TEN THOUSAND FARMERS WANTED
TO READ THIS.

A Committee of F[illegible]armers and Mechanics were appointed by the D. A. & M. Society, at the late T[illegible]erritorial Fair, to examine all Imported Wagons on exhibition at the Fair, a[illegible]nd they recommended

THE COOPER FARM AND FREIGHT WAGONS
AS THE BEST.

The Genuine Fish Brothers Farm, Freight,

And Spring Wagons, and other Light Vehicles, including the "Frazier," "Park," and "Road" Carts have a well established reputation in the Territory.

THE

Deering Junior Twine Binders,
REAPERS AND MOWERS

Are Second to None in the Territory and have only to be tried to be prized above all others.

THE EAGLE STEEL WHEEL RAKES

For one or two horses, has only to be seen to be admired, and is unsurpassed for Strength and Durability and cannot be beaten in the Hay Field.

THE WILCOX IRON HARROW,

In two, three, four, five or six sections. Is the boss Harrow, never rot out, and will last a farmer's lifetime, and do better work than any other.

The Gorham Broad Cast Seeder and Cultivator

Is the Best Machine for sowing any desired quantity of Grass or Lucern Seed, and small grain to the acre, that a Farmer can have on his premises, and after using it would not part with it at any price if he could not get another.

Grain & Seed Drills with Iron Wheels,

And Land Measure Attached, that will sow Grass Seeds, any Kind of Grain, Peas or Beans in any quantity you desire to the acre and with such regularity that your fields will look as pretty as a picture.

GRAND DETOUR SULKY AND HAND PLOWS,

Which you have only to try and then appreciate. For any of the First-Class Goods in large or small quantities, write or call on us for prices and terms. In addition to the above we carry a Stock of Wagon Hardwood and Plank, and do General Repairing of All Kinds of Vehicles in a workman-like manner and at

BED ROCK PRICES.

An Extra quality of Twine made expressly for the Deering Binders and a Full Supply of Extras for all of the above Machines and Vehicles, as well as the Standard Reapers and Mowers, always on hand.

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REAL ESTATE AGENCY.

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HOUSES AND LOTS.

$600 Frame house of 4 rooms, adobe lined, lot 3x10, South Temple street. $300 down, balance on the instalment plan.

$950 Adobe house of 2 rooms and kitchen, lot 5-2/3 rods, full of good fruit trees, one-and half blocks west of gas works on First South street.

$900 Brick house of 4 rooms and lot 2½x10 rods, 10th Ward, close by street car line.

$850 A good four roomed adobe and two kitchens, lot 2½ x 20, good orchard, fenced; this is very cheap; in 15th Ward, on First South street.

$500 New brick house of two rooms, kitchen and cellar, lot 2½x10 rods, 21st Ward.

$4000 A 2 story brick house, 7 large rooms, 2 pantries, well finished, 2½ blocks west of Main st.; lot 5x15 rods.

$1100 New adobe house of 6 rooms, good well, pump, etc.; lot 3x10 rods, 16th Ward. A bargain; house cost $1500; call soon—must be sold.

$2000 A No. 1 business corner, near the D. and G. depot, 5x6½ rods. This is very cheap and must be sold.

$2000 House of six rooms and store, lot 5x10, near the depot.

$3500 Brick house, 7 rooms, buttries, cupboards, etc. Two story barn, etc. Second South close to Main Street.

$1400 A new adobe house of 3 rooms and cellar, lot 3x8½ rods, fenced, on First South st., 15th ward.

$700 Adobe house of 4 rooms, lot 4x10 rods, fenced, stable etc., 5th ward.

$850 A new adobe house of 3 rooms and summer kitchen, lot 3x10 rods.

$3600 Corner lot 4½x7 rods, 12 feet front, First South, close by Main Street.

$600 Frame house of four rooms, adobe lined, lot 3x10 rods, South Temple Street.

$400 Frame house of two rooms, lot 2½x7 rods, Seventh West Street.

$1200 A new adobe house of 3 rooms lot 3x8, nice orchard, close to Temple Block, 17th Ward.

If you have anything in the shape of Houses or Lands, Horses, Cows, goods or chattles you don't want, call at this office and exchange for something that will be useful to you.

FARMS.

$600 Forty acres of No. 1 land, in North Point, fenced on two sides. This is a bargain; call early.

$800 Forty acre of good farming land, loamy, sandy soil, on bench at Pleasant Green, 11¼ miles southwest from city, all fenced. Also 40 acres adjoining can be purchased for $900, same kind of land.

$5200 A large farm of 257 acres, only 4 miles from this city, with large two story adobe house of 6 rooms, large barn, etc., etc., all fenced; a splendid stock farm. Call at once.

$150 Eighty acres of good bench land, 18 miles south of the city, six acres be low canal.

A No. 1 Farm of 30 acres in Granger, ample water right, 7 acres in lucern, good new brick house, good granary, etc.; raised over 500 bushels of grain this year. Price, $1800; can pay part down and part on time; this is a bargain sure; call soon.

$2700 One hundred and twenty acres of farming and meadow land, 6 miles from Temple Block. Adobe house, two rooms, stable and outhouses, etc. Forty acres under cultivation; all fenced. Fifteen acres in lucern. Water right. A very cheap farm.

$600 Thirteen Acres of Good Lucern Land, half mile west of the city.

$1700 A small farm of 11 acres, 3 acres of lucern, 1½ acres in clover, balance good plow land; a new brick house, 2 large rooms, stables, etc., close to Lovenland's station on U. C. R. R., south; will trade for city property.

Several other farms south of the city and a other places. Call and see us.

FOR RENT.

$4.00, house of two rooms, South Temple street.

$5.00, house of four rooms, South Temple street.

$16.00, house, 7 large rooms, 2½ blocks west of Main, on Sixth South street.

$5.00, house of 2 rooms, First South 2½ west of Main street

$6.00, house of three rooms, 15th Ward.

15.00, house of 6 rooms, on State road.

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PRICES TO SUIT THE TIMES.

IF YOU WANT BARGAINS CALL ON US BEFORE PURCHASING.

A CARD.

THE DESERET HOSPITAL, UNDER the most favorable auspices, is now open for the reception of patients, having removed to that large and commodious building lately occupied by the Deseret University. It is spacious and new and of the first order. The halls and rooms are thoroughly ventilated, and warmed by a furnace and steam heating apparatus extending through the whole building. Good and careful nurses are supplied, and every attention paid to the comfort and welfare of its inmates. The medical department comprises a fine stock of drugs, and a line of some of the most valuable and important surgical instruments and appliances ever imported into the Territory. Arrangements have been made to secure the first medical talent the city affords for the benefit of patients. A specialty is made of the diseases of women, and correspondence is solicited from the afflicted.

H. B. CLAWSON, President.
W. B. ANDERSON, Medical Supt.
M. P. HUGHES, House Surgeon.
E. B. WELLS, Secretary.

A limited number of students will be taken, who will board in the Institution, receive instruction preparatory for future studies, and will be expected in return to devote a certain portion of their time and labor to attendance on the sick and other requirements connected with the Hospital. Correspondence on subject is solicited from Bishops and other authorities in the settlements.

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Gunnies, Burlaps, Old Rope and Old Ore Sacks, at this Office and at Deseret Paper Mill.

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CRACKERS, CAKES & JUMBLES,

Guaranteed to be equal to any imported.

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At This Office.

EVENING NEWS.

Saturday - April 24, 1886

UNDERGROUND PARIS.

A GRAPHIC ACCOUNT OF ITS GREAT SEWER SYSTEM.

The French capital is famous for its system of drainage, and a visit to its sewers is one of the rare sights of the great city. Not one traveler in a thousand makes this visit, partly for the reason that the sights above ground are numerous and interesting enough to consume the time which most persons have at their disposal, and partly because of the difficulties that environ the subterranean journey. You must obtain permission from the proper authorities, and from ten to thirty days will elapse after your request is sent before the answer is received. If you ask for tickets for a party of eight you may receive them for two or three, rarely more. How the reducing process will be carried out in case of an application for one ticket only I am unable to say. Ordinarily the sewers are open to visitors about twice a month during summer and not at all in winter, and as only a limited number of visitors can be accommodated, the applicant must be prepared to receive a polite but firm declination of his request.

But supposing the request to be granted, the visitor will be instructed to present his ticket on a designated morning, near the Church of the Madeleine, at the head of the Rue Royal, the spot from which the start is usually made, or he may be sent to the Place du Chatelet. On the occasion of my first and only visit to the sewers of Paris I asked for nine tickets and received three; two American friends accepted my invitation to make the journey, and but one of them "backed out" just as we were descending the steps in the hole which had been opened in the pavement at the side of the magnificent church I have mentioned, so the proposed original nine was reduced to two; evidently other groups had been similarly cut down, as there was room enough and to spare for the fifty or more that composed the actual party on that day. The stairway was narrow, but perfectly clean; there were several ladies in the party, and some of them expressed fears of injury to their dresses, but it was very soon apparent that nothing of the kind was likely to happen. From beginning to end of the journey the route proved to be as well kept as the best ordered sidewalk on the Boulevards or the Champs Elysees; there was not the faintest odor of a disagreeable nature, and there was nowhere a leak in the roof to sprinkle the traveler from above. The sewers are carefully flushed with clean water just before one of these show visits, though the authorities are unwilling to admit that this is the case. The high officials insist that the sewers are always in the condition in which we found them, but the workmen employed about the underground canals sometimes let out the facts, as they are not so jealous of the honor of the name and fame of the model city. It is difficult to understand the absurd claim of the officials, as no man in his sober senses would expect a sewer to have the purity of a mountain brook or the water of mid-ocean. Every visitor is agreeably disappointed at the admirable cleanliness of the place and the absence of foul odors, but it is not easy to convince him that it is always thus.

Near the foot of the long stairs we entered a scow or float upon a canal, and were pushed and poled beneath a vaulted arch, which was resonant with the sound of the wheels rolling overhead. We were directly beneath the Rue Royal, and, if we had been in doubt as to our locality, there were several sign-boards, like those above ground, to tell where we were. The rumbling was like distant thunder, and after a few minutes it was not difficult to distinguish light vehicles from heavy ones. My companion remarked facetiously that he thought he could tell a covered cab from an open one, or the omnibus of one company from that of another. The rumbling was incessant, and continued all the way from the Place de la Madeleine to the Place de la Concorde, where the scows—for there were two or three of them—came to a halt. There was a sidewalk six or eight feet wide along the canal. We landed at the corner of the Rue de Rivoli, as indicated by the signboards, and were directed into a narrower archway leading along this last-named street. All the way from our point of departure the route of our scow was lighted with gas jets suspended from the top of the arch or projecting from the walls, and the lights continued down towards the banks of the Seine until lost in the distance. The arch we entered from our landing place was considerably narrower, less high than the one we had left, and the canal under the Rue de Rivoli had a width of not more than four feet. We wondered how a boat could navigate this narrow passage, but we did not wonder long, as, a moment after stepping ashore, we met a party emerging from the narrow passage, and found they were visitors like ourselves. They had come from the Place du Chatelet, and were to embark on the scows we had just left. When there is a rush of visitors, the movement of two parties is timed so that they will meet at this point; but when the applications are few and there is only one party it starts from the Madeleine.

The sewer we entered had a walk about three feet wide on each side of the canal or ditch in its centre and at the very edges of the ditch there were iron rails of a lilliputian character. A long string of little cars, each made to hold four persons, stood on these rails and above the ditch, and into these cars we were dressed to enter. It is a close squeeze for a traveler with long legs, as the vehicles were evidently planned by men of less than the average height, but with exaggerated notions of their own consequence in the world. Several of us had a hard time crowding into the limits of these contracted cars, but enter them we did, and the signal to start was given. Each car was propelled by two men, who walked on opposite sides of the ditch and pushed upon handles projecting from the side of the vehicle. Fast or slow the way they went at a walk, but for the greater part of the distance their pace was quickened into a mild trot. They reminded me of the jinrickisha men of Japan, but were much slower; and I suggested to my companion that the city of Paris would find it to advantage to import some of the human steeds of the land of the Mikado. Having been drawn over Japanese roads a distance of fifty and odd miles in twelve hours, and on another occasion thirty miles in six hours, I was ready to bet on Japanese jinrickishas men against the whole of France.

Sitting just over the ditch, we rolled along by the cars, listening to the sounds of the vehicles above, which were less numerous than on the Rue Royal, but no less noisy, considering their numbers, and observing the crossings of the streets as we passed them one by one. The streets were indicated by sign-boards, as already mentioned, and it was odd indeed to be traveling under ground and knowing all the time exactly your position in its relation to the world above. The arch-way was dimly lighted, the lights being generally at the street corners; and sometimes there would be an entire block without a single gleam along its length. It was a warm day in August, but I had taken the precaution to bring a light overcoat. The overcoat was useful, as there was just enough chilliness in the subterranean atmosphere to render the garment acceptable. My companion had scorned the idea of bringing a coat on such a day, but before the journey was over he regretted his negligence. Any reader of this article who may hereafter succeed in obtaining permission to view the sewers of Paris is advised to take a light wrap of some kind as a shield against the peculiar atmosphere.

On either side of the archway, close against the walls, or let into the recesses, were water and gas pipes, the latter smaller than the former and placed above them. Telegraph wires covered with insulating material hang from the roof, and at one point several men were engaged in placing new lines in position. A large number of wires can be carried through the sewers of Paris, and as the sewers form a complete network over the city, there is very little need of above-ground wires in the French capital. It is said that one object of the sewer system of Paris is to enable the government to move troops from one part of the city to another in case of insurrection; certainly it would not be difficult to transfer considerable numbers of soldiers through the sewers, so that insurrents defending the barricads could be flanked and taken in the rear without warning.

Since the completion of the sewers the successful defense of barricades in the streets of Paris is impossible. Water and gas-pipes, being quite accessible in the sewers, can be easily repaired in case of injury, and the same may be said of the telegraph wires, but in this secure position accidents are of rare occurrence. No one not connected with the administration is allowed to enter the sewers except by special permission, and then only when properly accompanied. If New York were provided with a system of sewers like those in Paris, the problem of putting the telegraph wires under ground would be solved with ease.

On and on rolled the little cars, and finally came to a halt at the Place du Chatelet, nearly two miles from the point where we descended to embark on the scow. On alighting from our cramped positions we gave gratuities to the perspiring workmen, and then ascended the steps and were restored to daylight. The glare of the sun half blinded us until our eyes were accustomed to the change, which was not for several minutes.

In the same vehicles we might have been carried miles and miles further if the authorities had been willing to permit the journey, but I doubt if any of the party cared for more travel of this sort. One mile underground is very much like anothey if you have no change of weather. The total length of the sewers of Paris is more than 300 miles, and through the greater part of this distance men can go with ease. The railroad along which we were rolled in the little cars is ordinarily used for transporting materials for repairing the sewers, and also for carrying water-pipes, gas-pipes, telegraph wires, etc., to the places where wanted. There is also an iron scoop or plow, which fits exactly into the ditch, and is mounted on one of the cars and pushed along whenever the sewer requires to be cleaned. In fact the whole system is a complete as the most enthusiastic citizen could desire, and it is no wonder that the Parisians are proud of their underground works.

In arranging the system the area of the city was divided into five basins, three on the right hand of the Seine and two on the left. There are six principal and fifteen secondary galleries, the latter being tributary to the great ones. Three of the six principal galleries are on each bank of the river and the secondary ones are similarly divided between the two parts of the city. Then there are innumerable other galleries emptying into the secondaries, and in some cases into the principal ones. Some of the sewers now in use date from the middle of the last century, but their length is very small by comparison with the modern works. In 1806 there were 23,000 meters of covered sewers in Paris, which had increased to 226,000 in 1862, and now exceed 400,000. The city certainly possesses facilities for cleanliness which New Yorkers must regard with a great deal of envy when they consider the natural advantages of Manhattan Island in the way of drainage, and then think how they are utilized.—*N. Y. Star.*

A Freak of Vegetation.

In the mountains of Venezuela grows a remarkable tree. It is found in rocky places, at heights of about half a mile. It is a stupid-looking tree enough at first sight. It is lofty and slender, and has stiff leaves, that grow a foot or more in length. It looks much of the time as if it was dead. In those regions there is a wet and dry season, and during many months at a time not a shower washes its leaves. It bears very small, insignificant-looking flowers.

What is it good for, this tall, slim trunk, with the dull, dead-looking branches? It is the milk tree, the famous "palo de vaca," which Humboldt describes. He first brought it into notice. It is an evergreen. Its sap is a delicious fluid resembling the finest Jersey milk, only sweeter and richer than even that. When the negroes are thirsty they cut into the side of the trunk as one would bore into a maple for sugar water, and the milk gushes forth in a great stream. It is both food and drink, so rich is it. After a little time it grows thick and yellow, and a cream rises to the top. It has a fragrant odor. When a cow tree is tapped, the natives hasten from all quarters with their bowls to catch the flow of milk. The fluid is white. Sunrise is the best time to tap the tree, for then the sap flows most abundantly. The tree gets its morning milking, like a cow.

Humboldt was much surprised at discovering the cow tree and finding that its milk was palatable and nutritious. His knowledge of botany had taught him that most milky vegetables fluids are bitter and burning to the taste. Some of them are poisonous. But here was one milky sap that put even his great learning at fault.

Attempts have been made to cultivate the cow tree and make it grow in other localities than where it is found naturally, but in vain. As soon as it is removed from its native mountains it dies. The Venezuelan government experimented with it without success. But South American labor is proverbially shiftless. Perhaps if some live Yankee would try to acclimate the the cow tree in our southern States he might succeed finally.

A Good Joke.

Many are fond of playing jokes, such as hiding a boy's cap or a girl's bonnet, at school. Such things may sometimes be done for amusement, or to confer pleasure, but never to any one's serious inconvenience.

In one of our colleges, a professor who made himself very social and familiar with the students, was walking out with an intelligent scholar, when they saw an old man hoeing in a cornfield. He was advancing slowly with his work towards the road, by the side of which lay his shoes. As it was near sunset, the student proposed to play the old man a joke. "I will hide his shoes, we will conceal ourselves behind the bushes, and see what he will do." "No," said the professor, "it would not be right. You have money enough; just put a dollar in each of the old man's shoes, then we will hide behind the bushes and see what he will do." The student agreed, to the proposal, and they concealed themselves accordingly. When the laborer had finished his row of corn, he came out of the field to go home. He put on one shoe, felt something hard, took it off and found the dollar. He looked around him, but saw no one, and looked up gratefully towards heaven. He then put on the other shoe, and found another dollar. He looked at it and looked all around him, but saw no one. He then knelt upon the ground, and returned thanks to God for the blessing which had thus been conferred upon him. The listeners learned from the prayer, that the old man's wife and one of his children were sick, and that they were very poor; so that the *two dollars* were a great relief sent to them from heaven. The old man now returned home with a cheerful and gratified heart. "There," said the professor, "how much better this is than to have hid the old man's shoes." The student's eyes filled with tears, as he said he would never play another joke upon any one, except in kindness.

How Deer Shed Their Horns.

The deer native to Colorado is called the black-tailed deer, or mule deer, to distinguish it from the eastern deer which is known as the white-tailed variety. Colorado's native deer are similar to those found in California, with the exception that their ears are very large. The horns of these animals are deciduous, and drop off every spring, growing on again during the summer. These monster horns drop off the same way and grow on again within five months. While they are growing they are covered with hair and skin, and are spoken of as being "in the velvet." In the fall the horns attain their full growth, and the velvet dries and peels off. The horns then come out clean and fresh.

When a horn has attained its full growth for one season a ring of knotty protuberances form around the base of the horn, and in so doing checks the supply of nourishment from which emanates the velvet on the horn. After this the velvet dies and peels off like the bark of a tree. At this period the deer rub their horns as if they itched and were glad to be relieved. The horns are an entirely new growth each season, but grow larger with every succeeding year.—*Denver Tribune Republican.*

MANUFACTURE OF AXES.—There is a growing demand for axes made entirely of steel. The most important part of the process of manufacture is the tempering. "This is really where the ax is made," said a manufacturer. "The grinding and polishing is the most laborious part of the process. It is here that the rough, irregularly shaped semblance of an ax is ground and polished until it is as bright as a mirror. It is said that the work will prove fatal within five years to any man who pursues it steadily. The air is filled with imperceptible dust from the stones, and many of the workmen tie small sponges saturated with water over their nostrils."—*Pittsburg Times.*

Transported for life—The man who marries happily.

The Smallest Watch in the World.

A small, gold penholder, resting in a rich velvet case, lay on a jeweler's show-case in John Street, last week. The end of the holder was shaped like an elongated tube, and was an inch and a half long. A faint musical ticking that issued from it attracted a customer's attention. The jeweler lifted the holder from the case with a smile, and exhibited a tiny watch dial, one-sixteenth of inch in diameter, set in the side between two other dials almost as small. One indicated the day, and the other the month of the year. The centre dial ticked off seconds, minutes and hours.

"This is the smallest watch ever made," the jeweler said, "and the only one of the kind in the world. It took a Geneva watchmaker the better part of two years to fit the parts together so that they would work accurately. It has been exhibited in London and Paris."

The works of the watch were so made that they fitted lengthwise in the holder. The mainspring was an elongated coil of steel fitted to the wheels by a tiny chain, and worked like an old-fashioned clock weight. The works wound up by means of a little screw of gold on the under side of the handle. A good pen was fitted in the holder, and the jeweler wrote with it without disturbing the operations of the fairy watch.

"What's the price?" the customer asked.

"A round $500," replied the jeweler, laughing.—*New York Sun.*

THE SUCCESSFUL FARMER.—He is the one who attains the greatest economy in the use of the soil; makes his farm yield a certain definite income; who thinks and plans and does not wait for greatness to be thrust upon him; who holds the plow; gives back to the soil its strength, though he robs it of its fruits; who keeps his cash account and scrap-book, who raises everything possible for home consumption; sells all he can; takes care of all that he has. Such a one is sure to have enough to rear and educate his children respectably; to adorn home with some of the comforts and luxuries and amusements most desirable to make it attractive to both young and old; to equip a study and library and family carriage; enough to make old age the happiest period of existence—a victory a triumphal march, after the hard-fought battle of life, in which the heroes and heroines will be crowned with ease and dignity and independence.—*Independent Calistogian.*

A MUTUAL SCARE.—Mrs. Peterby is probably one of the homeliest women in the state of Texas, and husband often takes occasion to remind her of it.

"I got such a scare just now," said Mrs. Peterby a few days ago.

"What scared you, my dear?"

"I was in the kitchen just now, when all at once a hideous-looking tramp stuck his head in the window. Oh, I never was so scared in all my born days!"

"Did the tramp get a good look at you darling?"

"Yes, he looked me square in the face."

"Then I'll bet he was worse scared than you were."—*Philadelphia Call.*

SO HE WAS.—In a suit at Denver a few days ago the defendant in a case was asked by the opposing counsel:

"What did you pay for this silver mine originally?"

"I gave a revolver and $25, sir."

"Did you take out any ore?"

No, sir. There was none to take out."

"And yet you sold it to the plaintiff (from the East) for $38,000! Didn't you deliberately intend to swindle them?"

"Oh, no, sir. I thought I was letting them off mighty easy for a couple of men who were going to form a stock company and float 100,000 shares at $100 each on the confiding public."—*Wall Street News.*

A REMARKABLE MAN.—William Clewson died recently at Franklin, Macon county, N. C., aged 85 years. During his life he never bought a pound of meat or a barrel of flower or corn. He didn't owe a dollar when he died. He never wore spectacles, never saw a railroad, had a sow 27 years old, never swapped horses, never was out of money, wore one pair of shoes three years, kept one pair of plow lines nineteen years, and never moved from the place he settled in when he was a young man. He was married in 1828 to Miss Cynthia Gupton, who died last year. The county authorities talk of erecting a small monument to mark his last resting-place.—*New York Sun.*

AUTOMATIC BRAKES.—The Truckee *Republican* of November 18th says:

The efficiency of the Westinghouse automatic air brake was singularly illustrated yesterday. As train No. 5 reached a point about three miles from Truckee, a wheel broke. The axle of the car was literally wrenched around, and happened to sever the connection of the air brake. In an instant every brake was automatically applied, and the train brought to a dead halt. No one was injured, and no damage done except as stated. A new set of trucks was put under the car and the train went on its way rejoicing.

OBTAINING AN ACKNOWLEDGMENT.—A French money lender, complaining to the late Baron Rothschild that he had lent a nobleman 10,000 francs, who had gone off to San Francisco without leaving any acknowledgment of the debt, the baron said: "Well, write to him and ask him to send you the 70,000 francs he owes you." "But he only owes me ten," said the money lender. "Precisely so," rejoined the baron; "and he will write and tell you so, and then you will get his acknowledgement."—*Argonaut Storyette.*

HE MEANT WELL.—Mrs. B. (whose husband has just died)—Mr. Parkinson, I would like to ask if you will officiate as one of the pallbearers at my husband's funeral?

Mr. Parkinson (earnestly)—Certainly, my dear Mrs. B. Your husband was a lifelong friend of mine. Nothing could give me greater pleasure.—*New York Times.*

CHINESE COOKING.—Coal is said to be an almost unknown luxury to the Chinese of San Francisco. Their mode of cooking is to have an empty oil can serve as a stove upon which they place their tea-kettle or cooking-pan. They start a fire with two or three small sticks of wood, which they add to as they burn, and in this way manage to establish a good degree of heat with but small expenditure of fuel.

THE TRINITY OF CIVILIZATION.—The fact is, very little can occur in this world that does not almost directly concern us in some manner. The great trinity of civilization, railroads, telegraphs and steamships have revolutionized all our ideas of the dependence of nations upon each other.

Some men don't seem to understand the difference between political assertions and business facts. Three or four days before election a Baltimore lawyer made a speech in a country village. Being a red-hot Republican he gave the Democratic party the devil, as he put in his mouth, and among other things asserted that in case of Democratic success the country would have to pay the Confederate bonds. Two or three days after election a man walked into the lawyer's office and opened a valise and took from it $20,000 of rebel bonds and said:

"What are they worth?"

"One cent a pound."

"But the Democratic party has triumphed."

"What of that?"

"But won't the country have to pay these bonds?"

"Not by a jugful."

The bondholder looked steadily at the lawyer for a long minute and then said, slowly:

"Well, by gum! After ninety-six of us Republicans who listened to your speech went and voted the Democratic ticket in order to realize on our bonds you now tell me you didn't mean what you said."

A school committee man, who had been explaining to a class that the land of the world was not continuous, said to the boy who happened to be standing nearest: "Now, could your father walk round the world?" "No, sir," was promptly answered. "Why not?" "Because he's dead, sir."

Sir Digby (going round to his stables, finds his new coachman's children playing about and introduces himself): "Well, my little man, and do you know who I am?" Boy: "Yes; you are the man as rides in father's carriage."

Some time ago electric lamps were fitted to the locomotives running on the Nichols Railway, between St. Petersburg and Moscow. For awhile, says *London Engineering*, they appeared to give satisfaction, but at length the staff commenced to complain of them, and now, after an investigation by the directors, they have been totally discontinued. The lamps were powerful, throwing a stream of light a mile ahead of the train, and so far as the illumination of the railway track was concerned, the locomotive drivers and guards admitted their utility. Their objection to them was, however, that the contrast between the lighted space and the darkness on either side was so acute that it annoyed the eyesight, and in some cases, after a time, incapacitated the drivers altogether. Medical evidence was adduced by the company's doctors, proving that in one or two instances the vision had been so injured as to provoke fears of blindness.

Not long since, being in a small town where a ranting revivalist was holding a series of meetings, our friend attended with the best of intentions. The evangelist in his impassioned exhortation to flee, etc., stated that "his grandmother was in hell and he knew it." After the discourse, while seeking for sinners down the aisle, the large frame of our friend presented a fine point of attack, and thus the preacher addressed him: "Young man, do you know that you are on the direct road to hell?" to which came the quick reply: "Do you want to send your grandmother any word?"—*Minneapolis Tribune.*

"You are going into the lecture field, they tell me?"

"Yes, I think some of doing so."

"Have you had any experience in public speaking?"

"No, I never tried to address an audience in my life."

"But, my good sir, how can you hope to succeed if you know nothing about the lecture business?"

"Oh, I'm posted on the lecture business. You can depend on that."

"But how does that come?"

"Come! Why, great Scott, man, I've been married twenty-two years!"

Some idea of the sources of traffic open to American railway companies may be found from the statistics relating to the carriage of fruit from California eastwards. The rate per passenger train for "green" fruit is $300 for each car of 20,000 lbs. The rate by freight train is $300 a car. The shipments up to August this year suggested 1,535 car loads, and will probably reach 1,800 car loads by the end of this season. Calculating 20,000 lbs. to the car, this makes 36,000,000 lbs. of "green" fruit for 1885, as against 12,000,000 lbs. for the year 1875.—*Railway News.*

The superfluous of females in the population of Massachusetts is constantly the cause for annoyance. It was at a juvenile party the other day that a mother noticed her 5 year old daughter had not joined the march to the refreshment room.

"Why did you not go with the other children dear?"

"Because, I could not find any little boy to hold on to," was the wail of the ingenuous unfortunate.—*Lowell Citizen.*

A writer on palmistry says the hands of different nationalities differ. The German hand is thick, short-fingered, short-nailed, with a wide nerve. The Spanish hand is noted the world over for its tapering flexibility. The French and Italian hand is long and capable of close pressure, but the English and American hand is the best knit, firmest hand, blended with all the variations of typical beauty known.

Many a boy runs his character and wrecks all his hopes by misemploying the evening hours. School or business has confined him all the day, and the schooling with which Mother Nature throws these duties off carries him almost unawares beyond the limits of prudence.

"Is this a singing doll?" asked she of the shopman. "Yes, miss." "How do you make it sing?" "Just as you would any other young woman." "How is that?" "By pressing it."

Kansas school teacher: "Where does our grain go to?" "Into the hopper." "What hopper?" "Grass-hopper," shouted a pupil.

Trying to do business without advertising is like winking at a girl in the dark. You may know what you are doing but nobody else does.

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