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Bill Heads, Letter Heads, Monthly Statements, Posters, Programmes, Circulars, Business Cards, Labels, &c. &c. printed with peatness and dispatch, and at betters prices, IF SEND ALONG YOUR AND A

The Old Story.

By the pleasant paths we know All familiar flowers would grow, Though we two were gone; Moon and stars would rise and set, Dawn the haggard night forget, And the world move on.

Spring world own through the wred, Life be c unted sweet and good, W...iln the seasons sped; Winter storms would prove their might, Winter frosts make bold to bite.

Clouds lift overhead; Still the sunset lights would glow, Still the heaven-appointed bow In its piace be hung ; Not one flower the less would bloom Though we two had met our doom,

Not one song the less be sung.

Other lovers through the dew Would go loitering, two and two, When the day was done, Lips would pass the kiss divine, Hearts would beat like yours and mine-Hearts that beat as one.

ON THE MISSISSIPPI RIVER.

How the Pilots' Association was Organized and Grew to be a Mighty Power.

Mark Twain in his magazine sketches "Old Times on the Mississippi," gives us an interesting sketch of the organizing of the pilots into an association. The pilots had grown numerous, each one saving an apprentice to do his work for him, and wages had run down from very high figures to about \$125 per month. A dozen of the old pilots who had been receiving as much as a cool thousand dollars a month could not stand this.

They got a special charter, with large powers, under the name of the Pilots Denevolent Association; elected their officers, completed their organization, contributed capital, put "association wages up to two hundred and fifty dollars at once-and then retired to their homes, for they were promptly dis-charged from employment. But there were two or three unnoticed trifles in their by laws which had the seeds of propagation in them. For instance, all members of the association, in good standing, were entitled to a pension of ve dollars per month. This began to bring in one straggler after another from the ranks of the new-fledged pilots, in the dull (summer) season. Better have twenty-five dollars than starve; the initiation fee was only twelve dollars, and no dues required from the unemi-loved.

Also, the widows of deceased members in good standing could draw twenty-five dollars per month, and a certain sum for each or their children. Also, the said deceased would be buried at the association's expense. These things resurrected all the superannuated and forgotten pilots in the Mississippi valley. They carne from farms, they came from interior villages, they came from everywhere. They came on crutches, on drays, in ambulances-any way, so they got there. They paid in their twelve dollars, and straightway began to draw out twenty-live dollars a month and calculate their burid bills.

By and bye, all the uscless, helpless pilots, and a dozen first-class ones, were in the association, and nine-tenths of the best pilots out of it and laughing at it. It was a laughing-stock of the whole river. Everybody was derisively grateful to the association for taking all the worthless pilots out of the way and leaving the whole field to the excellent and deserving; and everybody was not only jumlarly grateful for that, but for a re- thus : sult which naturally followed, namely, the gradual advance of wages as the busy season approached. Wages had gone up from the low figure of one hundred dollars a month to one hundred and twenty five, and in some cases to just outside the wrecks; this is important. The widow and orphan list grew, but fun to enlarge upon the fact that this down; go above it." charming thing had been accomplished by a body of men not one of whom received a particle of benefit from it. Some of the jokers used to call at the association rooms and have a good time the forgotten river looked like. However, the association was content; or at least it gave no sign to the contrary. Now and then it captured a pilot who was "out of luck," and added him to its list; and these later additions were very valuable, for they were good pilots; the incompetent ones had all been absorbal before. As business freshened,

wages climbed gradually up to two hundred and gity dollars—the association Agure-and became firmly fixed there : and still without benefiting a member of that body, for no member was hired. The bilarity at the association's expense burst all bounds, now. There was no end to the fun which that poor martyr had to put up with.
Winter approached, business doubled

and trebled, and an avalanche of Misriver boats came pouring down to take a chance in the New Orleans trade. All of a sudden, pilots were in great demand, and were correspondingly scarce. The time for revenge was come. It was a bitter pill to have to accept association pilots- # last, yet captains and owners agreed that there was no other way. But none of these outcasts offered! So there was a still bitterer pill to be swallowed; they must be sought out and asked for their services. Captain -- was the first man who found it necessary to take the dose, and he had been the loudest derider of the organization. He hunted up one of the best of the association pilots and said :

"Well, you boys have rather got the best of us for a little while, so I'll give in with as good a grace as I can. I've come to hire you; get your trunk aboard right away. I want to leave at twelve

"I don't know about that. Who is your other pilot?"

"I've got I. S. Why?"
"I can't go with him. He don't belong to the association."

The Union Republican.

Office Over the Post Office.

PUBLISHED EVERY THURSDAY.

J. W. GOSLEN, Either and Progretor.

Discount of the State of the St

DEVOTED TO POLITICAL, AGRICULTURAL, MISCELLANEOUS AND RELIGIOUS READING.

WINSTON, N. C., THURSDAY, JUNE 17, 1875.

"Yes, I do."
"Well, if that isn't putting on airs! I gan to feel pretty uncomfortable. Still, supposed I was doing you a benevolence; but I begin to think that I am brag, until one black day when every the party that wants a favor done. Are you acting under a law of the concern?"

"Yes, I do."
"Themselves with brag and laughter, hence the pretty uncomfortable. Still, they made a show of keeping up the brag, until one black day when every eartain of the lot was formally ordered immediately to discharge his outsiders and take association pilots in their stead. " Yen."

"Show it to me." So they stepped into the association rooms, and the secretary soon satisfied the captain, who said: "Well, what am I to do? I have hired Mr. S. for the entire season.."
"I will provide for you," said the secretary. "I will detail a pilot to go with you, and he shall be on board at

twelve o'clock. "But if I discharge S, he will come on me for the whole season's "Of course that is a matter between

you and Mr. S., captain. We cannot meddle in your private affairs."

The captain stormed, but to no purpose. In the end he had to discharge S., pay him about a thousand dollars, and take an association pilot in his place. The laugh was beginning to turn the other way, now. Every day, thenceforward, a new victim fell; every day some outraged captain discharged a non-association pet, with tears and profanity, and installed a hated association man in his berth. In a very little while, idle non-associationists began to be pretty plenty, brisk as business was, and

much as their services were desired.

Soon all the laughers that were left were the owners and crews of boats that had two non-association pilots. But their triumph was not very long-lived. For this reason: It was a rigid rule of the association that its members should never, under any circumstances whatever, give information about the channel to any "outsider." By this time about half the boats had none but association pilots, and the other half had none but outsiders. At the first glance one would suppose that when it came to forbidding information about the river these two parties could play equally at that game; but this was not so. At every good-sized town from one end of the river to the other, there was a "wharf-boat" to land at, instead of a wharf or a pier. Freight was stored in it for transportation, waiting possengers slept in its cab-ins. Upon each of these wharf-boats the association's officers placed a strong box, fastened with a peculiar lock which was used in no other service but onethe United States mail service. It was ing the government had been persuaded to allow the association to use this lock. Every association man carried a key which would open these boxes. That key, or rather a peculiar way of holding it in the hand when its owner was asked for river information by a stranger-for the success of the St. Louis and New Orleans association had now bred tolerably thriving branches in a dozen neighboring steamboat trades-was the association man's sign and diploma of membership; and if the stranger did not respond by producing a similar key and holding it in a certain manner duly prescribed, his question was politely ignored. From the association's secretary each member received a package of more or less gorgeous blanks, printed like a bill-

in columns. These blanks were filled up, day by day, as the voyage progressed, and deposited in the several wharf-boat boxes. For instance, as soon as the first crossing, out from St. Louis, was completed, The items would be entered upon the blank, under the appropriate heading,

"St. Louis. Nine and a half (feet). Stern on court house, head on dead cottonwood above woodyard, until you raise the first reef, then pull up square.'

The pilot who deposited that blank in the Carro box (after adding to it the details of every crossing all the way down from St. Louis) took out and read half a dozen fresh reports (from upward boated chaffing the members and offering them the charity of taking them as steersmen for a trip, so that they could see what thoroughly, returned them to the box, and went back aboard his boat again so armed against accident that he could not possibly get his boat into trouble

without bringing the most ingenious carelessness to his aid.

Imagine the benefits of so admirable a system in a piece of river twelve or thirteen hundred miles long, whose channel was shifting every day! The pilot who had formerly been obliged to of a vulgar little tag-boat, when the put up with seeing a shoal place once or glory of the pilot was at an end. possibly twice a month, had a hundred sharp eyes to watch it for him, now, and bushels of intelligent brains to tell him how to run it. His information about it was seldom twenty-four hours old. If the reports in the last box chanced to leave any misgivings on his mind concerning a treacherous crossing, he had his remedy; he blew his steam whistle souri, Illinois, and Upper Mississippi in a peculiar way as soon as he saw a boat approaching; the signal was answered in a peculiar way if that boat's pilots were association men; and then the two steamers ranged alongside and all uncertainties were swept away by fresh information furnished to the inquirer by word of mouth and in minute detail.

The first thing a pilot did when he reached New Orleans or St. Louis' was to take his final and elaborate report to the association parlors and hang it up there—after which he was free to visit his family.

But the outsiders had a hard time of it. No particular place to meet and exchange information, no wharf-boat re-porters, none but chance and unsatisfactory ways of getting news. The consequence was that a man sometimes had to run five hundred miles of river on information that was a week or ten days old. At a fair stage of the river that might have answered; but when the dead low water came it was destructive.

Now came another perfectly logical result. The outsiders began to ground steamboats, sink them, and get into all

"Yes, I do." themselves with brag and laughter, be-And who was it that had the gandy presumption to do that? Also, it came from a power behind the throne that was greater than the throne fixel? It was the underwriters! The latter ha come to comprehend the excellence of the "report" system of the association and the safety it secured, and so they had made their decision among themselves and

npon plain business principles, There was weeping and wailing and gnashing of teeth in the camp of the patsiders now. But no matter, there was but one course for them to pursue, and they gursned it. They came forward in couples and groups, and prof-fered their twelve dollars and asked for membership. They were surprised to learn that several new by-laws had been long ago added. For instance, the initiation fee had been raised to fifty dollars: that sum must be tendered, and also ten per cent, of the wages which the applicant had received each and every month since the founding of the association. In many cases this amounted to three or four hundred dollars. Still, the associa-tion would not entertain the application until the money was present. Even then a single adverse vote killed the application. Every member had to vote yes or no in person, and before witlesses; so it took weeks to decide a canlong absent on voyages. However, the repentant pilots scraped their savings together, and one by one, by our tedious voting process, they were added to the fold. A time came, at last, when only about ten remained outside. They said they would starve before they would apply. They remained idle a long while, ecause of course nobody could venture

to employ them. By-and-bye the association published the fact that upon a certain date the wages would be raised to five hundred dollars per month. All the branch associations had grown strong now, and the Red river one had advanced wages o seven hundred dollars a month. Reinctantly the ten outsiders yielded, in view of these things, and made application. There was another new by-law, by this time, which required them to pay dues not only on all the wages they It turned out to be a difficult matter to elect them, but it was accomplished at

The association had a good bank account now, and was very strong. There was no longer an outsider. A by-law was added forbidding the reception of any more cubs or apprentices for five years, after which time a limited numher would be taken, not by individuals, but by the association, upon these terms: the applicant must not be less than eighteen years old, of respectable family and good character; he must pass an examination as to education, pay a thousand dollars in advance for the grivilege of becoming an apprentice, and head, on handsome paper, properly raied must remain under the commands of the association until a great part of the membership (more than half, I think) should be willing to sign his application for a pilot's license.

All previously-articled apprentices were now taken away from their masters and adopted by the association. The president and secretary detailed them far service on one boat or another as they chose, and changed them from boat to boat according to certain rules. If a pilot could show that he was in Infirm health and needed assistance, one

so did the association's financial resources. The association attended its own funerals in state, and paid for them. able. When occasion demanded, it sent metabers down the river upon searches for the bodies of brethren lost by steamboat accidents; a search of this kind sometimes cost a thousand dollars.

The association procured a charter and went into the insurance business also. It not only insured the lives of its members, but took risks on steamboats. It continued to grow until the railroads and the war broke up the steambest business on the river, and some genius from the Atlantic coast introduced the plan of towing a dozen steamer cargoes down to New Orleans at the tail

Dangerous Business. this region, the Greenland shark and the basking shark. They frequently assemble in shoals, and boats engaged in the fishery are often surrounded by a hundred or more of these sea hyenas greedy for pray. The Russians fish near the coast with small boats holding four men. Anchoring at a cursin distance from the laid, they tink a west pierced with holes, containing oil tallow, or other fat, which the sea currents distribute in the neighborhood. This attracts the sharks, and they are caught with baited hooks attached to promulating, as they hooks attached to from chains, as they could instantly bite through the strongest rope. Three of the men pull the fish toward the bost, and the fourth stands ready with a wooden hammer weighing twenty pounds to strike with all his force the moment the head appears. The shark is then cut open, the oil taken and its swimming bladder inflated. It is then cast adrift to float, as if allowed to sink the other sharks would eat it and not care for other bait. Sometimes the sharks surround a boat so thickly that it

UNDER THE SEA.

An Enriy Day Flood in Helland-Not Pleasant Place to Live.

A writer in Scribner's Monthly has been giving some very interesting and instructive articles on Holland, its people, and their peculiarities. Holland, it is known, is like the lower Mississippi oottom lands, lower than the level of the sea which surrounds it, and nothing but extensive and costly dikes or levees keep the waters from pouring in upon the land and its people. Breaks in the dikes and inundations have occurred with great loss of life and property. The inundation of November, 1870, is thus described:

A continued and violent gale from the

northwest had long been sweeping the Atlantic waters into the North sea, and had now piled them up on the fragile coasts of the provinces. The dikes, tasked beyond their strength, burst in every direction. The cities of Flanders, to a considerable distance inland, were suddenly invaded by the waters of the ocean. The whole narrow peninsula of North Holland was in imminent danger of being swept away forever. Between Amsterdam and Meyden the great Diomer dike was broken through in twelve places. The Hand-bos, a bulwark formed of oaken piles, fastened with metal clamps, moored with iron anchors, and secured by gravel and granite, was snapped to pieces like packthread. The "Sleeper," a dike thus called, because it was usually left in repose by the eledidacy, because many pilots were so ments, except in great emergencies, alone held firm, and prevented the consummation of the catastrophe. Still the ocean poured in upon the land with terrible fury. Dorp, Rotterdam, and many other cities were, for a time, almost submerged. Along the coast, fishing vessels, and even ships of larger size, were floated up into the country, where they entangled themselves in groves and orchards, or beat to pieces the roofs and walls of houses. The destruction of life and property was enormous throughout the maritime provinces, but in Friesland the desolation was complete. There nearly all the dikes and sluices were dashed to fragments; the country, far and wide, converted into an angry sea. The steeples and towers of inland cities became islands of the ocean. Thousands of human beings were swept out of existence in a few hours. Whole districts of had received since the association was territory, with their villages, farms and the letter-bag lock, a sacred govern- born, but also on what they would have churches, were rent from their places, mental thing. By dint of much beseech received if they had continued at work borne along by the force of the waves, up to the time of their application, in sometimes to be lodged in another part stead of going off to pout in idleness. of the country, sometimes to be entirely ingulfed. Multitudes of men, women, in the waves in every direction. Every boat, and every article which could serve as a boat, was eagerly seized upon. Every house was inundated; even the by side. The ancient flood seemed about to be renewed. Everywhereupon the tops of trees, upon the steeples of churches-human beings were clustered, praying to God for mercy, and to their fellow men for assistance.

graveyards gave up their dead. The iving infant in his cradle, and the longburied corpse in his coffin, floated side the storm at last was subsiding, boats began to ply in every direction, saving those who were still struggling in the water, picking fugitives from roofs and tree tops, and collecting the bodies of those already drowned. Colonel Robles, Seigneur de Billy, formerly much hated for his Spanish and Portuguese blood, made himself very active in this humane work. By his exertions, and those of the troops belonging to Groningen, many lives were rescued, and gratitude replaced the ancient animosity. It was estimated that at least twenty thousand persons were destroyed in the

out the Netherlands, one hundred thou-

A correspondent of the New York Tri-

sand persons perished. The damage done to property, the number of animals ingulfed in the sea, were almost incalcu-Col. Jim Bowle.

A stage coach was going along an Arkansas road. On the back seat were men, tall and muscular; while the forward seat held only a small man, wrapped up completely in a blanket. After a time one of the powerful men on the middle seat lit a cigar and smoked. The smake went full in the face of one of the women, who was both young and timid. She sickened, and then requested the The Shark fishers of the northern ice sas in the bay of Tentherskya and the peninsula Kola has recently been revived. Two kinds of shark are found in this region, the Greenland shark and the basking shark. They frequently seem to be gentlemen." This suggestion excited "I have paid my fare; it is customary to the man's rage to white heat. At this point the small man on the front seat consumption, and to slaid aside his blanket, put his left hand points of the compass. on the knee of the enraged ruffian, in order to withdraw his attention from the woman and to himself, while with his right hand he drew a bowie-knife from its case between his shoulder-blades. Pointing the weapon at the heart of the brute, and looking him square in the eyes, the little man quickly said: "I am Col. James Bowie, and unless you throw that cigar away in one minute, I will put this knife into your heart, as true as The ruffian comprethere is a God." hended in an instant with whom he had to deal, and threw his cipar out of the window without adding a word. Col.

> Some of the restaurants in Carson, Nev., furnish to their customers napkins

A FAMOUS STRASBOURG DISH.

Gross Livers for Ples.

Here is how goese are cooked at Stras-bourg, as described by a visitor: Their proprietor explains that they are all nine months old, and have cost him, lean as they are, about two france (fifty cents) apiece; he then makes a sign to half a dozen base-armed girls, who speak no French, and, amid considerable commotion and protest from the remaining ninety-four, six geese are collared and marched away to a cellar half under-ground, where wide and sloping stone tables are arranged in tiers as fas as the eye can see. In the murky light by some twenty air-holes, one can at first 'distinguish nothing; but by and bye it be-comes apparent that hundreds of goese are already lying strapped on their backs on the upper tiers, and gasping hysteric things-probably words of love and en-

couragement—to one another. Our business being for the moment at the lower tables, the six girls take each her goose, lay it gently but firmly on the stone, so that its tail just projects over the ledge, and then tie down its wings, body and legs tight with plaited whipcord-the legs and wings being well spread out, to paralyze anything like vigorous gymnastics. The bird's neck is left free, and it seems that during the first three days it makes a violent use of it; but toward the fourth day it arrives at the consciousness that by the struggling and croaking it does nothing to amend its lot, and from that time it may be trusted to lie still for the next seven weeks; that is, to the hour of release

and killing. Without pausing to see all the hundred geese tied down, we may go at once to the upper tiers, where the birds that have been lying for three, five or six weeks, respectively, are taking their ease, and waiting to be fed by half a dozen other Alsatian girls laden with large wooden. bowls. Each of these is filled with a thick, white paste, made of parboiled maize, chestnuts and buckwheat, most nourishing, and the mode of administering the dinner is for the girl to catch the goose by the neck, open its bill with a ittle squeeze, and then ram three or four balls of the paste down its throat with her middle finger. The goose, having thus refreshed, resumes its slanting position and digests till the next time of feeding, which arrives about two hours after, the meals being about six a

But now we are done with the women; for a pensive man-a connoisseur in the there were slight showers in certain lo- railroad train. There were a hundred or obesity of geese-breaks upon the scene, calities, accompanied with thunder, more of the fleet, graceful animals, and proceeds to examine the birds that may day there was rain in various places. as that of a gardener inspecting melons; sooty, and a scum as of ashes appeared children, of horses, oxen, sheep, and every domestic animal, were struggling and his is the responsible task of pronouncing what birds would die a natural death within twenty-four hours, if not dispatched beforehand. If a goose dies a natural death, it is good for nothing. It must be unstrapped and executed at the precise psychological moment when nature is growing tired of supporting it; and the knack of detecting that moment can only come of long practice, and fetches the possessor wages as large as those of a diamond valuer.

Our pensive functionary has not been minute on the table before he certifies four geese ready for the slaughter. All four of them have stomachs of the size of pumpkins, and from what one can gather of their broken remarks, it is a sincere relief to these when a couple of male acolytes climb up, loose their bonds, and bear them out of the cellar to a penthouse across the yard, full of knives and chopping-blocks. A click with the chopper in the neck of each, a rip with the knife, and in less than five minutes after their transfer, the carcasses of the four victims are lying in a heap, while their ivers are being conveyed with all respect and care to the truffling-house. province of Friesland alone. Through-

The carcasses, shriveled out of all knowledge, are sold for about eight pence apiece to peasants, who make soup out of them; the livers are first cleaned, then put to scale, and our four geese are declared grand birds, all of them, for their livers weigh from two and a half to three pounds each.

The next step is to take each liver and lard it with truffles, in the proporbune relates the following: I remember | tion of half a pound of truffles to one s story I heard forty or fifty years ago. pound of liver, and then to convey it to an ice-house, where it remains on a marble slab for a week, that the truffle

three women; on the middle one, two perfume may thoroughly permeate it. At the end of a week each liver, being removed, is cut into the size required for the pot it is to fill, and introduced into that pot between two thin layers of mince-mest, made of the finest veal and bacon fat, both truffled like the liver itself, and one inch depth of the whitish lard is then spread over the whole, that man to stop smoking. This aroused the none of the savor may escape in the ruffian in him, and he roughly declared: baking. The baking takes about five hours, and absorbs all the energies of smoke, and I will smoke as much as I four intelligent Frenchmen in white, who relay each other to see that the fire never blazes too high or sinks too low. When the ceoking is over, nothing remains but to pack the dainty either in gentlemen." This suggestion excited tin, or earth, or wood, according as it may be required for home or foreign consumption, and to ship it to the four

On Board the Schiller. A passenger on the ill-fated Schiller in

his statement to a London paper said:

All went well until Friday, and we had a pleasant passage. On that day we had cloudy weather which, clearing up before night, was almost immediately followed by a thick fog. We were then near the shore; but we did not know we were. I went to my berth about nine o'clock, and fell asleep. I was awakened soon by a bumping sound, whick I thought was caused by the anchor going. I was at once apprised that this could net be the cause of the noise by the shouts and screams I heard, and putting on my clothes, I rushed on deck and soon found that the ship was ashore. I had heard that the ship was ashore. I had heard the ship was ashore to be supported to the support of the ship was ashore to be supported to the support of the ship was ashore to be supported. Bowie replaced his weapon, drew his blanket about him, and relapsed into a condition of apparent indifference. the orders for the engines to be reversed, sharks surround a boat so thickly that it about four inches square in size. Becaunot escape, and the erew are killed.

La France cheap wood is now made to be had ordered a meal was handed one perfectly imitate mahogany. The substitutions are in the could not have a later than to their customers napking but the ship went on bumping several times before she finally stopped. The result of this bumping was to break in the later of the conducts to guilt; how result of this bumping was to break in the inquired if he could not have a later treatment of the substitutions and the could not have a later treatment of the substitutions and the could not have a later treatment of the substitutions and the could not have a later treatment of the substitutions and the could not have a later treatment of the substitutions and the could not have a later treatment of the substitution of the could not have a later treatment of the substitution of the could not have a later treatment of the substitution. The substitution of the could not have a later treatment of the substitution of the could not have a later treatment of the substitution of the su "What!" some of trouble, whereas accidents seemed to keep entirely sway from the seemed to keep entirely swa

ing for help. The captain ordered guns to be fired as signals of distress, and rockets were sent up, the guns continu-ing to be fired until the powder became damp and useless. Up to this time we did not know were we were, and it was not until after midnight that we discovered our position by one of the passengers seeing the Bishop's lights. I got into a boat which was hauging at the davits, shall we others got in with me. Interestable, we got in a large wave, struck the boat, knocking her from the davits on to the deck, and filling lift with water. So scared were my companions at this occurring that they companions at this occurring that they jumped out, but I stuck to her. after the boat was washed against the side of the ship and I was thrown out, but I got in again. Directly after I was washed against the mast and once more knocked out, but I regained the boat once more, and was glad to see that she was now rid of a quantity of the water which she had been filled with by the waves. Just afterwards, to my horror, I found that the boat with me in her had been washed right over into the sea. I row saw that my only chance was to stick to the boat, and I clung to her for some hours, and was at last rewarded for so doing by being picked up by a fishing boat and carried into Scilly.

NO. 26.

THE DARK DAYS.

Memorable Days in the History of th Country---What Caused Them.

May 19, 1780, is known in the history of New England as the dark day. Between the hours of ten and eleven in the morning the sky became obscured with dense clouds of a smoky hue that drifted from the southwest. In most parts of New England the gloom that ensned was so great that it was impossible to read common print, to determine the time of day by watches and clocks, or to pursue any sort of work indoors without the aid of artificial light. In some places common print could not be read out of doors for several hours in succession. The fowls went to roost, the birds sang their evening songs and settled themselves to sleep in their hidden retreats, candles were lighted in all the houses, while a silence and dimness as of night rested upon the face of all nature.

For several days preceding this the atmosphere had been unusually thick and hazy, and the sun and moon looked dull and red as they rode through the heavens. On the morning of the 18th telopes keeping company with a Pacific while at different intervals through the be "ripe." He has an eye as judicious | The water that fell was thick, dark, and on the surface of rivers and reservoirs, while, when the tide went out, it left a amination this surface matter seemed to be nothing more than the ashes of burnt leaves. This extraordinary darkness lasted for a period of about fourteen hours.

In the transactions of the Philosophical Society of Philadelphia, printed prior to 1785, there is a comment on a similar darkness that was experienced October 21, 1716, Q. S. "The day was so dark that people were forced to light candles to eat their dinners by. Which could not be from any eclipse, the solar eclipse being the fourth of that month." Nothing is said in this account of the cause of the darkness, nor are any particulars given. On October 19, 1762, a remarkable dark day was observed at Detroit, and described in the Philadelphia Transactions for 1763. The writer says: "Tuesday last, being the 19th inst. (i. c., of October), we had almost total darkness for the most of the day. I got up at daybreak. About ten minblood, and more than three times as the little one attempted to large as usual. The air, all this time, have been instantly killed. which was very dense, was of a dirty yellowish color. I was obliged to light candles to see to dine, at one o'clock, notwithstanding the table was placed close by two large windows. About three the darkness became more horrible; which augmented until half-past three, when the wind breezed up from the southwest and brought on some drops of rain, or rather sulphur and dirt: for it appeared like the latter than the sign of exhaustion, and the next former, both in smell and quality. I ing he was out early smeking his took a leaf of clean paper and held it out in the rain, which rendered it black wherever the drops fell upon it : but, when held near the fire, it turned to a yellowish color, and, when burned, it fizzed on the paper like wet powder. During this shower the air was almost suffocating, with a strong sulphurous smell. It cleared up a little after the

rain." An officer stationed at Detroit described the same day in a letter to a friend. In his words: "The 19th of this month (October, 1762) was the most extraordinary dark day, perhaps, ever seen in the world." The cause of the unnatural darkness prevailing on three several days was probably the extensive burning of Western prairies and woodlands.

The Newspaper.

The newspaper is the chronicle of civilization-the common reservoir into which every stream pours its living waters, and trembling felon, that does not preach to us the awful lesson how imprudence

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Special Notices and Advertisements Is unn 10 cents a line.

ST 6ix months and yearly advertises quarterly in advance.

A patent medicine agent recently stuck handbills on all the gravestones in the cemetery at Melrose, Mass. In Holyoke, Mass., tramps are made to pay for lodging and breakfast with three hours work on a new sewer.

It is reported that eight hundred persons, chiefly children, have died of measles and malignant sore throat at Bogota, New Grenada.

A French critic says that American belles display many times a day toilets "sufficient to ruin twenty husbands." They get them from France, though,

A tornado which swept through Geor-gia on May 1 is shown by full reports from all the countries to have killed fifty-four persons and wounded sixty-

A boy is a blessing until he puts on "pants." From the period of the first-rent in his trowsers dates a feeling in the maternal breast that is not wholly

"I don't care much about the bugs, said Warmley to the head of a genteel boarding-house, "but the fact is, madam, I haven't the blood to spare; you see

A Cuban woman at Pinar del Bic who was under the hallucination that the spirits ordered her to do so, three out the eyes of her son, and then tried to tear out her own.

George Cary Eggleston argues that it does not pay as a business venture to marry a rich wife. His observation leads him to believe that the expenses of maintaining such a wife is usually greater than the income which her prop-

erty can be made to yield. So famous is the town of Concord, Massachusetts, with its twenty-three hundred people, that Senator Boutwell once a told a friend, who asked him what was the chief mercantile staple of the town, that the people of Concord supported themselves by writing for the Atlantic

It is officially announced in Paris that the vexed question of how the restored Vendome column shall be crowned has been settled. The statue of Napoleon, as it was before the Commune, will be replaced, and the complete restoration of the whole mounment will soon be accomplished.

William E. Kisselburgh describes in the Troy Times the strange sight of ancars, as though interested in the race. Then one of the passengers fired at them with a revolver, scaring them

Philadelphia is called the "City of line of the smut along the shore at the Homes." It contains 60,000 more dwellwidth of four or five inches. On ex- ing houses than New York, and 94,000 more than Boston. Many of these residences have been erected by building associations. There are in Philadelphia about 78,000 dwellings owned by men who without the aid of organizations that furnish the means for building, could never have emerged from the condition. of tenancy to that of proprietorship.

Samuel White, a farmer of Ludlow, Mass., went into a large hog pen to feed a number of the beasts confined there. A large and very savage boar attacked him without warning, and a desperate encounter ensued, the man striking with a heavy club, with which he had armed himself before entering, and the boar biting with ghastly effect. At length a deep bite in White's thigh severed the femoral artery and he bled to death.

One day last week a smiling infant toddled away from its home near Viola, Iowa, on the Dubuque Southwestern railroad, and lay down between the rails utes after I observed it got no lighter to sleep. A few moments later a train than before. The same darkness con- came along, and the engineer, seeing he tinued until nine o'clock, when it cleared could not stop in time, pulled her wide up a little. We then, for the space of open wide and banged the whole train about a quarter of an hour, saw the body of the sun, which appeared as red as and never touched a hair of it. Had the little one attempted to rise it would

The London Lancet, discussing of Captain Boynton's recent paddle across the British channel, says that he could have borne easily a much greater fatigue, and that the paddling does not weary him half as much as would be supposed, the only fatigue being in the wrist. After he was asleep in bed at Boulogne he was observed to paddle a little in his dreams, but there was no. sign of exhaustion, and the next morn-

Fun from Scribner's.

Here are the heads of a sermen once preached by a quaint old minister on the text, "Adam, where art thou?" "Ist. All men are somewhere. 2dly. Some men are where they ought not to be. 3dly. If they don't take care, they will soon find themselves where they had rather not be."

Tom Sheridan once told his father tha when he got into Parliament he would not pretend to greater virtue than he possessed, but would at once write upon his forehead "To be let." "That won't do, " replied his father, "unless you add unfurnished."

Meeting the author of a celebrated poem, after he had been seriously injured by a railroad accident, a friend remark-ed: "You did not find 'riding on the rail' as pleasant as you pictured it." "Oh, that wasn't riding on the rail, but riding off it. Don't you see?"

"What kind of a man is Squire Simmons, any way?" "Well, you've seen them snow storms along early in the winter, when there's a good deal of wind but not much sleighing? That's the sort

The Loss of the Cadiz.

Details of the wreck of the steamship Cadiz and the loss of sixty five lives are at hand. Only one of the crew was saved, and the only other survivors were three Portuguese seamen. The survivors say that the vessel struck on the Wizard rock about three o'clock in the