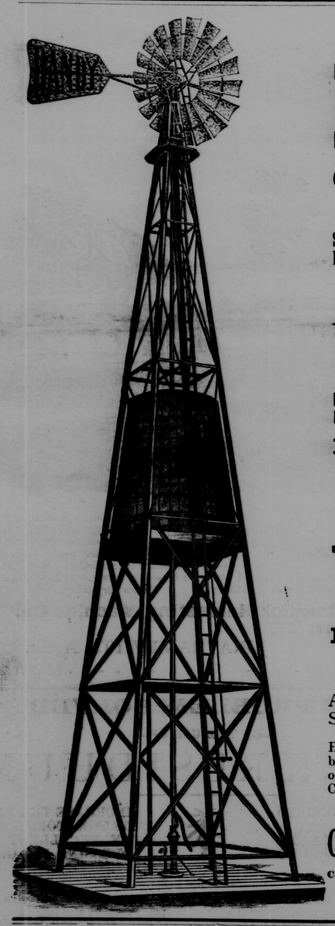
DENTON JOURNAL.

1845 — A Family Newspaper:—Devoted to Local and General Intelligence, Agriculture and Advertising.—Independent on all Subjects.—Subscription, One Dollar per Annum, in Advance. — 1897.

VOL. 51. — DENTON, MARYLAND: SATURDAY MORNING, MAY 1, 1897. — NO. 31.



THE

DANDY

GALVANIZED STEEL MILL

with the latest improvements is the

Strongest and Simplest Made, ...

and when furnished with Graphite Bearings will run

Twenty Years Without Oil

Therefore, needs no attention; has a positive brake and is

Perfectly Governed and Regulated.

MILLS

of different sizes, from 8 to 30 feet in diameter, for Pumping, Grinding, etc.; Towers from 15 to 100 feet high.

TANKS,

Round or Square, holding from 21 to 3,000 barrels.

PUMPS,

Piping, Water Sinks, Bath Tubs, Etc.

A full line of Water Supplies.

Hot and Cold Water can be conveyed to any part of a dwelling at a SMALL COST.

For Particulars Apply to

C. H. DEAN, JR.,

Contractor and Builder. Removing Buildings, Etc.

Queen Anne, Md.

1897 ❀ SPRING—SUMMER ❀ 1897

SPECIALLY PREPARED

MT. * AIRY * FERTILIZER

FOR TOMATOES.

IN MAKING THE FORMULA for this brand, the greatest caution has been used and the materials used are exactly what the Tomato plants need. This we know, after having same fully tested by the Growers of this crop. We have spared no pains to make this brand especially adapted to Tomato culture. We have fine reports from its use alongside of other Fertilizers. It produced extra fine crops that paid well for its use. We intend keeping it full up to its present high standard, and will see that all the materials used are of the very best in every respect. If you grow any Tomatoes, give this brand a trial, and you will use no other. Scores of growers send voluntary testimonials.

For Potatoes and Truck Use

PIEDMONT POTATO MIXTURE, ❀ ❀

MT. AIRY GARDEN TRUCK FERTILIZER,

❀ ❀ **PIEDMONT SPECIAL TRUCK FERTILIRER.**

For Berries,

PIEDMONT ROYAL AMMONIATED BONE AND POTASH.

And for Corn the Regular

FARMERS' - MIXTURE.

The Agricultural value of any Fertilizer is measured by the value of the increase of the crop produced from its use. We use in the manufacture and compounding our goods only such materials as after an experience of 25 years in the Fertilizer business, we know will not only give the crops a good start, but will also furnish them with food that will be a help to them the entire season. We have all the latest improvements in our Factory and are finely situated both far Railroad and Water shipments, and can manufacture and handle our goods as cheap as any factory, and we can offer our brands as cheap as any house in the city, giving same goods made from the same high-grade materials.

FRANK W. REDDEN, General Agent,
DENTON, MARYLAND.

THE PAINTING SEASON IS NOW HERE,

and so am I with a full line of

PAINT GOODS, Such as Oils, Varnishes, Colors in Oil, &c., and the old Standard Paint.

Longman & Martinez,

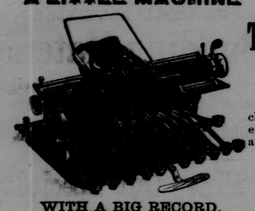
Which is guaranteed to be the CHEAPEST PAINT on the market, when you take into consideration its wearing qualities and the amount of surface it covers. If you don't want to use a prepared paint, I will sell you the best Lead and Oil at lowest market prices. I also have a paste paint or tinted lead, that is lead with color ground in it.

These are Some Prices:

Lewis' Lead	6c lb
Best Linseed Oil	40c gal
Tinted Lead	6c lb
L. & M. Paint	$1.50 gal
Granby Mixed Paint	$1.00 gal

WM. E. BROWN, - - Denton, Maryland.

A LITTLE MACHINE "NOT AN IMPROVEMENT, BUT AN EVOLUTION."



THE BLICKENSDERFER TYPEWRITER.

Has visible writing, full keyboard, interchangeable type, least number of parts, everything wanted or needed in a typewriter, and

SELLS FOR $35.00.

Send for catalogue and testimonials.

WITH A BIG RECORD.

TURNER & MOORE, GENERAL SOUTHERN AGENTS,

112 S. Paul St., BALTIMORE, MD.

ATLANTA, GA. WASHINGTON, D.C. RICHMOND, VA

T. H. EVANS & COMPANY,

FRUIT AND PRODUCE COMMISSION MERCHANTS,

No. 214 Light Street, Baltimore, Maryland,

Fruits and Vegetables, Maryland Peaches and Sweet Potatoes.

STEAMBOAT SCHEDULES.

Wheeler Transportation Line

DAILY STEAMERS FOR

Great Choptank, Trappe and Tuckahoe Rivers.

On and after January 1st, 1897, steamers will leave Pier 5 Light Street Wharf daily except Sundays at 7 p. m., for Oxford, Trappe, Cambridge, Chancellor's, Secretary, Clark's, Choptank, Lloyd's, Dover Bridge, Kingston, McCarty's, Ganey's, Todd's, Downes', Towers', Williston, Tuckahoe Bridge, Reese's, Coward's, Covey's, Hillsboro and Queen Anne.

Arriving at Oxford the following morning in time for connection with the Delaware & Chesapeake R. R., and at Cambridge with the Cambridge & Seaford R. R.

Returning will leave Hillsboro, Mondays, Tuesdays, Wednesdays, Thursdays and Fridays at 10 a. m.; Covey's 10.30; Coward's 11; Williston 1 p. m.; Ganey's 1.30; McCarty's 2; Kingston 2.15; Dover Bridge 2.30; Medford's (Choptank) 4; Clark's 4.15; Cambridge 7; Trappe 8.30 and Oxford 10, stopping at intermediate landings, arriving in Baltimore early the following mornings.

Steamer leaves Hillsboro Sundays at 6 a. m.; Coward's, 7 a. m.; Williston, 8 a. m.; Medford's (Choptank) 10.30 a. m.; Cambridge 12.30; Trappe, 1.45 p. m.; Oxford 3 p. m., arriving in Baltimore at 8.30 p. m. Sundays.

Freight received until 6 p. m. daily for all landings.

E. E. WHEELER, Agent,
Pier 5 Light St., Baltimore.
B. B. COHEE, Agent at Williston.

Baltimore, Chesapeake & Atlantic

RAILWAY COMPANY.

BALTIMORE, THIRD HAVEN AND GREAT CHOPTANK RIVER ROUTE.

The magnificent side-wheel iron steamers Avalon and Joppa will leave daily alternately except Saturday, as follows:

Denton, 12 m.	E. N. Market, 3.30
Lyford's,	Oyster Shell Point,
Williston,	Cambridge, 6 p m.
Two John's,	Kirby's,
Turkey Creek,	Oxford,
Kingston,	Bellevue,
Dover Bridge,	Double Mills,
Hog Island,	Easton, 9 30 p. m.
Windy Hill,	Oxford, 10.30 p. m.
Choptank,	Tilghman's Island.
Wright's,	

Arriving in Baltimore at about 5 o'clock next morning.

Returning, the steamers will leave Baltimore from Pier 4 Light St. Wharf, at 7 o'clock p. m., daily, except Sunday, for all points named, and arriving at Easton about 3.00 a. m.; Oxford, 3.45 a. m.; Cambridge, 6.00 a. m.; East New Market, 7.00 a. m., and Denton at 11 o'clock a. m.

Connections at Easton, Oxford and Cambridge with railroads for all points.

Freight taken at low rates and carefully handled. Grain bags furnished and grain delivered at elevators.

For further information apply to

WILLARD THOMSON, Gen'l Man., 241 South Street, Baltimore, Maryland.
JAS. E. BYRD, Agent, 302 Light St.
Z. T. HUTCHINSON, Agent at Denton.

The Steamer Greensboro

(CAPT. D. S. BROCKWAY, MASTER,)

Will ply between GREENSBOROUGH and BALTIMORE Weekly, touching at all landings between Greensborough and Denton.

On and after July 4, steamer will leave for Baltimore every Monday

FREIGHTS MODERATE,
CAPACITY AMPLE

The patronage of our merchants and farmers solicited that this line may be made a success. Full information by inquiring of

GEORGE F. DILL, AGENT,
D. S BROCKWAY, MASTER,
Greensborough, Md.
Or HARRY A. ROE, AGENT,
Denton, Md.

Large granaries always ready to receive grain.

Chester River Steamboat Comp'y

On and after Monday, Sept. 28th 1896, the steamer EMMA A. FORD will leave Chestertown at 8 a. m. on Monday, Wednesday and Friday stopping at Rolph's, Booker's, Quaker Neck, Queenstown and Kent Island.

Leave Queenstown 9.45 a. m.

Returning will leave Baltimore at 10.30 a. m., Tuesday, Thursday and Saturday.

On Monday, April 12, the steamer Gratitude will leave Centreville daily, except Sunday, at 7 a. m., for Baltimore. Will leave Baltimore daily, except Sunday, at 2.30 p. m., for Centreville.

GEORGE WARFIELD,
President.

FARMERS!

BUY LIME!

It will bring PROSPERITY to you and the Country.

Good Crops Make Good Times

The abundant use of LIME make GOOD CROPS.

THE pure Carbonate of Lime properly burnt beats the "new-fangled, imaginary invisible so-called combination lime." We do not use spalls or refuse stone, but burn fresh Stone as quarried.

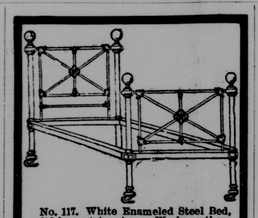
Our Freight Rate is the Lowest.

Write for prices or call and see

THOMAS R. GREEN, Denton,
THOMAS A. SMITH, Ridgely,
T. C. HACKETT, Queen Anne

HELP WANTED—FEMALE

Ladies make big wages making gentlemen's neckwear at home by an easy method. We teach you FREE and furnish work all the year. Send stamp for work and particulars at once. Elite Neckwear Co, Camden, N. J. 6 6 yr.



No. 117. White Enameled Steel Bed, solid brass trimmings. We have them 54 in. wide, 48 in. wide, 42 in. wide and 36 in. wide. All sizes are 78 in. long. Special Price (any size).

$2.75

(orders promptly filled.)

Everywhere local dealers are saying unkind things about us. Their customers are tired of paying them double prices; our immense (free) money-saving catalogue is enlightening the masses. Drop a postal now for complete catalogue of Furniture, Mattings, Carpets, Oil Cloths, Baby Carriages, Refrigerators, Stoves, Fancy Lamps, Bedding, Springs, etc. The catalogue costs you nothing and we pay all postage. Get double value for your dollar by dealing with the manufacturers.

JULIUS HINES & SON,
BALTIMORE, MD.

PROFESSIONAL CARDS.

ALBERT C. TOWERS,
ATTORNEY-AT-LAW
Denton, Maryland

CHARLES E. McSHANE,
ATTORNEY-AT-LAW,
DENTON, MARYLAND.

JAMES N. TODD,
ATTORNEY-AT-LAW,
DENTON, MARYLAND.

E. T. BOYER,
CONTRACTOR AND BUILDER,
DENTON, MD.

OSCAR CLARK.
Attorney-at-Law,
DENTON, MARYLAND.

Collections and all professional business promptly attended to.

N. ALEX. HUTSON,
ATTORNEY-AT-LAW,
DENTON, MARYLAND.

Will practice is the courts of Caroline and adjacent counties.

JOHN W. CLARK, JR.
Auctioneer,
Box 55. Denton, Maryland.

Will sell property in Caroline or any of the adjoining counties.

DR. J. R. ROCHESTER,
VETERINARY SURGEON,
Denton, Maryland.

Offers his professional services to the public.

WILMER EMORY,
ATTORNEY-AT-LAW,
CENTREVILLE, MD

Will practice also in Caroline, Talbot and Kent county.

HARVEY L. COOPER.
ATTORNEY-AT-LAW,
DENTON, MARYLAND.

Close attention will be given to all business entrusted to my care.

T. PLINY FISHER,
ATTORNEY-AT-LAW,
DENTON, MD.

All business entrusted to my care will receive prompt attention. Collection of claims a specialty.

DRS. W. T. & L. D. KELLEY,
—:DENTISTS:—
MAIN OFFICE: EASTON, MARYLAND

Will practice at Preston on Mondays; Denton on Tuesdays; Federalsburg, second and fourth Thursdays; East New Market, first and third Thursdays.

Best work guaranteed. Gas administered.

HENRY R. LEWIS. J. KEMP STEVENS.
LEWIS & STEVENS,
ATTORNEYS AT LAW,
DENTON, MD.

Will practice in the Courts of Caroline Talbot and Queen Anne counties.

HARRY B. MASON,
PAINTER AND DECORATOR,
. . . . DENTON, MD.,

Has had ten years' experience in the cities of Wilmington, Philadelphia and New York, and is now ready to make contracts and guarantees skillful work, fair prices and entire satisfaction

Thomas Carmine,
CONTRACTOR AND BUILDER,
Ridgely, Maryland.

Contracts taken in Caroline and adjoining counties. Thirty-three years experience. Plans and specifications cheerfully furnished. Best of references from Caroline, Talbot and Dorchester counties.

WM. H. DEWEESE. FRED R. OWENS
DEWEESE & OWENS.
Attorneys-at-Law,
DENTON, MD.

Office in the Court House.

Mortgages foreclosed, estates settled and prompt attention given to all business entrusted to us.

Will practice in the State and Federal Court.

WM. H. DEWEESE, State's Attorney for Caroline county.

JAMES SWANN.
REPRESENTING
The Best Life & Fire Insurance,
DENTON, MARYLAND.

RICHARD NICHOLS,
THE BARBER.

Has opened a Shaving Parlor on Main St. opposite the Brick Hotel. The room is very neat and clean, large, light and comfortable. Best work guaranteed. Call and see.

THE MAN WITH THE MEDAL.

Here he comes! Doff your hat till the hero goes by.
No, don't stop to listen for trumpets and drums.
No banners are waving, obscuring the sky,
All speaking to us of the hero that comes.

'Tis only this workingman, grizzled and grim,
On his way to the place where he toils for his bread.
You don't care to stand here bareheaded for him
Unless you are told what he's done, what he's said?

And what may his name be? Why, how can I tell?
I've asked him no questions. Sufficient for me
Is that little bronze medal pinned on his lapel,
That all whom he meets, having eyes, they may see

And know that his soul has been touched by the power
That blots out all selfishness, cancels all fear.
It speaks to the world of a perilous hour
That called for a man, and this one answered, "Here!"

Do you fancy he waited to spell out his name?
Or to wonder what sort of a medal he'd wear?
Or to think how he'd look in the temple of fame?
Or who of his neighbors would gaze on him there?

Not an instant. He looks like the rest of his clan—
His hands are as rough and his clothes are the same—
But he's filled the full measure of greatness of man,
And from that hour to this he has worn a new name.

And that name is Hero. I care not to see
Where he lives nor to hear what his neighbors might tell,
Nor the name that they call him. Sufficient for me
Is that little bronze medal pinned on his lapel.

—Margaret H. Bates in Youth's Companion.

HE SAVED THE SHIP.

"That's rather a purty story, that of Huff's in The Journal the other day about how he brought the Sibery through a gale in 1883," remarked Engineer Blowit to some boon companions who had gathered in the engine room of the famous old side wheeler Exile, a "forty-niner," built as a palatial passenger boat and later winning fame as a grain carrier.

"I happened to be at Eagle harbor, on Michipocoten island, when he brought the Sibery into port and can't say but what Huff has played it purty modestlike in tellin the yarn. He give it straight, though, barrin his leavin out a few things which mebbe he didn't think important, though some of 'em was to the owners. Ye see, when they tied the boat up at the dock in Eagle harbor, thet's on Michipocoten island, there was the prettiest layout of ice on 'er y'd ever want to look at. W'y, 'twas even with the rail over the deck, and the purtiest fluted pillars of it run right down them open hatches and stove in skylights and other open places right down to the keel. W'y, it war a sight to behold, fine as anything at the ice pallis, all made without hands. W'y, the fellers that pack ice in Eagle harbor, on Michipocoten island, jest tumbled over each other to git in bids on the layout, for I tell ye, boys, two foot ice, every blamed inch of it as clear and sparklin as the Kohinoor dimond, ain't often found already histed on deck so ye c'n git it without wettin yer feet. See? Huff shouldn't 'a' left thet out, even if he didn't make the ice himself with a patent freezin machine, specially when they sold the ice for enough to pay for all repairs besides addin somethin to the owners' bank account after payin a handsome salvage to Huff for savin the ship.

"Thet header he took after the coal maul, axes not bein handy to git at jest then, I kin swear to, for he showed me the lump on his head, caused by strikin the fireroom floor, havin miscalculated the depth of water, thinkin it was ten feet when it war only six. It war a pretty bad contusion, right on the place where the phrenologers locate the bump of self esteem. He was very proud of thet lump, ye bet. Well, ye can bet that we fellers in Eagle harbor, Michipocoten island, appreciated the gallant feat and lost no time in roundin up the whole crew before the bar and wettin 'em down solid with somethin hotter'n lake water in November, except the miserable cap'n, who took to the steam pipes in the hour of danger, because, I s'pose, he's jined so many of them blamed societies what roast their men on hot gridirons and things before they let 'em in on the ground floor to enjoy the enormous benefit of payin assessments thet he jest natchully took to them pipes, as it war.

"When Huff told us how the whole crew went below, wheelsmen and all, and fed the fire with coal what they picked by hand outen the water which war pourin in on 'em by the hundreds of tons, havin to swim to git it, the fine old boat jest navigatin herself all the time, with her steerin machinery all out of gear and useless, w'y we wet 'em down agi'n with stuff hotter'n them steam pipes the cap'n set on, and when he told how he riz up in two feet of water or more and in a haughty and commandin tone told the miserable coward of a cap'n to leave him alone and never speak to him ag'in we jest hoorayed, for I c'n tell ye that an engineer what knows his biz like Huff does can stand at the throttle and navigate a ship by instinct better'n the swellest cap'n afloat.

"W'y, I c'n tell ye, an engineer has to know somethin besides how to give orders, and a man thet can't run a vessel without bein on deck and seein the whole layout don't know his biz. I never could see the use of cap'ns on steam vessels what have No. 1 engineers except to swear and put on airs. As for mates, two good firemen are better'n a dozen of the overbearin cusses. See? What cap'n would 'a' thought to dive down under water and smash that bulkhead what was keepin the men out of the fire pit? W'y, like as not he'd 'a' had some fool plan and gone to interferin with the only cool head aboard the boat.

"Huff's story is O. K., but I had a little experience which lays it on its beam ends some flatter'n the old Sibery laid on her starboard with her weather side so high out of water thet the d——d treacherous elements could only git a little spray on to thet deckload of ice. 'Twas in war times, and we had loaded with beans at Chicago for Buffalo. Ye see, every bloomin farmer in the country had taken to raisin beans for the army as the best thing they could do to help squelch the rebs. The crop hadn't been over and above good thet year, and them Chicago hustlers war a-tryin to corner it and make the government pay big money for its bean rations. Some Buffalo fellers saw the game and caught on to it, and there was a contract with our owners to send their whole fleet to Chicago and make a break in the Windy City's bean plans. As luck would have it, the old Exile was the last one to git her load. She was a stiff old craft, though, and in them days side wheelers war thought more of'n they are now.

"We got out of port and up the lake all right, but by the time we war well among the islands it began to snow, a blamed fine snow, like a thick fog, so thet ye couldn't see nothin at all, with the wind a-risin and the snow cuttin like cambric needles. The cap'n looked kind of blue around the gills when he came below to ask my advice. 'If this yere weather keeps up,' says he, 'blamed if I see how we're goin to git through the straits without scrapin acquaintance with things we don't want to hev anything to do with.'

"I jest laffed heartylike and said, says I: 'Never you mind, cap'n. I'll take this yere boat through the straits slicker'n greased lightnin. Don't ye git scared while Jim Blowit is aboard and settin on the safety valve so hard as h—l can't move him. When Jim gives his word, it's for keeps. Go to bed if ye want to. Ye'll be less nervous there, I reckon.'

"'I couldn't do thet,' says he, 'for I'm responsible for the safety of the boat.'

"'Responsible figgerhead,' says I. 'Ye c'n keep on deck if you want to. The engine room don't need yer, and ye'd better be careful what orders ye send down. See?'

"We went through the straits as slick as a whistle, but when we got in Lake Huron it was blowin great guns and snowin thick as fog, and the seas war enough to make yer hair stand up like a currycomb all over yer head. Says I to myself, 'This is growin interestin,' and I told the firemen to keep the fires roarin while I took a look on deck. The boat had her head well on and was keepin purty steady, but it looked bad, sure enough. The seas war 'mountain high,' as Huff says, and the snow thet thick you could hardly see across the deck. The cap'n and mates came over to where I stood and war on the point of askin my advice when a thunderin big roller came over the stern, sweepin the deck clean, and them as wasn't washed overboard war half drowned, us fellers standin at the head of the stair bein sent down into the fire pit without knowin how we got there. The man at the wheel was scared outen a year's growth and let go, and the next minute the boat swung round, and her sta'board wheel was spinnin in the air, and the other one was laborin in 20 feet of water. When we got our breath, the cap'n hollered out, 'What's the matter?'

"'Ye'd better go and find out,' says I.

"'Somebody must take the wheel,' says he.

"'Take it yerself, ye d——d landlubber ye,' says I.

"'How can I ever climb up thet slantin deck?' says he.

"I jest swum over to him, and takin him by the nap of the neck I yanked him up on to his feet and said, says I, 'You jest git outen here, ye whinin puppy, and see what's goin on up there,' and with thet I kicked him up the stairway and ordered the mates to follow on. Then I said to the boys, says I, 'Ye see we're in for it, but ye jest keep cool, for Jim Blowit ain't drowned yet.'

"The men on deck couldn't do a blamed thing. The boat had lost her seaway and was rollin around like a top, first one wheel up in the air, then the other, the engine jest groanin and shudderin with the strain on it, water comin in by the million gallons a minute, pumps choked up, some of 'em at least, but what with I couldn't tell; hatches stove in, wheelhouse gone, steerin gear badly mixed, bulkheads givin way, and I'll be blowed if it didn't look as though we were in for a short out to kingdom come. But I said, says I, 'Boys, keep 'er steam up, and we'll pull outen this hole yet, but jest now all we kin do is to let 'er rip for awhile.'

"Jest then the cap'n come tumblin down into the pit, splutterin from gettin ducked in six feet of water. 'Blowit,' says he, 'what shell we ever do? The ship is doomed. We've done our best to save 'er.'

"Says I: 'Ye dry up, and don't let me hear another word outen yer mouth, and, mind, ye slinkin coward ye, when we gits into port ye and I can't walk on the same side of the street. Cos why? Because there'd be a collision, and somebody'd get hurt, and it wouldn't be Jim Blowit,' says I, at which the men give three cheers and a tiger, and the cap'n got bluer round the gills and kinder sighed. Then he give the almightiest screech I ever heard and hollered, 'The beans, the beans!' and then fainted dead away and fell in the water. We fished him out and hung him on a bulkhead frame to dreen and then looked around. Sure enough, them blamed beans had begun to swell from the water we'd taken and war already crawlin through every crack and openin.

"Now, ye see, Huff had wheat aboard, a decent sort of grain that ye can count on behavin itself in most any situation, which is w'y it didn't bother him any when them bulkheads war stove in and them hatches smashed. It knowed its place and staid there, but beans can't be depended on. Ye c'n count on their servin ye a mean caper jest when ye're in the worst situation to cope with it. 'Boys,' says I, 'them beans has got to be dealt with mighty quick. They've got to have an outlet, or we'll all be in the porridge in no time. Beans are cussed unreliable things. Jest get axes, and wherever ye can cut a hole and let out the surplus. Cut it mighty quick. Away to yer duty,' says I in a commandin tone, and they went. Then I shook my fist at the cap'n, hangin there a-drippin like a drownded cat, and then went to heavin coal. By this time we were runnin with only one wheel, the other crank bein broke, and we war jest goin round in a circle, like a man lost in the woods.

"I was thinkin out the situation at a pressure of ten tons to the square inch of brains when, crash! Great God! The lee bulkhead had been burst in by them swellin beans, and tons of 'em began to pour into the fire pit. The way they sucked up the water was a caution, and quicker'n a cat I opened the fire doors and began shovelin in beans by the peck. They war putty damp, but they made a roarin fire thet burned blue and hot. I yelled to the men to come and help me, which they did, as they had cut holes outen which the beans war runnin a steady stream into the lake, and, by George, it may sound fishy, boys, but I'll be bamed if it ain't true thet them pesky beans, which we thought war bound to bust the boat to flinders, war smoothin down the sea like oil and actin contrary to their well known reputation, which is what I say is the nature of beans to be unreliable, for here they war stillin the tempest instead of raisin one, as they generally do!

"Well, in less'n an hour we were in a dead calm, the wind havin no more effect on them beans than a child's breath. I was mighty quick to size up the situation and in jest no time had all hands at work gittin things a little shipshape, takin good care to have a steady stream of beans flowin overboard. Well, we lay to for about 24 hours and then started up, I takin command and navigatin the ship from the engine room. The cap'n had come to a little once and asked in a weak sort of way, 'Where are we, Blowit?' I didn't answer the skulkin coward, only to tell him to dry up. The weather let up a bit, and I made up my mind to run 'er right through to Buffalo, keepin the cap'n in bed till we war nearly there, when I let him up on deck jest to have things shipshape when we run into the dock.

"I can't say as we had much of a cargo of beans to show, that's true enough; but, boys, would ye believe thet thet snivelin cap'n strutted round like a turkeycock, and, by George, if he didn't report me as bein mutinous and sassin him and refusin to obey orders! And would ye believe it, boys, there's such a d——d curious likin among vessel owners for cap'ns thet they believed the sneakin skunk and war half minded to try me for rebellion and misappropriatin the cargo? Huff got ahead of me on salvage, ye see; but, then, he had wheat instead of beans to deal with. See? Let's wet up a bit, boys."—Detroit News.

Still Writing.

First Sport—Dat was a great scrap we had up to de at'letic club last night. Ugly Mike put Bloody Peach t' sleep.

Second Sport (eagerly)—In how many chapters?—Cincinnati Commercial Tribune.

Upward of £38,000,000 is spent annually on sport in Great Britain. This is the estimate of a writer who has been examining the subject. The turf is, of course, the most expensive sport and accounts, according to this authority, for nearly £11,000,000.

As a result of the visits of consumptives to Mentour the earth, air and water are infested with the tubercle bacillus, and the once healthy peasantry are consumptives almost to a man and woman.

Some Japanese magicians are so clever that while smoking they are able to form letters and short words with the smoke that issues from their lips.

An English writer declares that George IV was the most entirely odious man that ever disgraced the British throne.

STREET CAR FARES.

Incidents That Led Up to the Two Dollar Change Rule.

The court of appeals of the city of New York, in the matter of making change on street railroads, has decided that conductors need not change $5 in order to collect a single fare. All street railroad companies are required to have a rule to the effect that the conductors furnish change to the amount of $2. Beyond this they need not go unless they choose. If the conductor demands fare and the passenger has nothing less than $5 with which to pay it, the conductor is upheld by law in stopping the car and requesting the passenger to get off. Failing to do this, he can use reasonable force in ejecting the delinquent. Actions for assault and battery which under almost any other circumstances would hold are not admitted in cases like this in New York state.

It is not difficult to see how it might be extremely inconvenient, if not impossible, for a conductor to change $5 notes for 5 cent fares. The conductor starts out with but a small amount of change, and it might occur that a number of persons had no small bills.

Some years ago a conductor on a street railroad in a western city, who was understood as not particularly obliging, was made the victim of a practical joke that nearly upset him. A couple of young women boarded a car on their way down town. They really had no change and nothing smaller than $5. They offered it, and the conductor rather rudely declined to take it. There was no law or rule limiting the amount he was to make change for, so the girls insisted, and the man had no alternative but to stop his car at a corner and go into a store and get the change. He was delayed and came back very angry, in consequence of which he made some remarks not strictly in accordance with the usages of polite society, ending up with the declaration that if those girls came on his car again with a $5 note to change he would put them off. A few days afterward a demure looking damsel boarded his car at a long distance up town. She offered a $5 bill with an apology, saying it was the smallest she had and would he please change it. He attempted to do so and succeeded only after all the other passengers had paid in their fares.

A few blocks lower down, on came another miss with another $5 note. This the man was obliged to get change at a store near by where he always stopped to water his horses. Some distance farther this experience was repeated, until, before the shopping district was reached, seven $5 bills had been presented by seven young women, who from all appearances would never so much as permit butter to melt in their mouths. Long before No. 7 made her appearance the passengers had caught the little game, and as the conductor was known to be of an exceedingly irascible disposition they had their own fun over it. The girls did not even look at one another, nor did they give a single hint that they were acquainted.

It is doubtless incidents of this sort that have made the restriction to $2 necessary.—New York Ledger.

Scientists' Wives.

Apropos of the droll surprises that await the woman who marries a man addicted to practical science the following anecdote is related:

On the Palisades a cottage had been erected containing a laboratory for the development of untold scientific mysteries. One day the unscientific bride observed a water bug—which had apparently materialized for the occasion—endeavoring unsuccessfully to climb out of a deep tub. Not having a fondness for bugs, she called to her husband to come and seize him and put him to death. The husband gallantly rushed to the rescue, but, becoming interested in the scientific aspect of the creature, slowly replied:

"No, I'll not kill him. I'll take his weight and the angle at which he invariably slips back into the tub, and then we shall have his coefficient of adhesion."

Whereat the amazed lady became speechless, marveling great at the resources of the scientific masculine mind.—Youth's Companion.

When They All Fell In.

With the gayer young men of the town, too, Washington Irving played a spirited part. "The Nine Worthies" and "The Lads of Kilkenny" were the names under which a group of them met and dined and frolicked. Most of these worthies attained distinction of one sort or another in their later years, and the conscience of the day suffered no great shock from their convivial doings. A story is gayly told of one of them returning alone from a dinner and falling through a grating in the sidewalk. He could not get out and feared an ill night of it, but one by one the rest of the party which he had left fell into the same pit, and there they spent the remainder of the night happily together.—Bookman.

The British mint coins half a ton of pennies, half pennies and farthings weekly.

Out of 240,000 domestic servants in London 10,000 are always out of employment.

The London Zoological gardens spend each week $500 in feeding the inmates.