As the troopers in blue rode slowly back to the supporting line to re-form once again one of them carried the body of a dead man on the saddle beside him.

"Who you bringing off!" demanded an officer as he rode up.

"My boy chum," replied the trooper.

"Is he dead?"

"Dead as a nail. I saw him fall, and got off to lift him up."

"What the devil are you bringing off a private for, and dead at that?" shouted the officer in a rage.

"He was Joe, sir—my chum—only a boy. It was his first fight, and I said I'd see him through. Look, sir. This is his revolver, and thar ain't a bullet left in it. He didn't flunk, sir—he died game."

INDIAN CORN: A WONDERFUL LESSON

J. P. M'CASKEY.

Do you want a subject for a wonder lesson? You are embarrassed by riches. They are here on every hand by tens of thousands. Almost anything will do. I know nothing more common or more striking than the Indan corn, growing in our gardens and in the fields everywhere about us, one of the most widely known and most useful grains in the world. What a wonder story you can tell of this marvellous plant! "First the blade, then the ear, then the full corn in the ear." When, as a child, I used to read these familiar words in the Bible, I always thought it meant our yellow corn planted in the spring time and gathered to the crib in the autumn. Years later I was surprised to learn that this "corn" was a kind of wheat or barley, and that all the wealth of Jerusalem could not in those days have bought an ear of our common corn.

There is a story told of a selfish farmer who had got a new variety of Indian corn, and to a neighbor who wanted to buy a little of it, he replied: "Not a grain." In his ignorance he thought he could keep it all on his own farm. He did not know of stamen and pistil, pollen and ovary—perhaps only of horses and hogs and dollars: knowledge very good to have if a small fraction of a large unit, but if it be all a man has, then of little value in the great account. His neighbor, more knowing than he, taught him a lesson in botany, and had the corn both without buying it, without his consent,and without risk of a law-suit. The new corn happened to be planted along the line fence between the farms. The neighbor, seeing this, selected the best grains from the middle of some of his best ears for seed, and planted them on the other side of the fence. The land was equally good; the rains fell and the sun shone alike on each field. The corn grew and flourished and neared the time when the staminate blossoms of the tassel would shed their pollen upon the silken bloom below. He noted the right moment, and then cut the plume (the tasel, Gray calls it) from every stalk of his own corn, so that no pollen from his own field should fertialize his corn—it must all come from the other side of the fence. The new corn was rich in pollen which floated on the air and fell here and there with little regard to line fences. The life forces went on working out their results in the laboratory of nature, and when the husking time came, both hauled to their barns nearly the same kind of corn—much to the chagrin and somewhat to the edification of the stingy farmer.

The lesson of the pollen is in this story, and a deeper lesson yet for the growing boy and girl. It is good teaching. If you can give many lessons like this, you are a teacher good to live with. I went to school on the Duke Street hill, nearly fifty years ago, to a man who taught many such lessons. Was he good to live with in those far-off days?

But we want to look at the corn. A green stalk may be brought to the school, roots and all. Take the circuit from the seed dropped into the ground in the late spring to the seed from the ear in th fall. The green shoot comes up; the leaves of the beautiful, vigorous thing are rapidly developed—in the warm June days after a rain how they grow!—then the rustling tow-edged sword-blades of July; the light yellow plume of staminate blossoms, whose pollen is grains of pearl under the microscope; and the floss silk of the pistillate flower, (the ear) pink in color, soft in texture, with its broad, close-fitting sheath (the husk) for protection to the ovary.

This long silken tassel is for use much more than for beauty, though it is very beautiful. We go to market and buy our dozen ears of corn, husk them and strip down their soft and glossy threads of silk, without a thought of Almighty design. Look closer! Remove your husk carefully, so that no thread of silk is disturbed. Start with the grain farthest from the silken tassel, take the next, the next, the next, each has its own thread in orderly succession, and it stands at one end of that thread—where is the other end? Outside of the sheath, each thread ending in its stigma, a wonderful structure, hundreds of them together making up the soft, rich silken tassel, swaying in the breeze and kissed by the sunlight, waiting for the touch of the new life and energy that must come from above. The polen boxes burst, and spread abroad their treasure of pearls—for the shape is pearl—I have never seen any pollens truer pearls than these of some varieties of the corn. As the fine shower falls through this warm summer air, these waiting stigmas grasp it eagerly, gather of it abundantly, and through the long style (the thread of silk) connecting the light and life without with the embryo seed within, the vitalizing influence passes—how no man can tell—until every ovule is fertilized, and develops in God's good way into a seed that can be sown the next season to repeat the old tale of marvel as from the beginning, another link in a chain of apparently endless succession.

And you and I and the farmer may be as little interested in this marvel, as ignorant of it and as blind to it, as are the horses and the cattle or the trees and the stones. Let us get this thought clearly into our own minds and then preach this great Gospel of Wonder to our children. But if you cannot feel it you will not do much with it. Go away and pray God to give you the seeing eye, the hearing ear, the feeing heart. Alas! for our children when the only things we can teach them are a little ciphering, which we call arithmetic; the cast-iron orders of letters in words, which we call spelling; some sounding of words from the printed page, which we call reading; a little geography and history, most of which is soon forgotten; some rules in grammar that we ourselves too often violate almost without thought or silent protest.

Let us know and try to teach things that may startle and awaken and bless, things that have in them the enduring quality. The world about us is full of marvels, suggesting the Divine. I have taken but one. Look at the cherry tree or any other tree in fruit. How different from the corn, but no less wonderful. Look at the strawberry or any other berry—at anything that has life and law behind it, or law without life. Be a poet when you talk of these things, that is, full of the spirit of wonder and reverence—feeeling somewhat as Moses felt when from out the burning bush the Almighty spake to him. From out field and bush and tree the same God speaks to us as to him. Can we too see and hear? If we cannot, then let us pray that some Healer may come to touch our blind eyes, and unstop our deaf ears, if not for ourselves at least for our children, that their finer sensibilities may be awakened and their lives be blessed.

TELEGRAPHIC NEWS.

St. Paul, Oct. 1.—A very ingenius and valuable contrivance for the saving of life by preventing railroad accidents through forgetfulness of trainmen has been invented. The machine has just stood a very severe test on the Great Northern R. R. after having been previously operated successfully on the St. Paul & Duluth road. Practical railroad men in this section have given strong endorsements to the device after seeing its work.

The object of the device is to provide an accurate and reliable reminder signal and distance indicator for locomotives by means of which engineers are prevented from forgetting their train orders as to stopping or meeting points. The mechanism is simple but positively connected with the forward trucks of the engine, thereby accurately measuring the distance traveled, the dial—placed in front of the engineer—showing correctly the distance traveled. Above the smaller of the two dials are placed fifteen triggers or dogs, pivoted at equal distances around the center. When the engineer receives his orders he sets one or more of these triggers to a point one mile short of the distance to be traveled before reaching the stopping places. The mileage indicator, on reaching such point, releases the trigger, which starts a signal whistle blowing. This continues to blow for one-quarter of a mile, promptly warning the engineer of the near approach to stopping places. If the engineer is inattentive and fails to stop when this last mile has been run over the machine sets the air brake and stops the train for him. A train similarly equipped coming in the opposite direction would be stopped in the same manner. The device can be made to run forward or backward. For foggy or stormy weather or for darkness the device is considered especially valuable for ordinary road use, although its life-saving feature was the point at first sought for by Mr. Wallace.

After a trial on the St. Paul and Duluth and repeated trials on the Fergus Falls division of the Great Northern, the new invention was given an unusual test on the recent trip of President J. J. Hill to the coast and back.

For this trip the new scheme of one engine, No. 663, with Engineer John Wilbane for the entire trip, was tried, and the new life-saving device was on the engine. For the 1,820 miles to Seattle on the Great Northern, 170 miles to Portland on the Northern Pacific, 450 to Spokane on the Oregon Railway and Navigation campany and through Montana, back to St. Paul the new device measured all distances with accurracy, and by other tests, completely demonstrated its ability to do all claimed for it. President Hill has approved it with considerable enthusiasm, as have other officials on the road. During the past few months this new device has been used successfully over 7,000 miles of road. A peculiar feature of the test is that it has been made with the inventor's working model.