

THE ELECTRICAL WORLD.

Practical Tests and Inventions to Guide the Current of the World. PERFECTING ELECTRIC MOTORS' Light on the Battlefield—Telegraph Cables, Cable Rates and Electric Lights—Electric Artillery.

The Electrical Railway.

An electric railway, the first to start in New York state, was formally opened at Binghamton to-day, May 23. The cars run without noise at the rate of five to eighteen miles an hour. A load of five tons seems to make no difference in speed. The road is nearly four miles long, from Boss park to the state insane asylum. The cost of the change was something over \$50,000.

Electric Whistles.

Melodious sounding electric whistles are a novelty, and are said to be taking the place of electric bells in France. The whistle is made by fitting a small brass tube with suitable apertures so that it opens against the spring of a suitably formed communicator.

How Much Wire.

Buffalo News: "Here's something to guess at," exclaimed a lineman, indicating the wire bound telegraph pole at Seneca and Pearl streets. "What length of wire do you suppose is about that pole?" he asked. The pole is fitted with a coating of wire about six feet up. I made a guess of a few hundred yards. "Within a foot of a mile," he said. "Just the right length of No. 9 wire. The coils come in half mile lengths. The Baltimore & Ohio pole at Washington and Seneca streets, the biggest one in the city, has got a mile and a half of wire wrapped about it."

A New Electrical Invention.

Buffalo (N. Y.) Express, May 20: The certificate of incorporation of the Battery and Power Company, which is to supply the county clerk yesterday. The object of the company, as stated in the document, is to "manufacture and sell in New York state electric and other appliances, and also to construct and operate electric lines, and to embody the invention of Charles H. Wilder, and also to sell to others within the state the right to make, use, and sell said carbon electric batteries and such electric and other appliances. The capital stock is \$1,000,000, divided into 1,000 shares. The term of existence is to be fifty years. The operations are to be carried on in Buffalo. Mr. Hefford said yesterday that the interest in the company for use in families, offices, etc., where light machinery, such as sewing machines, was to be used, where it could also be employed for lighting as well as for power. The most interesting feature had not been seen the invention, but one or two had been to Boston, where it is successful operation, and had become convinced of its value. So far no move has been made towards incorporating the company here, and there is no word of doing so at present. With battery and motor in the house, both power and illumination could be produced very cheaply. The electric of officers would probably occur in a day or two.

Electric Matches.

Buffalo Express: The subject of gas-lighting by electricity was well handled by Mr. Frank Kitton, of the Western Union, before the Electrical society last evening. It was, he said, one of considerable interest and importance as illustrating a new method of producing light. The principle of the electric current to methods of lighting and extinguishing gas jets from a distance. The principle involved in electric gaslighting consists simply in the use of an electric circuit, either mechanically or electrically, in the immediate neighborhood of the escaping gas, which was ignited by the spark which was the breaking of the circuit. The spark was the result of an electric current set up by the breaking of the circuit, the latter of which included the burner with its two electrodes, a spark coil, one two or three open circuit coils. The spark coil was best constructed of a number of iron wires to serve as a core, around which a few layers of thick insulated wires should be wrapped. Mr. Kitton described and fully illustrated by experiments the several systems in ordinary use for domestic purposes, including the pendent, ratchet and automatic burners, as also the systems employed for lighting theatres, large halls, etc., which were usually furnished by means of the induction coil or frictional machine.

Electric Motors.

St. Louis Republic: Early yesterday morning the Lindell car, to which a Julien motor was attached some time ago, was run out on the Washington street car track, and the motor without giving the driver the slightest trouble in making stops, starting or regulating the speed. E. J. Bangall had spent a few hours the night before charging the storage battery in the small dynamo in the company's barn at Twenty-second street and Washington avenue. He was to have shut down the engine at 11 o'clock, but believing that the cells were not fully charged, he kept the machinery running until 12 o'clock, when one of the boxes began to boil up. He then attempted to cut the circuit, and in doing so melted the wire and burned out part of one of the cells. The next morning the trip over the road was completed that cell had been exhausted and it was about 3 o'clock in the afternoon when the electrician had the circuit complete to make another trip. The engine was again taken from Fourth street on the last trip and the service was as perfect for the accommodation of passengers as any motive power could furnish. The dynamo in the company's barn is run as rapidly as is desired, and to remove that inconvenience a wire is being extended from the Brush electric light plant on the corner of Seventh and Walnut streets to the car barn. It will be completed to-morrow, and the storage batteries on the car will be charged from the Brush plant. The electric car will then be used regularly, if it continues to give as good service as yesterday. The company does not believe, however, that they will adopt the Julien motor as the motive power of their line. They have ordered for trial, a Sprague motor, which it is believed will be better than the one they are now trying. The new motor will be swung between the axle and a thwart-piece, and the interposition of a single pinion, working in a gear-wheel, will take the rear wheels out of the track and propelled the car. The Sprague company has just closed a short

time contract for completely equipping a forty-car thirteen-mile system for the city of Richmond, Va.

Opposition to Telegraph in Yunnan.

The Chinese Times says news has been received from Yunnan that there has been much popular opposition to the construction of telegraph lines at Tating-fu, in the south of that province. The workmen have been attacked and wounded, and the foreigner in charge has also been threatened. Work has been suspended, and the magistrates are occupied in trying the people, who allege that the Fong Shui is interfered with by the telegraph poles.

A late report says: "The disturbances in Yunnan have not abated. The construction of the telegraph continues. For many days no messages came from Pi Chieh (a district in the province of Kuei Chou), and an official who was sent to discover the cause found the natives in an excited state. They had assembled in great numbers on the night of April 23rd, and destroyed the telegraph office, pulling down the poles and wires. The officers of the telegraph company, however, were not intimidated, and the magistrates are occupied in trying the people, who allege that the Fong Shui is interfered with by the telegraph poles.

The Newburgh correspondent of the North China Daily News, writing on April 20, says: "We heard of Monsiegnor Boyer's death, in the extreme north, where he had gone during the winter. Since he became bishop Monsiegnor Boyer had spent most of his life in the mountains of the Kuei Hsi circuit, whose yamen is at Pi Chieh, which has been ordered to arrange the matter.

The Newburgh correspondent of the North China Daily News, writing on April 20, says: "We heard of Monsiegnor Boyer's death, in the extreme north, where he had gone during the winter. Since he became bishop Monsiegnor Boyer had spent most of his life in the mountains of the Kuei Hsi circuit, whose yamen is at Pi Chieh, which has been ordered to arrange the matter.

The committee of the chamber of commerce had a very satisfactory interview with Colonel Denby, United States minister to China, April 21, at the United States consulate. Monsiegnor Tagliabue of Peking, and was a great linguist, very energetic and zealous. The Missions Etrangeres must miss him greatly, for Monsiegnor Boyer was a true patriot. The committee of the chamber of commerce had a very satisfactory interview with Colonel Denby, United States minister to China, April 21, at the United States consulate. Monsiegnor Tagliabue of Peking, and was a great linguist, very energetic and zealous. The Missions Etrangeres must miss him greatly, for Monsiegnor Boyer was a true patriot.

Light for the Battle Field.

Electrical Review: Just at the present time, when war clouds are hanging thick over the continent, the most interesting and exaggerated rumors of war are filling the columns of the daily press, it is not surprising to read of new inventions made in the interest of army soldiers. One of the most interesting of these is a portable military battery, now only to German architects and civil engineers. And now a novel application of the electric current is being made in the battle field as said to have been made in Wurtemberg. According to Mr. Nachtigal, a German army surgeon, a light ambulance wagon, easily drawn by two mules, and capable of carrying a great deal of equipment, is equipped with an electric light of 2,000 candle-power, generated by means of a dozen galvanic batteries, which last for continuous illumination during a whole night. The light is suspended from an adjustable truck, not unlike some of our patented portable fire escape apparatus, and the light hangs so that it may be turned free in all directions, which is necessary in order to prevent the light reflecting mirror is placed behind the light in order to increase its power of illumination. Experiments made during the late maneuvers with such an ambulance wagon demonstrated the possibility of successfully lighting a battle field to a distance of nearly half a mile from the ambulance to such an extent as to enable the search for and discovery of the bodies of the fallen and the wounded, and to be seen from view by shrouding. It is said that the ambulance wagon is so strongly built that it may readily be driven across meadows without interfering with the proper working of the electric light.

Cost of Electric Lights.

Baltimore American: Mr. F. W. King, collecting data from official sources in reference to the cost of electric lighting. Various matters, such as the number of lamps, the ownership of plant, candle power, etc., are considered in the various cities. The candle power in all cities is 2,000, except in Brooklyn, where it is 1,200. New York has a contract for one year for 500 lamps, and has in use 711 lamps at 70 cents each per night. Philadelphia has 525 lamps, for which an average of 54 cents per night is paid under a one-year contract. The world's largest cities are Boston has 604 lamps at a cost of 65 cents each, furnished by the Brush, Western and Thomson-Houston companies under a three-year contract, and the city owns the posts, extensions and boxes. Newark, N. J., has 150 lamps at a cost of 50 cents, furnished by the United States and Western companies under a three-year contract. Providence, R. I., has 175 lamps at a cost of 50 cents, furnished by the Western and Thomson-Houston companies under a one-year contract. Albany has 481 lamps at 50 cents each, furnished by the Brush company under a five-year contract. The city owns the lamps, poles and lanterns. Rochester, N. Y., has 386 lamps—309 at 45 cents and 77 at 30 cents each, furnished by the Brush company under a contract for five years.

Albany Boston and Philadelphia.

Albany Boston and Philadelphia, which pay for the electric light, are now trying the one they are now trying. The new motor will be swung between the axle and a thwart-piece, and the interposition of a single pinion, working in a gear-wheel, will take the rear wheels out of the track and propelled the car. The Sprague company has just closed a short

Telegraph Cables and Cable Rates.

New Orleans Evening: The Yucatan cable, which is to be laid from the telegraphic office in this city a map of the world on Mercator's projection, showing the lines of submarine telegraph in every part of the globe. The cable is to be laid from the telegraphic office in this city a map of the world on Mercator's projection, showing the lines of submarine telegraph in every part of the globe.

tie between Europe and North America, and two between Lisbon, Portugal and Cape Verde, Brazil. The cables run down the Atlantic to the Mediterranean, through that sea to the Red Sea, through that to the Indian Ocean to Bombay, thence across India and around the coast to Madras, on the east coast of India, thence through the Indian ocean to and through the Straits of Malacca, thence through the Yellow, Chinese and Japan seas up the coast of Asia to Nicobaras, on the east coast of India, about 55 deg. north latitude. There is also an overland line across Russia and Siberia from St. Petersburg to Nicolawsk.

The same report in Asia between the limits mentioned and many places in the interior, have telegraphic communication with Europe and America. Europe, like the United States, is covered with a network of wires, and the great lines, less and to-day a thousand inventors are seeking to increase still further this efficiency. By revolving the armature of the dynamo, an electric current is obtained, and this current, when it is applied to the dynamo, causes the armature of that to revolve. This is a rough statement of the practice of the transmission of power by means of electricity.

The electric current is obtained by revolving the armature of the dynamo, an electric current is obtained, and this current, when it is applied to the dynamo, causes the armature of that to revolve. This is a rough statement of the practice of the transmission of power by means of electricity.

From India there are cables to Australia and New Zealand. As a rule, the cable is provided with cables and land lines which communicate with every point of importance around the coast, but they penetrate but a small way into the interior.

South America, by means of coast cables and land lines, can be communicated with at every place of consequence on its entire coast line north, east and west, Patagonia alone being left out. There is also a transcontinental line from Montevideo on the east coast to Valparaiso on the west.

Thus it will be seen that in every part of the world there is a telegraphic system in use for the transmission of intelligence, and while all parts of Asia and of the coast of Africa can now be reached by telegraph, it is not until the year before a direct line will be laid from San Francisco to the Sandwich Islands and thence to Japan, when the globe around the earth will be complete.

It is no longer a wonder, when the press is able to print the daily transactions in all parts of the world. To gratify the curiosity of those who may wish to know the cost of cable telegraphing, the following table is given, from Washington to points in Great Britain, Ireland, France and Germany. A cable charge is 12c a word. To extreme points in Africa it is \$3.25 a word, and to places in South America, according to remoteness and roundabout lines of communication, varies from \$1.94 to \$3.94 per word. In Asia rates go up as high as \$2.14. To Australia the rates are \$1.94 per word. These rates are for cable service. The charges over land lines are added.

How Switchboard Fires Start.

Chicago Tribune: "How do fires start behind switchboards in telegraph and telephone offices originate?" City Electrician Barrett was asked yesterday. "By the electric spark passing from one wire to another and igniting the cotton covering, which has become frayed by use," he replied. "It is possible to prevent these fires?" "Yes, a lead-covered wire can be used, and the danger is thereby removed. Then why don't the telegraph companies use that kind of wire?" "Because it costs about four times as much as the other."

What Causes the Electric Spark to Pass from One Wire to Another?

"The spark or current always seeks the shortest route to the ground, as wires always are in large switchboards, the current will jump over the wire which is the farthest from the ground for the other."

How does this cause a fire?

"The cotton covers of the wires are generally soaked in paraffine, but as this paraffine is not perfectly dry, it becomes dry and inflammable. Constant use wears the cotton and leaves the wire exposed, and as the electric spark jumps from one wire to the other it ignites the cotton. As there are many wires connected to the board itself, which is generally of wood. This, of course, gives the fire a start, and after that you know as much about what happens as any one else."

The Electrical Artillery.

Baltimore News: A few days ago the News discussed the effect of the use of so much electricity in cities upon the electric fluid, of the average storm atmosphere. We have now a case in point, the collection of so much of the sublimated fluid from the atmosphere by electric light machinery, and the consumption of it in lights, had perhaps a tendency to diminish the electric fluid in the atmosphere, and it is not unreasonable to suppose that immense quantities find pathways to the ground over the elevated towers in which cities are enmeshed. Thus decreased electrical fluid in the atmosphere must contain less ammunition or electrical charges than would otherwise be the case. And this suggestion seems borne out by the recent experience. There have been electrical storms of unprecedented severity in various parts of the country and the list of fatalities is starting long this year. But these casualties have been in the country, where there are no wires to catch the bolt and carry it off or to silently and imperceptibly conduct the surplus electricity from the clouds and thus diminish in extent and intensity the bombardment of which the clouds would be capable. While the casualties in the country from the ravages of lightning have been singularly fatal and startling this spring, the cities have entirely escaped. Lightning has struck many large cities, but the average complement of telegraph, telephone, and electric light wires, it has only been in the outskirts, where such taps are inconsiderable, while the center of the cities are protected. This may be something in the theory, and, if there is, the questions are suggested whether overhead wires are not a protection to cities during electrical storms, whether underground wires would furnish the same protection, and is it not safer to live in the busy city than in the more exposed suburbs or in the open country?

The Day of the Dynamo.

New York Post: "The day of the dynamo is here. The use of electricity for propelling surface cars has been looked upon, even by the most electricians, as something for the distant future. The experiments made by a number of inventors, Edison among them, had shown the perfect feasibility of running cars by electricity, but the cost was apparently higher than for steam or horses, and many problems of detail seemed to require years for their solution. So long ago as in the forties, Professor Henry of Washington succeeded in running a miniature train by means of an electric current derived from primary batteries of zinc and carbon. The cost interested a great many persons, but the cost of obtaining power from zinc was enormous, and nothing was done to make practical use of Professor Henry's discovery. The world waited for a more economical source of electricity than the chemical battery to be discovered. The invention of the dynamo solved the problem, it offered cheap electricity, and from the beginning there has been no doubt in the minds of all scientific men as to the supreme importance of this invention. This conviction has deepened

There are ten cables across the Atlan-

tic between Europe and North America, and two between Lisbon, Portugal and Cape Verde, Brazil. The cables run down the Atlantic to the Mediterranean, through that sea to the Red Sea, through that to the Indian Ocean to Bombay, thence across India and around the coast to Madras, on the east coast of India, thence through the Indian ocean to and through the Straits of Malacca, thence through the Yellow, Chinese and Japan seas up the coast of Asia to Nicobaras, on the east coast of India, about 55 deg. north latitude. There is also an overland line across Russia and Siberia from St. Petersburg to Nicolawsk.

yearly since then. The dynamo makes possible the transmission of power in its various forms, and in any place where natural power, such as that of a waterfall, may be had for nothing, to distant cities and shops. It transforms mere power into light, heat, or electricity, and it does so with a more and more important role, power when so desired.

This extraordinary invention, which enters already so much into the industrial life of the country, and is destined to have a more and more important role, already lights our streets and houses, sends our despatches, and, according to experts, will very soon run our surface and elevated railway cars. Originally it resided a great deal of the power, used in revolving rapidly the dynamo armature, to obtain very little electricity, gradually this difference in the working value of what was put into the dynamo, and that was not all, a great deal, and to-day a thousand inventors are seeking to increase still further this efficiency.

By revolving the armature of the dynamo, an electric current is obtained, and this current, when it is applied to the dynamo, causes the armature of that to revolve. This is a rough statement of the practice of the transmission of power by means of electricity.

The electric current is obtained by revolving the armature of the dynamo, an electric current is obtained, and this current, when it is applied to the dynamo, causes the armature of that to revolve. This is a rough statement of the practice of the transmission of power by means of electricity.

From India there are cables to Australia and New Zealand. As a rule, the cable is provided with cables and land lines which communicate with every point of importance around the coast, but they penetrate but a small way into the interior.

South America, by means of coast cables and land lines, can be communicated with at every place of consequence on its entire coast line north, east and west, Patagonia alone being left out. There is also a transcontinental line from Montevideo on the east coast to Valparaiso on the west.

Thus it will be seen that in every part of the world there is a telegraphic system in use for the transmission of intelligence, and while all parts of Asia and of the coast of Africa can now be reached by telegraph, it is not until the year before a direct line will be laid from San Francisco to the Sandwich Islands and thence to Japan, when the globe around the earth will be complete.

It is no longer a wonder, when the press is able to print the daily transactions in all parts of the world. To gratify the curiosity of those who may wish to know the cost of cable telegraphing, the following table is given, from Washington to points in Great Britain, Ireland, France and Germany. A cable charge is 12c a word. To extreme points in Africa it is \$3.25 a word, and to places in South America, according to remoteness and roundabout lines of communication, varies from \$1.94 to \$3.94 per word. In Asia rates go up as high as \$2.14. To Australia the rates are \$1.94 per word. These rates are for cable service. The charges over land lines are added.

How Switchboard Fires Start.

Chicago Tribune: "How do fires start behind switchboards in telegraph and telephone offices originate?" City Electrician Barrett was asked yesterday. "By the electric spark passing from one wire to another and igniting the cotton covering, which has become frayed by use," he replied. "It is possible to prevent these fires?" "Yes, a lead-covered wire can be used, and the danger is thereby removed. Then why don't the telegraph companies use that kind of wire?" "Because it costs about four times as much as the other."

What Causes the Electric Spark to Pass from One Wire to Another?

"The spark or current always seeks the shortest route to the ground, as wires always are in large switchboards, the current will jump over the wire which is the farthest from the ground for the other."

How does this cause a fire?

"The cotton covers of the wires are generally soaked in paraffine, but as this paraffine is not perfectly dry, it becomes dry and inflammable. Constant use wears the cotton and leaves the wire exposed, and as the electric spark jumps from one wire to the other it ignites the cotton. As there are many wires connected to the board itself, which is generally of wood. This, of course, gives the fire a start, and after that you know as much about what happens as any one else."

The Electrical Artillery.

Baltimore News: A few days ago the News discussed the effect of the use of so much electricity in cities upon the electric fluid, of the average storm atmosphere. We have now a case in point, the collection of so much of the sublimated fluid from the atmosphere by electric light machinery, and the consumption of it in lights, had perhaps a tendency to diminish the electric fluid in the atmosphere, and it is not unreasonable to suppose that immense quantities find pathways to the ground over the elevated towers in which cities are enmeshed. Thus decreased electrical fluid in the atmosphere must contain less ammunition or electrical charges than would otherwise be the case. And this suggestion seems borne out by the recent experience. There have been electrical storms of unprecedented severity in various parts of the country and the list of fatalities is starting long this year. But these casualties have been in the country, where there are no wires to catch the bolt and carry it off or to silently and imperceptibly conduct the surplus electricity from the clouds and thus diminish in extent and intensity the bombardment of which the clouds would be capable. While the casualties in the country from the ravages of lightning have been singularly fatal and startling this spring, the cities have entirely escaped. Lightning has struck many large cities, but the average complement of telegraph, telephone, and electric light wires, it has only been in the outskirts, where such taps are inconsiderable, while the center of the cities are protected. This may be something in the theory, and, if there is, the questions are suggested whether overhead wires are not a protection to cities during electrical storms, whether underground wires would furnish the same protection, and is it not safer to live in the busy city than in the more exposed suburbs or in the open country?

The Day of the Dynamo.

New York Post: "The day of the dynamo is here. The use of electricity for propelling surface cars has been looked upon, even by the most electricians, as something for the distant future. The experiments made by a number of inventors, Edison among them, had shown the perfect feasibility of running cars by electricity, but the cost was apparently higher than for steam or horses, and many problems of detail seemed to require years for their solution. So long ago as in the forties, Professor Henry of Washington succeeded in running a miniature train by means of an electric current derived from primary batteries of zinc and carbon. The cost interested a great many persons, but the cost of obtaining power from zinc was enormous, and nothing was done to make practical use of Professor Henry's discovery. The world waited for a more economical source of electricity than the chemical battery to be discovered. The invention of the dynamo solved the problem, it offered cheap electricity, and from the beginning there has been no doubt in the minds of all scientific men as to the supreme importance of this invention. This conviction has deepened

There are ten cables across the Atlan-

tic between Europe and North America, and two between Lisbon, Portugal and Cape Verde, Brazil. The cables run down the Atlantic to the Mediterranean, through that sea to the Red Sea, through that to the Indian Ocean to Bombay, thence across India and around the coast to Madras, on the east coast of India, thence through the Indian ocean to and through the Straits of Malacca, thence through the Yellow, Chinese and Japan seas up the coast of Asia to Nicobaras, on the east coast of India, about 55 deg. north latitude. There is also an overland line across Russia and Siberia from St. Petersburg to Nicolawsk.

FOR SWEET CHARITY'S SAKE.

The New and Novel Method of New York Society to Aid a Worthy Cause.

MRS. CLEVELAND'S SACRIFICE

The Wives of the District Messenger-Boy—An Astonished Woman—Tapping a Wicked Broker—Clara Belle's Letter.

NEW YORK, June 18.—[Correspondence of the BEE.]—When high life wishes to disport itself at home and all ordinary means are exhausted, it finds a way by instituting a fair in aid of a charity. Such an event and a successful one of its kind, both financially and socially, occurred this week at one of the way uptown mansions, where the city has not eaten up the lawns with hotels and apartment houses. Fancy articles were sold in booths under the trees, refreshment tables were scattered invitingly about on the grass, and catered penny games abounded everywhere. One of the most attractive features of the event was a sale of velvet statuary. Dark emerald curtains shrouded a portion of the long verandah, and when they were drawn aside seven figures wrapped in white and completely masked were exposed. The gentleman who played the auctioneer was clad in his dress suit, and it was a surprising fact that several other gentlemen present were in full evening dress in spite of the fact that the entertainment was expected to come to an end at about sundown. The auctioneer with more or less successful attempts at humor described the statues as a representation of the classic goddesses and offered them for sale one after another. Bidding on the first began at \$1 and mounted rapidly by dollar jumps to \$9, then by half-dollar bids to \$11, at which price it was knocked down. The gentleman making the purchase paid his money and received a ticket with a number corresponding to the card held in the hand of the statue. The next statue brought \$10. After that none sold for less than \$10.

Right Banker Seligmann stood on the verandah steps watching the transactions with an amused smile. When number five was put up he started the bidding with a loud five dollars. Somebody immediately bid six, and Mr. Seligmann followed with a determined ten, as if by that means to shut off further bidding, but two others without any pause whatever carried the figure up to thirteen, and before the banker could recover from his surprise it was knocked down. The result was that when number six was put up Mr. Seligmann bid ten, and when a moment or two later he ventured a bid of eleven, he exclaimed triumphantly. No one competed with him at that figure and he secured the ticket. When it was all over the purchasers were requested to call at the banker's office and ask that the man who had been so anxious to get number five found that it was

NOTHING BUT A BROOM DRESSED UP with a sheet and a mask, and Mr. Seligmann turned pale. But he was correspondingly rejoiced to find that in escaping the dummy he had secured one of the handsomest young ladies of the day, and the quantity of stock he had secured was such that he bought her out of his great joy would not bear mentioning. Number five was the only dummy, and money poured freely into the treasury of the banker's office. The purchasers, for it was part of the duty of the statues to insist on being treated. Striking amusement was conducted by a handsome girl. It was called "Aunt Sally," and the man who had to pick up the pieces at the wooden face of an old woman stuck on the end of a stick at a distance of about fifteen feet. Ten clubs for ten cents, and the person breaking the greatest number of pieces picked up the Aunt Sally's nose during the afternoon was entitled to a big box of candy. Every young and every gallant old man was led to the sacrifice and made to expend his money in the purchase of five dollars in a favorite lady's prize box. It proved no easy task to break a pipe. Men and women both tried it. The club would be swung with the utmost appearance of energy and thrown with great determination only to fall several feet short of its mark or going flying away above it. The young man who got the prize did so on a record of nine pipes broken, and the man who had to pick up the pieces in ten dollars in candy more than twice as much as the candy would have cost him at a store. But he had his fun and the spectators had more of it.

The statues were made for their husbands are manifold, but it is doubtful if any wife endured a more unpleasant ordeal than Mrs. Grover Cleveland during her Adirondack trip. If the region covered by the Adirondack and the adjacent roads could be made it would be a blissful journey to go to them and abide a while; but the awful, springless carts, the boulders sunk in mud they call "creeper," the mud, the mud, the mud, and the innumerable insects, make life for a woman a nightmare. The miles of railway and steamboat travel that land you at the spot where you go into the wilderness, and the mud, the mud, the mud, and the innumerable insects, make life for a woman a nightmare. The miles of railway and steamboat travel that land you at the spot where you go into the wilderness, and the mud, the mud, the mud, and the innumerable insects, make life for a woman a nightmare.

There is the indigenous citizen called the black fly, small and eager, with a big mouth. He takes chunks out of you, and, while you howl, in a near-by hole, he is busy with his needle and positively smiles. There is no known beast so distractingly unbearable as the awful black fly. There comes that infinitesimal terror, the midge. Almost invisible in his power instrument of torture, but dreadful in his ravages. The only remedy for the mosquito is to live like the Man in the Iron Mask under a cage of bars, over which nothing is spread, and carefully tucked down upon your shoulders. The refuge from the black fly is in tar and oil, a compound which creeps and slips upon your article, provoking an unbearably tickling sensation. The only known cure for the midge is found in smoke and lots of it. To escape the midges you build two smudges several feet apart and sit between them till the condition of a ham is

little worse than your own. No woman can be happy in this society, and that is the sort of thing that Mrs. Cleveland, for the days she stayed in the wilderness and baited hooks for Grover.

No matter what time you reach the Adirondacks, there is always the one story told to you. There has been so many times that the front of the woods, there has been so much something else that the deer are shy, and so you eat salt pork and a native slip-jack called "choke dogs," and think with grief of your favorite home, and with the reputation of the suffering that must be endured in retracing your steps. How hard we work to enjoy ourselves. Everyone knows who tries the so-called pursuits of fortune. But the most manly heart-rending form of enjoyment is going to the Adirondacks, and Mrs. Frances Cleveland deserves a great deal of credit for her martyrdom.

The district messenger boys of New York are daily becoming sharper and more untrustworthy. Every precaution has to be taken in dealing with them. They consider the persons who employ them as their enemies. A lady had the bad luck to step on her diamond ring and break the fastening. She rang for a messenger boy, and sat down to write a note that the boy could mail on her behalf. The messenger boy, however, directing the envelope the boy entered.

"Take that," she said, extending the pin, and never looking up, as she finished the superscription, intending to "throw the jeweler's at the corner and wait for it."

But the small tongue, not much higher than the table, broke in before she could finish her sentence with "How much do you wish to go on?" The boy explained the astonished lady looked at him in amazement. "How much do I want to get on?" she repeated.

"Yes, you want me to pound it, don't you?" "Found it? Morey no, I just stepped on it and have broken the pin."

"That don't spile the sparkle, I guess you'd better get on," said the boy. "Why, boy, what are you talking about?"

"Oh, come off! Der yer want me to hook it, or don't yer? What's yer name?"

The lady called for help. She had heard that the insane possessed unnatural strength and though this young cub didn't weigh ninety she couldn't tell what he might be capable of. As he talked, it was not until the servant acted as interpreter that the hoodlum was made to understand the brooch was to go to a jeweler to be repaired, instead of to a broker's office and asked that he explained that most all the ladies who sell such things by him "was spouters and was rarin' the wind on their supers an' sparkles."

The well-to-do gentleman who has a wholesome fear of his spouse, but a love of other pretty women used a messenger boy as the Mercury to fly between him and his Venus. For several months the lad carried notes and presents to the lady's love. In his leisure moments he looked up his client's record, and put himself in possession of much useful knowledge. The other day he presented himself at the girl's home and asked that she return a mounted individual what he thought it was worth to know as much as he did of a broker's private life? A mad hornet is a mild creature compared to that man, but he will start into business as early as he can.

"I know where I'll fetch a good price," said he impudently. "I shall expose you to the company, and present you for blackmail!" tremulously the girl said to her man.

"Oh, no, I guess not." The old broker effected a settlement, but how long will it last? The lad will break out on him again to a certainty—any boy who will start into business as early as that one is going to live and keep at it.

A STORY OF A PASS.

The following humorous contribution is from the pen of a well-known Minnesota editor.

"There ain't no use in being a patriot, no more," said a classical member from the Upper Minnesota, as he wiped the hard-earned reputation for sweating labor off his intellectual expanse at the Merchants hotel dining room, addressing some granger compatriots. Just after the last meeting of the state alliance executive committee.

"What's that?" asked E. H. Atwood, member of the aforesaid executive committee, and who is rapidly developing into a dignified, Father-of-his-country style of statesman.

"Up in my section," said the classical member, continuing his serious tone, "I haint never had my call to repeat my say so—not yet. But I say, there ain't no use in being a patriot no more. It's an awful depressin' line of business, just now."

"I don't see why," said the member from Maine Prairie, who has a solemn appreciation of the responsibility attaching to his official position, and who had been anxiously scanning recent railroad timetables with an eye for a hole into the railroad commission with both feet—and Eric Olson. He had also witnessed with unadulterated alarm the disposition of the patriot business in the hands of Gibbs, Myers and Wood, and retains a glimmering ray of hope that there may be compensation still left for honest servitors of the human race.

The classical member continued: "I don't see why," said the member from Maine Prairie, who has a solemn appreciation of the responsibility attaching to his official position, and who had been anxiously scanning recent railroad timetables with an eye for a hole into the railroad commission with both feet—and Eric Olson. He had also witnessed with unadulterated alarm the disposition of the patriot business in the hands of Gibbs, Myers and Wood, and retains a glimmering ray of hope that there may be compensation still left for honest servitors of the human race.

"Don't you see, this has been an era of big crops of offices. New normal school, new insane asylum, new prison, new reformatory, new penitentiary, new workhouse, new every darned thing under the sun. Big pay for big men. But big men all found. Railroad rates was high, and now they're going down. Lumber is down, and the price of wheat is down. Everything is going to the demitition bow-yows. There is more patriots than there is wheat, and they got some more of 'em to be put in the big beams—there's a good deal of smartness—over-production of fingo."

"But some one must speak for the people. If everybody stays at home and does nothing, Jay Gould and Jim Hill would be the only ones who would be left. I don't see why," said the member from Maine Prairie, who has a solemn appreciation of the responsibility attaching to his official position, and who had been anxiously scanning recent railroad timetables with an eye for a hole into the railroad commission with both feet—and Eric Olson. He had also witnessed with unadulterated alarm the disposition of the patriot business in the hands of Gibbs, Myers and Wood, and retains a glimmering ray of hope that there may be compensation still left for honest servitors of the human race.

"Don't you see, this has been an era of big crops of offices. New normal school, new insane asylum, new prison, new reformatory, new workhouse,