READY FOR CASH.

Plan of the Valley Road Assumes Shape.

A BUSINESS-LIKE CONTRACT.

The Traffic Association and League of Progress Hold an Enthusiastic Joint Conference.

The executive committee of the Traffic Association and the board of control of the League of Progress met yesterday afternoon in the office of Traffic Manager Leeds in joint session.

Manager Leeds, on behalf of the Traffic Association, presented the plans for the San Francisco, Stockton and San Joaquin Railroad and they were discussed at length. It was finally unanimously agreed that both organizations would give the enterprise a hearty support and push it to a speedy construction.

The scheme was heartily approved and to-morrow the two organizations will meet for the purpose of appointing committees to solicit subscriptions. As Mr. Leeds expresses it, the road is going to be built, and at the earliest possible date.

The subscription contract is as follows:

This agreement, made and entered into this —— day of ——, A. D. 1893, by and between the parties whose names are hereunto subscribed, witnesseth, that,

WHEREAS, It is the purpose of the undersigned to construct a continuous line of railroad to extend easterly from the city and county of San Francisco, or some convenient point on the bay of San Francisco, State of California, by way of Stockton and Fresno, by a convenient and practicable route hereafter to be determined upon, to some point in Kern County; and whereas, it is proposed and intended for that purpose to organize under the laws of the State of California a corporation to be called the San Francisco, Stockton and San Joaquin Railroad Company, with a capital stock of six million ($6,000,000) dollars, for the purpose of constructing such railroad so as to insure for the public benefit the existence and operation of a continuous competing line of railroad from the city and county of San Francisco through the San Joaquin Valley to such point in the county of Kern; and whereas, the parties hereto, as business men, as shippers and consumers of freight, and as individuals, as citizens of the State of California and as property-holders, will be directly and indirectly, jointly and severally benefited by the construction of said railroad, and by the maintenance and operation of the same as a continuous and competing local line of railroad;

Now, therefore, this agreement witnesseth: That for the purpose of aiding, promoting and forwarding the construction of said line of railroad, and for maintaining the same as a bona fide competing line, and for and in consideration of the premises, and for the sum of one dollar by each of the undersigned to the other in hand paid, the receipt whereof is hereby by each acknowledged, the undersigned parties hereto do hereby mutually covenant and agree, and bind themselves unto the other, and each to and with the said proposed corporation, the San Francisco, Stockton and San Joaquin Railroad Company, as follows, to wit:

I.

Each of the undersigned hereby subscribes the sum set opposite his name to the capital stock of the said proposed corporation, the San Francisco, Stockton and San Joaquin Railroad Company.

The subscriptions of the undersigned, and each of them, are made, however, upon the express condition precedent that, unless within ninety days from and after the date hereof, there shall be subscribed to the capital stock of the said San Francisco, Stockton and San Joaquin Railroad Company sums of money aggregating in all the amount of three hundred and fifty thousand ($350,000) dollars, the subscriptions of the undersigned and each of them shall be null and void; provided, however, that the executive committee of the Traffic Association of California shall have the power, by vote duly passed and recorded in their minutes, to extend the time within which said amount may be subscribed, but such extension shall not exceed six months, and if the said sum of three hundred and fifty thousand (350,000) dollars shall be subscribed within ninety days, or within the time so extended, then these subscriptions shall be in full force and effect.

II.

The undersigned hereby further agree that said proposed corporation may, for the purpose of convenience, be organized by other persons than the undersigned, or any of them, or by any number less than all of them, and that the articles of incorporation of said railroad company need not set forth, in the list of subscribers to its capital stock, all or any particular one of the names of, or the amounts subscribed by, the undersigned, and this covenant shall be deemed to have been made expressly for the benefit of said proposed corporation and shall be irrevocable; and the subscriptions of the undersigned shall be valid and binding upon the undersigned, and the subscriber shall be liable thereon to the said proposed corporation, the San Francisco, Stockton and San Joaquin Railroad Company, whether the amount subscribed by the undersigned and by whom subscribed be set forth by the articles of incorporation of said proposed corporation or not.

III.

Each of the parties hereto further covenants and agrees to and with the others, and with said proposed corporation, that the said shares of stock of the said proposed corporation, and each and all of them, subscribed for by him may be issued in the names of nine trustees (pledged to maintain the road as a competitive line) who shall be selected as hereinafter provided, and that said trustees, their survivors or survivor, and successors, shall for the term of ten (10) years after the 1st day of January, 1893, have the exclusive right and power to vote such stock in such manner as the majority of the trustees shall determine at any and all meetings of the stockholders thereof, and for any and all purposes, and to sign, execute and acknowledge as stockholders any and all documents, papers, written assents, by-laws, or amendments to by-laws, contracts, acts or deeds, which in the opinion of a majority of said trustees it may be necessary, desirable or expedient to so sign, execute or acknowledge; and the power herein conferred upon the said trustees by the respective parties hereto is and shall be irrevocable for the said term of ten (10) years, and shall be deemed to be coupled with an interest in the stock of the respective parties hereto, so held in trust, which interest the said trustees shall hold for the benefit of all other parties hereto.

And it is further covenanted and agreed that the said nine trustees shall be elected by the subscribers to the capital stock whose aggregate subscriptions, in order of time of subscription, shall first amount to the sum of three hundred and fifty thousand ($350,000) dollars, and the said election shall be conducted upon the system of cumulative voting as provided in section 307 of the Civil Code of California.

And it is further covenanted and agreed that in the event of a consolidation of the said proposed corporation with any other corporation, and as often as any consolidation shall be made, it shall be in the discretion of the said trustees to surrender to such consolidated corporation the certificates of stock held by them as aforesaid, and receive in exchange therefor new certificates in such consolidated corporation or corporations to be held on the same trusts as those herein expressed.

And it is further understood and agreed that the said trustees shall cause to be issued trustees' certificates for stock, which certificates shall respectively set forth the number of shares of stock in the said corporation, held in trust for each subscriber or his successor in interest, and shall also specify that the said stock is held subject to the following irrevocable trusts, to wit:

Said trustees, their survivors, survivor, successors and successor, shall hold said shares with full power to fill from time to time each and every vacancy in their number upon the joint written nomination of a majority of the surviving trustees, approved in writing by the holders of a majority of the trustees' certificates issued hereunder.

Each new trustee shall from and after the filing of said nomination, so approved in the office of the said railroad company, be as fully vested with said trust as if he was one of the original trustees above named.

Second—Said trustees above named, their survivors, survivor, successors and successor, shall, as stockholders and owners, vote said shares for all purposes whatsoever, upon every question raised at each and every meeting of said company, whether annual or special, and at any and all stockholders' elections, as the majority of them shall in their discretion from time to time determine, and shall also sign, execute and acknowledge as stockholders any and all documents, consolidation papers, written assents, by-laws, amendments to by-laws, contracts, acts or deeds which in the opinion of a majority of said trustees it may be necessary, desirable or expedient to so sign, execute or acknowledge.

Such trustees' certificates shall further set forth respectively that the shares represented thereby are transferable only upon surrender of such certificates by a conveyance in writing signed by the person to whom the same is issued, or his attorney thereunto lawfully authorized and registered in the trustees' transfer-book therefor kept by the parties designated by the trustees for that purpose, and that every person accepting any transfer thereof declares by so doing that he receives said shares subject to said trust, and that such certificate is not valid until signed by two of said trustees and registered as aforesaid.

The said certificates shall be transferable by indorsement and registration as above provided in the same manner as shares of stock ordinarily are.

Five shares of stock each may be transferred by the trustees to, and allowed to stand in the names of, the persons selected as directors of the proposed railroad company to qualify them as such.

And it is further covenanted and agreed that in the event of any consolidation of the said proposed corporation with any other corporation, after such certificates have been issued, and also in the event of any consolidation of such consolidated corporation thereafter with any other corporation, then said trustees shall have the power at any time, by a majority vote, to call in such issued certificates and exchange the same for other trustees' certificates similar in form, but representing stock in such new or consolidated corporation.

This agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the respective parties hereto, and all parties thereto, and all parties who shall subscribe their names to this agreement, or to other agreements substantially identical herewith, shall be deemed parties to this agreement, and each and every subscriber hereto affixing his name thereby covenants and agrees to and with such parties as subscribe their names to agreements identical or substantially identical herewith, with the same force and effect as if the names of such other parties were hereunto subscribed.

It is further understood that no call shall be made until the amount of three hundred and fifty thousand ($350,000) dollars shall have been subscribed, and subscriptions shall be then payable in installments extending through six months or more, as the board of directors of said proposed corporation may determine.

After the conference the following cordial support was tendered by an important organization:

WHEREAS, A proposition submitted by the Traffic Association is now before the people of the State of California looking to the construction of a continuous line of railroad through the San Joaquin Valley, to be known as the San Francisco, Stockton and San Joaquin Railroad, and whereas the Board of Control of the California League of Progress, after careful consideration of the agreement under which subscriptions are to be subscribed, is satisfied as to the practicability of this plan, which insures the protection of the best interests of the construction of a true competitive railroad; therefore be it

Resolved, That the Board of Control of the California League of Progress, desirous of furthering all efforts directed toward competition in transportation, heartily indorses the proposed road and pledges the support of its members to this undertaking, which will be of lasting benefit to every section of the State.

ALONG THE FRONT.

Japanese Laborers Refused Landing. Thorrald's Condition.

Twelve Japanese who arrived in this city on the steamer Australia about ten days ago are being held on board the Mariposa till word can be received from Washington releasing them or ordering them back to Honolulu, whence they came.

The Japanese are laborers and were refused landing because the question of their admission to this country comes under the laws governing contract labor.

Immigrants have been permitted to land here without question heretofore, but the Government now seems determined to test its right to refuse landing to foreign workmen, whether they be Chinese or Japanese. The little brown men are not paupers by any means, as each is supplied with a fair amount of money which they have saved from their earnings while employed on plantations of Hawaii.

Charles Thorrald, son of Captain Thorrald, is in a very critical condition and is not expected to live. About two months ago Mr. Thorrald ran a darning-needle through the palm of his hand, blood-poisoning set in, swelling the member so fearfully that a few days ago Dr. Morse, his physician, deemed it necessary to amputate his forearm just below the elbow. Mr. Thorrald has never recovered from the shock and is now lying at the point of death.

Wharfinger Short, who does duty for the State at Mission Wharf 1, thought to do a charitable act by purchasing from a financially embarrassed stevedore fourteen sacks of coal. Mr. Short paid $4 for the fuel. On investigation he found that the sacks contained nothing but cobble-rocks and broken pieces of asphaltum pavement.

Edward Williams, a seaman of the British ship Ulrica, which arrived in port yesterday from Liverpool, fell from the upper main topsailyard on May 26, and died from the injuries sustained a few hours after the accident.

Williams was buried at sea. He was a native of London, aged 25 years.

CITY REALTY.

Negotiations for Factory Property at North Beach.

Sol Getz & Bro., of 18 Post street, made the following sales last week: Lot 75x120 on the east line of Ninth avenue, 275 feet south of H street, for $4500; lot 25x120 on east line of Sixth avenue, 250 feet south of California street, for $1000; lot 50x120 on east line of Thirty-sixth avenue, 200 feet south of J street, for $600; lot 50x100 on south line of K street, 107:6 feet east of Twenty-third avenue, for $900.

Joost & Wooley report increased activity in inquiries for cheap, accessible homestead lots. Lots along the Mission road are in considerable demand, and many new buildings are being planned and put up there. The firm has several large sales of North Beach water-front property under way that will be used at once for factories, and add materially to the activity and prosperity of that district.

THERE is nothing which will so quickly and effectually remove the bad taste produced by smoking or chewing tobacco as a piece of White's Yucatan Gum.

A Russian farm averages thirty-five acres, requiring three men to cultivate it.

DRY GOODS.

KELLY & LIEBES THE LEADING Cloak and Suit House! 120 KEARNY STREET. 2d Week —OF THE— Gigantic Cloak Sale!

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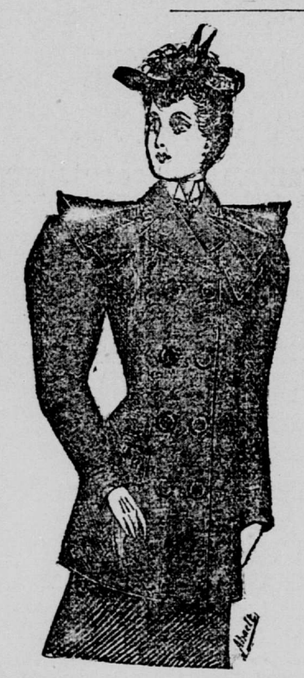
During this, the SECOND WEEK of KELLY & LIEBES' Gigantic Sale of Ladies' Fine, Stylish Dresses, Jackets, India Silk Dresses, Paris Dresses, Dusters, Ulsters, Silk Waists, Fur Capes, etc., it will be our aim to outdo last week if possible. Every lady who saw our $5.00 Eton Dress, of fine all-wool English Serge, with the new round skirt and big swell sleeves, said ours was the sale of her life-time. This sale will mark an epoch in the cloak business for the next 25 years: DON'T MISS IT.



$2.00, $3.00, $4.00—FINE CLOTH JACKETS; reduced from $6.00, $8.00, $9.00

$3.00, $4.00, $5.00—FINE BLACK JACKETS .....reduced from $7.00, $8.00, $11.00

$6.00, $7.00, $8.00—BLACK JACKETS, fine silk lined; reduced from $12.00, $16.00, $20.00

$5.00, $6.50, $8.00—GENUINE FINE FUR-TRIMMED JACKETS, new styles..... will cost you next Fall $12.50, $16.50, $20.00

$9.00, $9.50 and $10.00—SILK-LINED FUR-TRIMMED JACKETS..... .....in Fall will cost $18.00, $20.00, $25.00

$12.50, $15.00, $18.00—IMPORTED MODEL JACKETS, silk lined, black and colors..... .....reduced from $25.00, $30.00, $35.00

$17.50, $19.00, $25.00—SILK AND VELVET SLEEVED JACKETS, silk lined..... .....reduced from $32.50, $35.00, $40.00

$4.00, $5.00, $6.00—CLOTH CAPES, all colors, all sizes, every cape a beauty..... ....reduced from $9.00, $11.00, $12.00, $15.00

$7.00, $8.00, $9.00—CLOTH CAPES, all colors, trimmed 3 rows all-silk satin ribbon .....reduced from $16.50, $18.00, $22.50

$12.50, $15.00—SILK VELVET CAPES, black and colored, silk lined..... .....reduced from $22.50 and $35.00

$19.00, $22.50—BLACK SILK CAPES, lace trimmed, silk lined..... .....reduced from $37.50 and $45.00

$20.00 and $25.00—PARIS NEWEST MODEL CAPES, beautiful garments..... .....reduced from $57.50 and $65.00

$5.00—FINE SERGE BLAZER DRESSES, the new skirt and sleeves.....$5.00
$7.50 and $10.00—SILK-FACED ETON DRESSES, fine serge.....$7.50 and $10.00
$7.50—FINE CLOTH DRESSES, lots to choose from.....$7.50
$10.00 and $12.50—NOBBY DRESSES, all colors, finest materials and styles; your choice of hundreds.....$10.00 and $12.50

70c, 90c and $1.10—FINE PERCALE SHIRT WAISTS, plain and fancy effects..... .....reduced from $1.25, $1.50, $2.00

$1.25, $1.45, $1.65—FANCY FRENCH PERCALE SHIRT WAISTS..... .....reduced from $2.25, $2.75 and $3.00

$1.50, $2.50 and $4.00—COLORED SILK WAISTS, every color, also black..... .....reduced from $5.00, $7.50, $9.00

$4.00, $5.00, $6.00—PLAID SILK WAISTS, the newest thing in silks..... .....reduced from $7.00, $9.00, $10.00

$5.00, $6.00, $7.00—PARIS SILK WAISTS, finest heavy silks, all colors..... .....reduced from $12.00, $13.50, $15.00

25c—JERSEY WAISTS, your choice of hundreds.....25c

$2.50, $3.00, $4.00—FANCY BOLERO JACKETS, beaded and embroidered..... .....reduced from $7.50, $9.00, $11.00

$4.00 and $5.00—FANCY CLOTH JACKETS, Butterfly capes, reduced from $8.50 and $11.00

$6.00 and $7.50—FINE CLOTH JACKETS, all colors, Butterfly capes..... ... .reduced from $13.00 and $15.00

$8.50 and $10.00—FINE SERGE JACKETS, fancy collars, all silk lined..... ....reduced from $16.50 and $22.00

$12.50 and $15.00—PARIS MODEL JACKETS, fancy capes, silk lined, all colors ... .reduced from $30.00 and $35.00

$2.50—MISSES' JACKETS, a great lot of them.....reduced from $7.50

$4.50—MISSES' FANCY JACKETS, in the best styles, all colors.....$4.50

EVERY GARMENT IN THE HOUSE REDUCED AND MARKED IN PLAIN FIGURES. Come and see what a Gigantic Cloak Sale means. You will save half on every purchase. If you look at our Cloaks, prices will do the rest. Fine goods were never sold so cheap. No country orders filled unless accompanied by a deposit. No goods exchanged during this sale. SECOND WEEK'S SALE.

A GRAND CHANCE.

How Our Australian Trade May Be Developed.

ENERGETIC ACTION REQUIRED

The Fine Opening Awaiting Our Merchants in the Antipodes.

The present condition of the commerce of San Francisco is a subject which, while it forms no proper basis for pessimistic dread of impending industrial and mercantile ruin, cannot be too frequently made the topic of serious and intelligent discussion, for out of such discussion should come that hopeful knowledge and courage which will lead to a renewal of earnest, timely and well-directed efforts.

San Francisco is not dead nor have her great opportunities for healthy commercial enterprise and flourishing financial operation departed. Our superb geographical position remains unchanged, and, though the altered conditions of transportation may have curtailed some of our opportunities for minor mercantile operations, they have, on the other hand, opened up to us larger and grander fields of commercial effort and adventure where we can command and control a vast foreign trade of a reciprocal character and place ourselves in the position of the second maritime entrepot of the Union, holding toward the Pacific Coast relatively the same position that is held by New York on the Atlantic side of the continent. But this position will not come to us of its own accord. Our men of affairs must secure it by the exercise of earnestness, intelligence and liberality. They must reach out beyond the methods and measures of '49. They must seek to attract the attention of those strangers with whom they would trade and to develop and adapt to their purposes those modern facilities for carriage and communication which are the very nerve and muscular force of trade.

Let us take the Australian trade, to which I referred in an interview with a CALL reporter which was published on the 11th ult., as a case in illustration. This trade should offer us a selling market for at the least $12,000,000 worth of goods per annum, and an almost equally extensive and profitable purchasing market. But as a matter of fact our trade there does not amount to a tithe of that, and what there is of it has really been forced upon us by the Australians. As far back as 1870 there was a large demand throughout the colonies for American axes, American vehicles, American kerosene, and similar articles. It was a spontaneous demand, and the trade which it constituted was carried on through English houses that dealt with New York. San Francisco got none of it. The only commerce we had with the colonies at that time was the exchange of an occasional load of Newcastle coal for a cargo of Puget Sound lumber. This continued to be the position up to the establishment of the line of mail steamers, an enterprise which, though it has been largely carried on in American bottoms and is altogether in our favor, was consummated by our antipodean cousins and is principally supported by them. Originally it was entirely supported by subsidies from the Governments of New Zealand and New South Wales and the through passenger traffic. There was almost no freight business and but little local passenger traffic. That was seventeen or eighteen years ago, and in the interval the line has of itself developed a healthy and promising little commerce, but one which is not a fraction of what it should be.

If the merchants of San Francisco were to make a proper and energetic effort to develop the possibilities of trade with the colonies the present first-class steam service would have to be augmented, and yet would be continually crowded with the finer lines of freight, while an auxiliary fleet of sailing ships would find profitable employment in carrying heavier goods. The key to the vast possibilities of this great Australian trade, as well as to the commerce of the South Sea islands, is to be found in this magnificent mail service which has been created and supported without a single exertion on the part of our mercantile classes, and even with the key thus placed in their hands they have for seventeen years past almost neglected to avail themselves of the splendid opportunities offered to them. The history of neglected commerce does not contain a more striking incident.

Another thing, we cannot expect this condition of affairs to continue. Already an opposition line of steamers has been established between British Columbia and Australia, which is backed by the Canadian Pacific Railroad, of which it will be a feeder. As the British Government, for the purpose of having a second route to Asia open to it, is backing the Canadian Pacific Railroad, which it naturally desires to have in a self-sustaining condition, it can readily be appreciated that there are powerful influences behind this new steamship line. But even these powerful influences will be futile as against the geographical position and commercial facilities of San Francisco if those who are engaged in trade will only wake up and try to do trade on a progressive and energetic basis.

But the same neglect and apathy which is observable in regard to the Australian trade is to be noticed in other directions. We should have a large trade with China, Japan and even India. We should, indeed, control the oriental trade of a large portion of the United States—that is to say, that trade should be transacted through San Francisco houses, as should that of the South American republics clear down to Cape Horn. But, as a matter of fact, we control very little of this desirable commerce, and for the simple reason that our merchants do not reach out for it as would those of Boston, New York, Philadelphia or Baltimore. We have allowed interlopers to slip in and take from us that which the laws of commerce assign to us as our legitimate mercantile territory.

And now that we are face to face with this lethargy and past neglect, and its inevitable consequences, the question which arises is, in the language of Boss Tweed: What are we going to do about it? Sit still and allow our grand possibilities to drift where they will? Surely not. And then comes the other and more momentous query: What should we do and what can we do?

In answer to this last query, I would say that, in the first place, those who are interested in and control our mercantile and financial affairs should get together individually and collectively and take counsel one with another. There should be meetings of business associates and meetings of commercial organizations. There should be plenty of talk, for we are confronted with a grave crisis in an epoch, and then there should be intelligent and vigorous action.

More capital is needed than seems to be employed in business here if we are to control such a commerce as I have alluded to. The days of doing a wholesale business on a retail basis have gone past. We cannot do such a business as I have suggested with Australia and South America and China and India and Japan on the basis of "steamer day." Our traders must be in a position to be worthy of receiving as well as extending a large measure of commercial confidence. If we are to be the great commercial entrepot of the Pacific and to control a large foreign connection our people must have adequate means at their command. That is a business that is altogether different from supplying small country dealers. If our merchants buy by the bale they cannot expect to supply those who will buy by the two or three bales.

M. J. FLAVIN.

MINES OF FOSSIL INSECTS.

Found in a Marvelous State of Perfection Near Pike's Peak, Colo.

The Great Divide.

It seems wonderful that things so fraggile, so minute and so easily destroyed as mere insects should have been preserved in rocks for millions upon million of years in such perfection that the very hairs which fringe the wings of certain very small varieties are visible to-day beneath the lenses of the microscope. Imbedded in the scraps of stone which make up the collection referred to are to be seen the fossilized forms of all the principal species that fly and crawl at the present time.

In this shape are found the entombed remains of an ancient host, so varied in structure and so closely resembling their descendants of this century that they may be said to include practically every group in the range of the insect world as it is now known. To the imagination they repopulate the past with buzzing swarms, affording evidence by their variety and the surprising numbers in which their remnants are found of the fact that anciently all sorts of bugs, obnoxious and otherwise, were vastly more plentiful than now. In fact, there were numerous kinds in the early days of creation which have since vanished from the earth.

This was so even so late, comparatively speaking, as a few hundred thousand years ago, during what was called the tertiary epoch. At that period there was a shallow lake in a little Colorado valley near Pike's Peak, which is overlooked by a mountain known modernly as Topaz Butte, though designated by early miners as Slim Jim. Streams into which insects fell carried them to the lake, which has since vanished. They were buried beneath layers of volcanic sand and ash, which fell into the lake from some neighboring eruption, being thus preserved, so that now geologists dig out their fossils with pick-ax and hammer. One little hill, which was formerly an island, bearing to this day the erect trunks of giant petrified sequoia trees, has been found a mine of these bugs of antiquity.

VAIN EFFORTS AT SECRECY.

They Are Often Made by Those About to Wed.

Toledo Commercial.

It is remarkable how many people have a chronic objection to allowing the public to know that they are about to wed. Most of those who enter the probate office to secure licenses go about it as if they were on the threshold of committing a heinous crime against the laws of the land instead of entering upon what is popularly supposed to be a career of bliss and happiness.

Let a reporter enter while he is inscribing his name in a very shaky manner upon the license book and the crestfallen bridegroom will straightaway begin to blush to the roots of his hair at the very thought of appearing before the public in cold type. If he can do so he generally decoys the probate clerk to one side, and with a crook of the right thumb over his shoulder calls the attention of the official to the reporter's presence, evidently hoping that the newspaperman will be ejected bodily from the room. The clerk is always wise enough to understand, and proceeds to mark the license "don't publish" without further ado.

The bride and bridegroom are not the only persons who fear the harmless reporter. One of the worst experiences through which a green newspaper man can pass is to be compelled to enter unaccompanied into the midst of a crowd of blushing, giggling schoolgirls at some church festival or school commencement. If he presents himself to one of the fair assemblage and mumbles something about "news" in an embarrassed manner, the chances are ten to one that the blushing maiden will bury her face in her hands, burst out into a perfect peal of hysterical laughter and summon to her side all the other occupants of the room with an ecstatic "Oh, girls, do come here.

"He's a reporter." Thereupon the remainder of the delegation press around the unhappy youth and declare with great solemnity and earnestness: "I just won't tell him a thing," copying after their dignified papas, whom they have probably heard giving some inquisitive scribe a like reply. If he has patience, and is able to submit to a close inspection of his exterior, the reporter will probably secure in sections the information he desires, but after the operation is over oe will feel very much as though he had been pulled bodily through a thrashing-machine and then gently but firmly kicked all over a ten-acre lot.

His Wants Were Few.

New York Weekly.

Tramp—Please, mum, would ye be so kind as to let me have a needle and thread?

Mrs. Suburb—Well, y-e-s, I can let you have that.

"Thankee, mum. Now you'd oblige me very much if you'll let me have a bit of cloth for a patch."

"Well, here is some."

"Thankee, mum, but it's a different color from my travelin' suit. Perhaps, mum, you could spare me some of your husband's old clothes that this patch will match."

"Well, I declare! I'll give you an old suit, however. Here it is."

"Thankee, mum. I see it's a little large, mum, but if you'll kindly furnish me with a square meal, mebby I can fill it out."

A Patriotic Celebration.

Washington Star.

"Yes," said young Mrs. Milder, "Charley was out rather late last night, but I didn't have the heart to scold him. He was engaged in a patriotic celebration."

"How do you know?" asked the woman whose husband was out with Charley.

"Because he came home with a lot of red, white and blue pieces of ivory. I don't know what they are for, but the colors show they have something to do with patriotism."

Pearl Buttons.

New York Sun.

The impetus given of late to the American manufacture of pearl buttons gives interest to the statement that what are known to the trade by that name are made from the shell of the mussel and the oyster—the inner lining of the shell of mollusks being an irridescent substance, often of very beautiful tints, and known as mother of pearl, these shells, found in almost all parts of the world, varying considerable in quality and value. The pure white shell is found in the East Indies, and the next is what is termed the yellow-edged manila, found at the Manila Islands; another kind of shell in this line comes from the Pacific islands, and is of a very beautiful but dark hue. Few shells containing fine qualities of the substance in question are native to this country, though large numbers of the inferior grade are obtained. In the production of these buttons machinery of comparatively simple mechanism is employed; that is the material is cut by lathes into round form, and the buttons have holes drilled in them by a sharp instrument, or, if holes are not used, the buttons are made with shanks, which are attached to them with strong glue.

A FOUR-CENT CHECK.

The Curious Piece of Paper Owned by a Broker on Wall Street.

Boston Transcript.

A well-known Wall-street broker has pasted up in a conspicuous place in his office a bit of paper which is regarded as one of the financial curosities of the street. It is a certified check for 4 cents, drawn on one of the national banks of New York. This 4-cent derelict—the bank accountants probably have a stronger name for it—has now been "out" several years, and it is probably a constant cause of irritation to the bank people, who now must of necessity take a balance 4 cents out of the way as a true one.

It is not known what means the drawee of this check used to induce the teller to certify it, but they were undoubtedly potent ones, as may be learned by any one who will present for certification a check for any way near a like amount, even though the drawee's name be good for 10,000 times the amount at the bank at which it is presented. The teller would probably hold it, and give a "cashier's check" for a like amount in place of it. If the party didn't like that he could cash—or do the other thing.

The bank would most likely pay a considerable premium to get hold of that 4¢ cent check, as once did the "Old Lady of Threadneedle street," in an instance of this kind recorded by a writer in the London Notes and Queries for July 1, 1882. By some misadventure a note for 1 penny, stamped with the "promise to pay" of the Bank of England, got into circulation in 1818, and for many years gave the cashiers much trouble with their accounts. "About fifteen years ago," says the writer in Notes and Queries, "it was brought to the bank, but the owner, not unwisely, would not take a penny for it, and I believed the bank settled the transaction by giving him £5.

Snow appears white because it is an aggregation of an infinite number of minute crystals, each reflecting all the colors of the rainbow; these colors, uniting before they reach the eye, cause it to appear white to every normal eye.

As long ago as 333 years before Christ Alexander the Great employed mirrors to convey signals by the light of the sun. Since the time of the great warrior the idea has been reduced to a a science and called "heliography."

"I have seen, at one time and another, all sorts of things hanging on washlines," said a citizen, "but to-day, for the first time, I saw among the shirts and stockings an American flag."

The Greeks stained quartz to so close an imitation of emerald that it was almost impossible to detect the fraud.