

Railroad Schedules.

NEW ORLEANS, SOUTHERN AND GRAND ISLAND RAILWAY CO.

Leaves Arrives
Albion 4:00 p.m. Daily ex. Sat. & Sun. 9:45 a.m.
Ar. New Orleans 8:00 a.m. Daily, ex. Sat. & Sun. 7:25 p.m.
5:20 p.m. Sat. & Sun. only. 9:45 a.m.

SPORTSMAN'S SPECIAL

5:00 p.m. Saturday only. 11:15 p.m.
2:30 p.m. Sunday only. 9:00 p.m.

SUNDAY EXCURSION

8:05 a.m. 7:25 p.m.

ELECTRIC CAR SERVICE

Between Algiers and Gretna.
Leaves Gretna, Jackson Ave. Ferry Land-
ing, passing through McMonogillie, to Al-
giers, meets Canal St. Ferry, passes Third
District Ferry, Southern Pacific Terminals
and wharf, crossing over the Newton St.
Viaduct, the Southern Pacific R. R. Yards,
along the rear of the U. S. Naval Station,
to the U. S. Immigration Station.

GRETTA TO IMMIGRATION STATION.

From Gretna, 8 minutes, 28 minutes and
48 minutes after the hour.
Newton and Teche, 3 minutes, 23 minutes
and 43 minutes after the hour.
Canal Street Ferry, 10 minutes, 30 minutes
and 50 minutes after the hour.
Car Barn Pacific Ave., 15 minutes, 35
minutes and 55 minutes after the hour.
Canal St. Ferry, on the hour and 20
minutes and 40 minutes after the hour.
First car leaves Gretna 5:28 a. m.
Last car leaves Gretna for Immigration
Station 12:08 a. m.

IMMIGRATION STATION TO GRETTA.

From Immigration Station, 10 minutes, 20
minutes and 50 minutes after the hour.
Canal St. Ferry, on the hour, and 20
minutes and 40 minutes after the hour.
Car Barn Pacific Avenue, 3 minutes, 23
minutes and 43 minutes after the hour.
Canal St. Ferry, 10 minutes, 30 minutes
and 50 minutes after the hour.
Newton and Teche Sts., 13 minutes, 33
minutes and 53 minutes after the hour.
First car leaves Immigration Station 5:30
a. m.
Last car leaves Immigration Station 11:50
p. m.
Last car leaves Car Barn via Newton
and Teche Sts. 12:10 a. m.

PACIFIC AVE. BELT CAR.

From Canal Street Ferry, on the hour,
20 minutes and 40 minutes after the hour.
Newton and Teche Sts., 3 minutes, 23
minutes and 43 minutes after the hour.
Canal St. Ferry, on the hour, 20
minutes and 40 minutes after the hour.
From Car Barn, 9 minutes, 29 minutes
and 49 minutes after the hour.

ELECTRIC CAR SERVICE BETWEEN GRETTA, HARVEY'S CANAL AND AMESVILLE.

Leaves Gretna (Jackson Avenue Ferry
Landing), along Copernicus Avenue, passing
Texas and Pacific and Southern Pacific De-
pots to Fourth Street, thence along Fourth
Street to Public Road, crossing Harvey's
Canal to Amesville.
Returning over same route, meeting the
Algiers Railway cars and Jackson Avenue
Ferry at Gretna.

SCHEDULE:

LEAVE GRETTA—5:50, 6:30, 7:10, 7:50,
8:30, 9:10, 9:50, 10:30, 11:10,
11:50 a. m.; 12:30, 1:10, 1:50, 2:30,
3:10, 3:50, 4:30, 5:10, 5:50, 6:30,
7:10, 7:50, 8:30, 9:10, 9:50, 10:30,
11:10, 11:50 p. m.
Pass Harvey's Canal 7 minutes after leaving
Gretna.
Reach Amesville 15 minutes after leaving
Gretna.
LEAVE AMESVILLE—6:05, 6:45, 7:25,
8:05, 8:45, 9:25, 10:05, 10:45,
11:25 a. m.; 12:05, 12:45, 1:25,
2:05, 2:45, 3:25, 4:05, 4:45, 5:25,
6:05, 6:45, 7:25, 8:05, 8:45, 9:25,
10:05, 10:45, 11:25 p. m.; 12:05
a. m.
Pass Harvey's Canal 7 minutes after leaving
Amesville.
Reach Gretna 15 minutes after leaving
Amesville.
Last car leaves Gretna for Amesville
11:50 p. m.
Last car leaves Amesville for Gretna
12:05 a. m.

FREE STOPOVERS ALLOWED AT NEW
ORLEANS ON ALL RAILROAD AND
STEAMSHIP TICKETS, AFFORDING
TOURISTS AN OPPORTUNITY TO SEE
THE CITY.

LOUISVILLE AND NASHVILLE.

Depart. Arrive.
8:00 p. m. N. Y. & N. O. Lm. 7:50 a. m.
8:00 p. m. Asheville Limited. 7:50 a. m.
8:00 p. m. Wash. & N. Y. Mail. 8:30 p. m.
9:00 p. m. B'ham & Cincinnati. 8:05 a. m.
8:30 a. m. Asheville Express. 8:30 p. m.
8:30 a. m. Louisville & Clin. 8:30 p. m.
8:15 p. m. Montgomery Account. 11:55 a. m.
8:50 a. m. Chicago Limited. 8:30 p. m.
9:00 p. m. P'essa & Jacksonville. 7:35 a. m.
8:30 a. m. Montgomery Account. 11:55 a. m.
8:30 p. m. Gulf Coast Lm. daily
except Sunday. 8:30 p. m.
7:30 a. m. Sunday Excursion. 8:05 p. m.

QUEEN & CRESCENT ROUTE.

(Terminal Station, Canal Street.)
7:30 p. m. N. Y. & Wash. 9:10 a. m.
7:30 p. m. Clin. & Asheville. 9:10 a. m.
7:45 p. m. St. Louis & Chicago. 9:10 a. m.
8:00 a. m. Clin. & Asheville. 8:45 p. m.
6:00 a. m. Meridian Accom. 4:35 p. m.
4:45 p. m. Meridian Local. 8:10 a. m.
8:15 p. m. Mattingly Local. 8:10 a. m.
Sunday Excursions.
7:10 a. m. Carriere & Int. Pts. 7:20 p. m.

ILLINOIS CENTRAL.

11:00 a. m. Panama Limited. Chi-
cago and St. Louis. 5:00 p. m.
8:00 a. m. New Orleans Limited.
Chicago, St. Louis, Louisville
and Cincinnati. 8:55 p. m.
7:10 p. m. East Mail. Chicago.
Louis, Louisville and Clin. 10:55 a. m.
6:00 a. m. Local Mail. 4:00 p. m.
3:00 p. m. Northern Express. 8:35 a. m.
5:40 p. m. McComb Accom. 8:35 a. m.
3:00 a. m. The Merry Widow. 10:30 p. m.

YAZOO AND MISSISSIPPI VALLEY.

7:15 a. m. Delta Express. 6:20 p. m.
2:55 p. m. Bout. House Fast Exp. 12:30 p. m.
4:15 p. m. Bayou Sara and Wood-
ville Passenger. 9:40 a. m.
11:00 p. m. Northern Express, Vicks-
burg, Monroe, Shreveport and
Memphis. 8:10 a. m.

SOUTHERN PACIFIC.

(Union Station.)
6:45 a. m. Texas Local, for Hous-
ton and all stations interme-
diate. 6:25 p. m.
11:30 a. m. Sunset Express, for
Houston, Austin, Fort Worth,
Dallas and other north Tex.
as points. 6:45 p. m.
11:30 a. m. Sunset Express, for San
Antonio, El Paso,
Arizona and California. 6:45 p. m.
3:05 p. m. Lafayette Local, for La-
fayette and all stations in-
termediate. 11:40 a. m.
8:30 p. m. Texas Limited, for Hous-
ton, Galveston, Austin, Waco,
Fort Worth, Dallas and Wood-
ville. 6:40 a. m.
11:45 p. m. Sunset Mail, for Hous-
ton, Dallas and other north
Texas points. 7:45 a. m.
11:45 p. m. Sunset Mail, for San
Antonio, Mexico, El Paso,
Arizona and California. 7:45 a. m.

TEXAS AND PACIFIC.

6:35 a. m. Texas Express. 9:40 a. m.
12:30 noon. Texas-Colorado Lm. 8:55 a. m.
4:35 p. m. Texas Local. 11:45 a. m.
7:00 p. m. The Cannon Ball. 5:35 p. m.

FRISCO LINES.

(From Terminal Station.)
11:45 p. m. Houston. 1:15 p. m.

LOUISIANA SOUTHERN RAILWAY

(New Orleans, Texas and Mexico R. R. Les-
sees.)
(Station, St. Claude and Elysian Fields)
To Shell Beach and Pointe a la Hache.
Shell Beach Only.
Lv. New Orleans. 6:00 a. m. 4:30 p. m.
Ar. Poydras. 6:45 a. m. 5:10 p. m.
Ar. Shell Beach. 7:25 a. m. 6:55 p. m.

Leave Shell Beach
Lv. Shell Beach. 7:40 a. m. 6:00 p. m.
Ar. Poydras. 8:20 a. m. 6:40 p. m.
Ar. New Orleans. 9:05 a. m. 7:20 p. m.
Pointe a la Hache. Daily except Sunday.
Lv. New Orleans. 6:05 a. m. 4:30 p. m.
Ar. Poydras. 6:45 a. m. 5:10 p. m.
Ar. Pointe a la Hache. 9:45 a. m. 6:45 p. m.
Ar. Poydras. 8:25 a. m. 3:15 p. m.
Ar. New Orleans. 9:05 a. m. 4:35 p. m.
Sundays
Lv. New Orleans. 7:00 a. m.
Ar. Pointe a la Hache. 9:25 a. m.
Ar. Pointe a la Hache. 4:10 p. m.
Ar. New Orleans. 6:34 p. m.

LOUISIANA RAILWAY & NAVIGATION
COMPANY
(Terminal Station, Canal Street)
No. 1.
6:10 p. m. Lv. New Orleans. Ar. 8:30 a. m.
No. 8. Daily Ex. Sunday. No. 7.
6:40 a. m. Lv. New Orleans. Ar. 7:10 p. m.
No. 8. Sundays Only. No. 7.
6:40 a. m. Lv. New Orleans. Ar. 7:50 p. m.

PONCHARTRAIN RAILROAD.
WEEK-DAY SCHEDULE.
SOUTH.
Leave Milneburg—6:00, 7:00, 9:30 a. m.,
12:01, 3:00, 4:40, 5:45, 6:40 p. m.
Leave Ponchartrain Junction—5:20,
6:20, 8:20, 11:00 a. m., 2:00, 4:00, 5:20,
6:15 p. m.
SUNDAY SCHEDULE.
Leave Milneburg—6:00, 7:10, 8:40, 10:00,
11:30 a. m.; 12:30, 2:30, 3:30, 5:00, 6:00,
7:00, 8:40 p. m.
Leave Ponchartrain Junction—5:20,
6:30, 8:10, 9:10, 11:00 a. m.; 12:01, 2:00,
3:00, 4:00, 5:00, 6:30, 7:40 p. m.

NEW ORLEANS GREAT NORTHERN.
(Terminal Station)
Daily except Sunday.
6:50 a. m. Jackson, Columbia, Ty-
lertown, Folsom and Inter-
mediate. 5:50 p. m.
4:15 p. m. Folsom, Columbia, Tyler-
town and Intermediate. 8:50 a. m.
Sunday Only.
7:45 a. m. Jackson, Columbia, Ty-
lertown and Intermediate. 8:00 p. m.
6:00 p. m. Columbia, Tylertown, Bo-
gaisia and Intermediate. 10:20 a. m.
Sunday Excursions.
7:45 a. m. Folsom, Covington, Abita,
Springs, Mandeville, Lacombs,
Forest Glen, Bogaisia and In-
termediate. 8:00 p. m.

Gas Engines in High Altitudes.
A gas engine was erected several
thousand feet above sea level. The
engine did not give the power expected
and it was concluded that the loss was
due to the altitude of the station. Upon
investigation of the theoretical and
practical considerations involved it was
found that there is a loss of about 1
per cent of the indicated horsepower
for each 1,000 feet of increase in eleva-
tion. The effect with a low ratio of
compression is slightly less than with a
high degree of compression.—Science
Conspectus.

CHANCE FORECASTS.
Writers of Old Who Dimly Pointed to
Modern Inventions.
Chance phrases in the literary works
of other days describe with uncanny
exactness inventions of far later times.
For instance, we find in the "Protru-
sions" of Strada the Roman, which
were published in the year 1617, what
might be held to embody a crude de-
scription of wireless telegraphy.

Strada represents two friends as carry-
ing on a correspondence by means of
a "certain loadstone which has such
virtue in it that, if it touches two nee-
dles when one of the needles begins to
move, the other, although at ever so
great a distance, moves at the same
time and in the same manner."

In 1674 Robert Hooke published a
work wherein he observed that as
glasses improve the vision so ways
might be found to improve our other
senses. "It is not impossible," says he,
"to hear a whisper a distance of a fur-
long, and perhaps the nature of the
thing would not make it impossible al-
though that furlong should be ten times
multiplied." This seems to be a fair
forecast of the telephone.

In "Gulliver's Travels" Swift causes
his hero to relate in the voyage to La-
puta that the astronomers there "have
likewise discovered the two lesser stars
or satellites which revolve about Mars."
This has been held to constitute a sat-
ire on sham science. Nevertheless
Professor Asaph Hall a few years ago
discovered the two tiny satellites.

It was more than 1,700 years ago
that Lucian gave an account of the
manner wherein the inhabitants of the
moon drank "air squeezed or compressed
into a goblet" so that it formed a
kind of dew. This clearly suggests
liquid air.

The same writer in "Vera Historia"
humorously and at some length de-
scribes an aerial ship the sails of which
were inflated by a whirlwind, thus im-
pelling it through space to the moon—
Harpur's.

SYSTEMS IN GAMBLING.
Monte Carlo Just Smiles at Them and
Keeps on Winning.
There are only two games played at
Monte Carlo—roulette and a simple
card game called trente et quarante.
One is assured that these games are
played quite fairly and that the percent-
age in favor of the bank is 61 to 60.
Whatever it may be, this certain
percentage in favor of the tables over-
comes all systems that human ingenuity
can work out by any law of averages.
M. Blanc will permit you to play any
way you like, and to double your bet
as often as you like until it reaches
6,000 francs at roulette or 20,000 francs
at trente et quarante. Then you must
begin over again, for it is quite clear
that if one were permitted to double
indefinitely it would only be a ques-
tion of time and sufficient money to
put M. Blanc out of business.

Thus it happens that M. Blanc, who
takes no chance, wins against all those
who are permitted to take any sort of
chance they like. Sir Hiram Maxim
disposed of all systems when he shattered
a popular delusion in these words:
"If red has come up twenty times in
succession it is just as likely to come
up at the twenty-first time as it would
be if it had not come up before for a
week. Each particular coup is govern-
ed altogether by the physical condi-
tions existing at that particular in-
stant. The ball spins round a great
many times in a groove. When its mo-
mentum is used up it comes in contact
with several pieces of brass and finally
tumbles into a pocket in the wheel
which is rotating in an opposite direc-
tion. It is a pure and unadulterated
question of chance, and it is not in-
fluenced in the least by anything that
has ever taken place before or that
will take place in the future."—Mel-
ville Davison Post in Saturday Even-
ing Post.

The roller jewel of a watch makes
432,000 impacts every day against the
fork.

A FIGHT FOR A WIFE
By M. QUAD
Copyright, 1912, by Associated Lit-
erary Press.

A MOONSHINE LEGISLATOR
By M. QUAD
Copyright, 1912, by Associated Lit-
erary Press.

"I damn much about romance, as
they calls it, but I reckon I shaved it
mighty clus when I got my wife. One
day, when I was a young feller of
twenty-two, I seen a gal over on t'other
side of the mountains that jest filled
the bill. I made up to her and was
talkin' 'bout bars and wildcats and
sich when her mother steps in and sez:
'Stranger, mebbe yo' are wantin'
to take my gal away for a wife?'
'I'm reckonin' to consider that I
would,' I replies.
'Then I'll blow the horn fur her pop
to cum over the woods and tell yo'
what is what?'
'She blowed and blowed, and bimeby
the old man appeared. He was a
powerful man, and he didn't look good
and speak ten words, and what good
could I do down to Nashville?'
'They pertended to give in at that,
but what did the critters do but put
me up to be voted for when the time
cum, and the fust thing I knowed I
was 'lected by 400 majority. When I
heard the news I told it to the old wo-
man and said:
'Waal, what am I gwine to do about
it? I've either got to hunt for a cave
and hole myself up or go to Nashville.'
'Yo'll go to Nashville,' she says.
'And what'll yo' do?'
'I'll go with yo'."
'Waal, I started off one day and
got aboard of the railroad kyars. I
was a little nervous, and the old wo-
man braced her feet and hung on with
her hands, but we got along without
any calamity. In about an hour, when
she dared to open her eyes and draw
her breath, she says to me:
'Zeb, how many houses have yo'
seen since we left home?'
'More'n a hundred,' says I.
'And how many people?'
'More'n a thousand.'
'Shoo! Then we must hev got clear
around the world and back home
agin!'"

"When we got down to Nashville
that was so many people and so many
houses and such a movin' around that
I got the old woman behind me and
prepared to fight to the death, but not
a critter laid hands on us. Some of
'em laughed at my cowhide boots, and
some of 'em grinned at the old wo-
man's poke bonnet, but everything was
good natured. We went to a tavern to
git board, and when the old woman
sees the carpets on the floors, the stuff
cheers standin' around and the lookin'
glasses as big as a tablecloth she turns
pale and puts her arms around me and
says:
'Zeb, I kin see now why thar ar
so many sinners in this world. If a
critter kin hev all these things, he
don't care a pesky dram about gwine
to heaven. I'm afeared we'll be
'nuff to steal hawks in a week.'
'At the end of three days the legis-
latur opened, and I had to go up to
the statehouse. Lordy, stranger, but
I'd rather tackled three old bars at
once! I had goose flesh as I struck
that crowd, and the old woman wasn't
around to encourage me. I went into
the statehouse with the crowd, and
I'd jist found a seat when a feller
comes around and says:
'Excuse me, but ain't that a ride
yo've got thar?'
'She be,' says I. 'It's a rifle which
has killed mo' bars and wildcats than
yo' could count in an hour, and she's
still ready for the next varmint.'
'But yo' can't bring no deadly weep-
in' yere,' he goes on. 'This ain't no
jumpin' match nor boss race, but the
legislatur of Tennessee.'
'I told him I knowed what I was,
but that I should keep tight hold of
that rifle till I knowed I was out of
the woods, and he goes away growlin'
to hisself. Mebbe it was half an hour
arter that when a feller stands up on
a platform and looks at me and says:
'Does the honorable member from
Beaver Cove expect to find any bars
on the floor of this house?'
'I ain't sayin' as I do,' I answers,
'but if thar is a riot over moonshine
whisky I might want sunthin' better
than a club.'
'Bimeby that same feller stood up
agin' and says, as slick as yo' please:
'Mebbe the honorable member from
Beaver Cove would like to be excused
for half an hour while he takes his
gun home.'
'Do any critter yere want to pick a
fuss with Zeb White?' says I as I
stands up.
'Everybody laughs and claps his
hands, but no one comes nigh me, and
I puts up my cap, shoulders my rifle
and says as I walks out:
'It's an onery crowd, and thar ain't
a man among yo' who kin pull a rab-
bit out of a holler log.'
'I went straight to the tavern, and
thar I found the old woman shiverin'
and shakin' fur her life.
'What's the matter?' says I.
'They've put piller cases trimmed
with lace on our bed,' says she, 'and
the gorgeousness of it will bring on
heart disease! Zeb, fur the Lawd's
sake, let's go back home!'
'But I'm here to watch moonshine,
says I.
'Never mind moonshine nor nutthin
else on the face of this airth, but let's
be a-gittin'. This world ain't fur us,
Zeb. We is like two lost children wan-
derin' through the woods and expectin'
to be eat up any minute, and I'm so
skeart and frustrated that I shan't live
two days longer! Zeb, if yo' love me,
come home!'
'I'll do it,' says I. And she got on
her poke, packed our carpetbag, and
we was out of the town of Nashville
befo' sundown, never to go back."

Lassa, which is the capital of Tibet,
for generations was known as the For-
bidden City because of its political and
religious exclusiveness. In 1904 a British
armed expedition opened the mys-
terious old city. Previous to that time
practically every European traveler
had been stopped in his efforts to reach
the place. The population of Lassa is
about 35,000.

The roller jewel of a watch makes
432,000 impacts every day against the
fork.

Heat Lightning.
Heat lightning, or sheet lightning, is
the name given to broad flashes of
light, unaccompanied by thunder and
usually near the horizon, seen when
there is a storm at a great distance.
They are commonly due to the reflec-
tion by the clouds of the discharge
proper. Sheet lightning has also been
described as occurring when there is
neither storm nor cloud. If such cases
be authentic, the phenomenon is prob-
ably due to weak electrical discharges
in the air at a considerable altitude.—
New York Times.

Notions as to "Lost Arts."
Current tradition credits the ancients
with many "lost arts." It is still com-
mon to hear people say that means
unknown to us must have been em-
ployed to erect the pyramids, that the
Damascus blade is beyond the power
of modern cutlers and that the art of
hardening copper died with some little-
brown Aztec.

In point of fact, larger stones than
any found in the pyramids have been
quarried in Maine, carried across the
sea and erected in buildings in Eng-
land and France. If any one cared to
pay the cost there are plenty of con-
tractors who would build a replica of
the largest pyramid and would not
take so very long about it.

It is doubtful whether a "Damascus
blade" will stand as much as a good
modern hand saw or the spring of a
cheap clock.

Copper can be hardened by modern
methods to equal any specimen that
has been left to us by the ancients.
Many arts that are supposed to be lost
are simply abandoned because there
is no modern need of cultivating them
and others are not even abandoned
but employed every day and improved
upon.—New York Tribune.

Old English Press Gangs.
In the past the news of a shortage
of men in the navy and the hint of ac-
tion by the admiralty would have put
the merchantman on guard. Toward
the end of the eighteenth century, for
instance, there was a call for sailors
for the navy, and "persuasion" was
the rule. "The press in the Thames
for the last three days has been very
severe. Five or six hundred seamen
have been laid hold of." Thus runs
one of many entries in the papers of
the period. It was not always peace-
ful "pressing," as this item in the
Times of 1755 will prove: "There was
a very hot press on the river Friday
night last, when several hundred able
seamen were procured. One of the
gangs in boarding a Liverpool trader
was resisted by the crew, when a des-
perate affray took place, in which
many of the former were thrown over-
board, and a lieutenant who boarded
them was killed by a shot from the
vessel."—London Chronicle.

A Bit of Kitchener's Tact.
The Egyptian Bedouin is not com-
pelled to pay taxes or to render the
ordinary obligations of citizenship
which in Egypt includes military serv-
ice. Soon after the outbreak of the
war between Turkey and Italy a dele-
gation of Bedouins approached Gen-
eral Kitchener and told him that they
wanted to go across the border to the
assistance of their hard pressed fel-
lows in Tripoli. The English general
admitted with unexpected readiness
that their request was reasonable, but
he reminded them that by granting it
he would be creating a precedent
which would make them liable for
military service with the Egyptian
army.

The delegation withdrew, and Kitch-
ener was not troubled any more with
requests for leave to cross the border.

Scotmen and Funerals.
Englishmen, says Ian MacLaren in
"Books and Bookmen," bear them-
selves well at marriages, where Scots
men are at a disadvantage because
the cautious Scotch eye is focused
upon an uncertain future. But the
Scotsman shines at a funeral as one
of the luxuries of life:
"Peter," says one mourner to his
neighbor at the fall of a walking fun-
eral, "div ye see Jamie Thompson
walking in the front side by side wi
the chief mourner and him no a drop
o' blood to the corpse?"
"Fine I see him, a forward, upset
tin', ambeetious body. He would be
inside the hearse if he could"—the
most awful and therefore most envia-
ble position for a sober minded Scot.

The House of Romanoff.
The House of Romanoff passed out
of existence with the death of its last
survivor, Empress Elizabeth, daughter
of Peter the Great, who was succeed-
ed as ruler of Russia by her nephew,
Peter of Oldenburg, duke of Holstein-
Gottorp, son of her younger sister,
Grand Duchess Ann. It is from this
czar, who reigned as Peter III., that
the whole of the reigning house of Rus-
sia are descended, and they are, there-
fore, not Romanoffs, but Oldenburgs.

Paid Her a Compliment.
Dr. Johnson never had a reputation
for paying compliments, but it is re-
lated that once when Mrs. Siddons, the
great actress, called on him in Bolt
court and the servant did not readily
bring her a chair he said, "You see,
madam, wherever you go there are not
seats to be had."

The Two Sides.
"There are two sides to every argu-
ment," said the ready made philoso-
pher.
"Yes," replied the gloomy person,
"but it makes a difference which side
you choose. There are two sides to a
piece of fly paper."—Washington Star.

Nicely Fitting.
"It was a very appropriate birthday
present our young friend, the lawyer,
got, wasn't it?"
"Was the present?"
"A new suit."—Exchange.

Reticence.
Cautiously avoid talking of the do-
mestic affairs of yourself or of other
people. Yours are nothing to them but
tedious gossip. Theirs are nothing to
you.—Lord Chesterfield.

Yes.
Whenever you find a man who is a
failure you will also find a patient lit-
tle woman making his excuses to the
world.—New Orleans Picayune.

Heat Lightning.
Heat lightning, or sheet lightning, is
the name given to broad flashes of
light, unaccompanied by thunder and
usually near the horizon, seen when
there is a storm at a great distance.
They are commonly due to the reflec-
tion by the clouds of the discharge
proper. Sheet lightning has also been
described as occurring when there is
neither storm nor cloud. If such cases
be authentic, the phenomenon is prob-
ably due to weak electrical discharges
in the air at a considerable altitude.—
New York Times.

Notions as to "Lost Arts."
Current tradition credits the ancients
with many "lost arts." It is still com-
mon to hear people say that means
unknown to us must have been em-
ployed to erect the pyramids, that the
Damascus blade is beyond the power
of modern cutlers and that the art of
hardening copper died with some little-
brown Aztec.

In point of fact, larger stones than
any found in the pyramids have been
quarried in Maine, carried across the
sea and erected in buildings in Eng-
land and France. If any one cared to
pay the cost there are plenty of con-
tractors who would build a replica of
the largest pyramid and would not
take so very long about it.

It is doubtful whether a "Damascus
blade" will stand as much as a good
modern hand saw or the spring of a
cheap clock.

Copper can be hardened by modern
methods to equal any specimen that
has been left to us by the ancients.
Many arts that are supposed to be lost
are simply abandoned because there
is no modern need of cultivating them
and others are not even abandoned
but employed every day and improved
upon.—New York Tribune.

Old English Press Gangs.
In the past the news of a shortage
of men in the navy and the hint of ac-
tion by the admiralty would have put
the merchantman on guard. Toward
the end of the eighteenth century, for
instance, there was a call for sailors
for the navy, and "persuasion" was
the rule. "The press in the Thames
for the last three days has been very
severe. Five or six hundred seamen
have been laid hold of." Thus runs
one of many entries in the papers of
the period. It was not always peace-
ful "pressing," as this item in the
Times of 1755 will prove: "There was
a very hot press on the river Friday
night last, when several hundred able
seamen were procured. One of the
gangs in boarding a Liverpool trader
was resisted by the crew, when a des-
perate affray took place, in which
many of the former were thrown over-
board, and a lieutenant who boarded
them was killed by a shot from the
vessel."—London Chronicle.

A Bit of Kitchener's Tact.
The Egyptian Bedouin is not com-
pelled to pay taxes or to render the
ordinary obligations of citizenship
which in Egypt includes military serv-
ice. Soon after the outbreak of the
war between Turkey and Italy a dele-
gation of Bedouins approached Gen-
eral Kitchener and told him that they
wanted to go across the border to the
assistance of their hard pressed fel-
lows in Tripoli. The English general
admitted with unexpected readiness
that their request was reasonable, but
he reminded them that by granting it
he would be creating a precedent
which would make them liable for
military service with the Egyptian
army.

The delegation withdrew, and Kitch-
ener was not troubled any more with
requests for leave to cross the border.

Scotmen and Funerals.
Englishmen, says Ian MacLaren in
"Books and Bookmen," bear them-
selves well at marriages, where Scots
men are at a disadvantage because
the cautious Scotch eye is focused
upon an uncertain future. But the
Scotsman shines at a funeral as one
of the luxuries of life:
"Peter," says one mourner to his
neighbor at the fall of a walking fun-
eral, "div ye see Jamie Thompson
walking in the front side by side wi
the chief mourner and him no a drop
o' blood to the corpse?"
"Fine I see him, a forward, upset
tin', ambeetious body. He would be
inside the hearse if he could"—the
most awful and therefore most envia-
ble position for a sober minded Scot.

The House of Romanoff.
The House of Romanoff passed out
of existence with the death of its last
survivor, Empress Elizabeth, daughter
of Peter the Great, who was succeed-
ed as ruler of Russia by her nephew,
Peter of Oldenburg, duke of Holstein-
Gottorp, son of her younger sister,
Grand Duchess Ann. It is from this
czar, who reigned as Peter III., that
the whole of the reigning house of Rus-
sia are descended, and they are, there-
fore, not Romanoffs, but Oldenburgs.

Paid Her a Compliment.
Dr. Johnson never had a reputation
for paying compliments, but it is re-
lated that once when Mrs. Siddons, the
great actress, called on him in Bolt
court and the servant did not readily
bring her a chair he said, "You see,
madam, wherever you go there are not
seats to be had."

The Two Sides.
"There are two sides to every argu-
ment," said the ready made philoso-
pher.
"Yes," replied the gloomy person,
"but it makes a difference which side
you choose. There are two sides to a
piece of fly paper."—Washington Star.

Nicely Fitting.
"It was a very appropriate birthday
present our young friend, the lawyer,
got, wasn't it?"
"Was the present?"
"A new suit."—Exchange.

Reticence.
Cautiously avoid talking of the do-
mestic affairs of yourself or of other
people. Yours are nothing to them but
tedious gossip. Theirs are nothing to
you.—Lord Chesterfield.

Yes.
Whenever you find a man who is a
failure you will also find a patient lit-
tle woman making his excuses to the
world.—New Orleans Picayune.

In An Emergency—Telephone

THE TELEPHONE is the first to summon aid in ac-
cident or emergency. It is invaluable at the time when assist-
ance is needed at once. Your first thought should be "TEL-
EPHONE."

In every-day life, emergencies may arise that demand
quick and effective action. With a telephone in your home you
are prepared to send for assistance by the quickest route.

Doctor, druggist, police, fireman—all are within instant
reach by telephone. In fact, nearly everyone whom you wish
to reach quickly should have a telephone.