A NIGHT OF MYSTERY.

FAMOUS OLD ALL-HALLOW E'EN.

Some Curious Unwritten Facts Concerning This Period of Strange, Romantic Interest—A Lovers' Season.

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All boys and girls know that October 31st is "All Hallow Even," though most of them corrupt its name to "Holly Eve." They know that it is a night of mirth and mystery specially devoted to mischief, fun, incantations, divinations, charms and spells, but very few of them or their elders understand the real significance or can tell whence it derives its name.

Many centuries ago the Roman Church, finding it impossible from the great and constantly increasing multitude of the saints to set apart a separate day for each one, decreed that November 1st should thenceforward be kept as a day in honor of all the saints, and should be known as All Hallowmas or All Saints' Day, and that the night of October 31st, immediately preceding it, should be kept as a vigil, and be known as All Hallow Eve—occasions still observed in the Catholic, Episcopal and Lutheran churches. Hallow Eve has always been invested with strangely mystic character. It is a general superstition that devils, witches and fairies then have unusual power; that all spirits can then roam through space and that the spirits of all living people can then read their own future or be made to reveal to others what fate may have in store for them. As none of the Hallow E'en customs have any religious significance antiquaries regard them as of heathen origin.

Hallow Eve has always been and is still regarded as the time when romantic young men and maidens may solve the momentous question "who is to marry whom?" The chief end and aim of all the divinations of Hallow Eve are to obtain some information regarding one's future wife or husband and to secure a glimpse, if possible, of that fortunate or unfortunate individual. For this purpose every age and every country have had their own charms and spells which have furnished an inexhaustible theme to folk-poets and lovers of folk-lore. Robert Burns has graphically described those of Scotland in his poem of "Hallow E'en," giving a vivid account of more than a dozen quaint charms and spells. In a very old book of English folk-lore called "Ye True Arte I've Reade Ye Future," I find the following: "If a mayde would know ye name of ye man she is to marrye, let her on All Hallow Even steal out to a lime kiln and throw in a clue of blue yarn still holding ye other end. Presently ye end in ye kiln will be sharply pulled. Then ye mayde must say 'Who holds?' Whereupon ye voice of her future husband will pronounce her name—both ye Christian and ye surname." The only obstacle to the successful performance of this spell is the difficulty of finding an old-time kiln, but as lime kilns will be in great demand among our young women when the important fact stated above becomes generally known and as a demand for any article in this country is met by an abundant supply, the number of lime kilns will doubtless soon be largely augmented to the great delight of anxious matching-making mammas and their dutiful offspring.

Water, nuts and apples bear a prominent part in the Hallow Eve divinations. A quaint old book of charms published in Edinburg in 1690, entitled "Olde Father Tyme's Bundle of Faggots Newly Bound Up," declares that an infallible way to get a view of your future husband or wife is to retire on Hallow Eve with a glass of water, in which a sliver of wood has been placed, standing by your bedside. In the night you will dream of falling from a bridge in a river and of being rescued by your future wife or husband, whom you will see as distinctly as though viewed with waking eyes. This charm is thus alluded to by the English poet, Gay:

"Last Hallow Eve I longed my love to see,
And tried a spell to call her up to me.
With wood and water standing by my side
I dreamed a dream and saw my own sweet bride."

In connection with this spell I am reminded of a curious circumstance which came under my immediate obsesvation. While visiting my brother in Newton, Mass., some years ago my sister-in-law complained at the breakfast table on the morning after Hallow Eve that she had spent a most wretched night. On my inquiring the cause she stated that she had had a strangely vivid and most singular dream from which she had awakened with a feeling of the most distressing exhaustion. She dreamt that she was walking along the bank of a river when a gentleman, whose face she saw as plainly and distinctly as she had ever seen anything and whose features were indelibly imprinted upon her memory, fell from a bridge erected across the stream. Without a moment's hesitation she plunged into the water, and, after a desperate struggle, succeeded in bringing him safely ashore, whereupon she awoke feeling as much exhausted as if she had actually passed through such a thrilling experience.

In less than three months from that time my brother sickened and died. His young widow continued to reside in the same place with her two children. Four years later I again paid her a visit, and while a guest at her house I learned that a bachelor friend of mine would be in the neighboring city of Boston on a certain date, and I telegraphed him to visit me at Newton. I met him at the railway station and drove him to my sister-in-law's residence.

It was a beautiful summer evening, and looking from the carriage as we approached the house we saw her watering some flowers on the lawn. At sight of her my friend seemed so much agitated that I anxiously inquired the reason of his discomposure, and asked if he had ever seen the lady before. He had barely time to answer "Yes, once, and I will tell you all about it when I have an opportunity," before we had alighted and were in her presence. To my amazement she seemed quite as much discomposed as my friend had been.

He subsequently told me that on the very Hallow Eve when my sister-in-law had dreamed the dream above mentioned, he had tried the spell of the glass of water and the sliver of wood recommended by my "Old Father Time's Bundle of Faggots" which I had loaned him, and that he had dreamt of falling off a bridge into a river, and of being rescued by the lady in whose house we then were, and who he saw in his vision as distinctly as when he beheld her that night on the lawn. I also learned from my sister-in-law that my friend was the very man whom she had dreamt of rescuing on that same Hallow Eve.

The story of this most curious coincidence, which is literally true exactly as stated, is made complete by the fact that this pair of dreamers were made man and wife before another Hallow Eve.

In ye "Mysteries Of Ye Witchcraft," the oldest folk-lore book in my collection, there is a charm "by which a mayde may know if ye man she loves be true." The maid is directed to pluck at midnight on All Hallow Eve two monthly roses with long stems, naming one for herself and the other for her lover. She must then go directly to her bedroom without speaking to any one, and kneeling beside her bed must twine the stems of the two roses together and then repeat the following lines, meanwhile gazing intently upon the rose named for her love:

"Twine, twine and intertwine,
Let my love be wholly mine.
If his hear be kind and true,
Deeper grow his rose's hue."

If her swain be faithful the color of the rose representing him will grow darker. Another of the oldest Hallow-Eve spells is much practiced in England's Northern counties. A young man or young woman goes at midnight on Hallow Eve to a walnut tree and walks around it three times, crying out at each time "Let him (or her) that is to be my true love bring me some walnuts," whereupon the future wife or husband is seen in the tree gathering its fruit. The poet Gay thus refers, in his "Pastorals," to this custom:

"Last Hallow Eve I sought a walnut tree
In hopes my true love's face that I might see,
Three times I called, three times I walked apace,
Then in the tree I saw my true love's face."

A very old Hallow Eve divination, formerly much practiced by English rustics, to tell from what quarter of the compass the future husband or wife will come, is performed by stealing out unobserved at midnight, plucking a small lock of hair from one's head and casting it to the breeze. Whatever direction it is blown toward is believed to be the location of the future matrimonial partner. This divination is also mentioned by Gay, in his "Pastorals," as follows:

"I pluck this lock of hair from out my head,
To tell whence comes the one that I shall wed.
Fly, silken hair, fly all the world all around
Until you reach the spot where my true love is found."

There can be no question that many of the observances of Hallow Eve are derived from those of the old Roman festival of Pomona, when divinations and the consulting of oracles and omens were universally practiced. Lighting bon-fires is one of the oldest and most universal of Hallow Eve usages, yet the Germanic and Celtic nations were both accustomed to kindle them on October 31st centuries before they ever heard of the Christian religion and its vigil of All Hallow Eve. It is probable that the boys of those old races indulged, on that date, in the same mischievous practices which now afford so much pleasure to our own youngsters, and no doubt the little sons and daughters of the ancient Romans, Germans and Celts carminated the municipality (or, in the vulgar, painted the town red) quite as extensively as our own children do now by ringing door bells and running away before they can be answered, beating in the panels of front doors with cabbage-heads, misplacing signs, gates and fences and raising Old Nick generally.

A Tariff Catechism.

The following questions and answers were found among the papers of the late George Otis, of Roselle, N. J.:

Q. What is the meaning of the word tariff?

A. It is so called because hundreds of years ago sea pirates at Tarifa, Spain, forced every passing vessel to pay for the privilege of going into and from the Mediterranean sea.

Q. What is the meaning now?

A. A certain sum forced from the people by land pirates.

Q. Why say taken by force?

A. Because the Republican Congress says to the people, "Stand and deliver."

Q. Stand and deliver to whom?

A. To certain favored manufacturing interests.

Q. Where in the Constitution is Congress empowered to pass a law to compel the many to support the few, the poor to contribute to the rich?

A. In no part of it.

Q. Then where did it find the power?

A. In the Bible.

Q. Give the book, chapter and verse.

A. Matthew, Thirteenth chapter, 12th verse: "For whosoever hath, to him shall be given, and he shall have more abundance; but whosoever hath not from him shall be taken even that which he hath."

Q. Is such a law republican in the sense of being democratic—a government in which the people rule?

A. No. It is aristocratic.

Q. What do you mean by aristocratic?

A. A government wherein a few rob the many where the many work to help support the privileged few.

Q. Explain how the tariff law establishes an aristocracy in a democratic government.

A. Congress says to the poor, because this or that man is rich and produces iron or cotton or woolen goods, you shall pay him so much money for so many pounds or yards, or go naked and work without tools.

Q. What reason does Congress give for such a tyrannical law?

A. Congress says the law is a differentiation of industrial function, which means that industry is the function of the poor and the difference goes to the rich.

Q. Is that the only reason Congress gives?

A. No. It says the tariff is intended to foster infant industries at home.

Q. Are the iron, cotton and wool industries infants?

A. No; they are a hundred years old.

Q. What date has Congress fixed for these industries to become of age?

A. When Gabriel blows his horn. One congressman did move to fix a later date, but when reminded that asbestos was not protected he withdrew his motion.

Q. What is the meaning of a protective tariff?

A. Protection of the rich from getting poor and of the poor from getting rich.

Q. What is the difference between the tenants in Ireland and the farmers in America?

A. None. In both cases the tax-gatherer lives in the East, and the sheriff is after both.

Q. Is there any other similarity between the Irish tenants and the American farmers?

A. Yes; the tenants are too poor to stay and the farmers are too poor to leave.

Q. Is that the only benefit Republican protection confers on the poor?

A. No. It improves their morals; keeps them from having useless desires.

Q. How does protection produce such results?

A. The poor have to work so hard to support the rich they have no time for mischief. Having no surplus money with which to travel they see nothing new and their desires are kept dormant. That brings content.—New York World.

Their Cases Somewhat Similar.

There could hardly have been a greater contrast between two men who had been chums at school and afterward at college.

The first had a tinge of gray in his hair, wrinkles on his brow and was round shouldered from long hours spent over a desk. He was trudging slowly homeward.

The second was well dressed, and when he walked had a more elastic step than the first. But he wasn't walking; he was driving as usual. There were some lines of care on his face, but altogether he looked prosperous and happy.

"That man's worth half a million," said one of the two men who had stopped to watch him drive past.

"And that man isn't worth $500," said the other, nodding toward the one who was trudging along on the other side of the street.

"I knew them when they were both poor," said the first. "Both started out to become rich, and for a year or so it seemed an even thing. Each was striving and struggling for the same end."

"I know, and one failed."

"Both failed."

"I mean one failed to get rich."

"Both failed to get rich. The other went into bankruptcy and paid ten cents on the dollar. That's how he did get rich."—Detroit Free Press.

Still Waiting.

"Waiting for dead men's shoes" is a sorry occupation. No man can follow it long without losing what little of enterprise and independence he may once have had. But few people are frank enough to admit that they are on that "waiting list."

"Well, Brown," said Smith, as they met for the first time in several years, "are you married yet? Did that rich old grandfather of yours leave you money?"

"Waal, no, I ain't married yet, nor ain't likely to be nuther, 's fer's I kin see. Ef Grandfather Green hed done as he ought ter hev done I s'pose I'd been settled down in a house of my own years ago. He"——

"So he didn't leave you a cent, eh? That's too bad I declare."

"Jes' so. Puts Mary and me in 'n awful hard place. There ain't nuthin fer us ter do now but to wait fer some o' her folks to die."—Youth's Companion.

Deafness Can't be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the eustachian tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition hearing will be destroyed forever. Nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give one hundred dollars for any case of deafness (caused by catarrh) that we cannot cure by taking Hall's Catarrh Cure. Send for circulars; free.

F. J. Cheney & Co., Toledo, O.

Sold by druggists. Seventy-five cents.

Ho! Traveler, take BEECHAM'S PILLS with you.

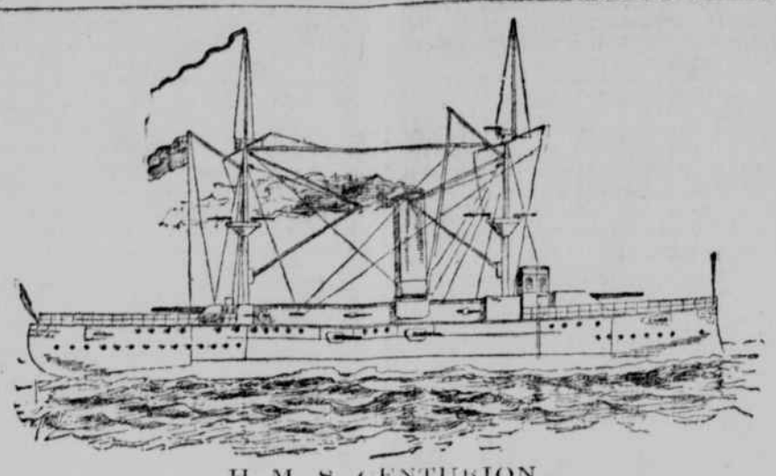
GREAT BATTLE SHIPS.

RAPID WORK OF CONSTRUCTION.

England's New Second Class Armorclads do Not Compare Favorably With Those We Have on the Stocks.

IN becoming something of a naval power ourselves we must, if we are to understand whether our needs in respect to the strength and composition of our fleet are being duly met, take an interest in what is going on in foreign navies. The Times herein takes a glance at the condition of foreign fleets and the progress in naval affairs during the year preceding.

Never in any similar length of time has the British navy received such accessions to its strength as during the three years following the Naval Defense act of 1889. This act was the result of a general feeling of dissatisfaction with the desultory and irregular construction without definite policy which has been pursued for several years, and which has recently evoked some of the most dismal failures in the way of vessels that England has ever possessed. There was a necessity for a well-considered plan of procedure, involving a proper readjustment of strength among the various branches of the fleet.



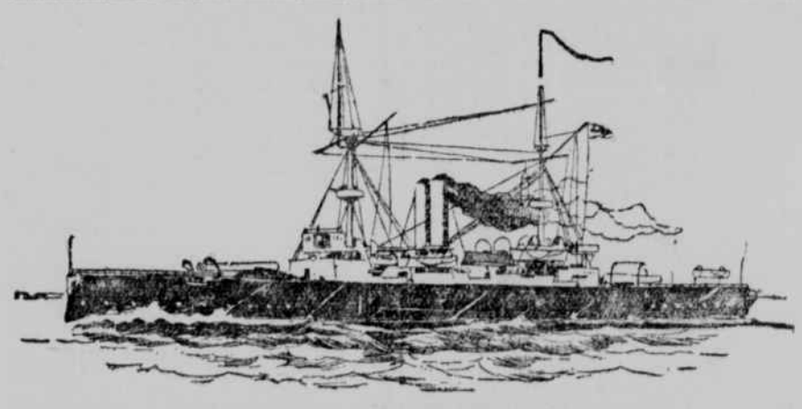
H. M. S CENTURION.

HAMPERED BY FINANCIAL QUESTIONS.

Hitherto the attainments of a properly-balanced naval force had been hampered by questions of temporary expediency. The greatest obstacle was the uncertainty of the amounts of money likely to be placed at the disposal of the Admiralty for new construction. By the appropriation of £21,500,000 ($103,600,000) in the Naval Defense act of 1889 this obstacle was removed, and a programme of construction was laid down embracing a formidable list of ships which would of themselves alone place England fourth in the list of great naval Powers even if she possessed no others. The vessels provided for were: Eight armored battleships of the first class (14,150 tons, 17 knots speed); two armored battle-ships of the second class (10,500 tons, 18 knots); nine first-class protected cruisers (7,350 tons, 20 knots); twenty-nine second-class cruisers 3,400 to 4,360 tons, 20 knots); four second-class cruisers (2,575 tons, 19 knots); eighteen torpedo gunboats (735 tons, 21 knots)—a total of seventy vessels.

RAPID SHIP BUILDING.

All of the above are now under construction, more than half have been launched and a few have been completed. The speed of construction has been phenomenal and never hitherto approached even in England. The Royal Sovereign, an armored battle ship of 14,150 tons, finished her trials and was placed in commission two years and eight months after the laying of her keel in Portsmouth dockyard. It is true that a special effort was made to complete her in the shortest possible time, and to this end the energies of this one dockyard were mainly directed. But, notwithstanding the fact that this does not represent a fair average of construction speed, it shows the capabilities of the English yards when pushed to their utmost.



THE ROYAL SOVEREIGN.

Nor are the other ships of the same class far behind. The last of them will probably be commissioned within three years and six months from the date of laying the keel—a wonderful record when we consider that France has never built a first-class modern armor-clad in less than ten years, while Italy and Russia, the only other Powers possessing such vessels at present, have done but little better.

COMPLIMENTS FOR OUR YARDS.

It is interesting to note the foreign opinions of our own speed of building war vessels. Lieutenant Weyl, of the French navy, a widely known authority on naval matters who has written a chapter on "foreign navies" for the current number of Brassey's Annual, says: "The navy of the United States has continued to progress through 1891. The yards are a scene of activity, and are remarkable for a rapidity in the rate of construction which is equalled only in England."

Mr. T. A. Brassey, the able editor of the Annual, in referring to the subject of rapid building, testifies to the same effect: "England holds without question the first place in productive energy; the United States, though her shipbuilding yards have been but lately established, is not far behind."

For the reasons upon which these opinions are based we have but to compare the progress upon our battle ships, the Massachusetts, the Indiana and the Oregon, with the rate at which the French constructed four vessels of similar type, and almost identical dimensions, the Marceau, the Neptune, the Hoche and the Magenta.

THE UNITED STATES BATTLE-SHIP INDIANA.

Of our own ships all are to be completed within three years from the date of signing the contract (which took place several months before laying the keels) and it seems probable that, unless delayed by the armor contractors, these vessels will be delivered to the Government within the contract time.

SLOW WORK IN FRANCE.

The four French armorclads referred to were laid down between 1880 and 1882. Two only, the Hoche and the Marceau, are complete; the Neptune has recently had her steam trials, but is not yet ready for service, and the Magenta will not be finished for another year. In the case of the Neptune, five years intervened between her launch and her steam trials.

No expense has been spared to make the English battle-ships the most formidable vessels afloat. To combine in one ship all the desired qualities it was considered necessary to adopt a displacement of more than fourteen thousand tons. The superior handiness of a smaller ship is sacrificed. The gains are a slightly greater proportion of the hull enclosed in armor, somewhat greater speed and a higher (above the water line) platform on which to work the guns. If we compare them with our own battle-ships the above are the points in which they excel. The armor is no thicker, the guns and gunners not nearly so well protected as in our Indiana class and the weight of the battery in any direction, either for a single discharge or in a given time, is considerably less.

ENGLAND'S SECOND-CLASS SHIPS.

Whatever may be the merits or demerits of their design, they are largely objected to by English officers and others on account of their inordinate size. To please this class of objectors two second-class battle-ships of 10,500 tons were laid down. Without a full catalogue of their good points the unprejudiced observer must deem them "second class" in everything but size. The armor is neither thick—only twelve inches on water line and barbette—nor broad, nor does it enclose a very large proportion of the hull. The battery is the lightest ever mounted in ships of so great a displacement, consisting of four 10-inch and ten 4.7-inch guns. The speed—eighteen knots—is rather greater than is usual in battle ships, and so is the height of the guns above the water, but these two qualities by no means seem sufficient to account for the great size.

In our Indiana class, of 300 tons less displacement, the belt and barbette armor is 18 inches thick, or fifty per cent. greater, and the guns and gunners are protected by 18-inch turrets instead of 4-inch shields. The weight of the battery fire of the Indiana is overwhelmingly superior, in the proportion of more than two and one-half to one. The Indiana's speed will probably be 1.8 knots less, and part of her battery is not so high above the water. If one of each of these types should meet in battle could there be any doubt as to the result?

CRUISERS COMPARED.

I now pass to the cruisers. Of these the Royal Arthur class, of 7,350 tons, are considered well-designed vessels. Though of about the same tonnage as the Columbia (cruiser No. 12), they much more nearly resemble in type cruiser No. 6, building in San Francisco. A comparison with this latter vessel will give an idea whether the best possible use has been made of their very large displacement. In order that the following comparison may be more complete, it should be mentioned that without altering the dimensions four of the Royal Arthur class have increased draught and displacement of 7,700, due to sheathing with wood and copper. Two 6-inch guns replace the 9.2-inch gun on the forecastle, and the forecastle itself is considerably raised. The differences between the sheathed and unsheathed ships and between both and cruiser No. 6 are expressed in the following table:

	U. S. Cruiser No. 6.	British Cruiser Unsh'd.	British Cruiser Sh'd.
Displacement (tons)	5,500	7,350	7,700
Horse power	13,500	12,000	12,000
Speed (knots)	20	19.75	19.5
Coal (total tons)	1,300	1,100	1,100
Coal (at load, draught)	400	850	850
Steaming distance at ten knots	13,000	10,000	10,000
Armor deck—			
Slope	4¾-in.	5	5
Flat	2	1	1
Armor over guns	heaviest 4-in t'et. 4-in.ba'te.	2½-in sh's.	2½-in sh's.
Battery	4 8-in* 10 5-in.	2 9.2-in** 10 6-in.	1 9.2in* 12 6-in.**
Weights of battery fire—			
Ahead	740	580	400
Bow	1,300	880	700
Beam	1,300	1,260	980
Quarter	1,300	880	980
Stern	740	580	580

*Breechloading. **Rapid fire.

OUR SHIP'S SUPERIORITY.

As may be seen from the above, the American vessel excels her British rivals in almost every particular, notwithstanding her inferior size. The most remarkable differences are in the weight of the battery fire, in which cruiser No. 6 is overwhelmingly superior at every point.

We are building two cruisers of 3,183 tons—the Cincinnati and Raleigh. They are practically contemporaneous with the third class British cruisers building under the Naval Defense act. Of these latter there are a number of about 3,400 tons, the Naiad being one. A comparison of this vessel with the Cincinnati class discloses the following points of difference: The Cincinnati has 1,000 more horse power, and therefore probably at least half a knot more speed; she carries a heavier battery that will give a weight of fire in any given direction from 20 to 140 per cent. greater than the Naiad's; her guns are protected by 4-inch armor instead of the Naiad's 2-inch shields; her protection deck is one-fourth inch thicker on the slope, and lastly, having the same coal capacity, with less displacement and finer lines (same length, less beam), she probably will be found to have a materially greater radius of action.

Years ago it was our proud boast that though our ships were few in number they were the finest of their class to be found in any navy. The above comparison will probably satisfy the American reader that if we have not yet again reached that happy pre-eminence, we are in a fair way to do so. Certainly it would seem that our vessels have no superiors in those of similar dimensions and characteristics abroad, as the British ships appear to be fully equal to those in other foreign navies.

ENGLISH TRIAL FAILURES.

In looking over the trial trip records of British naval vessels one cannot help being struck by the numerous failures. These are nearly all to be attributed to undue lightness of construction, or the attempt to obtain from boilers or machinery a power beyond their real capabilities. The past year has added at least a dozen to this previously long list. First in importance are the Blake and the Blenheim (9,000-ton cruisers), which must remain content with 14,500 horse power, instead of the expected 20,000. Second, the Vulcan (6,000 tons), torpedo-boat-carrying vessel and floating work-shop, whose defects were even worse, as in all probability her boilers will have to be taken out and thrown on the scrap heap. Then comes a whole class, five 2,500-ton cruisers built for Australia, whose inability to undergo the maximum forcing necessary to obtain their designed speed is so well understood that they have never even been tried at full power. To these may be added two or three more of the older armor clads recently furnished with new machinery and several smaller craft.

It makes one shudder to think of the amount of vituperation that would be heaped upon our own Navy Department should a tithe of such errors be made in our new ships. Fortunately our designers have steadily set their faces against the extremes to which the lightening principle was carried in England. Our method of conducting a trial trip—over a long course at sea—has been in itself a deterrent force. What may be risked over the measured mile would not be attempted over a stretch of eighty, and our long distance trial is now coming into general use abroad.

PERFECT DWARF.

The Tiny Little Polish Nobleman Who Lived to the Age of Ninety-eight Years.

Dwarfs are usually rather misshapen little mortals with large heads and short legs, but sometimes they are well formed, as in the instance of the celebrated Polish dwarf, Count Borowlaskei. This little personage, who was said to be of noble family, was born in the year 1739. When fully grown up to manhood he measured

THE IRISH GIANT AND THE LITTLE POLISH COUNT.

less than three feet in height, yet he was of perfect proportions. He spent many years in traveling about to various places, and several amusing anecdotes are related of him.

The story is told that on one occasion O'Brien, the Irish giant, who stood 8 feet 4 inches high in his stockings, having been invited to appear before some gentlemen at dinner, while the guests were looking up with wonder at his towering stature, suddenly drew from his pocket the little Polish count and placed him on the table, to the amazement and admiration of all who were present.

It is curious that giants, who are so very tall, have, it is said, very short lives, seldom living much beyond forty, while dwarfs, who are short generally, have long ones. The life of this tiny Pole was stretched out to the age of ninety-eight. In 1797 a clergyman of Durham, England, who had met the little count on his travels, prevailed upon him to take up his residence in the neighborhood of that city, and there he spent the last forty years of his life. As he was clever and witty, spoke several languages and was of very engaging manners, he was much courted and admired in the society of Durham until his death, which took place in 1837.

The Little Dog Under the Wagon.

"Come wife," said good old Farmer Gray,
"Put on your things, 'tis market day—
And we'll be off to the nearest town,
There and back ere the sun goes down."
Spot? No, we'll leave old Spot behind,
But Spot he barked and Spot he whined,
And soon made up his doggish mind
To follow under the wagon.

Away they went at a good round pace,
And joy came into the farmer's face.
"Poor Spot," said he, "did want to come,
But I'm awful glad he's left at home—
He'll guard the barn, and guard the cot,
And keep the cattle out of the lot."
"I'm not so sure of that," thought Spot,
The little dog under the wagon.

The farmer all his produce sold
And got his pay in yellow gold;
Then started homeward after dark,
Home through the lonely forest. Hark!
A robber springs from behind a tree.
"Your money or else your life," says he;
The moon was up, but he didn't see
The little dog under the wagon.

Spot ne'er barked and Spot ne'er whined,
But quickly caught the thief behind;
He dragged him down in the mire and dirt,
And tore his coat and tore his shirt,
Then held him fast on the miry ground;
The robber uttered not a sound,
While his hands and feet the farmer bound,
And tumbled him into the wagon.

Poor Spot, he saved the farmer's life,
The farmer's money, the farmer's wife,
And now a hero grand and gay,
A silver collar he wears today;
Among his friends, among his foes—
And everywhere his master goes—
He follows, upon his horny toes,
The little dog under the wagon.

Emerson's Advice to a Daughter.

Finish every day and be done with it. For manners and for wise living it is a vice to remember. You have done what you could; some blunders and absurdities no doubt crept in; forget them as soon as you can. Tomorrow is a new day; you shall begin it well and serenely and with too high a spirit to be cumbered with your old nonsense. This day for all that is good and fair. It is too dear, with its hopes and invitations, to waste a moment on the rotten yesterdays.

Too Much of a Risk.

It is not unusual for colds contracted in the fall to hang on all winter. In such cases catarrh or chronic bronchitis are almost sure to result. A fifty cent bottle of Chamberlain's Cough Remedy will cure any cold. Can you afford to risk so much for so small an amount? This remedy is intended especially for bad colds and croup, and can always be depended upon. For sale by Owens & Minor Drug Co., 1007 east Main street.

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The Cloth-Top Boot.

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