

RAILROAD SIFTINGS.

H. C. Davis, of the Manitoba road, is expected to return from the East on Wednesday.

W. B. Jerome, general western passenger agent of the New York Central, is in the city.

P. B. Groat, general emigration agent of the Northern Pacific, returned yesterday from the east.

W. A. Carpenter, general freight and passenger agent of the Detroit, Lansing & Northern railway, is in the city.

B. H. Langley, division freight agent of the Chicago, Milwaukee & St. Paul road, at Winona, was in the city yesterday.

W. H. Dixon, general northwestern passenger agent of the Chicago, Milwaukee & St. Paul road, started east last evening on railway business.

The Manitoba road has issued a new tariff on coal from St. Paul and Duluth, and points on that road, showing a material reduction in coal rates.

Seventeen coaches of excursionists went out on the Royal route yesterday, ten going to Elmo and seven to White Bear. They went out to celebrate St. John the Baptist day.

A special joint lumber tariff for the Omaha and the Sioux City & Pacific railroads has been issued. It went into effect yesterday and shows material reduction over former rates.

Work is progressing on the Montana terminal of the Northern Pacific. Only about 120 miles more remain to complete between Missoula and Helena, when the gap will be entirely closed.

E. H. Smith, Esq., late Northern passenger agent of the Missouri Pacific, but now traveling passenger agent of the New York & Atlantic, is in the city in the interest of the road he represents.

Except for the exodus of excursionists who went out to White Bear and Elmo, railway matters about the union depot were unusually quiet. Trains were all on time and travel light, especially local travel.

J. A. Barker, general auditor of the Northern Pacific, from New York, arrived in the city yesterday. It is rumored in railway circles that he is to be ordered to St. Paul, and that the general auditing office of the company will be permanently established here.

The government commissioners appointed to inspect the newly constructed roadway of the Northern Pacific road, and turn the same over to the operators of that road, went out to White Bear yesterday afternoon for a pleasure ride, and last night were to proceed north on their mission over the Northern Pacific. The commissioners are Hon. Ben Butterworth, member of congress from Ohio, W. A. Patton and Mr. Perkins.

The approximate gross earnings of the northern division of the Mexican National railway, which is 351 miles in length, for the second week of June, 1883, is:

Table with 2 columns: Category and Amount. Freight: \$7,729 53; Passenger and miscellaneous: \$4,284 93; Total commercial: \$12,014 37; Construction material: 1,900 52; Total: \$13,914 99.

The Northern Pacific has issued a special tariff on coal, which shows a reduction on former rates of 15 per cent. The new rate goes into effect to-morrow. The object of these reduced rates is to furnish coal to settlers at the lowest prices practicable, and to induce people living in the wood districts to use coal instead of wood.

These low rates are based on the minimum price at which the company can furnish transportation when they have empty cars to return West, hence coal will only be taken at the company's convenience.

A special coach of the Hannibal & St. Jo railway arrived from the east yesterday, having on board Superintendent Potter and George Walker of the Burlington & Quincy road, and a party of Chicago capitalists, consisting of Phil D. Armour, Marshall Field, S. A. Kent and J. W. Doane. On the arrival in St. Paul this party was joined by General Manvel, of the Manitoba road, and proceeded at once to Minnetonka. This evening they will continue their journey northward on a tour of observation, which will include a ride over the Canadian Pacific.

A Marine Palace. About six weeks ago the bosom of the great Father of Waters received another adopted child, and a lovelier or more graceful member of its great and growing family is not to be named. The launch was a perfect one, and the "St. Paul" as the new steamer will be called—darted along the ways like a bird in her nest, a shout went up from the assembled hundreds, and the beautiful craft bore herself proudly and grandly in her new element, as though it had always been home to her and as though she was at once about to challenge comparisons with her older sisters.

The St. Paul sits in the water lightly, airily, and her exquisite model makes her the gem for speed and movement. She is slender and fair proportioned, like some blue blooded beauty, and her exquisite lines and curves make her symmetry and elegance to be noted by the most obtuse in such matters. Bearing herself so jauntily, there is nothing lacking in outside or interior adornment or decoration to compare her as the prospective "queen of the fleet" and her coloring will be tasteful, the carpeting, upholstery and fitting up generally, making her what is designated at the head of this article—a veritable marine palace.

The building of the "St. Paul" was begun as early as the spring weather would permit, and her modeling and construction were pushed rapidly forward under the supervision of the able master mechanic of the St. Louis & St. Paul Packet Co., R. H. Medill, who has constructed a large number of the most famous and perfect steamboats now plying on the river. The idea of her building was a compulsory one—the tremendous increase of the passenger traffic during the summer to the northwest, the lake regions, Montana and Manitoba crowded the facilities of this already well equipped fleet. Tourists and pleasure-seekers do not care to put up with the dust, dirt, heat and discomfort of railroad travel when the comforts of a luxurious trip along the loveliest river scenery in America stands them in steed, and for this branch of trade the "St. Paul" was specially made.

HER DIMENSIONS are as follows: The hull is 300 feet long; breadth of beam, 38 feet; depth of hull, 6 feet 4 inches; water draft, 28 inches; size of water wheels, 28 feet, working 14 feet bucket; the Texas is 90 feet long, and has 30 rooms; the cabin 253 feet long, and has 55 elegantly and elaborately fitted up staterooms, rich and finished as any to be found in the best hotels; indeed the state rooms are among the largest and most spacious to be found in any boats on the river, and are furnished completely throughout. In regard to the construction of the steamer there are several features which make her notably the superior of any boat on the river. The company announced their intention of doing away with levels in

the frame, and that they proposed to cut the parts out of solid wood. They were at first discouraged in this scheme, but have succeeded perfectly, it being the first instance of the kind on record, and it adds untold strength and durability to the frame. The quality of the timber of the finest, and more than ordinary care was used in its selection, the frame being of Missouri burr oak, the planking of Ohio white oak. The size of the floor timbers is six and a quarter by five inches, and the top timber is of the same dimensions. The thickness of the planks on bottom is four inches, and on top sides three to four inches, and the greatest care and minute inspection has been exercised in putting together the most fitting and unimportant of the parts.

THE MACHINERY. The boilers are three in number, and are made of the finest quality of Ohio steel by O'Brien, of St. Louis. They are each twenty-eight feet long, forty-four inches in diameter and six flues each. The cylinders are set in a heavy bed of timbers, which are firmly laid in the flooring, so that there is no perceptible jar; hitherto the cylinders have been attached to the deck frame, and this is accordingly one of the most notable improvements and innovations made in boat machinery and outfit for many years.

The "St. Paul" is furnished with the Brush electric light, which is magnificently efficient in connection with steamboat travel, and gives a weird and peculiar effect to the scenery in passing of nights.

THE DECKS are perfect in their arrangements, consisting of the main deck, the boiler and hurricane decks and the texas, on which is placed the pilot house. The promenade is on the boiler deck, and is more spacious and pleasant than any to be found on any of the steamers on the river. The grand saloon opens from the promenade, and is 220 feet long, and in it is located the dining hall, and the staterooms surround it. In the rear is the nursery—a peculiar and special feature of these side-wheel steamers. The youngsters find great delight in enjoying themselves here, and parents are relieved of the cares and anxieties attendant upon looking after the comfort and safety of their little ones.

The saloon finish is of the most elegant description, being in walnut and ash, a happy and artistic combination, which gives an air of grandeur and luxury to the apartment.

The stow work at the top of the saloon is elaborately beautiful, and evinces exquisite taste and skill in the handicraft.

The carpets are of the most elegant variety, tapestry, and are rich in colors and of the most brilliant and elegant designs. The staterooms are also similarly carpeted, and the outfit and expense in these apartments has been lavish and unstinted. These carpets are from the well known firm of Kennard & Sons. The stained glass in the doors is very beautiful, and the effect is exceedingly attractive.

The most peculiar and interesting feature is the placing of the office in the front portion of the boat on the right hand side. The line is noted for the peculiar strictness with which complete and perfect order and etiquette are maintained on its boats, and the fact that there are no bars attached to the steamers is a guarantee that passengers receive full and complete immunity and protection from the frequent unpleasant contacts of river travel.

SUMMING UP. At a word, the "St. Paul" is one of the grandest models of a side-wheel steamboat to be found in the world. The model is made with a special view to swiftness and lightness of draft, combined with staunch qualities of frame—peculiar necessities of passenger travel. Of course the cuisine will be up to the famous "river standard," and the world-wide reputation enjoyed by the St. Louis & St. Paul Packet company will be rather exceeded on their new beauty.

At a word, the "St. Paul" is one of the most beautiful, perfectly fitted up and luxuriously equipped steamers on American inland waters, and is a charming and lovely consort to her older and handsome sister, the "Gem City." The steamer will leave the port of St. Louis June 27, and the event will form a new epoch in the enterprising existence of the celebrated line—the St. Louis & St. Paul Packet Co.

The Grand Pacific will make evening trips to Red Rock camp ground, during the week, leaving at 7:30 p. m., and returning at 11 p. m.

The river registered six feet eight inches yesterday, showing a fall of one inch since Sunday. As the signal service board has been taken up, no gauge of the water can be taken hereafter until it is replaced.

The Centennial of the St. Louis line arrived at 9 o'clock yesterday morning, having on board 150 passengers and 240 tons of freight, consisting of general merchandise. She returned at 3 p. m., with fifty tons of freight.

A Last Memo. On the death of Hon. Ebenezer Ayres passed by Acadia lodge, No. 51, A. F. & A. M., of Cottage Grove, of which Mr. Ayres was a member. For that:

WHEREAS, Our late brother Ayres has departed this life, and gone to that land from whose bourne no traveler returns; and deeming it fit that we, his brethren, who are bound to him by ties that could not be broken except by death alone, should unite in a heartfelt sentiment to be spread upon the records of our lodge, as a lasting memento of our esteem, respect and affection for our departed brother. Now, therefore, be it:

Resolved, That in the death of brother Ayres the state has lost an earnest, energetic, and talented citizen, one whose logical and intellectual power seemed to ripen as he advanced in years. Be it further:

Resolved, That we, the Free Masons of Cottage Grove, sincerely regret the loss of our brother, for in him we have lost a zealous and sincere brother Mason, one who acted on the square with all mankind, and one who was ever ready and willing to help a needy or distressed brother. We feel that our chain has been broken, his friendly grasp, that grasp characteristic to the brotherhood, will never more be felt. As words of comfort to the bereaved we can only say: All that have lived like him have passed away, yet their resting place is but an empty hill, ask yonder grave to-day where is thy guest, and from within those chilly walls will echo forth the words, not here, he has gone to brighter spheres, to happier homes, he is with his God. Be it further:

Resolved, That we tender to his bereaved wife our heartfelt sympathy. We can offer her no better consolation than in his own expressions, that death is but a thin veil transpiring to those who have passed beyond it, and is but one link in the chain of existence, the end of which will bring salvation to all mankind. Be it further:

Resolved, That these resolutions be spread at large upon the records of our lodge, that a copy thereof be sent to the wife of our deceased brother, and that a copy be sent to each of the three papers published at Stillwater, viz: The Lumberman, Gazette and Messenger, and also to the Pioneer Press and GLOBE, published at St. Paul, and the Hastings Gazette, published at Hastings.

Dated this 20th day of June, A. D. 1883. Passed in conference, at the residence of CHAS. B. MIDDLETON, Committee. JAMES MIDDLETON,

OFFICIAL.

Proceedings of the Board of Education.

Adjourned Meeting. OFFICE OF THE BOARD OF EDUCATION, ST. PAUL, JUNE 20TH, 1883.

An adjourned meeting of the Board was held on the above date, President Oppenheim in the chair.

Present: Inspectors Wilgus, Kerker, Officer, Benz, Athey, Gilbert, Hamilton, Schiffmann, Berlandi, Donnelly, Mr. President.

Absent: Inspector Murphy. The President stated that the object of the meeting was the further consideration of Inspector Officer's resolution regarding the teaching of German in the public schools.

Inspector Officer offered an amendment to his resolution to substitute the word teacher in place of the word professor. Accepted.

After remarks from several outsiders and different members of the Board, on account of Inspector Murphy's absence the Board adjourned until Saturday evening June 23, at 8 p. m.

J. G. DONNELLY, Secretary. Adjourned Meeting. OFFICE OF THE BOARD OF EDUCATION, ST. PAUL, JUNE 23, 1883.

An adjourned meeting of the Board was held on the above date, President Oppenheim in the chair.

Present: Inspectors Murphy, Wilgus, Kerker, Officer, Benz, Athey, Gilbert, Hamilton, Schiffmann, Berlandi, Donnelly, Mr. President.

On motion of Inspector Officer any gentleman present who wished to address the Board was allowed to do so at this time, and no further discussion would be allowed except by members of the Board.

Carried. Professor Rapp and Hon. Albert Scheffer addressed the Board in favor of teaching the German language. By Inspector Officer, as amendment to his substitute.

Resolved, That if instruction in the German language shall be continued, the Committee on Schools shall employ competent teachers to give instruction in the Scandinavian language in all grades of the schools where the German shall be taught.

Remarks were then made by Inspectors Officer, Benz, Schiffmann, Kerker, Gilbert, Oppenheim and Donnelly.

By Inspector Gilbert—Resolved, That a committee of five be appointed by the chair, consisting of both German and American members, who shall report to this Board whether any way can be devised whereby the German language can be taught in our public schools at different hours from the regular school hours, or in such a way as will not interfere in any manner with the study of the English language.

Inspector Donnelly called for the previous question. Carried. Inspector Gilbert's resolution was then adopted by the following vote:

Yeas—Murphy, Wilgus, Kerker, Benz Athey, Gilbert, Hamilton, Schiffmann, Berlandi—9.

Nays—Officer, Donnelly, Mr. President—3.

On motion of Inspector Officer, when we adjourn to be to Monday evening, June 25, at 8 o'clock for general business, that the subject of German be not taken up at that meeting. Carried.

On motion of Inspector Officer his resolution and amendment was laid on the table for the present.

The President appointed the following committee in accordance with Inspector Gilbert's resolution: Inspectors Gilbert, Officer, Donnelly, Kerker, Schiffmann.

Adjourned. J. G. DONNELLY, Secretary. Board of Trade Meeting.

The St. Paul board of trade held its annual meeting yesterday and elected the following officers:

President—F. V. Heydrick. Vice Presidents—W. H. Hubbard, J. McCauley.

Secretary—L. A. Gilbert. Treasurer—Wm. Dawson.

Directors—W. A. Van Slyke, D. Schutte, F. Storratt, J. W. Jagger, W. G. Gates.

Committee on Reference and Arbitration—H. P. Grant, J. M. Bohrer, J. B. Hoxie, P. Engles, J. W. Doran.

Committee on Appeals—C. McIlraith, T. A. Hawkins, A. L. Larpenstrom, Geo. C. Harper, J. Austin.

Inspector—W. H. Ritter. \* \* \* "Test a man's profession by his practice. Physician, heal thyself." Physicians not only heal themselves with Kidney-Wort, but prescribe it for others for the worst cases of biliousness and constipation, as well as for kidney complaints. If you feel out of sorts and don't know why, try a package of Kidney-Wort and you will feel like a new creature.

PAUPER EMIGRATION.

The Emigration Commission Take Action to Prevent the Inflow of Assisted Emigrants from Great Britain.

New York, June 25.—The emigration commissioners held a special meeting to consider measures to prevent pauper immigration from Great Britain. This action was called for in view of the large arrival of pauper immigrants yesterday.

Commissioner Stephenson said he had procured affidavits showing they had been inmates of several poor houses in Ireland, and had been induced to come to this country by the workhouse masters, from whom they have received passage tickets and small sums of money. The commissioners consider the landing of the paupers largely due to the laxity of management at Castle Garden. He recommended that inspectors be appointed who would not be afraid to do their duty. After further discussion it was resolved to instruct the secretary of the board to detain all emigrants proved to be sent here by funds furnished by the British government, and to appoint a committee of the board to wait on the collector of the port and present the affidavits taken in such cases, and ask that the steamship companies which brought such emigrants here be compelled to take them to the port from whence they came at their own expense. While the meeting was in progress the commissioners were informed that the steamer Anchoria had just arrived with immigrants whose passage had been paid by the British government, and who were paupers. It was resolved to allow to Anchoria's passengers to land until an inspection was made and a thorough investigation had. The commissioners express themselves determined to put a stop to the landing of pauper immigrants from foreign countries. The committee laid the matter before Collector Robertson, who promised to take decisive action at once.

Refuse to Pay the Advance. CHICAGO, June 25.—The union composers on the daily papers of the city have voted by a bare majority to exact forty-five cents per thousand ems for type setting on the morning, and forty cents on the afternoon papers, after July 2. They are now paid thirty and thirty-seven cents respectively. The publishers of the Tribune, Inter Ocean, Daily News, and Journal decline to accede to the demand, but propose to offer the abandoned situations to new men.

Millions of packages of the Diamond Dyes have been sold without a single complaint. Everywhere they are the favorite dyes.

AN ARCTIC TRAGEDY.

With Horn sound begins the interest in Spitzbergen, as the place was the scene of as cruel a tragedy as was ever enacted. The story has in it all the dramatic elements of a thrilling novel of the old school, and finds a fitting denouement in the mines of Siberia.

On one of the innermost islands of Horn sound, a few years ago, were found a heap of nine skulls, said to be those of a Russian crew murdered by a party of English whalers. These murderers were never discovered, but another and still more remarkable discovery was made in the year 1853 by a Norwegian sea Captain, near this place, and it is of this that I intend to tell. It is the common occurrence for ships that venture up here to lose one or more men a trip, and so when the other members of the small crews—say five or six men—return home and report that they have lost comrades, no particular attention is paid to the news beyond the little circle widowed by the lost men.

It happened somewhere about 1849 that the crew of a Russian whaler made their way back to Archangel and reported that they had lost their Captain and two men on Spitzbergen through an accident, details of which were given. The Captain and his men were mourned, and in a little while the affair was forgotten.

In 1853, however, the Norwegian Captain in question, while out hunting for reindeer, found three human skeletons, and beside them a gun from which the stock was rotting. On the barrel of the gun were scratched a number of inscriptions in Russian, which the Norwegian was unable to make out. He brought the gun home with him, and sent it to Archangel, where it was found to contain the history of the Captain and the two men, previously reported as having been killed by accident. The inscription told how the owner of the gun and his two men had been basely deserted by the others of the crew, for whom they were out procuring food, and left to die of exposure. Those of the crew then alive were arrested and sentenced for life to work in the mines of Siberia. The poor Captain and his men must have suffered terribly, for, from the dates on the gun—the last of which was March 3—it was learned that they had survived a greater part of the winter.

WANTED TO SEE THE SHOW. A low moan caused the city editor to look up from the work of writing a notice of Col. Bumper, who had merely called to announce his arrival, declaring that "these newspaper fellows will find it out anyway." Another low moan, like the moan of a wounded dove.

"Can I do anything for you, madam?" She removed a tattered shawl and handed the scribe a paper, which in bad chirography stated that Mrs. Milliprice was a poor widow with six children. "I am sorry that your husband is dead, madam. Died of yellow fever in Memphis several years ago, I suppose; or was probably recognized as a St. Louis man and shot?"

"No, sir," she answered, with a sigh, "he was killed by a mule."

"You draw a large draft on my sympathies, madam; but I am moneyless. You have heard of Stanton's moneyless man? Well, that piece of poetic literature was dedicated to me."

"You mistake me, sir. I do not want money."

"Then you want bacon and flour?"

"No, sir. I am poor and my children are in need, but I do not want anything to eat."

"Want to get a relation out of the penitentiary?"

"No, I have no relatives there."

"Then what can I do for you?"

"You see, we are denied much of this world's amusement, being so poor. There's going to be a man hung next Friday, and I want tickets of admission to the jail-yard. Give me the tickets and my poor children will sing your praise. We have missed all the theaters, and as Friday will be my son Jim's birthday, and as I am too poor to give a suitable entertainment, I thought I'd take the children to the hanging."—Little Rock (Ark.) Gazette.

CIDER.

In England the cider apple is principally grown in Herefordshire and Devonshire, and in portions of Gloucestershire, Monmouthshire, Worcestershire, Dorsetshire, Somersetshire and Cornwall; and on the other side of the British channel must be mentioned Jersey, Normandy and Brittany. Many a farmer counts, in a good year, upon paying his rent by his cider harvest. Although its value in relation to other beverages is not great, it is astonishing how important a factor it is in successful farming in those districts, and what a respectable piece of resistance is a good cellarful of this drink. Throughout the summer, but especially in hay and harvest-time, the quantity consumed by the farm-laborer would astonish the North-countryman or town operative, it being considered nothing unusual for him to dispose of his two to three gallons in a day; and the farmer, his sons and his servants, and in many cases his whole household, make use of hardly any other drink throughout the year. If the farmer's stock runs dry in consequence of a meager harvest, he is obliged to procure the cider at any price, for the laborers will insist upon a regular allowance of their favorite refreshment. In some districts the use of beer is gradually being substituted in certain establishments for that of cider; but this is not so much to be regretted as the more baneful consumption of cheap spirituous liquors. Notwithstanding so great a consumption of what is sometimes not much better than vinegar, cider-drinking does not appear to be fraught with any very seri-

ous results. At most of the tables d'hote in Normandy and Brittany decanters of cider are supplied gratis; and the thirsty wayfarer need only visit a restaurateur to procure a quart of that liquor for about 3 half-pence. He may sometimes chance to have the produce of the first pressure applied to the apples, and which the grower calls gros cidre; but he is more likely to have to content himself with the second extract, or petit cidre, a watery, though still not quite innocuous, liquid.—Chambers' Journal.

THE DIRTIEST CITY IN THE WORLD.

Naples is the largest city in Italy—nearly twice as large as any other—with 50,000 of Chicago; and this dense multitude live and move and have their being in huddling hives, from which they swarm like bees. This is believed to be their only resemblance to bees. They are as lazy as they are dirty. A Neapolitan's idea of heaven is to sit on a driver's seat and crack the whip over the head of a gothic horse. He seldom strikes the horse, but cracking the whip is a special accomplishment of Naples, as mosaics are of Florence. In only two things have I ever seen a Neapolitan display any vigor—cracking his whip and scratching his back.

Dirty! the Neapolitan is the dirtiest living creature. Nine-tenths of the people on the street look as if they had worn their clothes for years, and expected to wear them without washing till they drop off. They are generally of some hempen stuff, or tow-cloth, once white. One garment seems to be considered enough, and two a superfluity.

Many of the workmen are constantly seen going about their shops and even the streets with nothing on but a pair of trousers, and I saw one stop in a crowded street and deliberately take off his trousers to look for a flea. Boys from 8 to 12, entirely naked, may be seen walking leisurely through the principal streets for blocks to the bath-house. I never saw so many children without a scrap of clothing on them in my life as within the past week; and it is a real shock to the moral sense of the members of Cook's vacation party, late from a land where modesty is regarded as a virtue.—Naples letter.

LONGEVITY OF MUSICIANS.

The notion is generally received that musicians are short lived, the early death of many famous musicians, such as Mozart, Schubert, Mendelssohn, Chopin, Bellini, Bizet and Schumann, have given rise to a popular idea that music and long life are opposed. But, in fact, the preponderance of evidence is on the other side. Of the earlier musicians Bach, Handel and Haydn were all long lived. Beethoven was more than 56 at the time of his death. Cherubini lived to see his 81st birthday. Many of the greatest living musicians are old men. Hubert Rie is 79; Franz Lachner and Sir Julius Benedict are 77; Heinrich Herz is 75; Sir Michael Costa, Ignatz Lachner and Tschatschek are 74; Erhel, and Haupt, the famous organist, are 71; Ferdinand Hiller, Liszt, Kucken, Taubert and Ambrosia Thomas are 70; Flotow is 69; J. S. Bach is 68; Henselt and Verdi are 67; Robert Franz, Stephen Heller and Volkemann are 66; Gade and Sivori are 64; Gounod, Gumbert, Kullak and Litloff are 63; Abt, Leonard and Clara Schumann are 62. The fact that by far the greater number of distinguished living musicians are men of 50 years and over is enough to show that the idea of musicians being short lived is a mistaken one.—Berlin Music Welt.

TALKERS.

The art of conversing is not cultivated as much in these days as it was by our fathers. Men who can talk well also write well, and as their writings have a pecuniary value, they reserve their good things for the public who pays for them. Metternich mentions in his "Memoirs" a fact which indirectly suggests what a good talker should be. He says:

"In my whole life I have only known ten or twelve persons with whom it was pleasant to speak—i. e., who keep to the subject, do not repeat themselves and do not talk of themselves; men who do not listen to their own voices; who are cultivated enough not to lose themselves in commonplaces; and, lastly, who possess tact and good taste enough not to elevate their own opinions above their subjects."—Youth's Companion.

A NEW YORK jeweler says that three out of every four men who come into his store come to buy, but only one woman out of seven comes to a decision. One lady paid twenty-three visits to his store before buying a \$30 watch.

TO MAKE the most of the good and the least of the evil of life is the best philosophy of life.

THE OYSTER-PACKING CENTER.

Baltimore is the great oyster-packing center. During the years of 1879 and 1880, 9,543 vessels brought 7,252,972 bushels of oysters, beside 25,000 bushely brought by steamers. Of this number 3,769,353 bushels were packed raw, and 2,089,939 bushels cooked and hermetically sealed. Some places along shore in Maryland are built upon oyster shells, and in the lower part of Maryland oysters pass current as money. The total amount of capital invested is \$7,606,976, and the wages earned are \$6,056,444.

A MUSIC PUBLISHING firm lately received an order for a piece of music entitled "The Clock on the Cheese-parter." After it had passed about the street a bit of clock filled it satisfactorily with "The Watch on the Rhine."—Boston Herald.

PERSIAN THEATRICALS.

It is fortunate that theater-goers at home do not take to heart the tragedies that are placed upon the English stage so much as the Persians, who, according to a writer, not only shed tears as the actors narrate the death of the Prophet, the martyrdom of Aly, and other incidents in the history of Mohammedanism, but how pitiously as they leave the theater, pull each other's hair, and run knives into themselves with despair. These representations are styled "tear-zies," and they take place during the religious festival of the Moharrum, being got up by the wealthy people with the double object of propitiating the Deity and making a display of their rich tapestries and jewels on the stage.

The representations are held either in the court yards of their houses, or upon the public squares, the personages of importance viewing them from the windows of the houses, while the crowd gathers round the improvised stage, "camels at rest." Ushers, armed with heavy wands, go round to maintain order, and lads with pipes to hire, and water and cakes to sell, drone out their stock phrases until the story-teller, followed by six chorister boys, mounts the stage. His business is to prepare the audience for the representation by telling them stories relative to deaths of the Imams, and, in order to produce a more powerful effect upon them, he entertains his story with frequent groans and tears, finally throwing down his turban, tearing open his dress and driving his nails into his chest. His despair moves the whole of the audience to tears, and he then descends from the stage with a bottle, and sipping up their tears with a piece of cotton wool, presses them into it—one of these tears, in the opinion of the Persians, being sufficient to save the life of a patient who has been given up by the doctors. This prologue over, the actors appear, and the drama begins, with the result described above.

These, however, are not the only plays in the Persian repertory, the two other kinds being "temachas" and "karaguez," of which the first named are farces or comedies, full of allusions more or less broad, and improvised by the "Loutys," who are professional dancers and musicians. These "Loutys" are often accompanied by dancing girls, and even by monkeys and bears, and they grime themselves with soot and flour. The "karaguez" is very much like our own "Punch and Judy," the character of Punch being taken by Ketchel Pehlevan, who is invariably represented as bald, and whose favorite occupation is to deceive the Mollahs by pretending to piety. After having depicted to the Mollahs in very glowing terms the charms of religious life and the pleasures reserved to good Mussulmans in another world, he begins to sing anaercentic songs until the poor Mollah, carried away by enthusiasm, throws down the Koran and begins to play the guitar and drink the fine wine of Chiraz.

COUNTRY AND CITY RAIN.

Considerable attention has been recently given to the difference between the rain of the city and the country. The country rain is neutral and is considered the best adapted for human consumption of any found above the earth, on the earth, or under the earth. The rain that falls in cities, on the other hand, is acid, corroding metals; evil effects are visible on every side, in paint, in all decorations, and, in fact, almost everything erected by man. The purest rain is that collected at the sea coast, more especially at considerable heights, while organic matter in the air usually corresponds with the density of population.

RIGHT or wrong, the opponents of compulsory vaccination in England are in earnest. More than 250,000 tracts and other publications have been issued and circulated by the London Society during the past twelve months.

MAKE NOT thy friend too cheap to thee, nor thyself to thy friend.

A LAWYER, having some legal business to transact with a widow lady, took occasion to inquire her age. The matron, who had long since doffed the "widow's weeds," attempted to look prim, and much younger than she really was, as she replied: "Thirty-five, sir." Then, turning to the daughter, he said: "May I be so bold, Miss, as to inquire your age?" "Certainly. I am a little past 32—most three years younger than mother!"

GERMANY is declared to be the first nation of the world in the number of her special asylums for the relief and cure of the afflicted. For deaf-mutes she has 31 asylums; for the blind, 31; for lunatics, 39 and for epileptics, 11; her total is 176. France ranks next after her with 70, and England next with 65. Russia has only 18.

A RACECOURSE is made circular; that is to say, a mile track is never a square mile.

A BOSTON artist discovered an ancient, moss-grown, vine-clad stone mill in Maine, and sat down to sketch it, much to his own delight, as well as that of the owner. When night fell he had his sketch half done, and the next morning he returned to finish it. Meanwhile, the owner had "tidied up" the place by grubbing up the vines, scraping off the moss and giving the stones a fine coat of whitewash.

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