THE CLARION.

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THE CLARION.

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Our subscription rates for the next twelve months are as follows: One year, $1.25; six months, 75 cents; in clubs of two or more, $1.00 each per year, or with an extra copy to getter up of club of six or more. Single subscription for two years, $2.25.

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☞ These are our only rates, and they will be strictly adhered to.

FARM AND GARDEN.

HOW EXPERT FITTERS IMPROVE HORSES' TAILS.

Agricultural Experiment Stations in the United States—An Open Air Silo Which is Simple, Cheap, Practical and of Easy Transport.

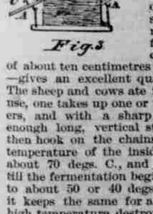
Our farmers are generally well posted in regard to preserving fodder in underground silos. The open air silo, however, is a novel affair. Mr. A. Cochard, president of an agricultural association in Germany, is the inventor of the open air silo here represented.

The Country Gentleman describes this silo, which is simple, cheap, practical and also has the advantage of easy transport, as follows:

One puts on the desired site two beams of about 4 metres in length, so as to lie about 2 metres apart, and parallel. Chains of 1 metre long are attached to each end of these beams, and having a hook fastened to their last links. On these two beams a floor is made by placing old railway sleepers (if obtainable) crosswise on them, and on the flooring the fodder is placed, which in Fig. 1 represents a four cornered stack, containing about 45 cubic metres. Then on the top of the stack is placed a roof of old sleepers similar to the flooring, on this roofing are placed a couple of beams. These latter have at each end chains about 3 metres long, without any hooks.

To obtain the required pressure, which is unavoidably necessary to preserve green fodder, one uses a lever (Fig. 2) i. e., a simple round iron bar, about three centimetres thick and four metres long. This bar has three holes, about ten centimetres apart from each other, in which are fastened strong, short chains of about fifteen centimetres in length, each of them having a little hook attached to them. The chains (Fig. 2) are arranged so that the middle chain works in an opposite direction to the other two. The hand labor is very simple, one man alone being needed, but it is preferable to have two, thus obtaining a greater and more equal pressure.

The man fastens the middle hook (A) in one of the links of the lower beam chain, and ditto the hook (C) in a link of the upper beam chain (Fig. 3, left), and the hook (B) can then be put about ten centimetres higher than the hook (C) in another link of the chain; the position of the lever is now as represented in Fig. 3, right. Then the lever is now raised, upward, to even ten centimetres more; the man then fastens the hook (C) higher up, and continues this till the lever can no longer be worked. Finally he fastens the lower beam chain hook on the upper beam chain. If, as I have described, there is only one man, this occasions an unequal sinking of the stack; thus the men work at different ends on the same beam, each having, of course, a lever, and keeping the pressure equal.



At first one must press the stack every day, so as to keep up with its gradual sinking; after about ten days the pressing is over. Fodder preserved in this manner will keep for years, and—excepting a layer of about ten centimetres thick at the sides—gives an excellent quality of ensilage. The sheep and cows ate it greedily. For use, one takes up one or two of the sleepers, and with a sharp hay knife cuts enough long, vertical strips as wanted; then hook on the chains as before. The temperature of the inside of the stack is about 70 degs. C., and remains as high till the fermentation begins, then it sinks to about 50 or 40 degs., at which point it keeps the same for a long time. This high temperature destroys the fermentation powers, and hay so preserved is one of the sweetest ensilages known.

The Horse's Tail.

Ornamentation rules so generally in these days, that to overlook any point through which this may be reached in the horse is to lessen the prospect of attractiveness, and, in this way, lessen the prospective price. In the mere matter of speed, a horse with a rat tail will go as fast as though he carried a handsome flowing one. All the same, the latter is a very desirable appendage.

A low-carried tail and a slim tail detract wonderfully from the looks of a horse otherwise of good proportions, stately and a good stepper, while a flowing tail, of good length, well carried, makes an otherwise plain horse attractive, and there are circumstances where it will add materially to his selling qualities. An expert fitter will greatly improve the mode of carrying the tail by using appliances for elevating it at the root, and especially may it be improved when carried partially to one side by severing the tendons on the lower side of the tail, on the side toward which the tail inclines, putting the tail in pulleys, drawing it gently over to the other side, until the space between the cut ends of the tendons fills up with new muscle. There is little danger of getting the tail too far over, as the tendency of the healing process is toward contraction, and this requires to be guarded against until the new material to fill the space is firm.—National Live Stock Journal.

Gypsum as a Manure.

As a manure gypsum is of limited value. It is composed of calcium and sulphuric acid, and is most suitable for crops such as clover and turnips. As superphosphate always contains much gypsum, special applications of gypsum will be unnecessary where superphosphate is employed.

Agricultural Experiment Stations.

In Commissioner Coleman's report for 1886 occurs the following concerning institutions for experimental work in agriculture: Agricultural experiment stations in this country have been established in nine states, in the following order: Connecticut and North Carolina in 1877; New Jersey, 1880; New York, Ohio and Massachusetts, 1882; Wisconsin and Alabama, 1883, and Maine in 1885. These are all distinctly independent institutions, with their own organizations, and supported by state appropriations or special tax; some, however, are located at state agricultural colleges and officered by the college professors. These stations differ greatly in their organization, facilities and work. Some are required to control the business in commercial fertilizers in their respective states, while others do nothing of this kind. In New Jersey and North Carolina $10,000 or more are expended yearly, mainly in laboratory work and the publication of results, although land is somewhat used in New Jersey. In Alabama and Wisconsin large areas of land are used—100 acres or more; in Ohio, 25 acres, and in New York about 125 acres.

In several other states there are provisions made for systematic experiment work at the agricultural colleges and state universities by appropriations from college funds and the assignment of professors to this duty. In some cases the results are becoming very valuable—at least, locally—while in others the efforts are feeble and uncertain. Other states and colleges are considering the inauguration of experimental inquiry, and efforts in this direction are apparently limited only by lack of means. Experimental agriculture is expensive.

Pleuro-Pneumonia.

It may be of interest to put on record the fact that horses have suffered quite extensively, particularly in Indiana and Missouri, from what Dr. Salmon has decided to be vermiculor or verminous bronchitis. He has fully treated of this disease, and illustrated the strongyli, which induce it in calves and lambs, in the veterinary "Agricultural Report of 1885." "That producing the disease in horses," says Professor C. V. Riley in Science, "seems to be strongylus micrurus neglis, which is an elongate thread like worm from an inch and a half to two inches in length; and the point that I wish to put on record is that these strongyli have very generally been supposed to have some connection with the narrow elongate eggs of orchelimum glaberrimum. The eggs of this species are inserted in the pith of a number of different plants, and are particularly abundant in stalks of corn tassels.

"The bronchial disease which has been so prevalent and fatal to horses has been quite generally associated with these eggs, the supposition being that the horses became diseased by eating the corn tassels and stalks. The orchelirum eggs have been received from about a dozen different correspondents, all of them independently making the same suggestion as to their connection with the bronchial worms—a rather remarkable instance of a prevalent and popular error arising from an imperfect knowledge of natural science."

Irrigating Canals.

A great obstacle in many sections of our country to successful cultivation is the insufficient rainfall. To remove this obstacle it is only necessary that a system of irrigation be adopted. To irrigate successfully is required a large amount of technical knowledge and skill and the expenditure of much labor and money. Irrigation belongs, in fact, to progressive agriculture, and pays best when applied to valuable land by intelligent men. Under such circumstances it pays for itself many times over by rendering large tracts of land otherwise valueless highly productive. In proof of this assertion are many successful efforts with irrigation in our own country. A notable instance at hand is the state of Colorado, with its 800 miles of first class irrigating canals, 3,500 miles of secondary canals and 40,000 miles of smaller ditches, which have cost in the aggregate about $11,000,000, and will irrigate 2,200,000 acres. The largest canal is taken from the Rio del Norte. It is ninety-eight feet wide at the top and sixty-five feet on the bottom, with a carrying capacity of 207,000,000 cubic feet per diem. The main line is fifty miles long, and it is designed to irrigate 200,000 acres. It was constructed in four months by 5,000 men and 1,200 teams.

How to Keep the Carriage New.

The preservation of a carriage depends largely upon the way in which it is housed. The barn or shed should be airy and dry, with a moderate admission of light, otherwise the colors of painting and lining will be affected. Do not let the vehicle be rolled near a brick wall, as the dampness of the wall will fade the colors and destroy the varnish. The coach house should not be connected with the stable or next the manure pit, since the ammonia fumes rising from the manure will do more to crack and ruin varnish, and ruin colors of paint and lining, than all other causes put together.

Do not allow mud to dry on a newly varnished carriage; spots and stains will be the result if you do. Do not permit water to dry of itself on a varnished surface, but remove all moisture with a chamois leather only, after the soft sponge has been used. Do not let the leather top carriages lie long unused with the tops down, but raise occasionally, taking off the strain on the leathers and naturally by slightly easing the joints. Keep the moths out of cushions and linings by frequent brushing. Examine the axles often; keep well oiled and see that the washers are in good order.

The Ice Supply.

Ice weighs, as ordinarily packed, about fifty pounds to the cubic foot. Estimating at the rate of 100 pounds per day for the ordinary consumption of a farm dairy, one ton would be used up in twenty days. A ton and a half per month is a moderate supply for a dairy farm. There ought always to be full calculation made for wastage, and about four times as much ice stored as will be used, unless the ice house is of the very best construction.

If drain tiles can be laid at the bottom below the base, to take the drainage, good use can be made, says The Dairyman, of the ice water that will flow through them. Thus a great saving of ice may be effected and efficient cooling secured. This will enable the dairyman to have a cool tank for deep setting at a minimum expense.

Facts Farmers Ought to Know.

The government tea farm, about which there has been so much talk, will be abandoned and revert to its owner, according to the terms of the lease, at the beginning of the new fiscal year, congress having provided for the closing out of the interests of the government.

Good blood in horses is every year more in demand, especially by city buying. The farmer will find readiest sale for his best bred animals.

Never let a clipped horse stand two minutes without a rug.

Rotation of crops is the surest and safest plan in farming, and when one or two years of pasture are included in the rotation, the benefits will be still greater.

The public lands of the United States are fast melting away before the increasing tide of home seekers from foreign shores and crowded eastern states.

In reply to a question as to the expediency of keeping bees over winter in the center of a strawstack, James Heddon thinks they would be well protected if the straw was stacked to turn water.

Reports from the Massachusetts experiment station go to show that potash fertilizers have decidedly improved the desirable qualities of fruits.

Queen Victoria is reported to be breaking very rapidly and to be conscious that she cannot live very many years longer. There is a general apprehension among the people of England that the queen may not live till the year is completed. The appearance of old age is most clearly marked in her jubilee portrait, which has just been completed and placed in the gallery leading to her private apartments at Windsor.

An Auburn lady tells this about Roscoe Conkling: "One day when Roscoe was visiting my father's house the horse and sulky were brought up to the door, and my father was just getting ready to start out for a ride among his patients. Young Roscoe thought he would get some life out of the old horse, took a pin and stuck it in his haunches, when the usually staid animal suddenly gave a kick and hit Roscoe a severe blow on the forehead, cutting a gash that to this day leaves a scar on the brow. And this is why the senator permits a little curl to drop over it."

Mr. Parnell's power, says a London journal, is almost wholly due to his force of restraint. He has absolute control over his temper and "never lets himself go." The leader of a race famed for jovial wit, passionate oratory, reckless abandon and a more than regal generosity, he never made a joke in his life, is a cold, unimpassioned calculator, who holds himself in reserve even with his intimates, and whose oratory has never been relieved by a single burst of passionate fervor. He is the mystery man of modern politics.

A complete series of the drawings of Turner will be exhibited at the London National academy this year.

A game called "gosip," and played with old carte de visite photographs of persons, has become very popular.

James Lick's monument in San Francisco contains no inscription but his name and age and the line, "A native of Pennsylvania."

M. M. Brennan, of Eufaula, Ala., has undertaken the task of rearing a monument over the grave of Father Ryan, the poet priest, at Mobile.

In Montana the high hat nuisance at theatres promises to be short lived. The crowd yells, "Shoot the hat!" and the show cannot go on until it is taken off.

THE CLARION.

JACKSON, MISSISSIPPI, FEBRUARY 9, 1887.

Washington Letter.

Correspondence of THE CLARION.]

WASHINGTON, Jan. 28, 1887.

The present Congress has redeemed its reputation during the first half of this, its last session, and it will now go down to history honored, even if it should do nothing more for the remainder of its life. The enactment of the Presidential Succession bill has been followed by that regulating the Electoral Count, and so a double peril is removed. It is now pretty certain that President Cleveland's successors will be elected and inaugurated without any resort to partisan war—a calamity that hitherto has been averted only by the tolerance of the people.

But this is not half of what has been accomplished. The inter-State Commerce bill, "for better or for worse," has gone through both Houses, and only awaits the Executive signature to become a law. Then a rigorous anti-polygamy measure has at last been passed; an investigation of the Pacific Railroad crookedness has been ordered, and the old Mexican veterans are about to be pensioned.

At the end of this Congress, the terms of one-third of the whole number of United States Senators expire. While some of them have been re-elected, others will be succeeded by new men. It is noticeable that Federal soldiers are getting scarce in the Senate. There are only seven men who fought on the Union side during the war, while there are sixteen whose names are on the muster rolls of the Confederacy. It is probable that only three of the ex-Federals will be left when the Senate is called to order at the commencement of the next session. These will be Senators Hawley, Anderson and Plumb. Fifteen Republican Senators will be sworn in on the 4th of next March. This will leave the Senate with twenty ex-Confederates, and three soldiers of the Union.

In regard to Lieutenant Emory's Arctic trip, Secretary Whitney has expressed himself in no uncertain language. Referring to the report that the Lieutenant wanted to go north in the "Thetis," he said the United States had something else to do with its vessels, naval officers and sailors besides sending them off on Arctic expeditions. "I will not say, however," continued the Secretary, "that there will be no such expedition under the present administration, but certainly not with my consent. No one will receive orders from me for such a trip in consonance with my wishes."

The President is in good health again, but he is careful to favor his rheumatic knee on all occasions. He felt compelled to decline to review the order of the Mystic Shrine which visited the city during the week, for fear of the damp air to which he would be exposed, and he could not go to the top of the Washington Monument with Mrs. Cleveland and Mr. Corcoran, according to appointment. This trip to the clouds had been arranged for three o'clock, and at that hour everything was in readiness for the distinguished visitors. The interior of the monument was electrically lighted from top to bottom, a fire was built in the boiler house, steam was generated, and several preliminary trips of the elevator had been made to see that everything was in complete running order for the expected visit of the President. Mrs. Cleveland was on time, and announcing in a disappointed tone that the President was not able to come, gracefully tendered her arm to the venerable Mr. Corcoran, and conducted him to the elevator. The air inside the monument is damp and chilly, and when the marble door swung open a blast rushed out that almost took the breath of those entering. The visitors looked down upon the magnificent panorama at the 500 foot level. Mrs. Cleveland took especial interest in the White House, and tried hard to recognize a familiar figure at the library window.

To-morrow the prominent advocates of woman suffrage will begin their nineteenth annual convention in this city, and to-morrow Senator Blair will make an effort to have the woman suffrage amendment to the Constitution discussed in the Senate. Miss Susan B. Anthony, who has been here for some weeks, is as grim and hopeful and resolute as ever, wearing her defeats of the last forty years as cheerfully as other veterans wear plumes of victory. She doesn't think at all well of press reporters, however. She says, where women are concerned, at least, the reporters are sure to seize upon triviality and ring its changes to the exclusion of business. She mentioned that when she spoke in Chicago last week, a dog that came with a newspaper reporter ran across the stage and springing up laid his nose on her shoulder. "I prophesied to the audience then," continued she, "that that dog would figure in the press reports more conspicuously than anything that was said or done, and so he did."

Miss Anthony does not change much as the years go by. The opening of some new avenue for the employment of women, or some new gleam of hope from a State Legislature, always comes opportunely to offset the effects of years and labors that might otherwise be adding new wrinkles to her brow. CAS.

A Grand Benevolence—The Work of One Year.

The great fraternal beneficiary society, known as the Knights of Honor, which has so rapidly extended itself all over the United States, did a grand work in 1886. It is purely a fraternity, organized on the lodge plan, holding meetings at least twice a month. It has for its purpose the advancement and benefit of its own members, and the betterment of humanity in general.

During the year 1886, there was distributed in local charities through the medium of the 2600 subordinate lodges scattered throughout the country, $120,000. This fund was distributed without any cost of disbursement, and went at once and most opportunely to the needy. While this sum is a handsome one in the aggregate, yet it was distributed without being felt by any member, and was less than $1.00 for each member of the order. The readiness with which the call is responded to by the membership is most commendable. When Charleston was visited by the terrible earthquakes of last summer, liberal contributions were sent forward by the various lodges throughout the country, and only ceased to go forward when no more were needed.

Aside from these noble charities, this great benevolent order teaches its members to provide for those dependent upon them, when the members shall be called away from earth. It provides that a benefit of $2,000 shall be paid to the family of every member who dies in good standing in the order. This fund is raised by assessments upon each individual member. During 1886, twenty-one assessments were called to the Supreme Lodge Treasury, and there was paid out from the sum thus realized, in death benefits to the families and dependents of deceased members, during the year, $3,123,000. These payments went in the main to those who otherwise would have left nothing for the support of their families. They were enabled to do this for the reason that the assessments are paid in sums of one and two dollars per month for each member, through the agency of his subordinate Lodge.

When we add to this benefit fund of $3,123,000, the $120,000 disbursed as local charities, we have the grand total of $3,243,000 disbursed by the Knights of Honor during 1886. What a noble work was this, and how many widows and orphans have been kept from want, and comforted in the hour of distress and need, by the quiet but effective labors of this great brotherhood.

The Lodge in Jackson,—Central, No. 764—has about 125 members, and thus carries a quarter of a million dollars insurance. The beneficiaries of its deceased members have received nearly forty thousand dollars to date.

Wm. R. Morrison.

The Sunday Capital, in a series of pen pictures of prominent men to be seen almost any evening in the lobby of Willard's hotel, gives the following:

"Col. 'Bill' Morrison of the horizontal tariff reform fame, is considered one of the most conscientious and clear-headed men in the house. His looks do not indicate that he is in the least ruffled by his late defeat by Jehu Baker. His tall, spare form sways backward and forward when conversing. His manner of talking is earnest and impresses the hearer that he is a man who means what he says. He has the reputation of never having gone back on a friend."

LAST summer Roswell Brown, of Mystic, Conn., put some watermelons in his cellar, and one of them was covered up and forgotten. Just before Thanksgiving it was discovered in good condition, and the Browns ate it on Thanksgiving Day, and enjoyed it.

—MRS. FRANK LESLIE.—

—BY OLIVE HARPER.—

FROM THE NEW YORK WAVERLY.]

IN THE battle of life we have been accustomed to accord involuntarily to man the foremost place as possessing the greatest amount of nerve and courage to face and surmount obstacles; yet it is safe to say that no man has ever displayed any more "grit" and determination than the original of the portrait of this sketch.

Mrs. Frank Leslie is one of the most remarkable as well as prominent women of which our country can boast, and one whose beauty and social position would make her prominent aside from her brilliant intellect and rare business capacity, and her position as the head of one of the largest publishing houses in the world. Her life would read like a romance.

She began her literary career when but a child of thirteen, and from that time pursued it with a quiet determination that was bound to win, when that will power was backed by genuine ability.

She worked in almost every capacity in journalism, and thus gained that knowledge of detail that has stood in her in such good stead since.

She traveled for some years, and produced several excellent volumes of her observations and researches, and furnished a mass of contributions to leading magazines, many of the articles describing scenes in Central America, which drew deserved attention.

Before she was a woman in years she had gained an enviable position in the field of letters, as well as mastered five foreign languages, which she speaks as well as she does English.

Miriam Florence Leslie, or, as she is now by Act of Legislature known, Frank Leslie, was born in New Orleans, and comes from an old Huguenot family, and in appearance blends the highest type of French beauty, with the rich, warm loveliness of the woman of the Southern States.

Intellectual women are rarely beautiful, or even pretty, for the lines of the face are usually too strong for grace or womanly softness, but Mrs. Leslie is an anomaly in this as well as many other things, and she is certainly one of the handsomest women of the day, and possesses a face whose beauty will endure until age shall have laid his heavy hand upon her.

Mrs. Leslie has large, expressive gray eyes, a very sweet, mobile mouth, tiny white, even teeth, a form almost statuesque, and a mass of soft, curling, brown hair.

Her chief beauty, however, lies in her incomparable eyes, and her chief charm in her exquisite grace of manner.

It is hard to separate sufficiently her

extreme loveliness as a woman from her remarkable ability as a business person, to tell of her strange and unique history as a courageous and capable publisher, as well as a devoted wife.

When she married the late Frank Leslie she had no knowledge of business, but when her husband became involved in business disaster, and he, broken-hearted, died, he left on her young shoulders the burden of his debts. She promised him that she would "go to his office, sit in his place, and do his work until his debts were paid."

The business was in the hands of an assignee, and the labor was one far too heavy for any woman, but she was under a solemn pact with the dead, and she went to work.

She lived on next to nothing, gave up all her comforts and almost her necessities, and worked with heart, soul, and brain, as well as busy hands, to accomplish her dead husband's wish. The story is old and well known how bravely she did it, through difficulties and law suits, through trials, and without money, until a strong man would have sunk under the burden; knowing no rest night or day until her end was accomplished.

Men prophesied that she would fail, and none expected to see her succeed, but at last a woman, an utter stranger, stood forth and lent her $50,000, with which she turned the scale and won success.

When she received the money she had reached the end of her resources, and could not have gone on, but this gave her the means of paying the most pressing of the debts, and carrying the publications on until better days.

This money was to have been paid back in installments of $5,000 each, and before the first one was due the whole sum had been paid back out of the profits of the business during five months under her careful management.

During this time Mrs. Leslie had reorganized the entire business, had retrenched in every possible way except turning away any of the old *personnel* of the business, and now the office is filled with men whose gray hairs speak eloquently of their long years of service there. Yet, she has nerve enough to make contracts covering sums over $75,000 at a time for paper alone, and as much for other necessaries.

There are some three hundred persons occupying the positions of editors, artists, engravers, printers, etc., connected with this great establishment, and every one is under the direct personal supervision of this remarkable woman, and they know that merit will win appreciation just as failure will rebuke, which is none the less keenly felt that it is given in such gentle tones.

Mrs. Leslie is at her desk day in and day out, no matter what the weather. No one page of matter goes into any one of her publications that is not subjected to her critical eye; not one picture that she does not see, and not one dollar is paid out that she does not sign the order for, nor one check cashed that she does not sign. And there is no confusion, no hurry, nor delay.

She has a keen sense of the fitness of things in the world of literature, and knows just what the public wants and even anticipates them. She manages a business involving millions, and does it with less apparent effort than a teacher uses to control a class in school.

Mrs. Leslie's private sanctum is furnished very simply, everything being more for use than ornament, and she always dresses in black, well fitting, and of fine material, to be sure, and a black silk apron with white lace ruffles is always tied around her slim waist while at work. On her dainty hands she wears some beautiful rings, as if she could not do without some pretty bit of feminine vanity in spite of her masculine brains.

By her careful administration she has rescued an illy managed and insolvent business from disaster, and in five years has turned it into a property valued at least at one million, and improving constantly; she has saved the good name of her dead husband, and shown herself to be the most capable business woman on record, to say nothing of her rare executive ability as editor and publisher.

But Mrs. Leslie's accomplishments do not end in her editorial, one might say dictorial, chair, for she is quite as brilliant in society; and the social gathering that can boast her presence is a happy one. In her own delightful parlors at the Victoria Hotel, she has a circle made-up of the most prominent people, and people of high distinction of all nations may be met there. Artists, musicians, savants, divines, editors, authors, and leading ladies and gentlemen of society and from the legations throng her parlors, and she is there the one bright, beautiful star, charming all alike by her sweet grace of manner no less than her superb beauty and brilliant intelligence.

How kind and charitable she is none but those she helps with lavish hands and herself know. All in all she is a "perfect woman, nobly planned."

Origin of Mrs. Partington.

The way in which the first Partington paragraph was written was singular. One evening the news came to the *Post* newspaper office that flour was selling at very high prices at the Magdalen Islands, in the Gulf of St. Lawrence. Said George Baily, one of Shillaber's fellow-compositors: "I don't care a—what the price is in the Magdalen Islands, I always have to give just so much for half a dollar's worth." The idea struck Shillaber as odd, and he immediately set up the lines: "Mrs. Partington says she always noticed that, whether flour was dear or cheap, she had invariably to pay the same money for half a dollar's worth." The paragraph was generally copied by other newspapers the next day, and a second paragraph published the following day was equally well received. Encouraged by these successes and the Colonel's commendation, Mr. Shillaber continued to write such quaint paragraphs and other matter as have since made him famous.—*Boston Globe.*

Among the old papers in the County Clerk's office in Freehold, N. J., is the death sentence of a negro named Cæsar. It reads: "Therefore the Court doth judge that thou, the said Cæsar, shall return to the place from whence thou camest, and from thence to the place of execution, when thy right hand shall be cut off and burned before thine eyes. Then thou shalt be hanged up by the neck till thou art dead, dead, dead; then thy body shall be cut down and burned to ashes in a fire, and so may the Lord have mercy on thy soul, Cæsar."

ONE of the novelties in Paris is a big wooden cow built in front of a cafe. The milk-maid milks a stream of milk punch into a glass and a placard proclaims the following astonishing fact: "France has sent Bartholdi's Goddess of Liberty to America, and America gratefully sends in return a milk-maid.—American Register.

Life in Chicago.

"Found any more bombs around the house?" asked a Chicago man of his wife on returning home for dinner.

"Yes I swept a couple off the front steps and found one concealed in the basket of potatoes that the grocer brought. I threw it out into the street and it exploded and killed two policemen and a street-car horse."

"Good thing you discovered it—it might have hurt some of the children. Anything else particular?"

"Nothing much. I found a lot of red flags and empty beer-bottles and pieces of gas pipe filled with dynamite down cellar. The policeman on this beat took them away. He says it must have been used as an Anarchists' headquarters."

"Probably. I heard some strange noises in the garret last night, and wouldn't be surprised if they had moved up there, too."

"I'll go up and look after dinner, then."

"I wish you would, my dear. I must go this afternoon and attend the funerals of Brown and Thompson, who were dynamited last night, or I would do it myself."—*Estelline (D. T.) Bell.*

An Edinburgh Presbyterian minister, on one occasion happening to visit a resident of his parish, asked what church he was in the habit of attending. The man answered that he had belonged to a certain congregation, but that he and others would not assent to certain views which were accepted by the majority, and they had, therefore, formed a secession. "Then you worship with those friends?" "Well, no; the fact is I found there were certain points on which I could not conform, so I seceded." "Oh, then I suppose you and your wife engage in devotion together at home?" "Well, not precisely. Our views are not quite in accord, so she worships in that corner of the room, and I in this."

POSTAL notes are now payable at any money-order office.

REPORT OF RAILROAD COMMISSIONERS.

OFFICE OF RAILROAD COMMISSION, JACKSON, MISS., January 1st, 1887.

To His Excellency, Robert Lowry, Governor of Mississippi:

Section 14 of the Act of the Legislature creating the Railroad Commission and prescribing its duties, approved March 11th, 1884, is as follows: "Be it further enacted, That the Commission shall make annual reports to the Governor on or before the first day of January in each year, for transmission to the Legislature, of their doings for the year ending 30th day of September next preceding, containing such facts as will disclose the actual working of the railway system in this State, and such suggestions as to the general railroad policy of the State as may seem to them appropriate." The present Commissioners were elected March 12th, 1886, and there report will therefore only cover the period from that date to the 30th of September, 1886.

Our predecessors, ex-Governor Stone and Messrs. McWillie and Augustus, were appointed in March, 1884, but during nearly the whole of their term of office, injunctions from both the Federal and State Courts prevented the enforcement of the principal features of the Railroad Supervision law.

Shortly after the election by the Legislature of the present Board, it organized March 17th, 1886, by the election of a chairman and clerk, and entered at once upon the work of putting the law into practical operation. We prepared and forwarded blanks for the quarterly report of each railroad company in the State for the first quarter of the year 1886, embracing January, February and March, which reports were made and are on file in our office. These were followed at the proper time by reports for the second and third quarters of the year, which covers the period for which this report is made. In addition to keeping a complete record of our proceedings in a minute book, we adopted the plan at the outset of promulgating by circulars such judgments and orders as it was important to make public. These records are always subject to inspection and examination, and we deem it unnecessary to embody them in the present report.

On the 8th day of July, 1886, the following freight rules and regulations were adopted:

FREIGHT RULES AND REGULATIONS ADOPTED BY THE RAILROAD COMMISSION OF THE STATE OF MISSISSIPPI, JULY 8TH, 1886.

Rule 1. The freight rates fixed by the Commission are maximum rates, which shall not be transcended by the railroads; they may, however, carry at less than the rates fixed; provided, that if they carry for less for one person, they shall for the like service carry for the same lessened rate for all persons, except as mentioned hereafter; and if they adopt less freight rates from one station, other than the rate fixed by the Commission, then they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when from any point in this State there are competing lines of transportation, then any Railroad, at such competing point, may make rates below the tariff fixed by the Commission, to meet such competition, without making a corresponding reduction along the line of the road.

Rule 2. Each railroad company shall make a printed table of distances between its respective stations, by name, which shall be posted conspicuously in the waiting room of its respective depots, near the schedules and tariffs of charges for the transportation of freight and passengers. And when any reduction of rates is made in accordance with the preceding rule, prompt notice shall be given to the Railroad Commission, and the reduced rates shall also be posted as above required.

Rule 3. There shall be no secret reduction of rates; and no rebate, bonus, drawback or other advantage, in any form, shall be given, either directly or indirectly, upon shipments made or service rendered to any person, not allowed to all others persons, (except as allowed by other rules and regulations established by the Commission), but the rates shall be uniform to all, and public.

Rule 4. None of the rules and regulations established by the Commission shall be so construed as to prevent any railroad company from transporting freight and persons free of charge, or at reduced rates, for any religious, charitable or benevolent purpose, or for any industrial exposition, fair or association of a public nature, or for transporting immigrants into this State, or persons prospecting with a view of locating or bringing immigrants into this State, or for pleasure excursions.

Rule 5. The rates specified for ores, sand, clay, rough stone, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood and coal, corn and other cereals, fruit and vegetables raised on line of road in this State, and shipped to market; and fertilizers, straw, shucks, hay, fodder, tanbark, turpentine, rosin, tar, household goods, and articles manufactured on or near the line of road in this State, and for material used in such manufacture, are maximum rates; but the roads are left free to reduce them at discretion; and all such rates are exempted from the operation of Rule 1.

Rule 6. The rates charged for freight service by regular passenger trains may be double that for first-class freight by ordinary freight trains, but the railroad companies are not compelled to transport by passenger trains such freight as is not proper to be carried by such trains.

Rule 7. Railroad companies doing business in this State shall issue freight receipts to parties paying freight charges; which shall state the class and rates of freight, and shall also contain an itemized statement showing charges on other roads respectively, and separately from its own, if any.

Rule 8. In the application of the prescribed tariff, a ton is 2000 pounds, a car-load is 20,000 pounds, and any excess over the car-load weight may be charged for at car-load rate, except where the classification for less than car-loads specifies a lower rate, and then such lower rate shall govern.

Rule 9. Any railroad company, chartered under the laws of this State, and operating therein, whose line extends beyond the limits of this State shall, as to freight shipped from points without the State to points within, or as to that which is carried from points within the State to points without, make no discrimination in charges on any part of its line against the shipper or consignee within this State, but the amount charged by any such railroad company for transportation of such freight over any part of its line within this State, shall bear the same proportion to the total amount charged as such part of the line does to the entire distance carried, and shall not exceed the maximum rates fixed by this Commission for such Railroad Company.

[NOTE—After the Supreme Court of the United States in the case of Wabash, St. Louis & Pacific Railway Company vs. People of State of Illinois held that as to the character of freight referred to in this rule, a State Commission had no authority to fix rates, we revoked this rule.—R. R. Commission.]

Rule 10. Five miles is fixed by the Commission as the limit for change of freight rates from ten to one hundred miles, and ten miles is fixed as the limit for change of freight rates from one hundred miles to two hundred and fifty miles, and twenty-five miles limit for change of freight rates from all distances above two hundred and fifty miles.

Rule 11. Connecting roads may prorate as they may agree on freight rates, where freight passes over more than one line; Provided, the total charge is within the maximum limit fixed by the Commission.

Rule 12. The law requires, "that any rail