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LEAVES NOTHING TO BE DESIRED.

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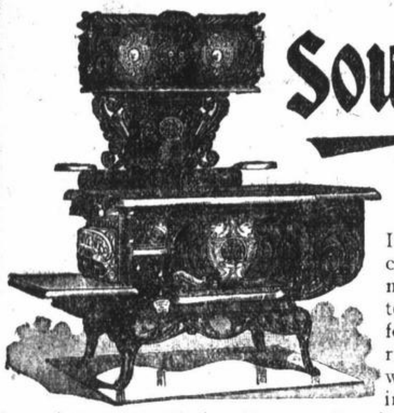

It is not often political parties find common ground on which to meet. Their differences are mostly rich in discord. But we have an exception in the case of the celebrated Souvenir Kitchen Range. Laurier and Tupper, Hardy and Whitney, are of one mind on this subject.

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KINGSTON DISTRICT NOTES

WHAT OUR INDUTRIOUS STAFF OF CORREPONDENTS WRITE.

The Events of the Week That Concern the Residents of the Midland District—Little Escapes Notice, And Each Locality Can Find Something of Interest.

WILLIAMSVILLE, Oct. 9.—Mrs. Rose Wilton, is here on a visit to her daughter, Mrs. A Card.—Miss Carrie Fox has left to resume her studies at Queen's. Her sister, M. Fox, has taken charge of her school.—Marshall Price is home from Michigan.—A young daughter has come to brighten the home of J. A. Coulter.

ALTHORPE, Oct. 11.—A great many from here attended the Maberly exhibition.—R. Kilpatrick is ill at present.—Mrs. Bygrave returned last week after spending a few week visiting in Ottawa.—Mr. and Mrs. James Dier, Westport, called on acquaintances here last week.—J. W. Ervine arrived home for a visit. J. A. Norris and W. Fitzgerald, Tichborne, also spent a few days here.

IVY LEA, Oct. 10.—Miss Minnie Shipman has returned from Rochester, N.Y., after spending a few weeks with friends in that city.—Miss Ethel Shipman, left last week for Kingston where she intends taking a course in the Kingston business college.—J. McCrea is improving his house by the addition of a kitchen.—E. Shurtliffe and wife have moved back to Gananoque after spending the summer here.

CALABOGIE, Oct. 10.—Missionary services were conducted in the Methodist church Sunday, October 1st, by Rev. Mr. Meech. Bracside.—Miss McKerron has returned from Pembroke.—Miss Minnie Hunter has gone to visit friends at South Mountain.—Miss Minnie McKerron left for Niagara Falls on the 4th.—A painful accident occurred on Sunday morning when Stephen Dickson had the misfortune to fall and break his leg.—Workmen have commenced laying the steel on the siding to the Caldwell mine.

MILL HAVEN, Oct. 11.—Mr. Hegle, Sydney, is visiting friends around here. Mr and Miss Bell, Westbrook, are visiting a J. O. Finigan's. Miss Frances Smith has returned home from Glenvale, where she spent several weeks with her uncle, who is very ill. Mr. and Mrs. Smith, Bay View, spent Sunday with their son Stewart Smith. Miss Lillie Sproule, Westbrooke, was the guest of Ethel Fleming, last week. Mrs. Smith, Collins Bay, and Mrs. Nicholson, Bay View, visited at James Fleming's recently.

FERGUSON'S FALLS, Oct. 11.—The farmers are busy threshing around here now and the grain is turning out well.—John Kelly is digging potatoes; he digs an acre a day.—The funeral of Mrs. Closs, Lanark, arrived here on Monday morning, and the remains were interred in the Roman Catholic cemetery.—Charles Nagle, Almonte, spent Saturday with friends here. We are pleased to see Charlie alive and well after a trip to the Klondyke. He endured many hardships while away.—We are pleased to see William Doyle able to be around again after a serious illness.—Master Howard Robertson, second son of J. Robertson, is seriously ill with inflammation.—Mr. and Mrs. W. Cooke and children, Scotch Corners, spent Sunday at J. Morris'.—Mr. and Mrs. Adam Morris, Mrs. and Miss Mills, Drummond, spent Sunday at J. Morris'.

JONES' FALLS, Oct. 9.—William Nolleon, Kingston, was in the neighborhood recently trying to organize a lodge of Maccabees.—Our young people had a pleasant time at the home of H. Arcaw's last Wednesday evening.—Robert York and wife are home again after spending a week with friends in Picton.—Mr. and Mrs. Thompson, Smith Falls, and Miss Gorel, Gore Bay, visited at Chester Caird's last week.—A large number of outsiders visited the gospel tent on Sunday.—Louis Courrier had his arm broken recently.—Mrs. Arcaw, Smith's Falls, is visiting her brother Henry.—Mrs. Sherwood, Elgin Station, spent Sunday with friends here.—Miss L. A. Bedard, late graduate of Brockville business college, was the guest of Miss Kennedy last week.—Quite a number from this vicinity attended Lyndhurst fair on Tuesday.

NAPANEE MILLS, Oct. 9.—Thomas Norris' son, thrown from a horse a few days ago and severely injured, is improving.—James Kehoe is able to be around again after his recent illness.—Harry Morgan is able to sit up.—Mrs. Joseph Lather is slowly sinking; her friends have small hope of her recovery.—B. C. Lloyd surprised a midnight caller in his barn; the gentleman made his escape. His name is known, however.—Miss Lottie McConnell, formerly of this place, has been visiting old friends for a few days.—Mr. Reid and Miss Hope were the guests of Miss Dunlap, Thursday of last week. Mrs. Bergman leaves for Napanee to-day to spend a week.—Henry Walker has hired with Roy Lott.—The harvest festival service will be held in St. Jude's church next Sunday evening. All are to meet on Thursday to decorate the church with fruit, flowers and vegetables.

HARROWSMITH, Oct. 11.—The Presbyterian church will be re-opened next Sabbath. Rev. M. MacGillivary will preach afternoon and evening.—No service in the Methodist church next Sabbath evening, the pastor having kindly given up his service so that his congregation might attend the re-opening in the Presbyterian church.—Monday evening the Rev. Dr. Smith, Queen's, will lecture in the Presbyterian church. There will be a musical programme.—A big mistake was made in the report of the harvest festival at St. Paul's church, Sydenham. It was stated that the harvest chariots were filled with the prettiest of Sydenham girls. That's just like Sydenham! The chariot that carried the prettiest girls carried Harrowsmith girls.—William Millar is very ill at the residence of his sister, Mrs. Robert McLean.—Last Saturday evening the tent in use by the Horoscitee was destroyed by fire. They are holding their meetings in the town hall.—S. F. Stewart is having new heating apparatus put in his residence.—Mrs. P. Myers is still improving.—Miss A. Forsythe spent Sabbath with her parents near Wilton.

LANSDOWNE, Oct. 11.—The many friends of John Smith, youngest son of William Smith, will regret to hear of his death, which occurred here yesterday at H. C. Mulvaugh's, after about three days' illness with appendicitis. Deceased was a bright, promising young man about twenty years old, a general favorite with all, and deep sorrow is felt at his untimely end. His family have the sincere sympathy of the community in their double sorrow, as their daughter, Mrs. Matthew Steacy, was buried Sunday, and now their son is also taken away. Thursday night he remained with his sister, Mrs. Steacey, who died the next day. For some time he had been working for H. C. Mulvaugh, and after returning there on Friday was taken ill, and though the best available medical aid was secured, nothing could be done to Matthew Steacey were placed in the vault here last Sunday. Nearly one hundred carriages followed the remains.—Frank Warren is opening a general store in C. A. Bradley's premises. We predict a substantial trade for him, as he has had a long experience in the business.—D. McFadden has bought Dr. Nesbitt's residence. Mr. McFadden intends to run an up-to date livery there.—We understand that D. F. Warren intends to go into business with his brother, J. H. Warren, as general merchants here.—B. Toby has rented the premises lately occupied by C. Frendenburg and has put in a complete assortment of watches, clocks, jewellery, silverware, etc.—N. W. Webster has moved into the house lately occupied by J. Gray.

BEDFORD, Oct. 11.—Corn huskings seem to be the principal amusement in the neighborhood at present.—George H. Moon has sold his blacksmith shop and tools to C. D. Godfrey. He intends moving to Toronto Junction in a few weeks.—C. S. Lake has sold his farm to C. D. Godfrey.—Mr. Lake has closed his phosphate mine. He expects to sell it to the Hamilton steel and iron company in a few days.—We have been informed that the Hamilton steel & iron company will open up the old Glendower iron mine in a very short time.—Alpohus Brown, with a man or two, had teams hired by J. Bawden, Kingston, to prospect for mineral on the Bedford mining company's lots near Fourteen Island lake.—R. A. Popplewell is putting a new roof on the town hall at Piccadilly, which was much needed.—T. J. Nefey has gone to visit his cousin, P. Nefey, at Chicago.—Miss Maud Davis, our teacher, spent Saturday and Sunday at home, Sydenham.—John Craig, Kingston, spent Sunday with relatives here.—James Craig, Kingston, is visiting his mother, Mrs. R. A. Craig.—Miss Eva Campbell intends leaving here in a short time to enter the nurses training school, Chicago.—Mr. Howes is giving his house a proper renovation which will add much to the appearance of the place.—Mrs. C. H. Godfrey, sick for some time is now almost restored to her usual health.—Mrs. James Hill narrowly escaped what might have resulted in serious injuries to her. Fortunately she did not get in her rig before her two little boys turned it around. In doing this they turned too short upsetting the wagon. The boys were thrown forward over the dashboard. Just at this moment the horses ran and the boys clung to the wagon and whirl rees until the horses were stopped and thereby escaped being killed.

ON MINOT'S LEDGE.

Tons of Spray Dash Over the Very Dome of the Famous Lighthouse.

Mr. Gustav Kobbe spent a winter night in the lighthouse on Minot's ledge lighthouse and got a vivid impression of the exposed situation of the famous beacon off Cohasset, Mass. This impression he endeavors to convey to readers of St. Nicholas:

Crash!

I was sitting one February night in the watchroom of Minot's ledge lighthouse, off Cohasset, Mass. With me was the keeper. We were reading. Suddenly there came a shock as if the heavy iron doors at the head of the staircase in the tower had swung to. The tower shook from base to dome. The wind roared round the lantern. Droning through it all was the dismal tolling of the fog bell.

When that crash came, I gave a start. I thought it was nothing less than some vessel, lost in the fog, crashing on the ledge. But the keeper went on reading quietly. "What was that?" I finally asked.

"Oh," he said, "she's just taking on a sea."

He had told me before how in great storms the waves dash against the tower, but this was my first actual experience of Minot's ledge "taking on a sea."

To understand just what that means you must know that Minot's ledge lighthouse is built on a rock that is under water and that, excepting at extreme low tide, the gray granite tower is entirely surrounded by water. It is the American "Eddystone," but if anything it is more exposed than that famous light off the English coast. Outlying ledges somewhat protect the Eddystone from heavy seas, and the rock on which it stands is above water in all tides, so that it offers a better foundation than Minot's. This latter has no protection against the full sweep of a northeaster except a ledge known as the outer Minot, and this is entirely submerged at high tide.

The crash which made me start was repeated again and again during the night, as wave after wave swept in and broke against the tower. In heavy storms there are times when from the shore, some miles distant, Minot's ledge lighthouse seems to be buried by the sea. The waves strike the tower about 20 feet above the base and send tons of spray as high as 25 feet above the dome. The mass of water then comes crashing down upon the lantern and streaming over it, falls like a cataract into the ocean. The lookout, which hangs from this parapet, 80 feet above the sea, would be dashed to pieces if it were on the weather side. Even where it hangs now, partly protected by the tower, it would probably be broken by the cataract if the plugs were not drawn from its bottom to allow the water to run out freely.

Blowing the Organ.

I never hear the organ at Ascension church without remembering a story a clever little woman, who was organist there for several years, used to tell. She is not in Washington these days, by the way, for she gave up being an organist to marry a handsome young surgeon in the army, and since then she has been, like all other army people, a polite wanderer on the face of the earth.

It was while she was organist at Ascension church that something or other happened to disable the boy whose business it was to pump the organ, and she set out to find somebody to take his place for the next Sunday's service. Her laundress had a likely boy, of apparently sufficient strength to keep the great organ going, and the young organist asked for the loan of him. Mammy gave her consent, but reluctantly.

"I'm willin for Jim to try it, Miss Nellie," she said, "but I'm kinuh 'traid he can't do it. He's got a cold, and I don't know whether he can blow the organ or not. He's mighty short of breath, Jim is."—Washington Post.

The Ring Finger.

To the question often asked why the marriage ring should be placed on the left hand many answers are given. Some say because the left hand is much less used than the right, and therefore the ring is less liable to get broken.

In the British Apollo of 1788 it is stated that for the same reason the fourth finger was chosen, which is not only less used than either of the rest, but is more capable of preserving a ring from bruises, having this one quality peculiar to itself—that it cannot be extended but in company with some other finger, whereas the rest may be singly stretched out to their full length and straightness.

AN INTRICATE TASK.

THE JOB OF CONSTRUCTING A RAILROAD TIME TABLE.

Problems Which the Trainmaster Has to Solve and Which Call For a Clear Head, Hard Work and a Generous Fund of Patience.

Very few people have ever seen a railroad time table in course of construction. As a matter of fact, comparatively few have seen a time table after it has been completed. About the only piece of literature of this kind that the average citizen has need of is the little book handed out to him by the ticket agent. But that is very far from being a complete time table. Only a small percentage of the trains that run on the road every day are to be found there. The table prepared by every railroad division for the use of its enginemen and trainmen and other employees in need of knowledge of the movements of trains is printed on a sheet of paper about four feet long and two feet wide. This contains information about every train, passenger or other, that has a regular daily, weekly or bi-weekly run or which is otherwise entitled to a place on the sheet.

The time table is in reality begun in the general passenger agent's office. This official is responsible for the through trains and for those passenger trains which will travel over more road than is under the control of a single division. He decides upon the time that these trains shall begin and finish their runs. Then he divides the proposed running time according to the divisions which the train will traverse and merely notifies each division superintendent that after a certain date those trains will arrive at his division and tell him what will be expected of him in the way of running time. Then the passenger agent waits to be advised of necessary corrections. Formerly all the details of time table making were done in the central office, the division superintendents being called in for a week's conference. Of late years each division has come to be more and more a separate concern, the general office exercising only the broadest supervision.

This passenger train schedule from the general office is the basis of the division time table. It is turned over to the trainmaster, who locks himself in his office for two or three days and swears when he is disturbed. For the purpose of plotting his time table, as the vernacular of the railroad has it, the trainmaster has a wooden board covered with stiff paper. It is about 6 or 7 feet long and 4 feet wide. It is ruled vertically in 288 spaces, each space being made to represent five minutes of the 24 hours of the day. The hours are printed in large figures at the top and are separated by heavier rulings. On the sides are printed all the stations at which trains stop, and these are arranged upon a scale according to the distance which separates them.

The trainmaster proceeds to tack threads upon the board in such a way that the leaving time at each station becomes apparent. Train No. 1, for example, is scheduled to leave A at 12 and to arrive at B at 4. The thread is tacked on the board under the figure XII, at the top and opposite the station A on the side; the other end is tacked opposite the station B and directly under the figure IV. Tacks are also inserted opposite all intermediate stations at which the train will stop, the vertical lines indicating the time. The result is not always a perfectly straight line, for the trainmaster knows that a train will make slower time on one stretch of track than on another of equal length. Grades and other physical characteristics of the roadbed are to be taken into consideration. This is an important detail in the case of trains of which the utmost safe speed is required. After his passenger trains are all in place, the trainmaster notes where the east bound and the west bound trains cross. This must not be in the vicinity of a station at which any of them makes a stop, for the obvious reason that it would occasion more or less delay and for the further danger of crossing things up. The leaving time of passenger trains at intermediate stations, when it is finally worked out satisfactorily, is forwarded to the general passenger agent.

When he has reached this point, the trainmaster is available for a brief period. Then he locks his door again and wades into the much more distressing task of arranging other trains that must have a regular place on the time table. These are fast freights, milk trains and other distinctively division trains. They are strung over the board the same as before, but the result is sometimes startling. They use much more string than the first kind, and they are continually being interfered with by new lines belonging to a faster train. Now, it is one of the first things taught on the railroad that two trains should not be allowed to pass on the same track. When the arrangement of strings indicates that this is liable to be the result, some switch or siding must be provided as a refuge for the less important train. Very often the trainmaster must simply experiment until he brings the slower train up to a point where these facilities exist before it shall be overtaken by the flier. In making a time table for a single track road the difficulties of the situation are increased in proportion to the number of crossing places. There is no short cut to the completion of a time table. It must be worked out exactly as one would untangle a ball of yarn. The trainmaster cannot figure it out on paper.

There are still a great many trains, particularly on a big trunk carrying road, that hustle back and forth every day without appearing on the time table. The number of these trains depends upon the varying amount of business, but these are things that, for the time at least, do not interest the trainmaster. The situation must in each case be studied out by the conductor of the train. There are two ways of running these extras and specials. One is by making them successive sections of a first class train and endowing them with all the rights and privileges of their godfather. For the time being the orders under which they run are a supplement to the time table then in operation. The second way, and the one in common use, is to let them wildcat it. The conductor moves at his own discretion, sandwiching in as many miles here, there and everywhere as he can without interfering with a train of equal or superior right.—New York Sun.

A man is never fully conquered until his wife has succeeded in making him say before company that he likes to push the baby wagon.—New York Press.

A quick cure for coughs and colds is the Diamond Cough Remedy, composed of wild cherry, horehound and eucampane. 25c and 50c a bottle at Wade's drug store.

Everybody hates a woman who is accused of telling a lie now and then. It is

TAKING THE REINS.

Rubic, 2:30, is another new standard trotter to the credit of Pamlico, 2:10.

Armada Prince, 2:10¼, pacing, is one of the fastest of the hobbled brigade.

Billy Andrews, 4, 2:07¼, by Bow Bells, tops the list of new pacing performers.

The name of Prince Wilkes, by Captain Cook, who took a 3-year-old pacing record last season of 2:15½, has been changed to Stacker Taylor.

Frank Harrington drove Hon. Frank Fowler's young green horse Paclarice, by Patronage, 2:12¼, a mile in 2:17¾ recently at Davenport, Ia.

Marion G, 2:10, by Rockdale, who began the season with a record of 2:25½, has paced 11 races so far this season, and has won seven of them.

Much Ado, 2:13¾, the New England trotter, comes through the home stretch like a free-for-aller, and wins most of his heats and races that way.

Lakeside Prince, a young horse by Patchen Wilkes, 2:20½, recently won a race at Berlin, Germany, trotting nearly two miles at the rate of 2:28½.

The Riverside farm's (of Berlin, Wis.) black colt, Black Robert, who won with ridiculous ease in 2:1[illegible]¼ at Davenport recently, is one of the fastest 4-year-olds of the year.

Betonica, 3, 2:10½, now 5, will not race this year. Tom Marsh has sent him home to Maplewood farm, Portsmouth, N. H. He has sensational speed, but is a cripple.

Split Silk won two heats in the 2:10 pace at Ruby park, Chicago, the other day, lowering her record to 2:08¼, but was not up to concert pitch and lost the race. She is a foal to Joe Patchen.

Senator A, 2:10, recently won a race at Milan, Italy, beating Bismarck, Autrain and Miss Bowerman at mile and a fraction heats. Bismarck took the first at the rate of 2:20, and Senator A the next two, rate of 2:18, 2:18 2-5.—Horse Review.

CURTAIN RAISERS.

Harry Monkhouse, seen here in "The Gaiety Girl," is to star in England in "Larks in London."

Miss Rose Stahl will present the role of Louise in the first performance of "A Soldier of the Empire."

Margaret Anglin will play Mimi with Henry Miller in Charles Frohman's production of "The Only Way."

Agnes Sorma will act in Paris during the exposition of 1900. No German actress has attempted that since 1872.

Mrs. Langtry's new play is to be called "The Degenerates." She will appear in it as the mother of a 16-year-old daughter.

It is stated that only two of the characters in the "Children of the Ghetto" will speak in the distinctly Jewish dialect.

Violet Vanbrugh will take the role in the new Drury Lane melodrama which Ada Rehan had agreed to act before Augustin Daly's death.

James M. Colville will play John Storm in the special "The Christian" company, in which Effie Ellsler will appear as Glory Quayle. This company will open its season in Bridgeport, Conn.

"The Godfly," which Stuart Robson will give at Wallack's theater, New York city, beginning Sept. 16, is a dramatization of a novel of that name, written somewhat in the vein of Sardou's "Daniel Rochat."

The company which has been engaged for "Mistakes Will Happen" is said to be strong. It is headed by Charles Dickson and includes A. H. Stuart, J. W. Standish, Ben Deane, L. R. Willard, Lansing Rowan, Elsie Esmond and Lottie Hyde.

TRUST THRUSTS.

The corset has come to stay.—New York Tribune.

Slight variations of an old law: When trusts fall out, honest men may come to their dues.—New York Telegram.

At once the awful query rises, If the shoe trust is going to squeeze the nation's feet, how about corn combinations?—Berlin (Md.) Herald.

The trusts are commencing to squeeze oil around. Even the women are not exempt. A corset trust is being organized.—Milwaukee News.

The proposition to limit the output of whisky in Kentucky to 20,000,000 gallons may have a good deal to do with inaugurating the war against trusts. There are certain things that the American people will not stand.—Peoria Herald-Transcript.

THE CHALLENGER.

The Shamrock is heartily welcome to these waters and to everything she wants except the cup.—New York Tribune.

Sir Thomas Lipton protests in advance against the impeding of his yacht's course in the great race by excursion boats. It would appear that Sir Thomas, with prophetic eye, already sees his fate.—Philadelphia Ledger.

The interest taken in the Shamrock by the general public is much greater than that shown in the case of Lord Dunraven's Valkyrie. This is already a proof of the general impression that the contest will be the greatest of them all, and that our victory will be the most notable in the history of the America's cup.—New York Evening Sun.

HUMAN NATURE.

People spend a terrible lot of time in getting mad and feeling sorry for it.

A girl's idea of taking care of her brothers is to tell on them whenever they do anything a girl wouldn't do.

You meet a man every now and then who does not control his own vote, but who can tell you just how your own ballot should be cast.

Reading good books doesn't make a woman a bright conversationalist as much as the consciousness that she has on becoming clothes.

When A.'s cow breaks into B.'s garden, B. scares his wife to death by threatening to kill A., and when he meets A. says it was his own fault, because he left the gate open.—Atchison Globe.

SCRAPS OF SCIENCE.

An apparatus has been devised for automatically photographing people as they enter shops and other places.

Among the peculiar attractions at the Paris exposition will be a great machine for making clouds of all varieties at will.

An electric lamp for use under water—a consummation that has baffled electricians for years—has been produced by a German firm.

There is a man in town who is so afraid of disturbing the Sabbath that he wears rubbers to keep from making so much noise.

Harsh purgative remedies are fast giving way to the gentle action and mild effects of Carter's Little Liver Pills. If you try

THE TURF RECORD.

Joseph Davidson, Wilmington, Del., will act as starter at Lebanon, Pa., during the September meeting.

Meteor, 2:17½, by Commodore Belmont, now 20, will be raced in the fall in Oregon and Washington.

Vance Nuckols gave the green gelding Sid Durfee a record of 2:20¼ in the 2:29 trot at McKees Rocks the other day.

Eddie Bass had the hopples on McJoe in the 2:12 pace at Old Orchard, Me., for the first time since the gelding has been in the east.

Tonita F, 2:11¾, is a member of the hobbled brigade. She is a small chestnut mare, looks like a thoroughbred and has very little action.

At Rushville, Ills., Berwin, by Bernal, 2:17, recently took a winning race record of 2:20½ in the 2:40 trot and also won second money in the 3:00 trot.

At Portland, Or., July 28, Deceive, 2:16¼, and Alta Dell, 2:18¾, reduced the state record for pacing teams from 2:26 to 2:19, the last half being paced in 1:05¾.

Lecco, 2:12¼, who has been the sensation of the season in New England, is to try conclusions with the grand circuit cracks in the $10,000 Massachusetts at Readville.

C. H. Burch, trainer for Empire farm, Copake, N. Y., has driven two pacing stallions, owned at the farm, into the 2:10 list this season—Billy Andrews, 4, 2:09¼, and Theodore Shelton, 2:09¾.

Fanny Putman, 2:15¼, is eligible to again start. She has been reinstated by the National Trotting association, the sum necessary having been paid by her owner, W. G. Stevenson, Victoria, B. C.

The black filly Spice, by Oh So, 2:25½, who trotted to a record of 2:19¼ at the recent Freeport meeting, is a 4-year-old and a sister of Dr. Archibald (3) 2:12¼, pacing, being out of Maud Archibald, 2:27½, by Glenwood.

RIGHT IN STYLE.

Directoire jackets fashioned from rich patterns in cream renaissance lace.

Pearl gray golf hats trimmed with huge wings and brilliantly colored scarfs.

Toques of gray velvet having two large wings extending outward on either side.

Fichus of soft liberty silk finished with ruffles of the material edged with rich yellow lace.

Broad brimmed Neapolitan straw hats trimmed profusely with roses, tulle, ribbon and aigret.

Electric blue duck skirts trimmed with strappings of the same material and small pearl buttons.

Dinner gowns of black crepe de chine lavishly trimmed with festoons of deeply tinted renaissance lace.

Five point parasols completely covered with incrustations of rich lace with puffings of chiffon between.

Net and silk muslin all over elaborately decorated with garlands of applique lace outlined with seed pearls.

Gowns of pearl gray mousseline de soie incrusted with a garland of flowers and foliage of mauve taffeta outlined with gold cord.

Princess costumes with a draped fringed sash of velvet and deep circular lace collar opening over a guimpe of white stitched satin.

Walking gowns of black cloth with strapped seams, accompanied by a short, pointed jacket of tucked taffeta finished with white stitched revers.—Dry Goods Economist.

ANIMAL ODDITIES.

A blind bat avoids wires and obstructions as easily as if it could see perfectly.

A French scientist says a caterpillar cannot see more than two-fifths of an inch ahead. The hairs on the body are said to be as much use as its eyes in letting it know what is going on around.

Hawks have been seen to follow in the wake of a moving railway train and swoop down on small birds that were suddenly disturbed and frightened by the noise and therefore for the moment were off their guard.

In Fiji there is a curious sea worm which arrives in myriads on the coast on a certain day. The waters are so full of them as to resemble vermicelli soup. After laying their eggs nothing is left of them but empty skins.

An ostrich cannot kick backward. When the time has come for the bird to be despoiled of its feathers, its head is inserted in a bag and the plucker stands behind his victim. A blow from its foot has vigor enough to kill a man.

HONEYCOMB CELLS.

Drones have no stings and no means of defense.

The less swarming you have the more surplus honey you may expect.

After honey is extracted leave it in open vessels until evaporation ceases.

Any queen cell, after being sealed over, may be hatched out with artificial heat.

A weak colony will never build nice comb honey, no matter how good the honey flow.

Bees when building comb begin at the top and hang in heavy clusters to their combs as they complete them.

Any kind of ground that is not too marshy or wet will do to locate the hives upon. Facing the south or east is best.

As long as bees have abundant room to work in the broad chamber they will not go into any surplus boxes. When the brood chamber is full, put in boxes.

Choose a place to locate a colony of bees and let it remain. Do not shift it around from one place to another. Changing disturbs the bees.

RAILROAD TIES.

There are 12,000 miles of railway in Poland.

Central Asian railroad managers try to meet the desires of their public. A harem car with latticed windows has been constructed for the ameer of Bokhara.

French railroad companies have been ordered by the courts to provide their passengers with season tickets without advertisements. The Western railroad had increased the number of advertisements till a season ticket was as thick as a pocketbook, and commuters refused to carry them.

The railroad companies of Australia have never discovered that it is possible to take up tickets on the train, hence the passengers are locked in the cars to prevent any of them stealing a ride, and when they arrive at their station are hustled out through a turnstile and held up for their tickets.

J. C. Herndon, a local baseball fame, playing in different league clubs in the United States during the past season, has arrived in the city accompanied by his wife and is the guest of Mrs. Walsh, William street.

Strip some men of their wealth and there's nothing left.