, is unpleasant news for free traders. But it shows that the McKinley tariff is steadily accomplishing its purpose of importing industries. The firm of Morehead & Co. will have to pay American wages to their employes, and those wages will go to pay

States instead of Great Britain. A Sentence From Harrison It is no time now to use the apotheeary's scales to weigh the rewards of the men who saved the country.-InTHE WRONG RUSTIC.

Narrow Escape of a Drummer Who Like Amusement.

On a recent trip through Ohio a peculiar incident occurred, which I think will bear telling, remarks a writer in the New York Recorder. A fellow-drummer, who represents a high profits they yield. Why not? It Chicago house, and myself were en route for Cleveland, and at a station at which our train stopped among the idlers and sightseers that were congregated about the depot was a tall. profits of the glass manufacturers the hulking fellow with his trousers in his boot tops and his hands thrust deep into his pockets. Just as our train was ready to start, my compan. ion thrust his head out of the ca, window and, addressing the rustic in, dividual just mentioned said:

"How far is it up to the farm?" ·What's that?" said the rustic. "I say, what's the name of this

town. 'Oh, this is Chenworth."

Just then our train began moving away from the station, and the drummer. to have some fun with the countryman, yelled at him: "You're a fool, and you don't know beans!"

.Who's a fool?" exclaimed Mr. Rustic.

"You are," retorted the drummer. shaking his fist at him, as the train disappeared from the station, then closed the window and joined in the laugh caused by his rencontre. Just then the train came to a stop and depot. My drummer friend suddenly realized that his rustic acquaintance might want to renew the amid the roars of laughter from every man in the 'smoke'' made break for the baggage cat and none too soon, for the moment the train came to a standstill on a siding; to allow a west-bound train to pass, in rushed the excited rustic with "blood in his eye."

"Where is he?" he exclaimed. Show me the feller that says I'm a fool," looking right and left in search of the drummer. "I'll tear his heart

out and feed it to the dogs."

Just then the west-bound train arrived, and our train commenced to move forward again, and to avoid being carried away our enraged rustic was obliged to hastily leave without the heart of the hiding drummer. who soon came back into the car. amid the jeers and jibes of his fellowtravelers. At the next stop our joking drummer completely ignored the gaping rustics at the station. and diligently pursued a Recorder three days old which he had found in his grip.

A Disgusted Burglar.

Dr. L. Ch. Boisliniere, of St. Louis. received a visit from an enterprising burglar a few nights ago. He wandered at will through the entire residence, but was apparently unable to find much of value. But when Dr. Boisliniere the next morning went into his office on the first floor, he found that the burgiar had left a note for him written on the slate where the physician's patients leave their calls. It was a very plain and frank communication, and concluded with the following indignant expressions: "Not a — thing worth lugging away! D—all the doctors!"

What Is Known About Fish.

Pliny the great naturalist, who out the time of Christ reckit is "unbusinesslike." Anything that oned the whole number of known species of fish at ninety-four. næus, the great Swedish investigator of the eighteenth century, could classify 178, and he is known to have been the greatest ichthyologist of the age in which he lived. The progress made in that particular branch since the time of Linnæus seems all the the more wonderful, for now, since the expedition of the Challenger and others, 1,300 species show up in the catalogues of the fish specialists!

An Electric Shock.

.Why don't you build your nest on the top of a telegraph pole?" asked the blue jav.

·Because it would be too shocking." laughed the wren, as he flew away. —Harper's Young People.

FUN AND FOLLY.

Mrs. Snaggs-"Easter is very generally observed nowadays." Snaggs-"Yes, even the children celebrate it eggstensively." Rev. Mr. Dryasdust-"And, my hear-

ers, Joseph served in the courts of Pharaoh." Lawne Tennys (waking up)-"What's the score?"

Beaver-"Robinson tells me that his salary has been reduced." Melton-'For what cause?" Beaver-"He has just been taken into the firm." "Just been studying Burke's Peer-

"Well, what did you find out?" "It struck me that the aristocracy travels under an awful lot of aliases. Teacher-"What is your name, little boy?" New Kid-Jonah Cicero Tarbox." Teacher—"What do your play-mates call you?" New Kid—"Pants." Cumso-"So Mrs. Bunting is a Daughter of the Revolution, is she?" Mrs.

she looks old enough to be the mother Little girl-"Oh, mamma, you'll have to send dat new nurse off. She's awful wicked!" Mamma-"Horrors! What does she do?" Little Girl-"She tells us Bible stories on week days."

Cumso-"Yes, why?" Cumso-"To me

"I've been taking nerve tonic," said Willie Wishington, "and it has worked first rate on you know." "Indeed." Yes. I called on Miss Bankins last night, and the first thing her fethau said to me was: 'Well, young man, I like your nerve."

for the necessities of life in the United Mr. Snaggle (snappishly)-"Don't be correcting that boy always Sarah. Let nature take its course, won't you?" Mrs. Snaggle (laying aside the shingle) "I'll do nothing of the sort, Mr. Snaggle. I don't intend that any woman shall have such a husband as Pre

got, if I can prevent it."