

The Rule of Three.

The master of the schooner Harebell came slowly toward the harbor accompanied by his mate. Both men had provided ashore for a voyage which included no intoxicants, and the dignity of the skipper, always a salient feature, had developed tremendously under the influence of brown stout. He stepped aboard his schooner importantly, and then turning to the mate, who was about to follow, suddenly held up his hand for silence.

"What did I tell you?" he inquired, severely, as the mate got quietly aboard.

The mate listened. From the fo'c'sle came the low, gruff voices of men, broken by the silvery ripple of women's laughter.

"Well, I'm a Dutchman!" said the mate, with an air of one who felt he was expected to say something.

"After all I said to em," said the skipper, with weary dignity. "You eard what I said to em, Jack?"

"Nobody could have swore louder," testified the mate.

"An here they are," said the skipper, in a snarl, "defying me."

"They've been and gone and asked them females down in the fo'c'sle agin. You know what I said I'd do, Jack, if they did."

"Said you'd eat em without salt," quoted the other, helpfully.

"I'll do worse than that, Jack," said the skipper, after a moment's discomfiture. "What's to hinder us casting off quietly and taking them along with us?"

"If you ask me, said the mate, 'I should say you couldnt please the crew better.'"

"Well, well see," said the other, nodding sagely; "dont make no noise, Jack."

Aided by the mate he cast off the warps which held the unconscious visitors to their native town, and, the little schooner drifted silently away from the quay.

The skipper went to the wheel, and the noise of the mate hauling on the job brought a rough head out of the fo'c'sle, the owner of which, after a cry to his mate below, sprang up on deck and looked round in bewilderment.

"Stand by there," cried the skipper, as the others came rushing on deck. "Shake em out!"

"Boggin your pardon, sir," said one of them, with more politeness in his tones than he had ever used before, but—

"Stand by!" said the skipper.

"Now then," shouted the mate, sharply, "lively, there! Lively with it!"

The men looked at each other helplessly and went to their posts, as a scream of dismay rose from the fair beams below, who, having just begun to realize their position were coming on deck to try and improve it.

"What!" roared the skipper in pre-empted astonishment. "What! gells aboard after all I said. It can't be; I must be dreaming!"

"Take us back!" wailed the damsel, ignoring the sarcasm, "take us back, captain."

"No, I can't go back," said the skipper. "You see, that comes o' disobedience, my gells. Lively there on that main, ye hear!"

"We won't do it agin," cried the girls, as the schooner came to the mouth of the harbor, and they smell the dark sea beyond. "Take us back!"

"It can't be done," said the skipper, cheerfully.

"It's agin the lor, sir," said Ephram Biddle solemnly.

"Boah!" said the skipper. They're stowaways, and I shall put em ashore at the first port we touch at—Plymouth."

A heartrending series of screams from the stowaways rounded his sentence, screams which gave way to sustained sobbing, as the schooner, catching the wind, began to move through the water.

"You'd better get below, my gals," said Biddle, who was the oldest member of the crew, consolingly.

"Why dont you make him take us back?" said Jenny Evans, the biggest of the three girls, indignantly.

"Cos we cant, my dear," said Biddle, reluctantly. "You dont want to see us put in prison, do you?"

"I dont mind," said Miss Evans tearfully, "so long as we get back. George, take us back."

"I cant, said Scott, sullenly."

"Well, you can look out for somebody else, then," said Miss Evans, with temper. "You wont marry me. How much would you get if you did make the skipper put back?"

"Very likely six months," said Biddle, solemnly.

"Six months would soon pass away," said Miss Evans brightly, as she wiped her eye.

"It would be a rest," said Miss Williams, coaxingly.

The men, not seeing things in quite the same light, the girls announced their intention of having nothing more to do with them, and, crowding together in the bows, beneath two or three blankets, consoled tearfully with each other on their misfortunes.

Looking at all the circumstances of the case, the captain thought it best to keep the wheel in his own hands for a time, and dawn found him still at his post.

Three dispirited girls put their heads out from under the blankets and sniffed disdainfully. Then, after an animated discussion they arose, walked up to the skipper, and eyed him unfavorably.

"Why, he isnt any bigger than a boy," said Miss Williams, savagely.

"Pity we didnt think of it before," said Miss Davies. "I spose the crew wont help him?"

"Not they," said Miss Evans, scornfully. "If they do well serve them the same."

They went off, leaving the skipper a prey to gathering uneasiness, watching their movements with wrinkled brow. From the fore-castle and the galley they procured two mops and a broom, and he caught his breath sharply as Miss Evans came on deck with a pot of white paint in one hand and a pot of tar in the other.

"Now, girls," said Miss Evans.

"Put those things down," said the skipper, in a peremptory voice.

"Shant," said Miss Evans, bluntly, and with mops dripping tar and paint on the deck marched in military style up to the skipper and halted in front of him, smiling wickedly.

Then the heart of the skipper waxed sore and faint within him, and, with a wild yell, he summoned his trusty crew to his side.

The crew came on deck slowly, and, casting furtive glances at the scene, pushed Ephram Biddle to the front.

"Take those mops away from em!" said the skipper, haughtily.

"Dont you interfere," said Miss Evans, looking at them over her shoulder.

"Else we'll give you some," said Miss Williams bloodthirstily.

"Take those mops away from em!" bawled the skipper, instinctively drawing back as Miss Evans made a pass at him.

"I dont see as how we can interfere sir," said Biddle, with deep respect.

"What!" said the astonished skipper.

"It would be agin the lor for us to interfere with people," said Biddle, turning to his mates, "dead agin the lor."

"Dont you talk rubbish," said the skipper, anxiously. "Take em away from em. Its my tar and my paint and—"

"You shall have it," said Miss Evans, reassuringly.

"If we touched em," said Biddle, impressively, "it'd be an assault at lor. All we can do, sir, is to stand by and see fair play."

"Fair play!" cried the skipper, dancing with rage, and turning hastily to the mate, who had just come on the scene. "Take those things away from em, Jack."

"I'm not going to raise my hand against a woman for anybody," said the mate, with decision. "Its no part o' my work to get messed up with tar and paint from lady passengers."

"Its part of your work to obey me, though," said the skipper, raising his voice. "What are you afraid of?"

"Are you going to take us back?" demanded Jenny Evans.

"Run away," said the skipper with dignity. "Run away!"

"I shall ask you three times," said Miss Evans, sternly. "One—are you going back? Two—are you going back? Three—"

In the midst of a breathless silence she drew within striking distance, while her allies, taking up a position on either flank of the enemy, listened attentively to the instructions of their leader.

"Be careful he doesnt catch hold of the mops," said Miss Evans, "but if he does the others are to hit him over the head with the handles. Never mind about hurting him."

"Take the wheel a minit, Jack," said the skipper, pale but determined.

The mate came forward and took it unwillingly, and the skipper, trying hard to conceal his trepidation, walked towards Miss Evans and tried to quell her with his eye. The power of the human eye is notorious, and Miss Evans showed her sense of the danger she ran by making an energetic attempt to close the skipper's with her mop, causing him to duck with amazing nimbleness. At the same moment another mop, loaded with the white paint, was pushed into the back of his neck. He turned with a cry of rage, and then, realizing the odds against him, flung his dignity to the winds and dodged with the agility of a schoolboy. Through the galley and around the masts with the avenging mops in mad pursuit, until breathless and exhausted he suddenly sprang on the side and climbed frantically into the rigging.

"Coward!" said Miss Evans, shaking her weapon at him.

"Come down," cried Miss Williams. "Come down like a man!"

"Its no use wasting time over him," said Miss Evans, after another vain appeal to the skipper's manhood. "He's escaped. Get some more stuff on your mops."

The mate, who had been laughing boisterously, checked himself suddenly, and assumed a gravity of demeanor more in accordance with his position. The mops were dipped in solemn silence, and Miss Evans, and Miss Evans, approaching, regarded him significantly.

"Now, my dears," said the mate, waving his hand with a deprecating gesture, "dont be silly."

"Dont what?" inquired the sensitive Miss Evans, raising her mop.

"You know what I mean," said the mate, hastily. "I cant help myself."

Effect of Rolling.

One of the main advantages of rolling in the construction of a road consists in the diminishing proportion of new or solid matter that is there incorporated in the structure of the road surface. If the surface of an ordinary road that has not been rolled is broken up and the material washed it will be found that one-half of it is soluble in water, mud, dirt and fine sand. The stones, having been loosely thrown on the road, have lain so long before becoming consolidated by the traffic, and have undergone in the meantime such excessive abrasion that the proportion of mud, dirt and pulverized material in the metalling is increased to that extent. The stones are really only stuck together by the mud. This accounts for the fact that, although an unrolled macadamized road may indeed, after long use, have a surface that is pretty good and hard during dry weather, and may offer then a very light resistance to traction, yet when subjected to a few hours rain becomes deep in mud. By the employment of a heavy roller upon the newly laid metal the stones are rolled in and imbedded immediately, and the mass of stone is at once consolidated into a layer of almost solid stone. The fragments take on a mechanical grasp, and the voids or pores are all closed, leaving the bed capable of resisting effectually the action of ordinary traffic, and containing the smallest quantity of soluble matter to form mud in wet weather—Municipal World.

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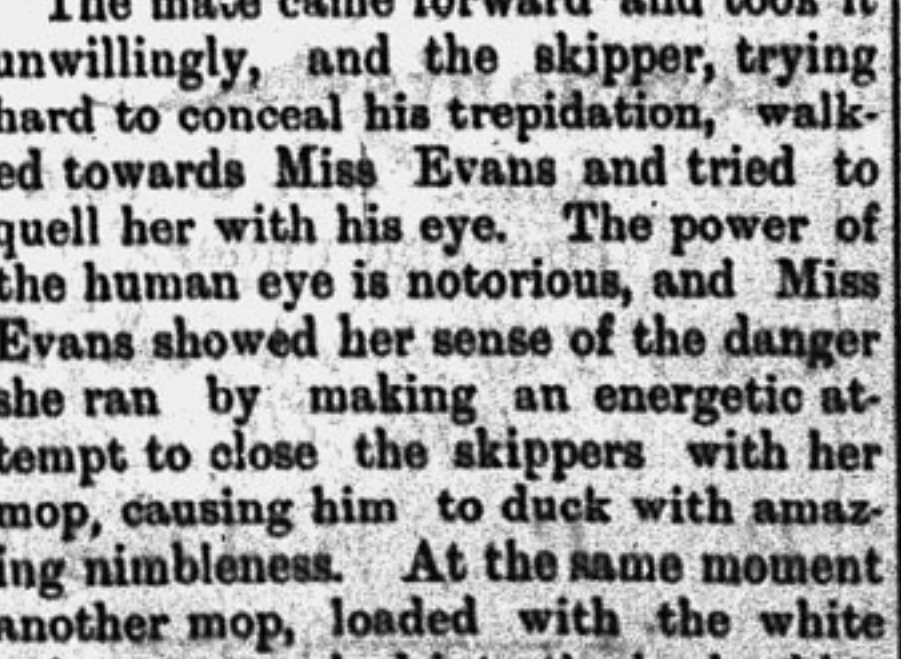
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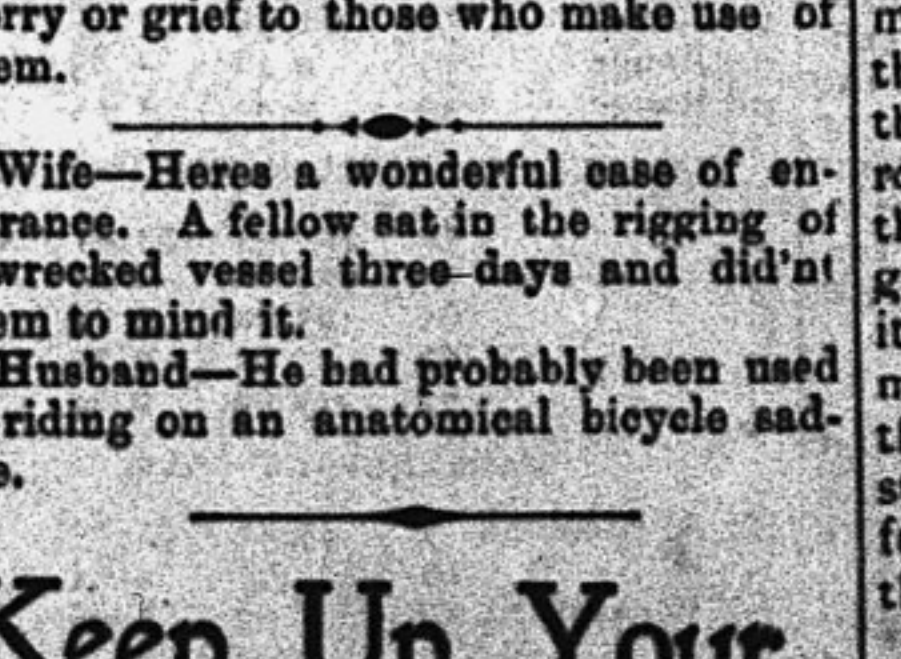
One of the main advantages of rolling in the construction of a road consists in the diminishing proportion of new or solid matter that is there incorporated in the structure of the road surface. If the surface of an ordinary road that has not been rolled is broken up and the material washed it will be found that one-half of it is soluble in water, mud, dirt and fine sand. The stones, having been loosely thrown on the road, have lain so long before becoming consolidated by the traffic, and have undergone in the meantime such excessive abrasion that the proportion of mud, dirt and pulverized material in the metalling is increased to that extent. The stones are really only stuck together by the mud. This accounts for the fact that, although an unrolled macadamized road may indeed, after long use, have a surface that is pretty good and hard during dry weather, and may offer then a very light resistance to traction, yet when subjected to a few hours rain becomes deep in mud. By the employment of a heavy roller upon the newly laid metal the stones are rolled in and imbedded immediately, and the mass of stone is at once consolidated into a layer of almost solid stone. The fragments take on a mechanical grasp, and the voids or pores are all closed, leaving the bed capable of resisting effectually the action of ordinary traffic, and containing the smallest quantity of soluble matter to form mud in wet weather—Municipal World.

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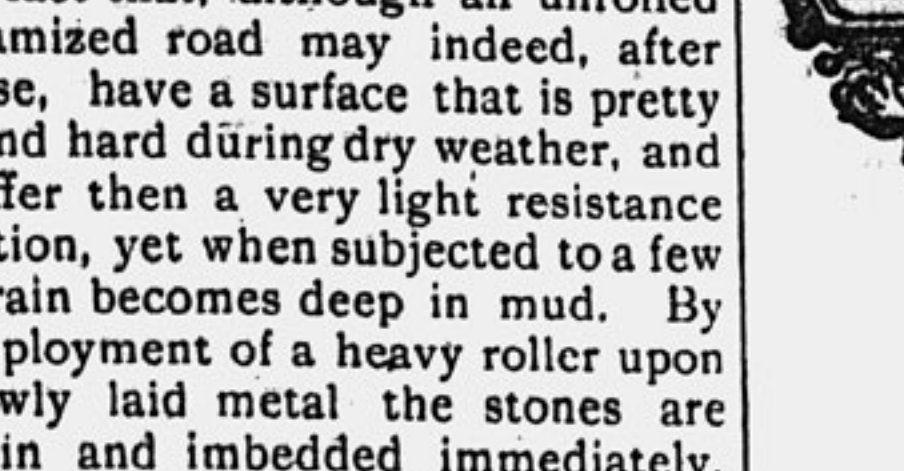
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WHITBY—D. C. Macdonell, Whitty, Clerk
Jan. 8; Feb. 8; March 8; April 8; May 2; June 2; July 7; Sep. 2; Oct. 2; Nov. 8; Dec. 2.

OSHAWA—D. C. Macdonell, Whitty, Clerk
Jan. 4; Feb. 4; March 4; April 8; May 4; June 8; July 8; Sep. 8; Oct. 8; Nov. 4; Dec. 8.

BRIDGEVILLE—M. Gleason, Greenwood, Clerk—Jan. 6; March 6; May 5; July 9; Sep. 4; Nov. 6.

PORT PERRY—J. W. Burnham, Port Perry, Clerk—Jan. 29; March 9; May 15; July 20; Sep. 28; Nov. 18.

UNTERBROOK—Joseph E. Gould, Unbridge, Clerk—Jan. 30; March 24; May 19th; July 14; Oct 14; Dec. 16.

CANNINGTON—George Smith, Cannington, Clerk—Jan. 31; March 26; May 20; July 15; Oct. 15; Dec. 17.

BEAVERTON—Geo. F. Bruce, Beaver-ton, Clerk—March 28; May 21; July 16; Oct. 16; Dec. 18.

UPPERGROVE—Thos. P. Hart, Upper-grove, Clerk—March 27; May 22; July 17; Oct. 17 Dec 19.

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