THE EASTON STAR

T. K. BOBSON, Editor.

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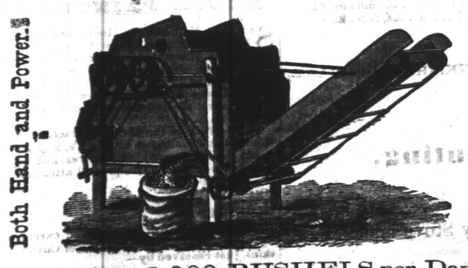

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IT STANDS at THE HEAD

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A Child can Run it.

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It Requires No Care.

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It Never Wears Out.

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LADIES!

USE

"Domestic" Paper Fashions

1826 LADIES' DOLMAN. 9 Sizes. 30 to 46 inches, Bust Measure. Price, 25 Cents.

They are especially designed to meet the requirements of those who desire to dress well. They are unsurpassed in Style, perfect in Fit, and so simple that they are readily understood by the most inexperienced. Send 5c. for catalogue. Address,

"Domestic" Fashion Co.,

NEW YORK.

NEW ENTERPRISE.

GREEN GROCERY STORE

on *Dover* street.

The citizens of Easton and vicinity are notified that I have opened a green grocery on Dover street, next door to Mr. Myers', where will be kept all kinds of fresh and salt meats, poultry, vegetables, cranberries, prunes, oranges apples, &c., &c. Families supplied to order at all times, day or night. The best of fresh beef sold at moderate prices. A share of the town and country trade solicited. The highest market price paid for butter, eggs, poultry, and other country produce. B. A. BURNS.

jan11,81

Best Sewing Machine Oil at J. G. Henry's.

## Select Poetry.

### THE CORPORATIONS.

*From the N. Y. Sun.*

Spreading over the country's highways,
Over the common roads and byways,
Mighty spiders their threads are spinning,
Manifold, glutinous, strong for winning
Piles to add to the aggregations
Forming the heaped up wealth of the nation's
Corporations.

Daily the stocks are flooded with water,
Daily the lambs are led to the slaughter;
Higher or lower though values be quoted,
Still the spiders grow big and bloated,
Drawing from all of us plentiful rations,
Such as may feed and fatten the nation's
Corporations.

Vain the assaults of competition,
Storming capital's strong position;
Still are the men of lengthy purses
Deaf to the people's cries and curses;
Theirs but to add to the aggravations
Heaped upon high and low by the nation's
Corporations.

State and national legislators,
Yearly and daily turning traitors,
Work in the corporations' traces;
Men who are holding highest places
Basely and meanly degrade their stations,
Packing the courts to please the nation's
Corporations.

Still the spiders their webs are weaving,
Strong for subduing, deft at deceiving;
Still they will add accumulations;
Still they will pile up aggravations—
Yes, till the people, out of patience,
Turning at last, shall rend the nation's
Corporations.

## Miscellaneous.

[From The Boston Herald.]

### JOSIAH CALDWELL.

—:o:—

The Prince of Speculators and Confidence Men.

HIS FRIENDS LOSE $8,300,000 BY TWO FAILURES.

—:o:—

Interesting Sketch of his Eventful Career.

No one who, just prior to the breaking out of the war, had the pleasure of Josiah Caldwell's acquaintance, and who knew him as one of the thousand or more dry goods clerks in Boston's wholesale stores, ever dreamed that he would ultimately develop into one of the wildest railroad operators and most daring confidence men which this country has ever produced. Small in stature, and of slight build, he was not a young man to command much attention from a casual observer; but, as one noted his peculiarities and traits of character, it was found that he possessed, in a rare degree, that wonderful power of magnetism, which drew around him a large circle of acquaintances, whose friendship at the will of young Caldwell, rapidly ripened into intimacy and, oftimes, enjoyable companionship. Easy and affable in his manners, fluent and persuasive in conversation, and apparently frank and honest as the sun, he rapidly won the esteem of all with whom he came in contact, and, in his early life, laid the foundation upon which, in later years, he erected the most stupendous air castles and projected the wildest schemes with which any American brain has yet been credited. His record and exploits are brought vividly to mind at this time by a cable dispatch from London, announcing that he has just failed in that city, with liabilities of $2,500,000. When, in 1873, his creditors in this country took an inventory of their claims against Caldwell, it was found that the sum total of his indebtedness was upward of $3,000,000, beside numerous claims for borrowed money, which were never reported, as there was little or no prospect of even the smallest dividend in favor of his creditors. His exploits and their results, so disastrous to his confiding friends, were, at the time of his departure from this country, chronicled in these columns; but so many years have elapsed that, in the light of his recent failure, a brief sketch of his career will be read with renewed interest, especially by those who in bygone years enjoyed (?) the pleasure of his acquaintance.

CALDWELL'S EARLY LIFE

was passed in the city of Lynn, where he resided with his parents, who had removed thither from Ipswich, young Caldwell's native place. He was educated in the Lynn public schools, and, after graduating, he accepted a clerkship in the dry goods establishment of Washington Haven on Market street, in that city. He soon acquired a reputation for what is termed "smartness," and proved himself a valuable employe. Finding insufficient scope for the realization of his ambitious dreams, he removed to Boston, being then about eighteen years of age, and entered the employ of Richardson, Dean & Co., and later accepted a position as salesman in the extensive dry goods house of Anderson, Sargent & Co. He rose rapidly and was regarded as a young man of considerable energy and ability in his line of business. In 1859, being then but 22 years of age, he was admitted as a partner in the dry goods firm of Tucker, Allison & Co. This house failed in May, 1861, and in January, 1862, he, with Charles S. Ingalls, commenced business under the name of Josiah Caldwell & co., at 83 Franklyn street, as jobbers of dry goods and trimmings. It is said that Ingalls put $15,000 into the concern as an offset to Caldwell's knowledge of the business. In the early part of 1863 the firm wound up its affairs, and young Caldwell, seeing an opportunity for speculation in the coal mining business, opened an office and commenced business as a broker and commission merchant.

In 1865 he made

HIS FIRST NOTABLE ADVENTURE

in the stock market, and in rapid succession organized the Franklin, the Mammoth Vein, the Gilberton and the Short Mountain coal companies, and placed the stock upon the market, meeting with great success. These mines were all located in Pennsylvania, and ere long it began to be whispered about that they were unproductive and nearly worthless. He, for a while averted the impending storm by magnanimously surrendering to the indignant stockholders an alleged valuable tract of land, some two acres in extent, which he claimed was his personal property, and was very rich in coal. It was subsequently learned, however, that not only was this property of little value, but that he had no title whatever to it. By his genial and affable manners and persuasive eloquence he had succeeded in ingratiating himself with a large number of wealthy and influential Boston gentlemen, and so implicit was the confidence reposed in him by his acquaintances that, no sooner was the mining stock placed upon the market, than it was taken at high prices by eager capitalists.

With the proceeds of this, his first important venture, he removed to Lynn, and, in 1866, purchased the well-known Baker estate at the junction of Franklin and Baker streets. With

A RECKLESS DISREGARD OF COST

he proceeded to remodel the mansion and improve the grounds, and erected a stable on which, it is said, he expended $10,000. The magnificence of the estate and his expensive habits were for a long time the current topics of conversation throughout Essex county, in which he was regarded as a phenomenal success in the field of speculation.

In the fall of 1866 he went to Rhode Island, where he became enamored of a young Cuban lady, Miss Anita Smith, daughter of Don Ricardo Smith, whose possessions in Cuba were said to be very extensive and valuable. Their marriage was soon afterward announced, and Caldwell brought his bride home to Lynn. He did not long, however, enjoy the occupancy of his palatial residence, as a Boston bank, which held a mortgage on the estate, foreclosed, and the property was sold to satisfy the claim. Caldwell continued to live by his wits, and now and then would secure a handsome prize through new acquaintances whose bank accounts he successfully assailed, inducing a large number of wealthy men to invest in his schemes. He turned his attention to building railroads, and many a Boston capitalist has reason to regret the day that Caldwell entered this field of speculation.

In 1868 he took an active interest in the construction of what is now known as the New Jersey Southern railroad, and he succeeded in inducing Messrs. George B. Upton, Samuel H. Cookin and C. W. Huntington of this city, to become his associates in the scheme. The subscription to this enterprise consisted of the bonds at 85 cents on $1, and 150 per cent. of the stock. Mr. Cookin and Mr. Upton were chosen directors, and, in connection with New York parties, became managers of the company. The scheme, however,

TURNED OUT TO BE A FAILURE.

It is said that a great deal of the stock and bonds were put upon the market by Caldwell, who induced a large number of Bostonians to subscribe, some of them at a much less rate than was charged to the originators of the scheme.

The Maryland & Delaware railroad was another scheme which Caldwell proposed to the people of this city, as an investment which was sure to pay largely. The bonds of that company were issued at 85 cents on $1, and 75 per cent. of the stock in addition, and, for a period of time, the interest of those bonds was paid by Mr. Caldwell. Mr. Benjamin E. Bates of this city was the contractor for the building of the road, and he afterwards shared with Caldwell the expense of paying the interest of the bonds.

These bonds were widely scattered, and for awhile, the prices remained firm; they soon, however, began to depreciate, and it is said that Mr. William T. Hart, one of the original purchasers, afterward secured a large lot at a low price. Despite Caldwell's glowing representations and the favorable auspices under which the scheme was projected, this enterprise also proved unremunerative to the capitalists who had invested therein.

The Little Rock & Fort Smith railroad was originated by Caldwell, and the contract for the building of the road was concluded in this city in 1869. The proposed length of this road was 159 miles—from Little Rock to Fort Smith. There was to be issued $4,500,000 of land grant bonds; $3,000,000 of first mortgage bonds, $3,000,000 of common stock and $3,000,000 of preferred stock. As an inducement for people to take an interest in the road, they were offered a gratuity of common and preferred stock in amounts equal to the value of the bonds so taken. As a result, the people of Boston and the people of Maine were induced to subscribe liberally to this enterprise, and its prospects, for a time, looked decidedly favorable. The bonds were all issued to Mr. Caldwell for the completion of the road; but out of it only 62 miles were built using up the entire securities. A foreclosure of the mortgage followed and a sale was made. A new organization was afterward effected, Mr. Caldwell having no interest therein.

The next enterprise in which Caldwell figured conspicuously was the Vineland railroad of New Jersey, for the building of which he had the contract. In that instance he received all the stock and bonds and commenced building the road; but, after completing only 25 miles of the line,

HE SURPRISED EVERYBODY

by the announcement that he was unable to complete his contract. Bostonians had invested liberally in this scheme, as in fact, they had in all of Caldwell's previous enterprises, and were, consequently, heavy losers.

In 1869 and 1870 Caldwell was contractor for the construction of two other roads in Arkansas—the Little Rock, Pine Bluff & New Orleans, and the Mississippi, Guachita & Red River, in which he induced many of his Boston friends to invest. It was the old story over again, as, after obtaining all the securities of these roads, they were abandoned by him in an unfinished condition. About this time he embarked in another enterprise—the Cairo & Fulton railroad—for which he obtained the building contract. He completed only 20 miles of the road, and sold the contract for its completion to Henry G. Marquand of New York, receiving therefor a valuable consideration. This consideration he assigned to Mr. Benjamin E. Bates for his personal indebtedness to him, and to the Bank of Commerce, for money borrowed at various times on his notes, indorsements and other obligations.

All these enterprises, with the single exception of the Cairo & Fulton railroad, proved failures through the non-completion of their construction by Mr. Caldwell.

While reaping these golden harvests in Boston, Caldwell lived well and moved in good society. He was well known as a "club man," and was found of sports. He entered with evident delight into the excitement of the gaming table, and is said to have lost and won, at various times, large sums of money. As an illustration of

HIS PASSION FOR GAMING,

it is told of him that one day he allowed a note for $500 to go protest, and the same night staked and lost $1,500 in a New York gambling establishment.

Flushed with the success of his railroad schemes, Caldwell determined to build a house on the Back bay which should be the finest in the city. He secured a lot of land at the corner of Marlboro and Berkely streets, and expended $40,000 on the basement and first story alone. The exposure of his methods of imposing on his friends caused him to leave Boston suddenly, and he removed to New York, leaving his home in an unfinished condition. It was afterward attached by the Continental Bank of this city, sold at auction, and was purchased by Mr. Bates who afterward sold it to Mr. Phillips, its present owner and occupant. This house is understood to be the finest in the city, costing, with its furniture, not less than $1,000,000.

Caldwell remained in New York about three years, and was known on the street as an operator in stocks, and lived in expensive style at the New York Hotel. On the 28th of June, 1873, he sailed with his family in the steamer Spain, landed at Liverpool and went to London, where he established himself as a railroad contractor. It is fair to presume, from the results, that the English capitalists were unaware of his operation in America, as immediately began negotiations for building roads in South America and Italy. During the past eight years but little is known by his acquaintances here of the extent of his operations abroad; but something of the manner in which he has succeeded in

BLEEDING THE ENGLISH PEOPLE

may be gathered from the fact that he has recently failed, owing his London creditors the sum of £500,000. His indebtedness to people in this country at the time of his departure was upward of $3,000,000.

Among Caldwell's intimate friends was Hon. James G. Blaine, who was also largely interested in Caldwell's schemes. Caldwell has moved in good society in London and was on intimate terms with the Prince of Wales and others of high rank. Realizing the value of social position, Caldwell importuned Blaine to arrange for a presentation to the Queen at one of her receptions. Blaine made the request of Minister Pierpont, but that gentleman, knowing Caldwell's record at home, declined to accede to this presumptuous request. Mr. Blaine was, however, so persistent that Minister Pierpont was compelled to yield, and Mr. and Mrs. Caldwell were presented to the Queen. The fact soon became noised about London, and, as a result, Caldwell's social standing was greatly enhanced, and his way to the firesides and purse-strings of the English capitalists was now made easy and rapid. Another sensation was created during his early residence abroad by the marriage of his wife's sister to a prominent London banker. The wedding was followed by a reception given by Caldwell at his house at Tunbridge Wells, and a great many distinguished persons were represented as being present. A glowing account of the affair was published in the public press at the time. The announcement of Caldwell's failure, as might be supposed, caused

A DECIDED SENSATION IN LONDON,

and his office was besieged by anxious creditors, who a few days ago, were his warm personal friends and ardent admirers. That Caldwell is a genius, no one who has ever intimately known the man will deny; while the hundreds of capitalists who were lured on to destruction by his smooth, oily tongue, his plausible arguments, and his assumption of high business integrity, will add their testimony to his wonderful powers of persuasion and argument. A well-known Boston capitalist remarked to the writer yesterday: "I would not dare trust myself an hour in Josiah Caldwell's company, well as I know him; his arguments are so plausible and his representations so tempting that, against one's better judgment, one is inclined to look with favor upon his schemes and to advance money for their development." Other of Mr. Caldwell's victims testify to the almost magnetic influence which he exerts, and are not surprised at his success in deceiving the English people.

During his flood-time of success in Boston he was reputed to be very wealthy. His summers were spent at Newport, where he lived in good style. While at home he rarely entertained friends, and never had the reputation of being extravagant in his domestic expenditures; he, however, was said to be prodigal with his money. He purchased whatever pleased his fancy, and was

QUITE A CONNOISSEUR IN ART.

He was the owner of a splendid collection of valuable paintings, among which was the celebrated "Bear Dance," by Beard. This picture, with many others, was stored on Pearl street, and a portion of his collection was destroyed by fire. The remaining pictures were subsequently pledged during Caldwell's financial embarrassment, and became the property of a loan company, by which they were sold at auction at about one-tenth of their actual value. Caldwell was also a lover of horseflesh, and at various times owned several valuable horses.

Caldwell, whose office in 1869 was at No. 1 Pemberton square, had in his employ as clerk and book-keeper one J. C. Reed, who now holds some government position in New York. Reed is quoted as having retorted, when accused of deceitfully saying that his employer was out of town: "What's the difference to me; Mr. Caldwell pays me $2500 a year to do his lying." This Mr. Reed was somewhat conspicuous in the Blaine investigation at Washington, and does not possess a very enviable reputation.

In the course of his negotiations for money, Caldwell has been known to give to the officers of a certain Boston bank, as a gratuity, a large amount of the Little Rock & Fort Smith bonds for the extension of his loan, and these bonds were subsequently distributed among the officers of the bank. It is said, too, that he frequently paid as high as 1 per cent. a day on loans and extensions, to the amount, at times, of $100,000. This was while he was building the Little Rock & Fort Smith and was interested in the other roads previously mentioned. At this time the mercantile agencies quoted him as claiming to be worth about $1,000,000, but they were unable to obtain any satisfactory statement of his assets.

Among all his creditors in Boston but few have ever succeeded in obtaining any settlement of their claims. One creditor Naylor & Co., whose claim was not far from $9,000, managed to secure, by a suit of law in the London courts, a judgment, by which they realized $5,000 in cash.

THE NOTORIOUS JAMES MULLIGAN,

who was mixed up with Caldwell in some of his questionable transactions, subsequently appeared in the role of a creditor, and, by a suit on a note signed by Caldwell for $8000, recovered $5000. While in Boston, Caldwell was several times arrested for debt, but he always managed to effect a settlement. Col. Reynolds of Providence, who has a claim against Caldwell for $50,000, had him arrested in London some three years since on charges of fraud, but the case was settled without going into court by some of Caldwell's friends.

At one time it was reported that Geo. D. Whittle of Lynn, who so mysteriously disappeared from that city in March, 1879, had gone to Australia and had joined fortunes with Caldwell, who was sojourning there at the time. Whittle and Caldwell were friends during the latter's residence in Lynn, and there may be some truth in the report.

Considerable interest is felt in this city in the result of Caldwell's recent failure; and it is probable that, should the fact be developed that there are any assets, a large number of claims will be forwarded to London, in the hope of realizing a small percentage of the immense sums of money of which Josiah Caldwell, the famous, or rather infamous, contractor and stock operator, wheedled the innocent (?) and confiding capitalists of Boston.

A turbulent scene took place recently in the fish market at Cassel. A lady was bargaining with a fish-wife for the purchase of a fine pike, a favorite dish at German dinners. She was just about to conclude the business when she lightly touched the head of the fish with her forefinger. The creature was not dead. He snapped his teeth into the flesh of the lady's finger, and would not allow any force on the part of the fish-wife to extricate his prisoner, while the lady shrieked aloud with the pain, and her blood trickled out of the fish's mouth upon the stall. A gentleman who heard the shrieks of the purchaser hurried up to the stall to see what was the matter. Taking in all the difficulties of the situation at one glance, he brought forth his clasp knife from his pocket, opened it and in the next moment the head of the ravenous and savage fish was severed from its body. It was now the turn of the fishwife to shriek and rail. The lady felt a very natural sentiment of revenge towards the pike, and declared that she could never bring herself to purchase it. The owner insisted upon being paid either by the sufferer or the decapitator of her handsome pike, which had become unsalable by the loss of its savage looking head. The gentleman who had first appeared as the person to deliver the lady from the terrible sea-monster now intervened chivalrously to deliver the fishwife from momentary loss. He bought the fish, and carried it off, head and all; but he observed with a laugh that he should not be able to persuade himself to eat a monster which had tasted human blood.

### A Curious Calculation.

A New England railroad superintendent, having directed that in painting and lettering the cars of the company the letters "R. R." should be left off, leaving only the name of the road—as for instance the "New York and New England"—the Hartford *Courant* thinks if a man cannot tell a railroad car by looking at it he cannot infer from the mystic double R. And it thereupon proceeds to make this somewhat curious calculation:

It may be estimated that lettering cars costs a cent a letter. Now there were, a year ago, 423,013 freight cars in this country. Some have been smashed since then, but many more have been built. There are probably 450,000 to-day. If so, the cost of the unnecessary four R's on them has been $18,000. This is a small sum of money, but there are plenty of people who would be willing to save it, especially if at the same time they avoided a foolish performance. The example of the New York and New England is a commendable one. Either follow it or else label cars in large letters: This is a railroad car.

The youthful subject of the following anecdote seems not to have possessed a very acute sense of the supernatural: A clergyman was endeavoring to instruct one of his Sunday School scholars, a plough boy, on the nature of a miracle. "Now, my boy," said he, "suppose you should see the sun rising in the middle of the night, what should you call that?"—"The mune, plase, sur." "No, but," said the clergyman, "suppose you knew it was not the moon, but the sun, and that you saw it actually rise in the middle of the night, what should you think?" "Plase, sur, I should think it was time to get up!"

Fashion says: "Gathered waists are still very much in favor with young ladies." They are with young gentlemen also.

Of a miserly man somebody wrote:—"His head gave way, but his hand never did. His brain softened, but his heart couldn't.

A man who with bare feet stepped on a pile of carpet nails, said they reminded him of the income tax.

Eighty million dollars' worth of hogs have been sold to Europe the past year. "Lardy, dah."

The fatted calf was killed that a forgiving father might re-veal his feelings toward a prodigal son.

Shakspere knew all about doctors. He said: "How poor are they that have no patience!"

An American President's pay—$50,000 a year and bered

The man whose lager went the wrong way said that he had an ale in his coughing.

A fall in wheat goes against the grain of a speculator who has bought for a rise

The letter 'E' is like many men. It is first in everything, but ends in smoke.

## Varieties.

### The Two Fig Trees and the Vine.

Upon a sunny slope in Mexico,
Beneath the fairest of all summer skies,
Two giant fig trees near each other grew;
And lovingly upon their rough sides rise
The tendrils of a fair and fruitful vine.
And when I saw them, in the autumn time,
While joying in their luscious fruit and wine,
Cheered by the glories of the genial clime,
The perfect picture brought a pleasing thought
Of the abiding love which never dies,
And longings came that men's lives might be fraught
With mutual love, and bound by strongest ties;
Yet mutual love comes not to bless our land,
And but the ghost of my ideal will stand,

ELIOT RYDER.

The national debt of England is held by about 23,000 people; that of France by about 4,000,000.

A Grand Juror at Rockford, Ill., became so distracted by his duties in indicting criminals that he committed suicide.

A Wisconsin law, by which the designation of any person as "a d—d scoundrel" was made a misdemeanor, has been repealed.

A playful scuffle by two gambles at Bodie, Col., ended in their winding themselves about each other and shooting until both were dead.

Criminals in Germany are said to have increased from 34,882 in 1875 to 600,642 in 1878. So much for the benefit of having a Bismarck.

"How are you and your wife coming on?" asked a Galveston man of a colored man.

"She has run me off, boss."

"What's the matter?"

"I is to blame, boss. I gave her a splendid white silk dress, and den she got so proud she had no use for me. She 'lowed I was too dark to match de dress."

He was lying in front of the store door when the Galveston merchant came out and, stirring him up with the toe of his boot, said: "Are you drunk?" "You bet." "Then you move off from here." "Are you drunk?" queried the inebriate. "No; I'm sober," was the indignant response. "Then you can move off a sight easier than I can."

Fitznoodle was out again worrying the life out of the ducks with his shot gun.—He blazed away at some ducks and an unseen man on the other side of the pond rose up, threateningly, with a long gun, and called out: "Did you shoot at me?"

"Did any of the shot hit you?" inquired Fitznoodle.

"Yes, they did," said the man rubbing his legs.

"Then you may be certain I didn't shoot at you. I never hit anything I shoot at."

General Grant is said to smoke a hundred cigars in two weeks. He gives away as many as he smokes. He has used the same brand of imported cigars for ten years. They cost $22.50 a hundred. Col. Bob Ingersoll pays $50 for a box and uses from five to ten cigars a day, General Butler pays $10 and sometimes $20 for a box. Senator Matt Carpenter, who nearly killed himself by smoking, has been reduced to three cigars a day.

A devoted Methodist, it is said, asked John Wesley what he thought as to his marrying a certain woman well known to both. Wesley advised him not to think of it. "Why," said the other, "she is a member of your church, isn't she?"—"Yes," was the reply. "And you think she is truly a Christian woman?" "Yes" said Wesley, "I believe she is." "Well, then, why not marry her?" "Because," replied Wesley, "because, my friend, the Lord can live with a great many people that you and I can't".

A darkey came to a Galveston justice of the peace and asked for a warrant for the arrest of Jim Walton.

"What's he done?"

"He stole my chickens, dar's de fedders in his yard."

"How do you know those feathers belonged to your chickens?"

"I kin prove it by Colonel Jones, but I doesn't like to have him brung inter court, case he is so modest like."

"What's the matter with Colonel Jones?"

"Nothing, boss, but to tell de troof, eber since I stole his chickens I loses all confidence in de man as soon as he looked me square in de face."

Jake was heard calling across the fence to his neighbor's son, a colored youth who goes to school at the Atlanta Colored University:

"Look hyar, boy, you goes to school don't yer?"

"Yes, sir," replied the boy.

"Gittin' eddykashun, ain't yer?"

"Yes, sir."

"Well, it don't take two whole days to make an hour, do it?"

"No!" exclaimed the boy.

"You was gwine to bring dat hatchit back in an hour, warn't you?"

"Yer, sir."

"An' it's been two days since yer borrowed it. Now, what good's eddykashun gwine ter do you when yer go to school a whole year an' den can't tell how long it takes to fetch back a hatchit?"

Tennyson can take a sheet of paper and by writing a poem on it make it worth $5,000. That' genius. Mr. Vanderbilt can write fewer words on a similar sheet and make it worth $5,000,000. That's capital. And the United States can take an ounce and a quarter of gold and stamp upon it an "eagle bird" and "Twenty Dollars." That's money. The mechanic can take the material worth $50 and make it into a watch worth $500. That's skill. The merchant can take an article worth twenty-five cents and sell it to you for $1. That's business. A lady can purchase a comfortable bonnet for $10, but prefers to pay a hundred for another because it is more stylish. That's foolishness. The ditch digger works ten hours a day, and shovels out three or four tons of earth, for $1. That's labor.

The other evening, the boys were sitting around Sitzer's saloon trying to think of some method by which they could get the drinks out of the "old man" without costing them anything; and finally Jake Bradish spoke up and says he, "Sitzer, I'll bet thee drinks for all hands that I've got more money in my pocket than you have." Sitzer leaned his head upon his fist and considered the proposition for a long time. Finally he said:—"All richt, I bade you." "Well, now," said Jake, "recollect what I said—I bet I've got more money in my pocket than you have. Now, have you any money in my pocket?" How much money ish dere in your pocket?" inquired the German.—"Seventy-five cents," said Jake. "Vell, den, I haf got de most money in your pocket—fifty cents of dot ish mine—you owe him to me, and I vants it!" Silently Bradish threw the six bits on the counter; the boys came up, drank and were just departing through the door, when Sitzer paused from wiping up the counter and said, "you think you vas schmart eh? I had bet petter plaied on not more as fifty times, and I lock me myself out now all de vile."