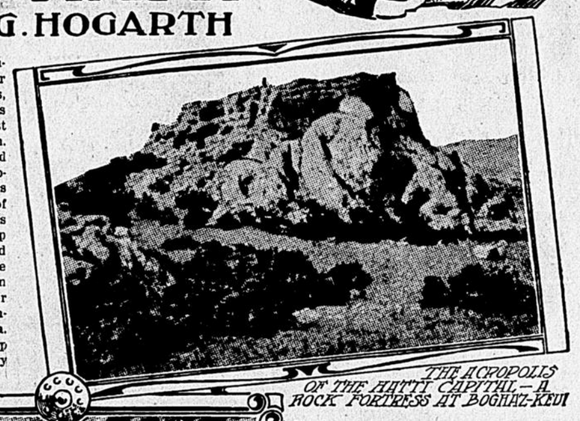
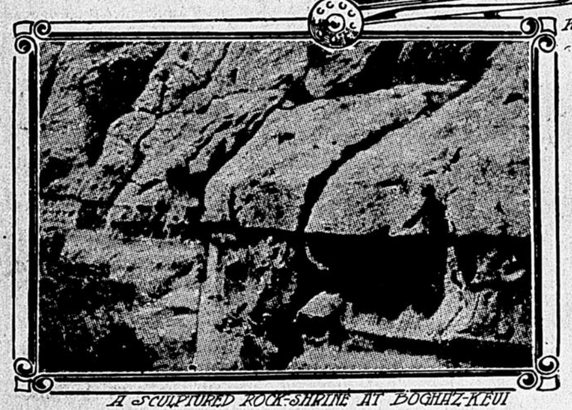
THE EMPIRE OF THE HATTI

BY D. G. HOGARTH



THE ACROPOLIS OF THE HATTI CAPITAL—A ROCK FORTRESS AT BOGHAZ-KEUI



A SCULPTURED ROCK-SHRINE AT BOGHAZ-KEUI

NOT all will recognize under the name Hatti their old friends the Hittites, and when the identity is acknowledged it must be with discrimination. The names are one and the same, and the people, which the Hebrews called "Children of Heth," or Hittites, was a southern outlier of a great group spread over eastern Asia Minor and north Syria, which seems to have called itself Hatti, and to have been well known to the Assyrians under that name, and to the Egyptians under the slightly variant form, Khita. But whether all members of this group were connected by blood or only by the common adoption of a certain culture, we do not yet know. It is very late in Hatti history, and long after its great period, that Hittites appear in the Bible story, with one exception; and when found in Palestine they seem to be aliens in the land, or strayed remnants of a vanishing stock. The presence of "Children of Heth" at Hebron in Abraham's time may have been due to such a survival, and so, too, may that of the hapless Uriah in David's realm. The promise made to Joshua and the Israelites, of "all the land of the Hittites" (even if a gloss of late date), and the Hittite mother whom Ezekiel imputes to the city of Jerusalem, seem to reflect a current tradition of past Hittite domination in South Syria; but when the army broke up before Samaria because a word went forth that the "Kings of the Hittites" were coming, it feared a power lying far to the north, which had once been greater, though it knew it not.

The world of scholars has disputed about the Hittites ever since the middle of the last century, when the decipherment of hieroglyphic and cuneiform records revealed the fact that a people of their name had filled a place in west Asian history far more important than the Israelites were aware. It has disputed especially their responsibility for the monuments, in a quaint individual style of art, and inscribed in some cases with undeciphered pictographs, which have been discovered during the last forty years all over North Syria and great part of Asia Minor; and it has questioned most acrimoniously the ascription of the Asia Minor monuments to them, which Sayce first proposed after comparing with the Syrian stones from Hamath the magnificent rock-relief at Ivriz, the rock figures near Smyrna, which Herodotus thought to be representations of conquering "Sesostris," and the far more numerous sculptures in North Cappadocia, at the ruined cities known as Boghaz-Keui and Eyuk. Close resemblance was admitted, but the natural corollary, that, at some time, there had been a Hittite "Empire" (in the loose oriental sense) was scouted. How should history have forgotten such a fact?

Yet it had forgotten it; for a Hittite or Hatti empire did exist once, with its center, not in Syria, but in far Cappadocia, towards the Black sea. We know the fact now on the best of evidence, and those doubtings of the learned are heard no more at all. Our certainty has resulted from discoveries made at the site long known and guessed about, which is called by the uncouth-sounding Turkish name, Boghaz-Keui—i. e., defile-village. Here massive walls and gates of an early age, the almost buried skeleton of a mighty building, which might have been palace or temple, and, most of all, the sculptured sides of a rock-shrine hard by, had puzzled explorers and scholars for seventy years. At last, in 1906, the excavator's spade was put in earnest into the soil after a certain archaeological scent had been followed up. The hoped-for quarry was cuneiform tablets, broken pieces of which had been coming out of Cappadocia for several years, and by a chain of indications, some of them obtained on the spot by Chantre in 1890, had been traced to Boghaz-Keui. The well-known orientalist, Hugo Winckler, began the systematic search in 1906, and lighted at once on tablets. In 1907 he got more, most of them from the ruins of the great building referred to above, which proved to have been a palace—or rather, two palaces of different dates, one being built partly over the other. In a word, he found remains of royal archives, written in cuneiform script, but partly in the Babylonian language, partly in a tongue unknown. The first kind was readily deciphered; the other is yielding its secrets only to slow and painful labor. But already we have learned enough to convince the most hardened sceptic that history had forgotten a great deal. This is, however, to do history some injustice. She had not entirely forgotten the kings of Boghaz-Keui, but we could not understand her records: Egyptian inscriptions of the eighteenth and nineteenth dynasties mention four kings of the Khita under circumstances which imply that theirs was no mean power; but the texts give no indication that those kings ruled elsewhere than in Syria, where the Pharaohs and their officers came into contact with them. All these four names have now been found in the Boghaz-Keui archives, together with other names of the same dynasty, and we see that it was in Cappadocia that these kings were at home.

From the tablets already read, the growth of this empire towards the south and east can be followed, and from the distribution of monuments of Hittite class its growth westward as far as the Aegean sea may be reasonably be inferred. The first expansion of the Hatti folk beyond the bounds of Cappadocia seems to have been as early as about 1800 B. C., when they raided down to Babylon and upset what is called its first dynasty; but their careers of organized conquest was not to begin for nearly three centuries, till King Subbilulu, whom the Egyptians called Sapararu, came to the throne. When he died, in the time of Amenophis IV. of Egypt, he was over-lord of West Asia, from the Black sea to Oronotes and from the Tigris to the Aegean. From correspondence with the kings of Egypt, of the Mesopotamian Mitanni, and of Babylon, which has now come to light, the stages of his conquest can be traced—raids on the Mitanni territory; raids into northern Syria; war with the Mitanni; full establishment of Hatti dominiation over north Syria and north Mesopotamia; recognition of the Hatti king as suzerain by the Amurri or nomads of the Syrian and Mesopotamian wastes. Kings of Egypt and Babylon acknowledged him as their equal, but as yet there was no war with the elder empires. That did not come till the time of Mutallu and Rameses II. The Hatti king had advanced south into the Aramaen country, on the upper Orontes, and established himself at Kadesh, near the modern Homs. There the young Rameses II. attacked him, and fought the battle immortalized by the engraving of a court poet's encomiastic narrative on a wall at Karnak. Rameses seems to have prevailed so far that he stopped any further advance of the Hatti towards his own borders; but when he made a treaty of peace and dalliance with Mutallu's successor, Hattusil II. (whom he called Khitasar), its terms imply recognition of the other party's power as equal to his own. Part of Hattusil's correspondence has come to light at Boghaz-Keui. It includes a precis of the provisions of this very treaty, and documents which show that the Hatti king was still overlord in Mesopotamia and able to deal on a footing of secure independence with Babylon.

These records bring the history to about 1250 B. C. We know something of two more kings of Boghaz-Keui, making eight in all. The last reigned on the eve of that great revival on the Tigris, which would ultimately bring Assyria down to the Mediterranean, and in his time the Hatti empire was evidently decaying; for there were kings in Syria, where the monarch om Boghaz-Keui had once ruled alone. To this Syrian part of the empire we know what happened at the last. It was broken up by the power of Nineveh in the eighth century B. C. But how the empire dwindled and came to an end in Asia Minor we can only guess. Assyrian pressure was felt even there, for at least one Ninevite king raided far across Taurus. From the opposite side, the north, a wild people, the Muski, swept through the peninsula and finally settled down in Phrygia, probably freeing it, with all to westward, from the Cappadocian rule, and certainly establishing a monarchy whose holders, under the names Gordias and Midas, loom large in early Greek legend. The Greeks, finding the coasts undefended which the Cretans of Minos had not been able to conquer, came over and colonized them. Lydia rose last on the ruins of Phygia, and by this time the power of Bobhaz-Keui was only a name. To judge from the remains of the city so far uncovered, it had enjoyed a second spring at some period, perhaps about 1000 B. C.; but this must have been short. Greek literature makes only one doubtful allusion to it in the sixth century, and none at all to its former greatness. Yet, all forgotten as it was by the people in whose hands in chief the transmission of early history was to lie, the Hatti empire had not existed in vain even for the development of that same people. Occupying for several centuries the most vital part of West Asia, through which all the land routes between east and west must pass, the Hatti had been the main agents through whom the civilizing influences of the east had passed. Their art awakened art in Phrygia and Lydia, and left its mark on the first Greek handiwork in Ionia. From their pictographic system of writing were derived many alphabetic characters still used in Hellenised parts of South and West Asia Minor, in classical times. Their religion was the type religion of Asia Minor, and ultimately responsible for those so-called "Anatolian" features which spread to Greece and through Greece to Rome and the west. Uncompromprehended traditions and memories of their society inspired several Greek stories, notably that of the Amazons, one of whom—perhaps the divine queen of them all—is carved on a gate post at Boghaz-Keui itself. As in these latter years Crete has shown us much foundation in fact there was for some of the strangest myths of Hellas, so, in a less degree, has Boghaz-Keui. It has much more yet to tell us, for not its tenth part has been excavated; and nothing is to be desired more earnestly than that its exploration should be resumed.

MAKING GOOD ROADS

UNITED STATES AWAY BEHIND REST OF THE WORLD IN THIS WORK.

EVOLUTION OF THE HIGHWAY

Awakening of the People to Necessity for Road Improvement Slow Process—State Governments at Last Aroused—Vote Money for Work.

By HOWARD H. GROSS.

Is it not strange that in this country, where we have the largest aggregate of wealth that the world has ever known and where we have achieved the greatest success in human history along certain lines of endeavor, that we have failed to keep pace with the march of progress, and that we are a century behind the rest of the world in the matter of handling public roads?

The conditions of the highways in American are a great surprise to the foreign traveler, who has been used to smooth, hard roads throughout his land. Upon his arrival in New York he is overwhelmed by the immensity of the buildings and the gigantic scale upon which everything is done. A day or two in the metropolis prepares him to believe that Americans can do anything and accomplish anything. The resources of the country seem to be boundless. In this frame of mind he starts his journey westward, and from the railway window he can see roads that are practically bottomless and teams struggling through the mire that is nearly knee deep. He is perfectly amazed that such conditions should obtain. He cannot understand why it should be so in a country that has such marvelous resources. The fact is that America is the only country in the world that is rich enough to stand the drain, handicap and the losses that bad roads impose.

Again, may we ask, why is it that in this land, where so many great successes have been scored in so many fields that we have utterly failed in dealing with the highways? In the writer's opinion the reason will be found in certain fundamental misconceptions. They date back to colonial times. In the early days the people settled along the water courses, in the valleys. Farming was done in a primitive way. It was the day of the homespun. The hand loom and spinning wheel were found everywhere. The people lived very simply; what they wore, they made; what they ate, they raised. The community was self-centered and had very little to do with the settlement over the hills in the next valley. The spirit of home rule was everywhere dominant. The roads were regarded purely as of local concern. They were just such roads as the people cared to build, and whether good or bad it was no one's business but their own.

Thus the concept that the highways were purely a local matter and did not concern any one outside of the immediate vicinity became firmly established and held undisputed away until about 20 years ago, when a New Jersey man made a discovery that was far more important than finding the north pole, and that was that the roads were public property—they belonged to all the people and as such it was the state's duty to take up the question of highway improvement and not leave the whole burden upon the township where the amount of taxable property was limited. It was shown that the world's food supply had to pass over these roads and that bad roads increased the cost of delivery—made the food supply intermittant instead of constant, and that bad roads produced a heavy burden to every one and was a serious economic error. A movement was started for state aid in road building. It met great opposition, and principally from those who would most greatly benefit from it—the farmers. They feared it was a scheme to take the roads out of their hands, and no telling where they would land or what taxation would be put upon them, but the movement grew because it was right. In two or three years after the people had had the experience of building roads under the plan, had used and paid for them—they found it was a splendid investment and that instead of adding to their burdens the good roads took many burdens off. The plan became so popular opposition died out and those who at first were strongly against the plan were soon among its foremost advocates.

New Jersey began state aid with an appropriation of $50,000 per year, this sum was soon increased to five times the amount. The state aid plan of road building spread from state to state, until now fully half of the states have adopted it, and it has everywhere proved popular and successful. It is the plan that gets the roads and so distributes the burden that the taxation is not appreciably higher than it was before. State aid would have been impractical in the early days of the republic, but now under the country-wide plan of distribution of food products and the factory output and the enormous amount of city and corporate property, all of which is benefitted by good roads. The plan removes a heavy burden from the farmers, by requiring all classes of property to stand its just proportion of the cost.

New York presents a striking example of the growth of the good roads sentiment and the possibilities of road construction. This state began state aid with a measly appropriation of $50,000, but in five years by a heavy majority voted a constitutional amendment authorizing the issue of $50,000,000 of bonds for state aid in road building. Thus the wave of progress goes on with increasing momentum, and it will eventually sweep the whole country.

When one looks back over the campaign for good roads in any community he finds that when the subject was first brought up scores of good people became frightened at the expense, and they were loud in denunciation of the proposal, saying and believing, that it meant the confiscation of their property. That they never could stand the tax and that good roads spelled ruin. In every case, however, where the plan was proceeded with by state aid, the people were surprised that they had the roads and that they did not feel the tax, that, in fact, more and more roads were demanded, up to the lawful limit. Thus it has ever been, and probably will be, for years to come.

Good roads mean more social life, more pleasure, less drudgery. They mean better schools, a more enlightened and intelligent citizenship, they mean progress and civilization.

Splendid Trap Road Near LaGrand, Ore.

This splendid road is near La Grande, Oregon. It is built of Trap Rock and has proven of inestimable benefit to a fine stretch of country. Nine such roads are to be built. Photo supplied by the United States Office of Public Roads.

Teaching School Girls to Swim.

In the apparatus in use in Germany for teaching school girls how to swim the pupil is supported in such a position as to leave the legs and arms free to perform the motions of a swimmer. The body is hung in a wide belt, suspended from an overhead rail, while the feet are attached to a pair of ropes running over pulleys and adjustable to various requirements.

The pupils thus suspended are then taught how to perform the movements of the breast stroke until the action becomes inmost instinctive. There is a decided advantage in teaching these movements in such a way instead of in the water, for the pupil is not distracted by the fear of a ducking. It is not at all easy to learn the swimming movements even out of water, hence the advantage of acquiring this knowledge until it becomes almost instinctive before entering the water.—Scientific American.

Utilization of Waste.

A distinguished chemist once observed that "My lady writes tender sentiments to her lord with ink made from an old copper coffee pot on paper made from old collars." The utilization of waste products, which is adding so enormously to the wealth of the world, furnishes many such fantastic adaptations.

"Give me," Dr. Long said, "the sewage of New York, and I will return you yearly the superior milk of 100,000 cows." The waste soapsuds from woolen factories which used to pollute hundreds of rivers, is now precipitated and the coagulum is pressed into bricks and converted into superior illuminating gas. These are only examples of the ingenuity of man. That the field is far from exhausted is instanced in the estimate that from 600 to 1,000 tons of fine coal are thrown away every day in the ashes of New York. It is not impossible that some one will shortly invent a process for reclaiming this wasted material.

Easy-Going Individual.

I. R. Sherwood, Democratic congressman from Ohio, tells this story: A man had for years employed a steady German workman. One day Jake came to him and asked to be excused from work the next day. "Certainly, Jake," beamed the employer. "What are you going to do?" "Vall," said Jake slowly, "I tink I must go by mein wife's funeral. She dies yesterday." After the lapse of a few weeks Jake again approached his boss for a day off. "All right, Jake, but what are you going to do this time?" "Aber," said Jake, "I go to make me, mit mein fraulein, a wedding." "What? So soon? Why, it's only been three weeks since you buried your wife." "Ach!" replied Jake, "I don't hold spite long."

Greed.

'A fool and his money are soon parted," quoted the bunko steerer.

"Yes," replied the green goods man. "But the trouble is that a fool usually hasn't much money to start with."

Startling.

"That's queer," said the conductor.

"What is?"

"When I told that woman her transfer was no good, she didn't tell me that she'd just that minute got off the other car."

Oxygen As a Cutting Tool.

A jet of burning oxygen from a blowpipe may be successfully employed to cut sheet iron, iron tubes, and small bars. The cut made is almost as sharp and thin as that made by a saw. In earlier attempts difficulty was encountered in clearing the cut of liquid metal and in preventing the spread of the melting effect beyond the borders of the cut. In later processes two blowpipes were used. The first has an ordinary oxyhydrogen flame, which heats the iron to redness at the place where the cut is to be made. This is followed immediately by the second jet, composed of pure oxygen, which instantly burns the metal without melting. The liquidized iron is blown swiftly from the fissure, so that there is no serious spreading of the heat to surrounding parts.

The Caper Crop.

Mrs. Nuwed—Mary, for dinner I think we'll have boiled mutton with caper sauce. Are there any capers in the house?

Mary—No, ma'am.

Mrs. Nuwed—Then go out in the garden and cut some.

Expensive.

"I once proposed to a girl in a conservatory."

"With what result?"

"A lot of costly plants were nipped by frost."

Early Energy.

"I intend to wake congress up before I get through," said the new member.

"My friend," said Senator Sorghum, "don't stop with merely waking congress up. See if you can't do something to make the framers of the United States Constitution turn over in their graves."—Washington Star.

The person who corrupts the pure faith or goodness of another may commit such an injury as the whole world could not compensate.—Tucker.

WHAT GOOD ROADS DO COST

New York to Expend Over $5,000,000 This Year in Repair Work.

How few automobilists and tourists realize as they glide over the good or bad roads of New York state what the upkeep of these highways and byways is costing their town, county and state, and indirectly them. If they would stop to think of this there would be much less profanity when one chances upon a mud puddle difficult to dodge.

In the first place, the average, or, rather, the majority of tourists have no idea of the number of miles of roads in New York state which must be annually repaired, oftentimes semi-annually. Frank D. Lyon, the deputy commissioner of the state highway department, has furnished statistics and information on this subject which are not only startling and surprising, but vastly interesting to motorists.

There are in the Empire state 80,000 miles of roads, a greater mileage of which is improved highway than all the other eastern states put together, not including Massachusetts. There are now 2,000 miles of state roads and more under construction. There are macadam roads totaling in mileage 2,400, constructed by towns. There are more than 40,000 miles of earth roads, properly shaped and crowned, stones picked and removed, depressions filled, culverts and bridges repaired. Towns have constructed 8,000 miles of gravel roads, in first-class condition.

To keep these roads navigable, so to speak, shape means work, systematic, untiring labor on the part of a great corps of people. The state is divided into nine districts, with Mr. Lyon in actual charge of these. Each district has a superintendent, an assistant to Mr. Lyon. Then the state is again subdivided into forty-four counties under the supervision of fifty-four superintendents, who in turn are answerable to the nine assistants of Mr. Lyon. Then it is further subdivided into 934 towns, under 934 town superintendents. By this system Commissioner Lyon can reach within twenty-four hours after notification any road in the state in need of repair.

Work of construction and repair is now at its height, and Mr. Lyon's report of recent date showed that on one particular day there were 26,000 men and teams on the roads of the state.

Co-operation on the part of automobilists with the state authorities is urged by the state highway department. Mr. Lyon asks that tourists running across anything wrong with the roads immediately report the same to him. In this way tourists—those who are actually using the roads—will not only aid the state, but themselves, in keeping the highways in the best of condition.

"The upkeep of motor cars," says Mr. Lyon, "will this year be reduced 40 per cent. in my mind, on account of repairs to highways being made."

Towns are this year raising by taxes for highway improvement the sum of $2,504,675.23. The state is turning over to the towns to aid them in this work $1,593,070. Bridge work during the year 1911 is to cost $628,414.63. The amount to be paid out for new machinery is $180,011.25. Special road improvements in towns of the state are to cost $279,706.22, making in all $5,185,877.33 to be expended by towns this year.

The state is to bond itself for $19,000,000 for the construction of state roads. Towns and counties are to be called upon to provide as their share $5,000,000. The state legislature has appropriated $1,800,000 for the maintenance of state roads already constructed.

The sum of $21,985,877.33 is to be expended in one year for road construction and improvement throughout the great Empire state—that is, this amount is available for the work, and in all probability will be utilized by the state department of highways.

The Pink Marble Personal.

While the Japanese are rapidly assimilating western business notions, they have not yet entirely divested themselves of Oriental extravagance of expression in their advertisements, especially those of a personal nature, as the following, which some time ago appeared in a Tokio newspaper, will testify:

"I am a beautiful woman. My abundant, undulating hair envelops me as a cloud. Supple as a willow is my waist. Soft and brilliant is my visage as the satin of flowers. I am endowed with wealth sufficient to saunter through life hand in hand with my beloved. Were I to meet a gracious lord, kindly, intelligent, well educated and of good taste, I would unite myself with him for life, and later share with him the pleasure of being laid to rest eternal in a tomb of pink marble."

U. S. PRICE MAKER

NEW SYSTEM, SAYS ATTORNEY GENERAL, IN PLACE OF SUPPLY AND DEMAND.

COMBINES FIX ALL CHARGES

Commission Similar to Interstate Commerce Body Is Suggested by Wickersham to Curb Corporations.

Duluth, Minn.—Regulation of corporations by a commission similar to that now governing the railroads was advocated by Attorney General Wickersham in an address delivered before the Minnesota State Bar association.

The cabinet member declared also that the duty of fixing prices of commodities might devolve upon this commission, though he expressed some doubt of the practicability of this phase of the plan.

The law of supply and demand, Mr. Wickersham said, no longer controls prices in the United States. For years, he said, the prices in all the great staple industries have been fixed by agreement between the principal producers and not by a normal play of free competition.

An interstate commission, the attorney general added, would prevent violations of the anti-trust laws and aid business men to maintain a continued status of harmony with the requirements of the statutes.

With the weight of an administration officer behind them, Mr. Wickersham's remarks made a deep impression. There was nothing in the speech, however, to indicate how far the attorney general reflected the views of President Taft. On several occasions in the last year he has been regarded as the spokesman for the administration.

"That further regulation of corporations carrying on commerce among the states may be necessary," he said, "is coming to be a matter of current comment. It has been openly advocated recently by representatives of some of the largest combinations of capital, probably as a means of salvation and to preserve under government supervision great organizations whose continued existence is menaced by the recent interpretation of the Sherman act, the disintegration of which would be attended with heavy loss. To such it is a case of 'any port in a shipwreck.' Better continued cooperative life, even under a powerful master, than disseminated properties and segregated activities without constant government supervision.

"But there are other reasons for such regulation. The federal department of justice is not organized or equipped to maintain constant supervision and control of business organizations. It deals only with cases of violation of the law. The activities of an administrative board or commission would be directed to preventing such violations and in aiding business men to maintain a continued status of harmony with the requirements of law.

"Whether such a federal industrial commission should have power to regulate prices is, of course, a matter for serious consideration. The interstate commerce law prescribed as a legislative rule that prices for transportation by rail, or wire, or pipe line, shall be reasonable, and that no unjust discrimination shall be made between individuals or localities similarly situated. A similar rule might be made by congress with respect to the prices of commodities the subject of interstate commerce."

WALL PAPER MEN INDICTED

Members of Alleged Trust Are Accused of Violating Sherman Law in Cleveland.

Cleveland, Ohio.—Four indictments were returned by the federal grand jury, which has been investigating an alleged wall paper trust. The indictments charge conspiracy in restraint of trade under the Sherman law.

The indicted persons are officials of wall paper jobbing houses. They are: J. B. Pearce, president of the J. B. Pearce Wall Paper company of Cleveland; Norton Newcomb of St. Louis, Edward E. Maxwell of Chicago and C. C. Aler of Columbus, O. Bond was fixed at $5,000 in each case.

The specific charge against the indicted men is that they met in Cleveland May 30, 1910, and after a secret session, notified wall paper manufacturers of the country that if they sold wall paper to 5 and 10 cent stores the jobbers would boycott them.

United States Warns of Hay Shortage.

Washington.—A shortage of clover hay threatens the central western and northern states. The agricultural department advises farmers to replant by disking stubble about three inches deep and sowing clover and grass along with a nurse crop by August 15.

Small Gotham Bank Closed.

New York.—Announcement was made that the Audubon National bank, a small institution at Broadway and Forty-third street, will go into voluntary liquidation because of misappropriation of funds by one of its officers. National Bank Examiner Hanna is in charge.

Tax John D. on $6,000,000.

Cleveland, O.—John D. Rockefeller's real property in Cleveland and Cuyahoga county has been appraised at $6,000,000.

Denies Ambassador Will Resign.

London.—The foreign office denied a report cabled from the United States that James Bryce contemplates retiring from his post as British ambassador at Washington, following the conclusion of the Anglo-American arbitration treaty.

Thirty-Seven Massacred.

Livingstone, Rhodesia.—German District Commissioner Von Frenkenberg, two white sergeants, 14 police and 20 carriers have been massacred by the Okarango tribe of Bechuanaland.

Wilson Sees 1912 Victory.

Asbury Park, N. J.—Six hundred Democrats at a banquet at Avon heard Governor Woodrow Wilson predict Democratic success in 1912. It was idle to talk of the formation of a third party, said the governor.

Asks Safety for Ranchers.

Washington.—American ranchers in Lower California are being threatened by the so-called Mexican liberals. The United States has requested the government of Mexico to afford them adequate protection.

A GREAT TEMPTATION.

Aunt Dinah—Ephrum, dat ole Cunnel Leigh is got some of de fines', mos' lubly young turkeys I eber sot my blessed eyes on. Dat am a fac'!

Uncle Ephraim—Yaas, honey, dis chile knows it. An' I kon'y got 'ligion two weeks ago! An' jes' two days befo' Thanksgibbin! Dinah, I'se mighty 'fraid I's goin' to be a backslider, shuah as youah bohn!

Titles in England.

Forty or fifty years ago few people in England had titles. There were only a few decorations which entitled their owners to put the prefix "Sir" before their names. We all of us looked down with lofty contempt upon the counts and barons that were so plentiful in continental countries. Now we can do so no longer, for probably there is no other country in the world where the traffic in titles is so open and so indecent as in England. What the number of our decorations is I do not know, and I imagine that few do. Every few years some new one is created and an Englishman with a taste that way can easily manage to exhibit himself covered with metal disks and bits of ribbon like some successful cow at an agricultural show. These embellishments may flatter the vanity of their wearers, but they do not increase the respect that is felt for Englishmen.—London Truth.

Might Help.

Mrs. Willis (at the Ladies' Aid society)—Now, what can you do for the poor boys at the front?

Mrs. Gillis—I was reading today where the soldiers are always making sorties. Now, why can't we get the recipes for those things and make them ourselves and send them to the boys?—Puck.

Manoeuvres of the Humorists

His Relatives.

"You are by nearest relative,"
Said Willie to his ma;
"But when I need some money
My closest one is pa."

Settle It for Yourself.

The question of the day seems to've
Resolved itself to which is
The most entrancing thing to wear.
A skirt or pair of britches.

A Labor Saver.

"I saw you jump when my chauffeur sounded our new automobile shriek," said Mr. Chuggins.

"Yes," replied the pedestrian. "It's a horrible noise; but it expressed my feelings exactly."

Two Chairs Too Many.

Mistress—I see that you have only one chair in the kitchen, Maggie; I must get you another.

Maid—That's all right, ma'am; I don't have anybody but gentleman callers.

The Last Luxury.

Ten-year-old Arthur had been telling impressively of the number of servants employed in his home. He continued: "And our house is fixed so that if you want a drink, or a window raised, or to go upstairs, or anything, all you have to do is to pull a chain!"

"But what do you want with so many servants if that sort of a house?" asked one of his hearers.

"Oh," replied Arthur, "we have the servants to pull the chains."—Judge.

Explained.

Two ladies, previously unacquainted, were conversing at a reception.

"I cannot think what has upset that tall blonde man over there. He was so attentive a little while ago, but he won't look at me now."

"Perhaps," said the other, "he saw me come in. He's my husband."—Penny Pictorial.

On the Safe Side.

He—Pardon me, but I'm not "Sir" John, only just plain "Mr."

She—Oh, well, you know, in these days, when there are so many new titles, I always give people the benefit of the doubt!—London Opinion.

Ingenious Woman.

"Now that Snooper has bought a safety razor, I don't suppose his wife can use it to sharpen pencils."

"No; but she has put a handle on one of the blades and made a fine meat chopper."

Heard Over the Telephone.

"I'm detained at the office, dear,"
"Let the telephone receiver hang down a while, please."
"What for?"
"The orchestra is just now playing my favorite selection."

Not Exactly Pleased.

"Did her father seem pleased when you asked for his daughter?"

"No, I can't say that he did. From the way he spoke I think he'd have liked it better if I had asked for his wife."

A Couple of Lays.

The rain and the hen have their work,
As everything earthly must;
The hen gets busy and lays an egg,
While the rain is laying the dust.

Bright People.

With people who agree with us,
We find the most delight;
That's the way we all decide,
Who's wrong and who is right.

Praise Disfigured.

"There's such a thing as spoiling a person's good looks by praising them."

"As how."

"Well, I told Agnes she had a beautiful nose, and she has made herself cross-eyed looking at it."

No Chance to Talk.

Gyer—Poor Jaygreen has joined the great silent majority.

Myer—You don't say! When did he die?

Gyer—Oh, he didn't die. He got married yesterday.

The Pacifier.

Some women while engaged decorating a village church were informed that a goat was making a meal of a "Peace on Earth, Good Will to Men" design on the leaves, which had been left in the church yard, says the St. Louis Post-Dispatch.

"Make haste, Pat," cried the women, "the goat is starting to eat again."

"Let him ate away," said Pat. "I am goin' to wait until he's got some 'good will to man' inside of him."

Turnips, Lamb—and Mutton.

We traveled with one of those troublesome fellow-passengers in a stage coach that is called a well-informed man. For 20 miles we discoursed about the properties of steam, probabilities of carriage by ditto, till all my science, and more than all was exhausted, and I was thinking of escaping my torment by getting up on the outside, when, getting into Bishop's Stortford, my gentleman, spying some farming land, put an unlucky question to me—"what sort of a crop of turnips I thought we should have this year." Emma's eyes turned to me to know what in the world I could say, and she burst out into a violent fit of laughter, maugre, her pale, serious cheeks, when, with greatest gravity I replied that "it depended, I believed, upon boiled legs of mutton."—Charles Lamb.

In friendship the absent are present, the poor are rich, the weak are strong, the stammering speak, and the dead live.—Cicero.