

THE BECTARY.  
A heavy lead the heaviest lead to break.  
The lead to break the heaviest lead to break.  
The lead to break the heaviest lead to break.

THE QUIET MAN.

When I was quite a young fellow and didn't know the army, I used to belong to a fashionable club in London, the members of which were just the sort of men you read about in Lever's "Novels" as well as in the "Daily News" and "The Standard" and other papers of the day. I was one of the quietest of the quiet men in the club, and I was known as the quiet man.

In some villages in Japan soldiers are tried and convicted by ballot. Whenever a robbery is committed the ruler of the village summons the entire male population and requires them to elect a guilty party from the names of the persons they suspect as having committed the crime. The one receiving the largest number of ballots is chosen as guilty "by ballot" and is accordingly hanged. This system, like all others, has its peculiar advantages. It insures the punishment of somebody for every robbery committed, whereas under the system in vogue in most civilized countries it is possible for a man to commit a robbery and get away with it without being detected.

THE QUIET MAN.

That was a small, quiet, pale faced, gray haired man, with a very low, heavy nose, as if he had been crushed by some great sorrow and had never been able to shake it off. He hardly ever spoke to any one, and when he did it was in a voice as meek as his face. He was of course very quiet in the club, and among ourselves, finding those quiet ways of his a very great contrast to our own racket, harsh, scornful style, and we nicknamed him the quiet man. He was in the club, though, and I might just as well have called him the quiet man in it.

As Emperor Charles V had the curious idea of celebrating his own funeral, so the Emperor of Mexico had the curious idea of celebrating his own funeral. He was killed by the Emperor of Mexico, and he was buried in the same place as he was killed.

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Opposite Park, Leighton

A HISTORICAL BARK.

THE OLD MEMNON HAS REACHED THE END OF HER CAREER.

A Sailing Vessel That Ran Away From the Beacon, when she was on her way to the Bay. History of the Bark Since the War—Signed to the Flanes.

The old bark Memnon, one of the most ancient craft on the Pacific coast, will go to sea no more. She has fought her way through the stormy seas of the Pacific, and will be towed to the marine cemetery at California City, where she will be consigned to the flames.

The Memnon was built in Boston in 1858, and when she started on her first voyage was one of the finest vessels afloat of her size. For several years she was the pride of the fleet, and her crew could show her her record in the trade.

She was one of the very few American vessels that had been captured by the privateers of the Confederacy. She was captured by the privateer "The Alabama" on her way from Liverpool to Boston at the time she was on her way to the Pacific coast.

The Alabama captured her identity until she got within half a mile of the Beacon, when she was captured by the privateer "The Alabama" on her way from Liverpool to Boston at the time she was on her way to the Pacific coast.

The crew were no more anxious to visit a Confederate prison than the captured bark was to be towed to the square away the yards the command was obeyed in a very short time.

It was blowing a gale from the north-west at the time, and the bark was under her topsails, but as soon as the yards were squared the men ran aloft, and all after sail was hoisted and set. The men took no time to cast the anchor, and everything was knifed work, and in almost less time than it takes to tell the daring Yankee was flying away to the westward under a cloud of smoke that threatened to tear the mast out of her every minute.

Captain Semmes of the Alabama had his idea, that the bark would try to escape and was below when the bark was positive changed her course and made to make sail. He was quickly on deck, however, and saw that the bark was flying Yankee in hopes of escaping her. At the same time the Alabama crowded on all steam and sail, but as she was not in time to catch the bark she was forced to let her go.

In spite of everything Semmes could not get the bark slowly but surely drew away from her pursuer, and as the Alabama dropped further and further astern the hope of the bark was revived.

The chase lasted until night, and then the private steamer gave up and sailed to look for something not quite so speedy. If the Alabama gave up the race the Memnon did not, for she never started back or shot until she had put several miles between her and the bark.

After the war she was placed in the East India trade and then sent out to the coast. She has traded to China and the Australia, and has made money for her owners.

Many a fine ship has ended her career in the hands of the Memnon, and she has made money for her owners.

Here the fine old steamer China of the Pacific Mail company went up smoke, as did the steamer Arizona and the steamer Oregon.

The Memnon has been located at California City about five years, and for 10 years before that in the Thibron and the Oregon.

The Memnon, being constructed almost entirely of iron, was of course very strong and had to be broken to pieces with dynamite.

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