NOTES ABOUT WEATHER VANES.

Earliest Popular Vanes Were Not with Figureheads in Ships.

When the Pilgrims sailed struck a needle between points of a feather and held it up to the wind, he invented the first weather vane, or neither vane. He was nearly equaled by the Indian boy, who was taught to inspect his finger in his mouth and to hold that finger aloft to the air. When that finger grew cold on a certain side the Indian child knew that the wind came from that particular direction. The Pilgrims, however, were probably the first of all civilized people to put the vane of feather into practical use.

Since these early days weather vanes have been built in every form and by all races. Modern vanes in most present shapes were first made of wood by tinsmiths carvers and later of copper by tinkers and cutlers. They were used on poles, churches, public buildings and about gardens and in many points of land along the seaboard. Vanes are now made in every conceivable design and pattern. Horses, cows, dogs, cats, ships, roosters and even pigs are manufactured in copper and tinned to register the direction of the wind.

The power vanes have this edge attached for catching water during a storm. The amount of water that falls on the vane for a square inch is a little under the vane. Wind gauges also are attached. These indicate the speed of the wind. The pages are small enough always to turn to the vane. The wind gives a good exposure to a circle and the pendulum are registered by electricity. Nearly all the large weather vanes in town are connected with dials in the buildings below.

The dial is much like the face of a clock, lettered for a compass, and a revolving hand shows the action of the wind on the vane overhead. Vanes are no longer set in sockets, as it is seen that the pivot is to be kept properly vertical. They are long, lonely, like a cap on a post, and the hollow arm of the vane hangs over the top of the post, somewhat in from side and rust.

One of the largest vanes ever seen in New York was placed on the paddle wheel fifteen years ago. It was so large that it was considered needle and was taken down. A good drawing of it is still in existence. The arrow, scroll and hammer seem to be the favorite shapes in vanes at present. The fence jumping horse and the pigeon are yet found on the grounds where country fairs are held, but their days are numbered. The tobacco leaf vane is found largely in the south and in Connecticut. The spread eagle and running deer are wind signs in the western states, the deer more pronounced to Canada. Mails herein engage are placed on locomotives throughout the country.—New York Recorder.

The History of Tassels.

I had not been many weeks in Ellinburgh before one of my friends in the cloth trade wrote me from London inquiring about a "coarse woolen black and white checked stuff, made in Scotland and expected to be wanted for trousers," and asked me to send some patterns of it. Tom was easier asked than performed, for at that period shepherds' plaids were only made in plaids, or mixed with brown and fingan, which, however, contrived to cut a small piece from the seam of my brother's cloak and forwarded it. The package in three days not to, 30, as the small pattern consulted and was a absolute failure.

He replied that the article was just what he wanted, and asked me to forward him half a dozen pieces, but at that time I do not believe there was one piece in all Scotland! I, however, sent on three more, and I believe there were the first Scotch tweeds that were sent to London in bulk. My friend was in a position to introduce them into fashionable quarters, and he did successfully. Repeated orders followed rapidly, and he and the firm I am connected with has almost a monopoly of the trade in London in these goods for a considerable time.—Border Advertiser.

The First Iron Ships.

The first iron ship has never reached Bridgeport, Conn., Boston, Boston, the Clyde and the Mersey claim precedence in this respect. Sir E. J. Reckman, of Ellinburgh, declared an iron vessel in 1836, which was not launched till three years later, and it is said that an iron boat was launched on the Severn even as far back as 1787. Steel was not used in the construction of merchant ships until 1866. Old sails were not chase in their belief that steel was meant by Providence to float, but iron to go to the bottom. A naval contractor of some repute universal, "Don't talk to me of iron ships, they are contrary to nature." Now iron, but small craft, are built of steel in this country.—Chambers Journal.

How Modern Brooms Vary.

In Queens at the present day the lady is a little bird bull. There is a box for each candidate, divided into two compartments. A clerk goes from box to box with the same, carrying a bowl full of three balls. At each box the voter takes one, puts his hand into a funnel, out of sight, and drops his ball into the yes or no compartment, making a vote for or against the candidate. If he wishes to vote for more than one party there is nothing to prevent him.—New York Evening Sun.

An Origin to Men.

Most men think that the ways of that woman is just dealing out who rails against the male sex for chewing his own plugs of tobacco and expectorating on the pavement, yet who goes herself and unblushingly wipes up that same pavement with a twenty-dee or fifty dollar gown that her father or brother earned by the sweat of his brow.—Albany Sun.

Really composed after playing a game in the organ, or while taking his "nine pennorder" or "post prandial" walks he found in the outlets of the down towns established more profound and lasting impressions than anything he could find in books.

Lincoln His Guests.

There is nothing much better, when given, are so fond of as fresh fish. Primaries and other bait are from frequently left a very to their appetite, and sometimes they will quickly express such delicacies as the latter partaking long by. They the closer out of the peak or sand and crook the ends of sticks with that stone, dropping the bait pulls.—Washington Star.

A BRICK OR STONE HOUSE.

It Has Its Built of Either and Look Well.

(Copyrighted, 1893, by American Press Association.)

Stone houses are not as common in brick or wooden buildings, partly on the ground because removed in the construction. This is considerably true. Also it is necessary in particular the stone and brick houses. But in what machine of the outer and good building stones are found upon the building site or in the immediate neighborhood, it is not made the stone work working, and the only reason is the cost of the lime or mortar and the cement and the cement and the cement