WHAT THE RAILROADS ARE DOING FOR THE SOUTH.

The Land and Industrial Agency System Devised by Samuel Spencer.

The magnificent union station at Washington, which will soon be one of the great monumental buildings of that splendid city, has been called the vestibule of our national capital. It might also be called the gateway of the South. That is, for us of the North. On the other hand, for the South it will be the gateway of the North. The South, to be sure, has many gateways along its northern frontier, as is necessarily the case with a boundary line that stretches across the continent. But Washington, from its national rank and its relation to the densest populations, both North and South, is preeminently the grand portal of the section.

In our observations of typical industrial development as influenced by the railways, strong contrasts and most interesting comparisons are offered in proceeding from one old section to another old section; from densely populated New England to the as yet sparsely populated South; from a new section in the extremest part of old New England into many parts of the South, where what perhaps are the richest fields of varied natural resources in the world awaiting exploitation. We shall find the same vital American spirit animating both sections, with many notable contrasts and equally notable agreements and parallels. The South, however, is distinguished by a marvelous revival of the spirit that prevailed there of old. Broken by the blight of slavery and of civil war, only in recent years has it regained its old time momentum. It is now speeding forward to marvelous new outcomes.

There cannot be the least question as to the fact that the present splendid advance, which marks a new era throughout the South, has been made possible only by the railways in their taking up of the most modern and enlightened methods for the exploitation of the territories tributary to them. The railway development of the South in the antebellum days was very important and corresponded to like stages of development in the North. In those days, however, the Southern railways, while including many trunk lines of great importance, were broken up into numerous fragmentary sections controlled by as many independent companies. Among these such traffic relations existed as were possible under those conditions. But there was little coherence among them, and equally little possibility of action in unison as demanded by modern traffic requirements. The era of consolidation into great systems began much later in the South than in the North, but the process is now being carried forward in magnificent consummations.

Railway development in the South, however, is not even half complete, as yet. In many parts of the North it has practically attained its full growth. In the South the general conditions may be compared to those of a forest where the trees, although large and flourishing, have yet to double in size, at least, before they realize the possibilities of maturity. There appears to be a general impression that these great consolidations mean practically a monopoly of railway transportation under one control, as has been the result in certain other sections of the country. This, however, is far from the correct idea of the present situation. The South contains several very large systems, one of them already including considerably over 8,000 miles of lines. But these overlap and interlace to a very great extent, reaching into the territories of one another and coming together at various great central points. Therefore, while there may be harmonious relations, there is certainly a great deal of competition for traffic.

It has been a fashion of late to depict the railways as raging monsters, devouring the substance of the land, delighting in the destruction of industries and blighting the prospects of flourishing communities. While there have been and doubtless still are not a few instances of injustice to individuals and communities, it is evident that the self-interest of a railway system lies in building up the territory along its line without favor or discrimination to its patrons. The ways in which the railways have built up the South in the past few years and are still building it up in steadily accelerating degrees find probably their best illustration in the great work which is being carried out by the land and industrial departments of the various systems and companies.

There was recently a meeting of the Southern Railway Land and Industrial Agents' Association at Asheville, N. C. In relation to this occasion it was said at the time that until the Southern railroads began a systematic campaign for promulgating information concerning the South there was very little perceptible development in comparison with the newer sections of the United States. But in consequence of the effective work that has been done, a great movement of capital and industry and of population toward the South has taken place.

Altogether the South is now regarded as the most prosperous section of the United States, and this fact appears to be chiefly due to the systematic work of development which has been carried on by the railroads. How extensive this is may be seen from the fact that the association in question represents sixteen different railway companies whose combined mileage is over 40,000, covering every part of the ten great States which they penetrate.

The pioneer in this work of industrial development was M. V. Richards, the land and industrial agent of the Southern Railway. When that great system was created by the consolidation of numerous smaller lines scattered all through the South from the Potomac to the Gulf of Mexico and from the Atlantic to the Mississippi, the president, Samuel Spencer, called Mr. Richards to him and asked him to undertake the organization of a great land and industrial department for the big new company. Mr. Richards had had long training and successful experience in railway work in the far West, and later on the Baltimore and Ohio Railway in a similar capacity under Mr. Spencer. He was told that there would be no disappointment should no results be evident from his work for at least a year, for the management was well aware of the difficulty of the problem that lay with an old and most conservative section of the country, entirely unused to such activities.

In the work of the department thus established we have one of the most evident benefits from railway consolidation on a vast scale. Unquestionably there is economy in the increased efficiency thus achieved, for the extension of enlightened efforts thereby set on foot for the improvement of communities is thus made applicable to every part of a vast area. No such elaborate activities would be possible for a small railway.

Mr. Richards's work began with a careful study of the situation in all its aspects and the creation of an organization to correspond with the requirements thus made evident. A man of large mind and of genial nature, he made it his business to go everywhere and to meet everybody possible who might in any way be brought into any advantageous relation to the functions of the railway. Such work is intensely interesting to a man of such temperament and capacities. When it becomes a man's business to be widely interested in the fortunes of many people, and to promote their prosperity, he must inevitably make many genuine friends. These, although so numerous as to be almost innumerable, are nevertheless most genuine and heartfelt.

The problems attending the work of such a department in the South are quite different from those in the West, where the land departments of the great land grant railways—from the days of the Illinois Central, a half century ago, to the various trans-Missouri and transcontinental lines—were the prototypes of this remarkable institution. In the far West the problem was to populate as rapidly as possible the vast areas of unoccupied lands, a large proportion of which profited the railway companies directly, since the receipts from the sales went into their treasuries. The interests that were to be aroused among prospective settlers were in a few staple products. The task was therefore a relatively simple one. In the South, however, it proved enormously complex, involving new methods, new forms of organization, new machinery. The full history of such a work would therefore make one of the greatest, most important and most fascinating chapters in the history of American railway development.

The South, being an old section, has a population already existing and distributed throughout the entire area, with old established customs, demands, wants, prejudices and idiosyncrasies, all of which have to be carefully considered and regarded. While there is almost unlimited room for new growth, there are hundreds and hundreds of old established communities, most of which serve as nuclei for the flourishing centers of the new South.

In the work of studying and keeping run of the resources and industrial possibilities of the South there have to be various district agents in the several leading sections, each with his own particular territory to look after. On the part of these district agents there has to be a close and constant observation of everything of interest that is going on, keeping run of new developments in industrial lines, in land transactions, in lands offered for sale and other properties that are going upon the market, whether mercantile, forest or manufacturing. Watch is also kept upon municipal improvements, like waterworks, sewerage, new streets, paving, electric lighting, new public buildings and of all bond issues for these various things. Run is kept of all the new industries proposed or already established, also of the possibilities for the same, and studies are made of the industries wanted in certain places or most appropriate for such locations.

All this information is recorded and made the subject of concise monthly reports from each agency to the central headquarters at Washington. There all this material is systematically filed and indexed ready for immediate reference. In the district agencies close watch is kept of every particular new industry. If there is a new industrial process at work anywhere run is kept of it in all its stages of experimentation and development. Information of every kind relating to such things is collected in exhaustive files by each agency.

In Washington a monthly newspaper, handsomely illustrated, called the *Southern Field*, is published by the department. It is devoted to all sorts of information concerning the tributary territory of the railway system. This newspaper has become a valuable property—large offers have been made for it by parties who would like to carry it on as a private enterprise. For the department, however, its value to a great extent consists in its freedom from a directly commercial character. It contains no advertising, hence it secures the friendly regard of the entire press. It is therefore freely quoted, being full of most interesting information of all kinds relating to its special field.

Another feature of this industrial work is that all favoritism, either to individuals or communities, is carefully avoided. There are many lines of work for the improvement of communities concerned that might be undertaken were it possible to give them all a show at the same time practically without preference or priority. But with such an extensive territory to be covered this is not possible. So only such work is undertaken as can be carried on with a fair show and a square deal for all communities or individuals concerned.

The department has its representatives throughout this country, in the North as well as in the South, and also in Europe. Therefore, if any demand arises anywhere, whether industrial, agricultural or in relation to immigration, the parties making it are referred to the point where it can best be met in the opinion of those who are best informed upon such matters.

For instance, a representative of the department happens to make the acquaintance, say, in a New England city, of some person who is occupied by a certain line of woodworking industry. This fact is communicated to the central department, and the matter is placed on file. Suppose it to be the making of bobbins for use in mills. Perhaps the next year the department becomes informed of a piece of woodland that has come upon the market somewhere where the growth is specially adapted to the making of bobbins. All possible information concerning this property and the opportunities for manufacture and marketing in a profitable way are communicated to the man in New England. The result is that he sees a good opportunity, takes advantage of it, and the South acquires another new industrial establishment.

Such instances may be multiplied by the hundreds. The sum of their value is colossal, as may be seen from the fact that in the first three years of this century the total new investment in the South amounted to the tremendous figure of $340,000,000. Probably the greater part of this may be traced either directly or indirectly to the work of the land and industrial departments of the railroads.

This work makes for more friendly and intimate relations between the North and the South than might be imagined at first glance. For instance, along in September, when the rush of pleasure travel from the South to the North is over, Mr. Richards may say to various of his friends in the South, representative men in agricultural lines: "Why not go to the North and see a county fair?" The idea takes hold, an excursion is arranged; most interesting and instructive things are seen and the result is a return home with various new ideas, all of which result in enhanced prosperity.

In many such ways the work is kept close in touch with the entire population with which it has to do. The agent of the land and industrial department acts very largely as guide, philosopher and friend for many hundreds of persons in the communities where he is known. His advice is sought and he is consulted for many purposes and it is felt that this should be given friendly consideration. All this, of course, works for the good of the entire public. While it is not corporate philanthropy—the purpose of no great industrial corporation being to do good without reference to financial returns—it has the same result. It is an enlightened self interest in the line of policy; but among the individuals concerned, both the representatives of the corporation and the members of the community, the most genuine good will is mutually manifest.

This work for the Southern Railway, set on foot ten years ago, soon proved such a monumental success that similar departments have been instituted by all the great railroad companies. These departments have no trade secrets; they feel that what one does in the way of advancing the interests of its own section advances the interest of the entire South. Therefore, the work is mutually encouraged and the association of agents has been organized with conspicuous success. One result has been the creation of a new profession in the vocation of the railway land and industrial agent. The existing demand for such services is said to be greater than the supply. The young men who enter the work are enthusiastic over it. They say it is an education in itself in the way in which it brings them into contact with all the varied phases of American industrial and agricultural life and the many processes involved, with which they have to make themselves familiar. Such talent is sought for and is well recompensed. Educated and able young men fill these positions.

The millions upon millions of dollars that have been added to the wealth of the South by such work are beyond comprehension. While the creation of good railway facilities has been the chief factor in the phenomenal development of the South in recent years it is evident that but for the work of these land and industrial departments the process of growth would have been immensely longer than it has been.

SYLVESTER BAXTER.

THE RETIRED HOTEL KEEPER.

His Remarkable Tale About His Most Remarkable Guest.

"About as odd a guest as I ever had in any house I ever kept," said the retired hotel keeper, "was a regular boarder who lived with me once who was very fond of pie.

"There was nothing very extraordinary in his fondness for pie. I have known plenty of other men that liked pie—as it turned out there were lots of them right there in that same house with him, but there was something remarkable about the extent to which Mr. Jillbigton—that wasn't his real name, but it's near enough to it—allowed his fondness for pie to carry him.

"We had in that house at that particular time a pastry cook who was just a wizard on pies. She could and did make pies such as mother used to make every day in the week, and we used to keep up with all the new pie material as fast as it came into market, and so our house came to have more or less fame for its pies, just as any hotel or restaurant is likely to get a more or less permanent reputation for some particularly excellent feature of its cooking, and all our boarders were very fond of our pies, and none more so, of course, than Mr. Jillbigton.

"And that pleased us, of course, for we liked to have our boarders satisfied, but pretty soon the very superior quality of the pies turned out by our pastry cook got us into trouble, the immediate agent being our friend Mr. Jill. Mr. Jill took to calling for a second piece.

"Now, you understand, if ours had been just ordinary pies, with only a limited demand coming for them, it wouldn't have made any difference to us whatever if a few scattering pie fiends had occasionally called for an extra piece; but as we were situated, with the brand of pie that we were turning out, Mr. Jillbigton's calling for an extra piece soon made all the difference in the world. For, you see, with what you might call the unusual normal demands made upon it the pie section of the kitchen was already running about to its capacity; and if everybody should take to calling for extra pieces of pie, why, we'd be up a tree right away. And that's just what happened.

"When the other regulars saw Mr. Jillbigton calling for an extra piece of pie, and getting it, they all called for extra pie, and in two weeks time our pie department, that had been in a small way a source of pride to us, was putting us to all manner of trouble, to say nothing about a considerably added expense; and then something had to be done about it, and I got Mr. Jill into my office to talk it over.

"Nice man, Jillbigton, nice a man as you would want to meet, and a very levelheaded man, too, generally speaking; woozy only on the subject of pie. And I thought that with his general fairmindedness all I'd have to do would be mention the fix into which his demands had brought us to get him to cut off his extra order, when we could get everybody else to do the same, and so we'd drop back to our regular comfortable gait.

"But, by gracious, he didn't see it in that light; didn't see why he shouldn't have extra pie. Wanted to know what I kept a hotel for if it wasn't to please my guests; and why I shouldn't be willing to put myself to some trouble, and all that sort of thing. And finally I had to tell him that it wasn't only the trouble and the general upsetedness that worried me, but that supplying the enlarged demands that his calls had created was putting me also to an added expense that considerably more than consumed the profit on his board; that instead of making anything on him, I was now the same as paying him to make me all this trouble! And I thought that that was going to be a clincher; but——

"'Heavens!' he says, 'why didn't you mention this to me before? Charge all the extra pieces to me. Say nothing. Give 'em the pie, and you take the credit, and I'll pay, gladly. Charge all the extra pie to me!'

"And what could I say in a case like that? Nothing. He was a man of very comfortable means and he meant just what he said.

"And so we put in another pastry range and got an assistant for the pastry cook, and made more pies and supplied all demands and charged to Mr. Jillbigton all extra pieces served, amounting in some weeks to as much as three hundred pieces. It took a little bookkeeping in the kitchen and the exercise of a little common sense in the dining room to know just exactly how many of the extra pieces ordered ought to be charged to Mr. Jill and to keep track of them, but that was comparatively easy, and at the end of every week we would tack on to Mr. Jillbigton's bill that item, for pie as per contract, so much, and he paid it, and paid it cheerfully.

"And in this way things ran along smoothly enough for about two months, when suddenly one day the assistant pastry cook left.

"Then for a day we were in deep trouble in the kitchen again over the pies, and the very next day our great pastry cook got a black bordered letter, which, however, was not quite so mournful inside as it was out, for it told her of a bequest of some sixty-odd thousand dollars just left to her, and upon reading that letter she quit on the spot.

"But that, instead of increasing our troubles, in reality, after we had once got settled down again, ended them, for our next pastry cook was not in the same class with the star. The new cook made good pies, but not pies calculated to create any great furor, and soon our pie demand settled down to normal again and our troubles were over. You don't often find such a pastry cook as our great one, and I have never in all my experience met just such another man as Mr. Jillbigton."

POEMS WORTH READING.

The Last Daisy.

All dusty faced beside the lane
That winds along the upland wold—
Where sky and earth are blue and gold—
She sways, last of the daisy chain
That girdled hill and dale and dune
Throughout the mad sweet days of June.

Fled are her gladsome, wayward moods,
Yet see her bravely beck and nod
To sumach and to golden rod,
Whose mystic mother Autumn broods
In gown of amethyst flung far
O'er wood and headland, glen and scar.

Wistfully toward the dying sun,
Look how she yearns in piteous plea
For one last kiss, o'er vale and lee.
Swathed in the shroud that dusk has spun,
In misty lowlands, fade from sight
And frosts creep shuddering down the night.

Like to some dwarfed and withered child,
Born when her parents' youth has flown,
She droops unwelcome, pale and lone,
Dreaming of dead springs, of the wild
Lush meadows where her sisters swung
Ten million strong when June was young.

GEORGE CAREY.

The Affair of Gil McCool.

Ten dollars a month and board he got.
In summer he slept in a garret hot,
In winter he slept in the self-same place
Where icebergs formed on his whiskered face.
Ten dollars a month and board and keep
For a six-foot rawbone's not so steep.
"Ten dollars a month is good enough,"
Said Gil McCool, "for a man who's tough."
He had salt pork three times a day
From April thirty to first of May;
And he had hard work year out, year in,
While he stored the chink in his weasel skin.
"One suit of clothes a year will do
To wear and patch and darn and sew.
Fifty cents for a circus prime—
Unless it comes in the harvest time.
And I manage to spend an even strike
When Fourth of July comes down the pike.
Ten dollars a month and board's not bad
For a chap like Gil McCool, egad!"

Gil McCool grew old and gray
Working along in the same old way.
Twenty years of right down toil
Digging along in the same old soil.
That was his record a week ago
When he loaned his money to Farmer Snow.
Things went bad, and the cows went dry,
A hundred lambkins had to die,
Last year's wheat crop was no good,
A cyclone downed the oats that stood,
Rain got in and spoiled the hay—
And a mortgage came in the same old way.
"What's the matter, old friend?" asked Gil
Of his farmer boss, "you look 'most ill."
"You got to stop, for I cannot pay
Your wages, Gil, in the same old way."

Under the bed in the garret nook
In a small hair trunk is a slender book.
'Twas Gil's bankbook—and he fondled it
When he took it out and said, to wit:
"Ten dollars a month is not so slim
For a cuss like me to give to him.
Kept me along for twenty years
Through rain and shine, through smiles and tears.
And he'll get the stuff in a solid chunk,"
Said Gil as he shut the old hair trunk.

The mortgage went like a frost in June,
While the farmer whistled the good old tune.
Things looked up on the dear old farm,
And each bright morning it brought new charm.
And Gil McCool he plodded away
For ten a month, while his heart was gay.

Last night a chap dropped in to tell
That he'd give ten thousand to drive a well
For oil in the no good pasture lot.
Said Gil to the farmer: "Rake that pot."
The cronies sit in the candle light,
Both with heads bent down and white.
Their hard old hands meet firm and fast,
And they whisper: "Landed the thing at last."
"Ten dollars a month is not so slim,"
Said Gil as he crawled to his garret dim.
And he dreamed sweet dreams in his humble bed
While the moonlight shone on his old white head.

HORACE SEYMOUR KELLER.

He Was a Fisherman.

"Now, talkin' o' yer fishin',
'N' o' them ez likes tuh fish"—
And the Pike county's rare Old Settler
Gave his chestnut pole a swish
To test its hang and springiness
Before he made attack
On trout that lurked in shady pools
"Up back o' Lackawack"—
"You orter knowed my Uncle Josh!
Say—'Tain't no fairy tale—
He were th' fish'nest feller citizen
Sence Joner 'n' th' w'ale!

"He didn't only like tuh fish
'N' give yuh fishin' talks
But fish and fishin' ruled ol' Josh
In all his ways 'n' walks.

"Now, take th' buyin' of a hoss;
In lookin' at its p'ints
Josh didn't bother 'bout its age,
Ner stiffness of its j'ints.
He jedged it only b' th' hairs
Ez growed along its tail,
'N' any one ez owned that hoss
Were sure tuh make a sale
Ef them 'ar hairs jes' suited Josh
In color 'n' in len'th
Fer twistin' up in fishin' lines
O' proper shade 'n' stren'th.

"Mos' folks, in buyin' firewood,
'Ll sort o' shop aroun'
Tuh git the hardes', dryes' sticks
Ez kin anywheres be foun';
But Joshway he bought t' other kinds
Bekaze they shed white grubs!
'Fer nuthin' in th' worl,' sez he,
'Beats them ez bait fer chubs!'

"Though he were honest tuh th' core,
'N' liked his feller man,
Somehow or other Uncle Josh
He couldn't understan'
How folks cud fool the'r time away
In workin' day 'n' night,
A-doin' this 'n' t'other thing,
Ez long ez fish 'd bite!

"'Arly spring ploughin'? None fer Josh!
'W'y, socks! 'T'd be a crime.'
Sez he, 'fer me tuh yank a plow
In sucker spearin' time!'
'N' w'en it come tuh plantin' corn—
Well, ez Joshway usety say,
'Ef Natur' 'spected setch o' me
She sh'd done a differ'nt way
In layin' out that plan o' her'n
Fer me 'n' all th' rest,
'N' not brung plantin' corn along
W'en troutin' was th' best!'

"So Josh he argied similar
Ez th' seasons come 'n' went,
'N' 'd ruther go a-fishin'
Th'n be 'lected President.

"He fished 'n' fished 'n' fished 'n' fished,
'Til old, 'n' weak from ills,
Ol' Angler Time, ez lands us all,
Got hook in Josh's gills.
So Josh hung up pole, hook 'n' line,
Shet eyes tuh scale 'n' fin,
'N' made no fight 'g'inst Angler Time
A-reelin' of him in.

"'N' ez he laid thar t' th' gaff,
All sorrowin' sez we—
Fer he give no sign o' knowin' things—
'It's plain enough th't he
Has thunk his last o' fishin' days!
Poor Joshway!' But, b'gosh,
We'd figgered low, a trifle, on
Th' vim of Uncle Josh,
Fer w'en th' doctor shuck his head
'N' sez: 'This day, poor soul,
He'll stan' on Jurdan's stormy banks,
'N' hear it's waters roll!'
Ol' Uncle Joshway opes his eyes,
'N' smiles ez 'roun' he looks,
'N' sez, 'Jes' fetch that pole o' mine,
'N' muh hoss hair line, 'n' hooks,
'T I usety yank th' big uns with,
From rivers, ponds, 'n' brooks!
I'll take th' rig along o' me,
'N' try a cast er two
In Jurdan's rollin' tide, tuh see
Jes' w'at her rifts kin do,
'N' how ol' Jurdan sizes up
(How many p'ints she'll lack
In yieldin' ol' sockdolagers)
'Longside th' Lackawack!'

"Josh closed his eyes ez smilin' yit
Ez ever in th' past,
Then crossed th' Jurdan. Angler Time
Had landed him at last."

ED MOTT.

An August Night.

Two bars of black cloud in a purple night,
The lower silver-fringed, one star between
Dim-throbbing, and a mighty orb of moon
Slow-rolling as from banks of snow and sailing
In luminous seas of silver till the clouds
Are spun in waving gauze and the star quenched.

J. O.

QUESTIONS AND ANSWERS.

Some years ago, in the early '80s, I heard sung at Manhattan Beach a beautiful song beginning:

Little Kate Kearney,
She was born on the banks of Killarney.

Will somebody furnish me with the words?

ISAAC D. DOZIER.

Worthy of record as preserving the proper pronunciation of a good name which is becoming shabbily treated on the lips of men. Kurny, N. J., and Kurney street in San Francisco are lacking in the honor which must ever be the due of Fighting Phil. The lyric was written in 1801 by Lady Morgan, who was better known by her maiden name of Sidney Owenson. This is the poem:

O, should you e'er meet with Kate Kearney,
Who lives near the lakes of Killarney,
Of her dark eyes beware, for love's witching snare
Lies hid in the glance of Kate Kearney.
For those eyes, so seducingly beaming,
Will kill ere of mischief you're dreaming;
And who dares to view her cheeks' rosy hue
Must die by the spell of Kate Kearney!

At eve, should you meet this Kate Kearney,
On the balm breathing banks of Killarney,
Of her smile, O, beware, for fatal's the snare
Concealed in the smile of Kate Kearney.
Though her hair o'er her snowy neck's streaming,
Her looks with simplicity teeming,
Beware ere you sip the balm from her lip,
For fatal's the breath of Kate Kearney!

Please define the scope of duties of a professor of pedagogy. The Century Dictionary, while generally very complete, is not clear on this phrase.

ANCHOR.

An interesting case of a word of ignoble origin coming into high estate through a process of specialization. At first the slave who led children to the schoolmaster, then in a slurring way applied to incompetent schoolmasters, pedagogue has at last come to give his name to the science of teaching teachers how to teach. Pedagogy, far preferable is the term pedagogics, aims or claims to cover the whole theory of the relation of the educator to the pupil. There was room for such a science. But that pedagogics as now taught fills the want is not yet satisfactorily settled. There is frequent complaint that the classroom teaching which has developed under the new didactics devotes so much time to novel devices as somewhat to neglect the fundamental trivium of the three Rs.

Can you give me any information regarding Thomas Flynn, who, I believe, was an English actor and a friend of the elder Booth? Also whom he married and if there were any children?

L. TWIBILL.

Thomas Flynn was born in Sheffield, England, in 1798; made his first appearance in London in 1826 at the Surrey Theater; made his American début as *Captain Absolute* in "The Rivals" at the Federal Street Theater, Boston; died in New York, June 23, 1849, of cholera. His wife was Miss Twybell, or Twibell (both forms are found in Brown's "History of the American Stage"), whom he married in 1826; she was born in Philadelphia and appeared first on the stage of the Lafayette Theater, New York; she died in October, 1851, and was buried in Greenwood.

A says that a gun is fired every day in the year at the New York Navy Yard at 5 A. M. B disputes; please enlighten us.

E. J. O'CONNOR.

A must have been up betimes, for he is right as to the fact of the gun being fired. This salute to the rising sun is given on the marine parade just inside the sallyport on Flushing avenue. While it is the sunrise gun it bears little relation to the coming up of the sun. It is the adjutant's sunrise, as artificial a piece of astronomy as the paschal full moon in the calendar. The gun is fired at 5 on summer mornings and at 6 in winter, these being the hours when the adjutant's sunrise bursts upon the marines. A gun is also fired at 9 at night.

If a man is born a Hebrew, is he necessarily a Jew, or does he have to become a member of a Jewish church before he is a Jew?

LAYMAN.

To this query there might be added the third word, Israelite. There appears no warrant for regarding Hebrew, Jew and Israelite other than as absolute synonyms. Their origin is precisely the same, each is in the beginning a gentile noun formed from the name of an ancestor in the same stem, Eber, Judah and Israel respectively. To seek to differentiate them in any way lacks support of the most consistent authorities.

What body of water near New York was known (before the Revolution certainly, and perhaps later) as the Devil's Belt? I have seen references to it in old letters, but in no case have I found details which would serve to identify it.

HENRY H. DAVIDSON.

Long Island Sound is the sheet of water referred to, as may be seen on Sauthier's map of New York in the Revolution. How the name arose we do not know. But it was certainly appropriate enough for a sea that had Hell Gate at one end and the nearly as tumultuous Race at the other.

Will you please tell the relation Queen Alexandra is to the Czarina?

KATHARINE B. SMITH.

Without figuring out the more complicated degrees of kinship which underlie all the Germanic royal families, it should be enough to state that Queen Alexandra is aunt by marriage of the Czarina. The latter is a daughter of the Princess Alice, next child of Queen Victoria to King Edward.

What is the extent of Governors Island?

SENEX.

Nature endowed Governors Island with sixty-five acres. But art, under the stimulus of the necessity of horrid war, is adding largely to that acreage. The filling in now in progress behind the crib on the south of the island will more than double its extent.

When was Lent in 1477?

F. T. W.

The determining date of the ecclesiastical calendar is Easter. In 1477 this fell on April 6. Ash Wednesday fell on Feb. 19, and Lent lay between these two dates.

Who or what is or was Botticelli?

AGRICOLA.

It is a "who" and it "was." Alessandro Filipepi Botticelli was a Florentine painter, a pupil of Fra Filippo Lippi.

Do porpoises ever leap completely out of water? Is it very unusual for them to do so?

SOUTHAMPTON.

Nothing is more common than for them so to do.

The Dillons.—Will you tell us no more of the Dillons of the regiment? You left Count Arthur with his head neatly sliced off for his king and to oblige a lady, glory be. Now what became of the Dillonais after that?

DILLON AN DIAOUL.

Respecting "Historian's" question *in re* Count Dillon's Irish Brigade and your comprehensive reply will you be kind enough to give me any information at your disposal as to the descendants of Arthur, Count Dillon, and if not, where I may obtain the same?

THOMAS DRONAN.

The Dillon regiment first appeared in the French service under James Dillon. Our French authority, Pierre Larousse, recites that he "issued from an illustrious Irish family descended from the ancient kings of Ireland." In 1653, when Cromwell was to the fore, he took service under the King of France, raised the regiment and commanded it in the army of Flanders, was made Brigadier-General for distinguished service at the battle of the Dunes. When the Stuarts were restored he returned to Ireland in 1663, and the regiment was disbanded; he died in 1664. The second regiment of the Dillon name was recruited by Theobald Dillon, peer of Ireland, "at his own charges and from his vast domains" for the defense of the Stuart cause. James II., at the request of Louis XIV., sent three Irish regiments to France, of which the Dillon regiment was one, commanded by Lord Dillon's son Arthur (born in Roscommon, 1670; died at St. Germain en Laye, 1733). Lord Dillon had five nephews, sons of his sister, the widowed Baroness Lally-Tollendal. The youngest he kept at home, the others went to France with Arthur. By brevet of June 1, 1690, Arthur Dillon was made Colonel proprietary of the Dillonais, and his cousin, James Lally, commander of the second battalion with the rank of Colonel. After most brilliant service for twenty-five years, rewarded by the title of Count or Earl from James II. and the rank of Lieutenant-General from Louis XIV., Arthur Dillon lost favor with the Regent in 1719 and is lost to view. In 1730 he resigned the regiment to his son, Charles, second Colonel of the Dillonais. The third Colonel was his brother Henry. These two were out in the '15. The fourth Colonel was his brother James, killed at the head of his regiment at Fontenoy. The fifth was yet another brother, Edward, made Colonel by Louis XV. on the field of Fontenoy, only to fall at Lawfeld, no less gloriously, the next year. For twenty years we lose sight of the Dillonais until, in 1767, Arthur Dillon, grandson of the first Arthur, became its Colonel. He was succeeded in 1787 by his brother Theobald. Arthur and Theobald took no part in the Emigration, but remained to fight the enemies of France. Theobald was butchered by his own troops at Lille April 28, 1792, his body torn limb from limb and thrown to the flames. The National Assembly decreed him the honors of the Pantheon and pensioned his widow and children, one of whom was born at Lille on the day of the massacre, yet was saved by the devotion of his mother, who traveled a league on foot to find shelter. That was the end of the Régiment du Dillon, which had served France gloriously for a century. We find no record of descendants of Count Arthur.

To whom did Stevenson refer in the following note, prefixed to his "New Arabian Nights"? "I must prefix a word of thanks to the gentleman who condescended to borrow the gist of one of my stories, and even to honor it with the addition of his signature. This mark of appreciation emboldened me to make the present collection." And which story did Stevenson have in mind?

GARRETT.

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SCHOOL FOR CARD PLAYERS.

Pinocle. W. F. says: If a player lays down four kings and four queens in a four hand game, what is the meld worth?

220. One of the marriages must be lost to comply with the rule that a fresh card must be laid down from the hand for each additional meld. The usual way is to score 80 kings, trump marriage, two plain suit marriages and then 60 queens.

Auction Pinocle. F. V. A. says: A bids 320, but makes 305 only. Does he go back just the amount of his bid, and score the 305 he made, or does he lose his meld and cards, or does he lose his bid and go back his meld and cards besides, which would put him back 635?

He is set back what he bid, and his meld is wiped off the slate. He also counts nothing for his cards. Suppose A was 600 up when he bid, he would go back to 270.

L. E. S. says: A wants 20 to go out. He leads trump ace in a two hand game, and melds 20. B says he must take another trick to make the meld good.

B is wrong. Winning the trick with the ace of trumps made the meld good, and A is out.

C. R. says: A shuffles the cards and presents them to be cut. Instead of cutting, B shuffles and hands them back for A to shuffle again if he wants to before they are cut. A bets B had no right to shuffle.

Any player at the table can demand to shuffle the cards, but the dealer must be allowed to shuffle them after the others if he wishes to. B is within his rights.

Auction Pitch. F. G. says: A gets the bid and pitches a spade. Second man follows suit, whereupon A says, "Hold on, I didn't mean to play that. I meant clubs." B bets he is too late to take it back.

B is right, second hand having played to the trick.

Cribbage. T. M. T. says: A, leading, plays a 3; B plays a 3, pegging the pair, then A plays a 4 and B a 5, for which B pegs the run of three as well as the fifteen. A bets that there is no run when there are two cards of the same denomination, such as this pair of treys.

A is wrong. It is only when the duplicate or pair comes in the middle of the run that it stops the pegging. In this case B can show his run of three without going over the duplicate.

G. W. M. P. says: If a player holds four treys and a nine turns up is his hand worth 20 or 26?

There is no combination of cards that will make 25. The hand given is worth 24. That is: 12 for the double pair royal and 12 more for the six fifteens.

Euchre. T. J. C. says: Z deals and A orders him up, although A has not a trump in his hand. Z disputes his right to do so.

There is no rule as to what the player who orders up shall hold, and A is right. He can order up for the purpose of getting euchred, so as to prevent a possible lone hand. This is often done when the orderer is 4 up to 1 to 0, as it keeps the game in until the next deal.

J. F. C. THE SUN does not pass judgment on good or bad play, but only on questions of law and equity, unless the play in dispute is based on mathematical calculation of odds.

J. M. R. says: What is the usual expression for playing a different suit from the one led when the player has none of the suit led and does not wish to trump?

Discarding, throwing off on the trick, shedding and also reneging are common terms.

J. J. M. says: In four hand railroad euchre the dealer takes it up and goes alone. A plays alone against him and euchres him. What does A score?

Four points. If the euchre did not count double, what would be A's object in playing alone against the lone hand?

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