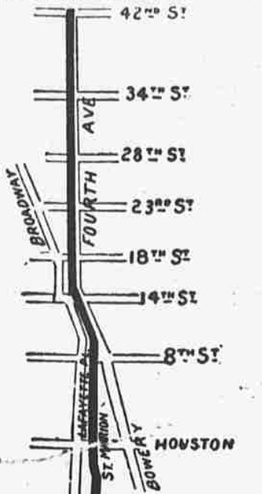
NEW RAPID TRANSIT.

LET THE LEGISLATURE REMOVE THE OBSTACLES TO IT.

Everything is at a Standstill Now—The Reason No New Plan Can Go Through—Exemption of Certain Streets in the Way—Review of the Plans Proposed.

The fact is that all plans for the extension of rapid transit in New York have been brought to a stop because nothing more can be done without some action by the Legislature. The situation was tersely expressed by Mayor Grant the other day. When asked about the prospect the Mayor said: "There are certain things which are essential to the adoption of any plan. It is proposed to put the requests for these things in form for presentation to the next Legislature, and then we shall get rapid transit if Mr. Platt will let us have it."

Excepting, of course, the powerful persons who have a pecuniary or political interest in opposing new plans of rapid transit, everybody in New York hoped that some practical relief would come out of the appointment last April by Mayor Grant of the Commission to lay out routes of rapid transit railways. The mere mention of such names as those of August Belmont, William Steinway, Orlando B. Potter, John H. Starin, and Woodbury Langdon was sufficient to guarantee intelligent and faithful work on the part of the Commission, and after the allotted sixty days they made a report to the Mayor. It is true that they recommended a route through the centre of the city, but they came to the conclusion that without further legislation it is not possible to build a new line above Forty-second street. After consulting seven eminent lawyers the Commission found that four of them were of the opinion that the act of 1882 repealed the previously existing restriction by which no new route could be built across Forty-second street or along Fourth avenue. But three other equally eminent lawyers were of the opinion that the exemptions of the streets named is yet in force. While the Commission came to the conclusion that the intent of the Legislature was to authorize the crossing of these exempted streets and the structures of other lines of existing railways, it was at the same time deemed advisable before attempting to go on with the construction of any new plan to plainly amend the law, so that there may be no room for discussion of the question. It may be taken therefore as an established fact that no new plan of rapid transit can be carried out without further action by the Legislature. This means, of course, a pitched battle with existing corporate interests that could hardly be expected to admit a rival to a share in the profits of passenger transportation without a hard fight to prevent it.



THE SELECTED ROUTE.

Mr. Steinway's Commission made another thing very plainly visible, which was, that without some change in the law of 1875, by which powers are conferred upon such commissions, it would be impossible to complete any scheme of rapid transit. Sixty days were allowed to them to determine the route and thirty days to provide construction plans. By dint of hard work they succeeded in the selection within sixty days of one route, through the centre of the city as far as Forty-second street. But for the second and more important part of the work assigned to them, which was the construction plans and the establishment of a company to build the proposed road, they came to the conclusion that thirty days was not enough. They were required to devise a system of through transit and to organize the company to build it. They came to the conclusion not only that it is impossible under existing exemption to locate a satisfactory route on the west side, but also that it is much more feasible to obtain capital to construct routes that may be laid out from time to time without waiting for the completion of a comprehensive scheme to cover the whole city. They want the law amended in this respect. This was, in fact, the rock on which the great cable scheme split. The Cable Commissioners never got so far as the full constructive plans.

It is obvious, therefore, that there must be a good deal of legislation and a good deal of delay before there can be any further progress in rapid transit plans. It appears to be most probable that Mayor Grant will soon reappoint the late Commission, consisting of Messrs. Steinway, Belmont, Potter, Starin, and Langdon; that they will take up the subject where they left off when they made their report last April; that they will prepare construction plans ready for the establishment of a company and the building of the road as far as Forty-second street, and that they will make recommendations to the Legislature for the removal of existing restrictions and thus attempt to carry out the plan which they have begun. The plan which they recommended was this:

"This line would start from the City Hall, thence through Centre street to Reade street, thence diagonally across lots to Duane street, to the intersection of the old line of the centre line of Elm street to Marion street to its northerly end, thence through lots and across Jersey, Houston, Bleecker, Bond, and Great Jones streets, in a direct line to Lafayette place, thence through Lafayette place to Astor place, diagonally across Astor place and Eighth street to Fourth avenue, thence through Fourth avenue and Park avenue to Forty-second street, cutting off the northwesterly corner of Fourth avenue and Eighth street, measuring twenty-six feet on the line of Astor place and Fifty-two feet on the line of Fourth avenue; then up Fourth avenue to Forty-second street.

"Our investigations have demonstrated that the road can be built either under or above ground, or both.

"In attempting to locate a continuance of this route to the Harlem River, we determined that its natural course would be for a great portion of the distance either over, under, or through Fourth avenue above Forty-second street.

"While that avenue is already occupied by the tracks of the New York Central, Harlem, and New York, New Haven and Hartford Railroads, it will be remembered that the cut was made at a large expenditure on the part of the city, one-half of the total expense having been paid by the city. Additional tracks, sufficient to continue the route that we have been able to locate, could be laid in that avenue without interference with the present railway and with slightly less injury to the property fronting on the same, whatever the nature of the structures, than in any adjacent avenue. Unless Fourth avenue is selected, the route will necessarily go up either Madison or Lexington avenue."

The question of the selection of a route below the City Hall and above Forty-second street was left open by the Commissioners. They suggested that the route from the City Hall could be continued to the Battery should the Legislature remove the exemptions now existing with reference to various down-town streets, as for the extension above the Harlem, the Commissioners suggested one branch through the annexed district, and a westerly line from the terminus at Fourth avenue to the Kingsbridge road on Eleventh avenue, and thence northerly to the city line at or near Yonkers. It is this plan of Mr. Steinway's Commission which is in fact the only one now under consideration in an official way, and the only one that is making any actual progress. It remains to be seen whether it shall be permitted to go on, or whether the opposition of parties who have got possession of valuable street franchises shall be permitted to defeat it.

It is curious to note how closely the plan chosen by Mr. Steinway's Commission resembles the plan proposed by Mayor Hewitt in his message to the Common Council two years ago. The Mayor's plan came to grief in the Legislature owing to a very active opposition. Mayor Hewitt had the temerity to propose that the New York Central Railroad, being already in possession of the only available route for a rapid transit through the middle of the city, should take charge of the operation of his plan. While this would at once dispose of the most formidable opponent, it was regarded by many as an ineffectual objection.

It is an open secret that Mayor Hewitt's plan was defeated because he would not promise to appoint certain Republican politicians to be Commissioners. The present outlook is that the plan proposed by Mayor Grant's Commission must pass through the same ordeal; that the same inexorable party spirit that refused to locate the World's Fair in New York unless it could be made the tool of Republican politicians of the machine stripe will continue to put obstacles in the way of rapid transit.

Mr. William Steinway, during his three months' absence abroad, has not forgotten the subject to which he gave so much of his valuable time just before his departure. He has recently sent to Mayor Grant a full illustrated description of the great viaduct railway that crosses the city of Berlin from east to west, and affords a perfect rapid transit at a cheap rate of fare.

Meanwhile the great population of New York city is subject to constant annoyance and loss by the inadequate facilities of transit afforded by the present elevated railways. The city has been cut up and gridironed by various lines, working without cohesion, and seeking only to make money out of the public. The metropolis is throttled at Albany, and must await relief until it pleases Mr. Platt, or until the fair apportionment of the population causes the Legislature fairly to represent the people.

It is true that some little relief is expected from the new cable railways in Third avenue and Ninth avenue, but those lines give little accommodation to the through traffic, which constantly extends beyond the Harlem River. Great tracts of land in the upper part of the city are unoccupied because of the impossibility of reaching them in comfort.

THE SUN has advocated a plan which would double the accommodations for passengers on existing lines by adding another story to the present elevated structures, thus giving clear tracks for through trains. This would involve the necessity of greatly strengthening the present structures, or perhaps rebuilding them, but there is every indication that the natural increase of travel would pay a fair return on the requisite capital to be invested. But the companies now in possession of the only available routes of through transit do not seem disposed to move in that direction. They find great profit in crowding the cars and subjecting the public to inconvenience. The crowds have now come to be great at all hours of the day in both directions. The ordinary traffic of passengers going to business down town in the morning and returning in the evening already taxes the capacity of all the roads. Then the great pleasure resorts in the upper part of the city, the gardens, the ball grounds, and the parks call out many thousands of passengers, so that it is a very common thing for many to stand while all the seats are filled. The immense number of new dwellings constantly erected in the upper part of the city keeps swelling the number of the victims until the outcry of an outraged public is already a very loud and emphatic one. People who would prefer to live in the city are driven to the suburbs of New Jersey and Long Island, and pay taxes there while enjoying the protection of the city government in their business. All these points must be pressed upon the Legislature at its coming session in order to procure the much needed relief. There can be no doubt that with the prospect of rivals in business existing lines would be spurred to the granting of further public accommodation.

OYSTERS GRADED UP.

An Expert Tells What Sorts Are the Best This Season.

"Of the different kinds of oysters that are beginning to tickle the palates of New Yorkers this fall the Shrewsburys are undoubtedly the best," said Shell Fish Commissioner E. G. Blackford yesterday. "By that I mean the ordinary oysters, not fancy brands. Shrewsbury oysters are so peculiar in color that any one who calls for them in a restaurant need not be deceived by having another kind served to him. They have a distinctly reddish color because of the color of the New Jersey soil at the bottom of the river. Shrewsburys are always best at the opening of the oyster season, and they remain in good condition until Feb. 1. The supply in this market is very large. Probably 10 per cent. of all our oysters come from the Shrewsbury River.

"Next to the Shrewsburys in importance this year are Rockaway oysters. Last year Rockaways were very poor in quality and scarce, but this year they are unusually plump and plentiful. Why this change should have taken place science has yet to inform us. Oysters are sensitive to changes in temperature, tides, and currents, and they are especially susceptible in the matter of regular rations. Their food consists chiefly of diatomes, little organisms so minute that they can be seen only through a microscope of high power. They are long and narrow like a tube, and are encased with silica and are capable of moving themselves. That's about all that is known of them. The oyster lies on his bed with his mouth open, and as the diatomes are wafted through the opening they get tangled in the oyster's beard, which it keeps waving for that purpose. Most likely in an "off year" on any oyster bed the currents do not bring diatomes. The fresher the water the more diatomes.

"In the oyster trade it is customary to call any small oyster a Blue Point. Genuine Blue Points, however, are about 5 per cent. of those sold by that name. They are brought from the Great South Bay, and they take their name from a point of land running into the bay near Patchogue. Real Blue Points are not always small. They vary from the small size usually served on the half shell to frying size. They are sweet and fat this year.

"The largest source of supply of oysters not only for this town, but for all our inland cities, is Prince's Bay, where acres upon acres of land under water are staked out for leases to oyster farmers and surveyed as accurately as lots on Broadway. The boundary lines are marked by stakes, and if a pirate should pull up a stake and plant it a few inches to right or left to increase his own holding it would be discovered at once by his neighbors. Prince's Bay oysters are known to the trade as 'Sounds.' Thousands of bushels are gathered and taken to the foot of West Tenth street, where they are opened and packed in wooden kegs or tin cans and shipped to the country. Sounds are in excellent condition—never better. No oysters are brought from Chesapeake Bay until cold weather because they will not stand transportation. We get here a good many oysters from the Maurice River in southern New Jersey. They are plump this year, but they are very fresh, and lack flavor.

"On the northern hill of Long Island, in Cow Bay, Oyster Bay, and Huntington Bay, oysters are not in so good condition as their cousins on the Great South Bay, but in two or three weeks, the indications are, they will be able to compete.

"Probably the choicest flavored oysters in the world," added Mr. Blackford, "are to be found in a little mill pond in Connecticut, on the north shore of Long Island Sound, between Westport and New Canaan. I got some the other day and took them home and broiled them, and my wife and I agreed we had never eaten oysters before. The oysters have for some time been bought by caterers in a few of the finest restaurants in town, and are never seen in open market. They probably never will be seen there. They have been sold for three times the prices other oysters bring. It is called the Compo Mill Pond. The outlet is about twenty-five feet from the Sound, and is closed by gates so that as the tides rise and fall the experienced oyster cultivator is enabled to regulate to a nicety the supply of salt water he wishes to mingle with the fresh water of the pond. The cultivator has studied the pond for several years and knows exactly how to raise ideal oysters. Last year a Chicago restaurant proprietor, hearing of the Compo oysters, contracted for the entire yield at $32 a barrel. So Chicago got them last year, but this year I have taken my first plunge as an oyster grower, and have leased the pond myself. The oysters won't go to Chicago this year. They will stay to supply the New York palates.

"Massachusetts Bay oysters are considered by many a very choice morsel, but we have received none in New York yet."

Why They Are Called Alligator Pears.

From the Florida Times-Union.

Did you ever see an alligator pear? If not, take a look at the first uncouth object on a fruit stand and you will strike it dead sure.

They weigh about a pound apiece, and when ripe are as green as the man who thinks Swipling can be elected to Congress, and which are about the color of a second-hand mahogany bedstead with plenty of varnish sprinkled over it.

They derive their name from the fact that alligators are very fond of them and get a plentiful supply by standing on their heads and knocking the fruit off the limbs of the tree with their tails.

CANADA'S NEW EXPLORER.

MR. OGILVIE'S CANOE JOURNEY UP THE GREAT MACKENZIE.

The Interesting Things He Saw—Great Extent of Navigable Waters—Significance of Some of the Names On the River—Prospects for Immigrants.

THE SUN printed some days ago an account of the journey of Mr. William Ogilvie in the Yukon and Mackenzie River basins, occupying nearly two years, during most of which time he had no tidings whatever from civilization. Our story followed him from Chilkoot Inlet, north of Sitka, down the Lewes headwaters of the Yukon, then down the Yukon to the boundary line, and up the northeastern tributaries of that river and across the watershed to the Mackenzie, near the point where the delta carries its enormous mass of water to the Arctic Ocean. It remains to give some account of his long canoe voyage up the Mackenzie River. The information he furnishes is of especial interest, because there has been a great death of scientific observers in this great river basin.

It is 101 years since Sir Alexander Mackenzie floated down the river, and it is surprising that we have had till now so little exact knowledge of it. The 200 or more white men who live at the posts along this river are not scientific observers, and have given us very little detailed information. One of them, however, Abbé Pelitot, a French Catholic missionary, has written well on the topic, and has travelled extensively in the basin. Though the Hudson Bay Company has a steamer running for many hundreds of miles on the river, the white pioneers have not yet ascertained to what extent the river is navigable, and Ogilvie, who skirted the shores on his ascent, depended for his statistics of river depths upon the soundings made by Mackenzie himself.

The Mackenzie is the second greatest river basin on this continent. From the point where Ogilvie started up the river at the head of the delta very few tributaries are met for a long distance. There are no islands or sand bars for eighty miles and on the expanse from one to three miles wide. Ogilvie's vision was often bounded north and south by a water horizon. When he reached tributaries he did all he could to get information about these lesser streams, sometimes under much difficulty, and with inadequate success. At the Hare Indian River, for instance, he found an old Indian who had several times been up to its headwaters, and the explorer hoped to get from him some useful information; but unfortunately the old fellow saw him taking an observation by daylight, and learned that the white man could see the stars at that time. He thereupon said that he would have nothing to do with such a man, for if he could see stars by daylight he could just as easily see the river for its whole length.

Scattered along the river, a hundred miles or greater distances apart, are the posts of the Hudson Bay Company. They are called forts, although they very little resemble fortifications. Here are the rude buildings and storehouses of the company's agents, the homes of the missionaries, most of them French Roman Catholics, and the wooden huts of the Indians. These posts have met with serious reverses at times. Fort Good Hope, which is seen on every map, was swept by a flood in 1836, and now stands 120 miles further up the river. The people at Fort Norman had a remarkable experience. One night the occupants of the post found the water in the river falling very rapidly. They could not understand it, but retired to sleep thinking there was no danger. Early next morning, however, they were aroused to find the water running over the floors of their houses, and they barely escaped by means of boats, leaving all their cattle and other property. It was discovered later that there had been an immense landslide, which completely dammed the waters of the south branch of the Liard River. It was not long before the obstruction gave way, and the pent-up waters behind it rushed down and overwhelmed Fort Norman. Then the fort was removed twenty-three miles below its former site.

Three years ago a whale made its way for hundreds of miles up the river to the neighborhood of Fort Good Hope and remained there for a whole season. The Indians, who had never heard of such a remarkable animal, were at first greatly alarmed, but they soon became accustomed to seeing it. The whale apparently had no intention of returning to the sea, but was often seen blowing before the river froze over. Its inability to escape from the ice proved its death, and next spring its body was found near Fort Good Hope, and was used by the Indians for dog food. This incident is of interest, because it shows that at least one of the channels of the Mackenzie delta is six feet deep, as the whale could not navigate in shallower water. Little is known of the delta channels, but they are said to be very shallow. The head of this whale, however, shows that at least one of the channels can be navigated by small steamboats.

Some of the names we see upon the larger maps of the Mackenzie Basin suggest interesting facts. Just above Fort Good Hope is a stretch of water marked on the maps as the Ramparts. Here for several miles all the water of the river is confined in a cañon about a half mile wide. Mackenzie found here a depth of 300 feet, the deepest soundings taken anywhere on the river. As he entered the Ramparts the Indians told him there were rapids below which would swallow him and his party, and even if he escaped the rapids there were monsters just below them who would devour the entire expedition. These bad spirits were said to inhabit two islands just below the cañon. Mackenzie failed to find the rapids or the bad spirits, but the islands were there, and they accordingly bear the names of Upper and Lower Manitou, the Indian name for spirit.

A little above Fort Good Hope is Beaver River, which takes its name from the large number of beavers found there before game and fur animals had been so greatly depleted. There is now little to suggest the prolific animal life that formerly swam its waters, save the name it bears.

Another stretch of the river is indicated on the latest maps as "The Line." It derives its name from the fact that the current is very rapid here, and all boatmen find it more expeditious to land and haul their boats by line, rather than depend upon their paddles.

The Mackenzie is one of the great rivers, like the Congo, which does not bear the same name from the sources of its main head waters to the sea. The only part of the river to which the name is applied is north of Great Slave Lake, though nearly half its basin and its largest sources are south of that point. Between Great Slave River and Lake Athabasca the river is called Great Slave River, and here, at Fort Smith, is the head of navigation for the steamer which courses on the Lower Mackenzie, travelling 1,278 miles to Fort McPherson, near the delta. There are at least 500 miles of navigation along the shores of Great Slave Lake, to which may be added 240 miles on the Liard, sixty miles on the Peel, and long distances on the Athabasca and Peace rivers, making a grand total of about 3,400 miles of navigable waters in the Mackenzie Basin, interrupted only for eighteen miles at two points, one a rapid two miles long on the Peace River, and the other a sixteen-mile series of rapids on Great Slave River. It is very likely that further acquaintance with the tributary streams of the Mackenzie will increase its vast length of navigable waters. The above figures make no account of the delta, of whose navigability very little is known.

The amount of timber found even above the Arctic circle is quite surprising. The buildings there are built of timber found in the region. In the early part of his journey Ogilvie found on the Lewes branch of the Yukon timber large enough for commercial and manufacturing purposes. The timber of the lower Mackenzie is also chiefly confined to the valley. He found fine material for lumber on some of the islands, but it is not until the region above Fort Wrigley is reached that much timber grows that would make fairly good lumber. The spruce, poplar, and other woods, however, are in sufficient abundance to supply the needs of the sparse population.

During his travels in the Yukon Basin, Ogilvie thought that about all the country would be useless for other purposes than mining and for hunting. He formed a very different opinion of a large part of the Mackenzie Basin. The soil, as seen from the river, he found to be generally good. At quite a number of the stations vegetable gardens are cultivated, and they seem to possess all the essentials for the successful raising of most cereals and garden stuff. Along the river from Athabasca Lake to the Arctic Ocean he saw an area, embracing about 60,000 square miles, fairly well wooded and with considerable agricultural capabilities. The possibility of raising food so far north is partly explained by the fact of the long duration of sunlight during the brief summer. There is actually no darkness during this period, and, of course, in more southern latitudes there are not nearly so many hours of sunshine as in this region, which does not show the same degree of Arctic or sub-Arctic rigor as some other regions no further north.

It need not be thought, however, that a large part of the Mackenzie Basin offers any tempting inducements to immigrants. Pioneers will find in other parts of the world more desirable places to make their homes for many years before attention will be directed to the Mackenzie. There is reason to believe that the report of the Canadian Senate Commission two years ago of the great future in store for this river basin, which in time, they said, would team with an industrious population, is a rather highly colored picture. The upper part of the basin, however, with its splendid rivers, such as the Athabasca and the Peace, in the opinion of Mr. Ogilvie, offers conditions analogous to those of Russian Siberia, where hundreds of thousands of people find comfortable homes. It is his opinion that this part of the Mackenzie Basin will in the end be utilized for settlement, and that at least two millions of people may find there resources sufficient for a livelihood.

There are about 250 whites and 6,000 natives scattered along the great river. A large food resource is the fish that are very numerous in the Mackenzie. The Hudson Bay Company in the fall of 1888 caught 32,000 fish for the use of the post; the Roman Catholic mission, 12,000, and the rest of the population at least 30,000 more. Most of these were caught in three weeks, which shows a very active fish industry. The furs, in which this region has greatly abounded, are becoming so scarce as to excite alarm. The fact is that the Indians and some other hunters kill without the slightest discrimination, even young fur animals, whose pelts are worthless, falling victims. Some means, Mr. Ogilvie thinks, should be taken to protect the fur industry. For a large part of the present slaughter there is no excuse. The explorer believes the country should be divided among the companies that are now competing so recklessly, in districts large enough, and for periods long enough, to make it an object for them to protect the fur from extermination. If this were done and the animals were protected during the breeding season, an increase in the number of fur animals would soon be seen.

The geographical results of Mr. Ogilvie's work are very valuable, for the reason that his corrections of the maps will enhance the reliability of the cartography of much of this country. The explorer has mapped some new streams, corrected the courses of other rivers, determined the latitude and longitude of various posts and the more important places he visited, traced the course of Rocky Mountain ranges, and provided a great deal of other material, which can best be appreciated by the working map makers, who often toil for weeks and months over a single sheet, and then feel dissatisfied because they distrust the information they have used. Mr. Ogilvie is known to be a trustworthy observer, and the working out of his observations shows that they were made with great care. The result is that a large mass of information he furnished can now safely be used for cartographic and other purposes. Some regions he visited, chiefly near the watershed between the Yukon and Mackenzie rivers, have never been visited before by a white man. His map of these regions is therefore of the greatest importance, and in all respects he has made an important contribution to our knowledge of these two great river basins.

DETECTING COUNTERFEIT MONEY.

Methods of Bank Tellers—It is Easier Now Than It Used To Be.

To the casual observer it is always a wonder that cashiers, bank tellers, and others who handle large amounts of paper money are able at a glance to throw out a bad note. Speaking on this topic an old bank teller said: "It must be remembered that in the first place the men who handle money as a business are compelled to have a very thorough familiarity with the appearance of every genuine note. Counterfeits do not appear until after the genuine has been some time in use, and every part of it is well known. It is not so wonderful, then, that after this daily familiarity with the appearance of a note the first deviation from it should attract attention. Exactly what it is that does expose the counterfeit the best experts find it difficult to tell. They say they know it instinctively. They judge not only by the looks of a note, but by the feel of it.

"It is obvious that a counterfeit note must be widely circulated to make it profitable. No sooner does a counterfeit appear than its description is widely published. Those who are likely to suffer by taking counterfeit notes make it their business to be on the lookout for new counterfeits, which are soon distinguishable by some easily discovered mark. A teller knows just what denomination of notes has been counterfeited, and just where to look for the tell-tale marks. He notices the counterfeit as easily as a reader notes a misspelled word. It is no particular effort. It is habit, and becomes a second nature.

"One and the main reason why counterfeits are easily detected is because in some feature they are almost uniformly of inferior quality. This is, indeed, the main protection of the public. Genuine notes are engraved and printed almost regardless of cost, and the very best materials are used in the engraving and printing. It is done in large establishments with costly materials and the best workmen. It is practically impossible for counterfeiters to do work as well. They must work in secret and at a disadvantage, and of necessity cannot have the experience to produce such perfect work. If they get the engraving done nicely they fail in the printing; or, if they get the engraving and printing done well, they fail in securing the proper paper. Of late years there has been a good deal of care taken to get paper manufactured expressly for the notes issued by the Government. The national bank notes are also issued by the Government, so that the sources of supply for exactly that kind of paper are controlled.

"Before the war it was much more difficult than it is now to detect bad money. There were then many kinds of bad money. There were wildcat banks whose notes were of no value of the same name as good banks, and the wildcat notes were of the same form as the good notes. Then there were many altered notes from lower to higher denominations. The use of greenbacks, or any backs at all, was rare, so that the counterfeiter had but one side of a note to counterfeit. Of late years the paper is covered front and back with the figures of the denomination, so that alteration from a lower to a higher denomination is rare. Before the war by actual computation four-fifths of the bank note issues were counterfeited. There were in circulation in 1860 actually 5,000 different kinds of bad money, and it was estimated that about $60,000,000 of it was afloat.

"When the necessities of the war led to the Government issue of paper money all these old banks went out of existence, and the old counterfeits went out with them. It was a great boon to the business community to have the old stuff wiped out and the new, clean currency put into circulation that was current all over the Union. It was some years before successful counterfeits appeared. The first issue of the national bank notes of the denomination of $5 was practically not counterfeited for fifteen years. Even taking all the denominations of national bank money and all the varieties of money issued by the Government, the number of these varieties is trifling compared with the immense number of banks before the war, whose notes were all different.

"It is true we have more banks now, but it must be remembered that the notes of each denomination issued by all the national banks, or for them, are all alike, except the titles. The changes have been few and many years apart. When there has been a change in appearance of the first notes of the denomination of $5 issued to the national banks it was some years before he saw a counterfeit, and, of course, he detected the counterfeit almost by instinct.

"There is little protection for the poor and the ignorant from counterfeit money. They do not rely so much upon their own skill as upon keeping track of the sources from which they receive money. They know from whom they receive a bank note, and if it turns out bad they take it back and get it redeemed. In some degree this protection exists among financial institutions which keep trace of the sources of their receipts.

"When it is considered how many millions of dollars of the same sort are issued by the Government, it is wonderful that the genuine plates are not oftener used for the purpose of printing unauthorized issues. Of course, it is pretended that the safeguards of the Bureau of Engraving and Printing are so great that no such work could be done. But there is a well-authenticated case where the printer actually did print from the genuine plates without discovery while being watched by a bank officer. Some years ago there was a famous suit, in which the Government financial agents in New York claimed to have rendered a certain issue which proved to be unauthorized, and the expert were very much in conflict as to whether the issue was actually counterfeit or printed from Government plates. It was finally decided by a jury that the issue was counterfeit, although some reputable experts swore that it was printed from the Government plates.

"When you look at it a moment it is not nearly so wonderful that a teller should detect a bad note as that a proof reader should detect bad spellings. It is only another instance of the work of the trained eye. The expert mechanic sees things at a glance that an ordinary observer would not notice. This is particularly true of all kinds of artistic work. The artist sees the defect and can hardly describe it in words, although he may be able to correct it. Some years ago there used to be men travelling about the country teaching the art of detecting counterfeit money. But anybody who knew how to put them to the test could often show that a tyro boasted skill was of little value compared with that of the shrewd bank teller in the habit of handling large amounts of money, who could not tell why he threw out the bad note, but yet could throw it out with almost unfailing accuracy."

None of That for Him.

From the Chicago Tribune.

"Your father refuses his consent to our union."

"He does, Harold."

"Nothing seems to be left for us then, except an elopement! Do you think, Myrtle," said the young man, swallowing a sob, "that you could leave this luxurious home, forfeit all the enjoyments of wealth, banish yourself forever from your parents' hearts, and go to the West with a poor young man to enter a home of life-long poverty?"

"I think I could, Harold."

"Then you are not the practical girl I have always taken you to be," said Harold, with deep dejection, as he rose up wearily and reached for his hat.

DAMON AND PYTHIAS.

AN EVENTFUL SEQUEL TO THE STORY OF DICK THE SQUIRREL.

Hamlet the Cat and Tim the Dog—Interesting Evidences of the Strong and Unalterable Love Between Them.

With the death of Dick the Squirrel, our kitten became another creature. From the time that he could go alone he had been a robustious fellow, seeking vent for his superabounding vitality in all sorts of rude pranks with Dick and his little brother and sister; and so much was he like the street gamins of New York, who have been so admirably pictured by John G. Brown, that we had christened him "Rip," as the only name we could think of that was at all descriptive of his thoughtless, rollicking character.

But now a decided change came over the young fellow. For a few days after Dick's death he went about the house exploring every room and peering into every closet in search of his lost companion, and not finding him he would come to his mistress, and looking up in her face or bounding upon her lap would utter a series of pleading mews that seemed to say: "I have lost Dick; can't you tell me where to find him?" Soon, too, his former hilarious mood changed to one thoughtful and sedate, and his elastic step to a measured stride so much resembling that of Edwin Adams in "Hamlet" that we rechristened him with the name of that character.

It was all of a fortnight before he gave up his search for the unfortunate squirrel, but he no sooner did and appeared to realize that, excepting myself, he was the only male in the household, than he took all the female members under his protection. Especially was this true of my wife, whom he never allowed to receive a visitor unless he was present, or permitted to walk abroad for even short distances without he went along to guard her from any possible molestation. And the air of authority he uniformly wore spoke him a true son of his mother, who was of the cat blood royal. This air he assumed with all, high and low, citizen and rustic, excepting only the butcher. That gentleman came to the house three times a week, and he never came without bringing a special tidbit for Hamlet's dinner. The kitten would await him at the kitchen door, and when the coveted brown paper parcel was laid at his feet, he would reach out his paw for the butcher to take, as if he had been a prince giving his hand to a courtier. Time and again I asked the butcher to take pay for the meat, but he uniformly refused, saying it was worth a dollar a sight to look at that kitten, and at least five dollars to see him shake hands in that lordly fashion; and, if I would allow it, he would bring his little girls to see him. The little girls came, and the condescending familiarity with which Hamlet received and entertained them won forever the heart of that butcher. "I tell you, sir," he said to me at parting, "that cat has the manners of a king, and I think he knows about as much as any king in Christendom."

Hamlet was then about four months old, and not far from that time a stranger rode up up to our door one morning, saying that he desired to see me for a few moments. My wife told him that I was engaged, and saw no visitors till after 3 o'clock in the day, but if he had any business with me perhaps she could transact it. Then the stranger explained that he had heard that our house was a paradise for dumb animals, and that he had a magnificent pup which he wanted to find a home for. The pup was about four weeks old, a cross between a shepherd and a collie, and of fine pedigree—so fine that no consideration would induce him to part with the animal if he was not about to leave the country. The answer to this was that our house was no place for four-footed creatures, and might buy the little fellow if the gentleman brought him to the house some early afternoon.

On the following day, as my wife and I were returning with Hamlet from our customary after-dinner stroll to the lake, we were met midway down the path by the stranger bearing in his arms a diminutive lump of blackness. As we approached he set the lump upon the ground, and instantly it showed itself possessed of life and motion by bounding toward us as fast as its little legs could carry it. Hamlet was leading the van, and he halted in mute astonishment as he caught sight of the animated piece of charcoal, all black and shining except its four feet, the tip of its nose, and a white tuft on the end of its tail, which it held high aloft, a flag of truce in token of amity. But he gave Hamlet no time to decide whether his approach was friendly or otherwise, for in a moment he was upon him, bearing him to the ground by the mere impulse of his downhill momentum. However, Hamlet was on his feet in an instant, head and tail erect, and I felt sure that unless I quickly interposed there would be a speedy end to that pup of long pedigree—for such an outrageous breach of etiquette, such a rolling over of his ancestral dignity in a strawberry patch, I felt well sure would be tolerated by a kitten having in his veins all the spirit of his queenly mother. But I was mistaken. Hamlet merely put his paw upon the little fellow's neck, and pinned him to the ground for a moment long enough to see that his disposition was friendly—then he let him up, and waited his further movements. He didn't have to wait long, for in about half a second the pup was all over him, and the two were rolling over each other promiscuously. This lasted until Hamlet had had enough of what expended, and then the kitten applied his nose fondly to that of the pup, and after this sign of friendliness he proceeded to bathe him from head to foot after the manner of cats, an operation rendered desirable in consequence of his much rolling over among the strawberry vines.

The doubts I had of these two members of opposite species living amicably together being thus dissipated, I acquired legal possession of the pup and then took him to our domicile, where, after some consideration, we named him Timothy—in short, Tim—because we saw in him some characteristics of a friend who had himself been christened Timothy, after the young man in the Epistles who had learned the Scriptures at his mother's knee.

From that moment these two were linked together in a friendship like to that of Damon and Pythias, though, to be entirely frank, I must add that the cat, who played the part of Damon, added to it the rôle of Dionysius, and acted it to perfection. He tyrannized over Tim outrageously, but Tim, though a pup of spirit, never resisted, never so much as uttered the whine of complaint so characteristic of puppies. The secret of which was that Hamlet ruled him by the law of love, just as a wise wife rules a kindly husband, and this relation has subsisted for nearly a year and a half, with never so much as a single cloud, or even momentary shadow, coming between them, though now the pup is many times the size of the kitten, and could annihilate him with a single stroke of his paw.

That night the two slept on the hearthrug with their paws joined together, and this continued to be their attitude during sleep till the sultry August nights rendered such close contact not altogether comfortable. In the daytime they were continually with each other, the kitten taking such delight in the care of the pup that we were relieved from giving him any considerable attention. And how much of a relief this was will be understood by all who know that the proper rearing and training of a young dog requires far more attention than that of the human infant. The pup has all the infant's bubbling exuberance of spirit without the restraint of the higher degree of reason, and the hereditary influence which comes to the infant from an intelligent ancestry.

This exuberance of spirit was especially marked in Tim, for with the high blood of his ancestors he had a superabundance of animal spirits that led him continually into scrapes. His excessive sociability induced him to make friends with every dog he met and every dog that passed along on the street would be upon them with profuse expressions of fondness, and sometimes his effusive demonstrations would be met with decided hostility. Some surly cur—no doubt made surly by harsh treatment—would not relish a love-pat from an angry snarl; but the snarl would be no more than half uttered before Hamlet would be upon him and the cur in rapid retreat. And the size of the dog that assailed Tim was of no consideration whatever to Hamlet. One day, when Tim was about ten weeks old, he was pounced upon by a huge mastiff—nearly as large and ferocious as a tiger—while Hamlet was lying apparently asleep upon the horseblock. The cat was about 200 feet away, and I somewhat further, but before I could reach the scene of the conflict the dog was racing down the road, howling piteously, by one blow of his great paw he might have crushed the life out of the kitten, but flying across that 200 feet, and darting quickly at the dog's head the kitten had fastened his claws in his eyes and left him sightless in one orb forever. The instinct of a cat leads it to attack a dog's eyes, and a plucky cat will overcome the most ferocious and powerful dog if it can once sink its claws in his eyeballs.

It was about this time that Tim came near being killed by a run over. He had a bad propensity to get before a horse's feet while the animal was in motion and amuse himself by barking at him. We had tried to break him of the habit, but thus far with only partial success, when one day a horse trod on his foot and the wagon wheel went over a part of his body. The rustics in the wagon passed heartlessly on, while I took Tim up in my arms, and, bearing him to the house, soon discovered that, though his foot was considerably hurt, his leg was not broken, and from the print of the wheel on his coat I could see that he had missed his vitals.

My wife then took him in charge, bathed his foot with arnica, bandaged it, and then made him a bed beside her own, so as to be aware of his slightest movement. Thus she watched him for several days, until the little fellow was altogether free from pain and able to hobble about the house. All this while Hamlet rarely left Tim. He stayed with him by day and slept with him at night, and when the bandage had been removed I often came upon him bathing the bruised foot, as if he thought his saliva better than any human curative—as no doubt it was. After that Tim never got before a horse in motion.

Tim is of a very affectionate disposition, and, unlike Hamlet, very fond of being petted. During his invalidism I suppose that he received a good many caresses from his mistress, which were not so freely bestowed when the was no longer an object of pity. Missing these, he would come to her when entirely well, limping on three legs, and holding up his paw as if in pain until he received the desired endearment. And this habit he has continued until now, when he has arrived at the full stature of dogdom, and of this we have recently had some amusing instances. A lady friend made us a visit a short time ago, bringing her infant child. Of course the little fellow became at once the pet of the household, and received any amount of caressing. Tim never interfered when the infant was in the arms of others, but whenever his mistress took him upon her lap Tim hobbled to her on three legs, held up his once wounded paw, whined pitifully, and would not be appeased until she had set down the baby and given him the usual endearments.

We give our animals enough to eat, but we require them to be punctual at meals, and if from having roamed too long in the woods they come in too late for the family dinner, they have to get what they can from the servant in the kitchen. But they are never allowed to help themselves, and have been trained to not touch the daintiest morsel if it lies directly before them until they have permission. I never knew them to overstep this rule but once. Then, having been off on a tramp, they came in late for their dinner, when the servants had gone off to a picnic, and my wife to a row on the lake. They soon discovered that I was alone in the house, and at once came to me indicating very plainly that they wanted their dinners. I went with them to the kitchen and ransacked it thoroughly, but not a thing could I find that they were accustomed to eat. Saying to them that they must await the return of Bridget, I set out to go back to my room, but first went to the spring for a glass of water. As I returned through the house I had to pass the door of the storeroom, which was partly open, and there I saw Hamlet on the upper shelf of a cupboard, dropping pieces of meat from a plate he had found down to Tim, who was on the floor below. He showed no sense of doing wrong when he saw me, evidently thinking that the food was intended for them, as, indeed, it had been.

Speaking of a sense of guilt, reminds me of a trait I have seen in Tim and have never observed in any other four-footed creature. He is a well-intentioned dog, and generally an obedient one, but sometimes his propensities do get the better of his good impulses and the instruction that has been given him. On such occasions, to impress the offence on his mind, we punish him. But we never resort to blows, for blows break the spirit of an animal and are no more effectual for reformation than gentler modes of punishment. Our custom with Tim ever since he has been a pup has been to send him under the dining-room table, and require him to remain there