RED SPRINGS

And before the third "to the Caldron"

turned on his heels, planted himself right

in front of me, and, with his glance on

is on duty and must earn his thirty sous.

"Let him alone. He is taking the gen-

tleman to the Caldron. Bon jour, M'sieu!"

And then they all laughed, repeating the

salutation. I smiled, but awkwardly, I

am sure. I felt embarrassed, a little

humiliated even. The animal dominated

me; he was my master; he knew where

he was going and I did not. 1 was in

haste to get out of the village, to get

alone with Noiraud before the beauties

of nature, which it was his mission to

The first of these was a frightfully

dusty road, burning under a leaden sun.

The dog went with a light step, which it

tired me to follow. I tried to moderate

EQUAL AND EXACT JUSTICE TO ALL.

VOL. I. NO. 21.

RED SPRINGS, N. C., THURSDAY, JULY 28, 1892,

Victor in Orenard and Garden say that the apples from the Blue Ridge region from Virginia to Georgia will tead the whole United States in respect E. . mality.

The most valuable and costly present mee. red by the King and Queen of Denmark at the recent celebration of their e dea welding is said to have been a in revive silver table service, the gift of the half of proprietors of the Kingdom. In more in the largest silver production mole in Den nurk. It weighs a P f P Fimile

There is no Government in the civil and world, except possibly Russia, which is not to some extent under the d-mination of popular opinion," declares Henry Loomis Nelson in Harper's Maganee, "The present Emperor of Germany is the most virile monarch in Europe, but he dare not oppose too grievanaly the will of his subjects. If there is any written instrument of government powerful beyond all other laws, it is our own Constitution, for it is the rule of action prescribed by the people for the guidance and control of their agents. But the history of the Federal power shows that there is a power above the Constitution, and that is the power of popular opinion. There have often been * times when the Constitution has not stord in the way of the people's will, Even the Supreme Court, will change its mind if the people are persistent. It

has not been always necessary for popular opinion to demand the breaking or

FISHING. A routh beside the water sits. The monday san is warmly beaming, His nose and neck are turkey red. His eye with radiant hope is gleaming. He watches close the bobbing cork Advance upon the tiny billows;

A jerk, a swish, and high above He lands a sucker in the willows. That's fahing. A fair maid trips the tennis court.

A dozen eyes admire her going; Her black-and-yellow blazer burns A hole right through the subset's glowing She drives the ball across the net. And into hearts consumed with wishing She drives a dart from Cupid's bow; Fhe II land a sucker, too. She's fishing. That's fishing.

My little wife beside me stands And steals a dimpled arm around me; A kiss upon my lips-that's hait-Fome information to astound me. Her bonnet is quite out of style. Her summer wrap quite past the using: That lovels one so cheap at Brown's-Is just the one she would be choosing. That's fishing.

So, whether the game he fish or men. The bait he kisses, werms, or bluebes The place at home, by sunny pool. Or tennis groupd at evening's hushes -'Tis the old game the serpent played With Mother Eve in Eden's bowers, And Adam's sons and daughters all Will love the sport to time's last hours. That a fishing.

> American Angler -----

"Noiraud! Here, Noiraud, my boy! NOIRAUD--THE GUIDE Not so fast But Noiraud turned a deaf car, pushed

Hon't fear. Monsieur, you shall not along his steady little gait and was seized miss your train. Fifteen years now I've with a genuine fit of anger when I wanted been taking travelers to the station and to sit down at the corner of a field under

him

make me admire.

dunce?"

could say it.

Come on come on

One of the children cried :

the street recognized my guide.

I watched Noiraud attentively. He an It is he who first has his big bowl of swered his mistress with little movements He is venal. milk of his head, more and more emphatic. After which, with little drops of milk with a final touch of impatience and ill on his mustaches. Noiraud comes to keep humor. They could be translated. "Yes, me company and watch me drink my ves. to the Caldron. I understand. The milk. I give him a bit of sugar, and gentleman has the pieces of sugar, and both, satisfied absolutely with each are going to the Caldron. That's other, breathing our lungs full of the understood. Do you take me for 1 light and lively air of the mountain at

this height of a thousand or twelve hundred feet, we pass a delicious half-hour, was fairly uttered. Noiraud, clearly hurt, Noiraud commences to give signs of impatience and perturbation. I read his ves now like an open book. We must the door, said to me as plainly as a dog start I pay, rise, and as I stare to the right toward the road that brought us up the mountain. I noticed that my Noiraud

I followed him with docility We both has gone and planted himself on the left set out, he before, I behind. We passed at the entrance to another road. He through the village Children playing in fastens upon me a serious, severe look. "Oh. How much progress I have made in a Noiraud: Bon jour, Noiraud " They Souple of hours, and how the silent elowished to play with the dog, but he quence of Noiraud has become familiar turned his head disdainfully with the air > Inc of a dog who has no time for play, who

What do you think of me ?" says Noiraud to me ... Do you suppose I'm United States. And it has not been obgoing to take you over the same ground served that the citizens of the United twice? No. no. really. I'm a good guide. States are particularly fond of fish oil. I know my business. We shall go down Yet the menhaden fishermen and the by another road. manufactories for which they operate,

We descend again by another road which is far prettier than the first. Noitaud merrily turns toward me often with little air of triumph and joy. We pass through the village and on the square by the station. Noiraud is assailed by three or four dogs of his acquaintance who seemed strongly inclined to gossip and play a little with their comrade. They ry to stop him as he passes, but Noiraud rowling, grumbling, sharply repulses their advances. "You see what I have to do. I am taking this gentleman to the station.

It is only in the waiting room that he consents to be separated from me. after aving gavly crunched the last two bits of sugar, and this is the way that I transate the good by glance of Noiraud.

"Here we are twenty minutes ahead of

FACTS ABOUT FISH. **RAILWAYS OF THE WORLD.**

SIXTY-SEVEN YEARS' PROGRESS A REPORT ON THE MENHADEN IN STEAM TRAVEL. AND HERRING INDUSTRY.

-Interesting Statistics.

TTTHE operation of steam railways began in England by the opening of the Stockton and Darlington line, September 27. ably a "menhaden" vessel. These men-1825. The world then saw the comhaden vessels, says a recent report to congress, spend their time in taking this mencement of a most gigantic enterprise; particular line of fish known as the one that has extended to every civilized menhaden." They are not, as the unand to almost every uncivilized country initiated observer would suppose, taken on the globe, and which has become the for food ; they are not a food fish. They greatest of all enterprises and industries, are mostly bone and oil, and hence are and whose magnitude is greater than not a convenient or satisfactory article of any other single interest in the world. diet. Yet they are caught at the rate of This Stockton and Darlington Road about 700,000,000 a year, which means

was a single track affair, thirty-eight about a dozen for every individual in the attained was twenty miles an hour.

Four years after opening of this road the first line was opened for general traffic in the United States, August 9, 1829, on the Mohawk and Hudson Railmake between 4,000,000 and 5,000,000 gallons of fish oil, of a value of nearly road. The first locomotive used on this; line, and consequently the first that ever" \$1,000,000, every year and turn out, besides, nearly \$1,000,000 worth of fertiturned a wheel in the Western Hemilizers from the bones and refuse remaining sphere, was the "Stourbridge Lion," imported from Stourbridge, England, by the Seven hundred millions seems to be a

Delaware and Hudson Canal Company in good many fish, yet the Commissioner May, 1829. calculates that this number may be taken The second railroad in America upon

annually by the fishermen, a still greater which a locomotive was ever run was number destroyed by whales and porthe Charleston and Hamburg of South poises and other predatory inhabitants of Carolins, which also had the honor of the sea, and yet the stock of menhaden being the first regularly operated pasnot be at all diminished. Whales are senger road in this countrry, and the often found with an enormous number of first to adopt the locomotive as a definite these fishin their stomachs. A barrel or, motive power. The engine used on this two of them make only a comfortable road was the "Best Friend," the first mouthful for a whale. Even the bluefish machine of the kind constructed in this prove very great enemies to the oily and country, and was built in West Point bony menhaden, and the Fish Com-

The fastest long distance run that was ever made in England was the famous performance on the London and Northwestern between London and Edinburgh, 400 miles, August 13, 1888. Three stops were made, the average speed atfhe First Roads-Fast Runs-Trav- tained while in motion being 55 4-10 eling Palaces of Royal Princes miles an hour. Four successive miles were done in 474, 474, 47 and 47 seconds. The Empire State Express, which runs daily over the New York Central road, is the fastest regular train in the world. The distance run is 4394 miles, the stops being Albany, Utica, Syracuse, Rochester and Buffalo. The actual running time, deducting stops, is 524 miles an hour. On September 14, 1891, the New York Central Company ran a train from New York to East Buffalo, 4361 miles in 4251 minutes, or within

B.W.TOWNSEND, Manager W.F HARLLEE Editor

Dana.

COMET

a fraction of 61 miles an hour. The two cities having the largest number of trains in and out of their stations miles in length, and the greatest speed | daily are London and Manchester. No fewer than 2210 trains ordinarily arrive at and depart from the former city every twenty-four hours, and nearly as many at the latter

The railways of the United States get almost \$22,000,000 a year for carrying the mails, while the amount paid by the British Government for the same service in England is \$3,750,000.

In the United States during 1891 no fewer than 520,082,082 passengers were carried on the railways, and 701,344,437 tons of freight were also moved on the same lines. To do this vast amount of business required 32,241 locomotives, 22,958 passenger cars, 7253 baggage and mail cars and 1,061,970 freight cars. If these locomotives were coupled to gether they would make a train 300 miles long, and the passenger cars would make 300 miles more and could carry 1,500,000 people at one time. With the addition of all the freight cars the

Fecundity of the Salt Herring-Oleaginous and Malodorous Menhaden Value of the Ocean's Oil Product. The average fishing vessel which the average sea-coast visitor observes is prob-

flexion of the Constitution, it is only necessary that it should approve what has been done. The purchases of Loumany and Alaska, and the many in stances of executive and legislative acts during the war of the rebellion that were clearly beyond the constitutional grants of now m, are cases to point which will obcur to anyone who is at all fundiar with our constitutional history

Frank Leabely Weekly states that the State of Penn-ylvinia above the largest percentage of foreign born a full males who are aliens, the percentize of that State being 35 1 5 of the totil minber, representing 13.1,522 persons. In the - Btate of New York, 195,611 foreign born a lu + mates, or 25 13 passont, are aliens, and in New Jorsey, 11,877 or 24.87 per cent. arc aliens: Nov York. shows the greatest number of naturalize l foreign h in a full males, there being inthat State 416, 362, or 60.74 per cent. of the total on nier of foreign fore adult males returned. The city of New York shows the largest por intage of foreignborn of the total population, the foreign element in that city representing 42.23 per cent, of the total population as against 30 68 per cont in 1881. Buffs to shows 35.05 per cent. of foreign-bora at against 33.15 per cent. in 1831 Brooklyn sho vs 32 15 per cent., an in crease from 31.3% per celt in 1880, Long Island City has a foreign-born population of 36 67 per cent., while in 1880 the foreign born element in that city was 34 27 per cent. of the total population, sixteen places show a great er per cent, of foreign born population in 1890 than is shown in the State as a whole, while in 1850 nineteen places were reported as having a larger percentage of foreign born population than was reported in the State as a whole.

A Mammoth Chestnut Company has been organized in New Jersey, with a capital of \$50,000, all paid in. This, the New Orleans Proxymae explains, is not a cluestmit in the reproscriful sense. The company owns a natural chestaut giove of 350 acres in Camlea County, which is said to be the prettiest and most productive piece of chestnut timber in the United States. The idea is to increase the holdings to 1000 acres in various sections of the State, and go into the culture of mammoth chestnuts on a mammoth scale. The trees in the grove and he'll show you as much for his 36 entioned are about as far apart as those in a peach orchard, and have been cut off a few feet from the ground, while the en-" tire tract has been cleared, the wood obmined more than paying the cost. Slips from Japanese chestnut trees are being gratted to the stumps, and a crop of the "mammoths" is expected in two years. There are many varieties of improved chestnuts, but the Japanese have been assiduousiv cultivated for centuries, and excel all others. The combination with them of the sweetness and flavor of the wild American variety, which has never been cultivated, will, if it is accomplished, bring about a perfect product. The Japanese nut is ready for market two or three weeks earlier than any other, and the expense of gathering the crop is comparatively slight. Sheep can be pastured in the chestnut orehard, or it can be made into a game preserve. One of the fluest trout streams in the State runs through it, and it is full of small game. It is very common to see a Japanese chestout six inches or more in circumference. It is not palatable raw, but can be cooked and used as food in many different wave.

derstand, Monsieur, never! Nevertheless

"Oh, you need not look at your watch what I was doing was against the rule. Ludovic Haleyey, There's one thing you must know, and de It wasn't the custom to stop there. And not know, and your watch will not tell his velps were so sharp and exasperating you the train is always a quarter of as that I arose to resume my walk. Noir hour late There has never been an in and instantly quieted down and went trotting gayly in advance. I had comstance when it was not late by a quarter prehended him. He was satisfied. of an hour Some minutes later we entered on a

There was one that day. The train driver was furious

notice, if your trains are, all of a sudden. going to leave on time. The thing has never been known. And calling a bratand : to witness Has it ever been known? I don't wish shining in a sort of hall of verdure made ened to the test of the man using the apto seem in fault, Monsieur. A train on gay with the song of a dainty waterfall. paratus. The method of climbing involved the moment! A train exact' Tell him There was an old rustic bench, and Noir- in this arrangement is simple. When that this is the first time it ever hap aud's glance turned impatiently from the feet attached to the boards are lifted rened. There was a general cry. "Yes, my eyes to the beach, from the beach to the rope is free, but the moment the feet yes, generally it is late. None the less, my eyes. I was beginning to understand are pressed down on the two boards the I had three long hours to pass in a melautholy village of the Canton of Vaud, said to me, "there's a place to rest. It's sary, therefore, to lift the body by both flanked by two melancholy mountains, nice here-it's cool. You are stupid, has ds as far as possible, and it can then with little tufts of snow on their You wanted to stop in the hot sun be held by the hinged clamps until an-

heads How to kill those hours? In my turp allow you that. I appealed to the hystanders, and again And I stopped and I sat down, and I hands may be left free. The device, there was a general cry "Go see the lighted a cigar. I was just on the point which is claimed to fulfil its purpose ad-Caldron There's nothing else to see in of offering one to Noiraud. Perhaps he mirably, is designed especially for the use this region " Where was the Caldron! smoked. But it occurred to me that he of fireman and painters, also to serve as a On the mount in to the right, half-way would prefer a bit of sugar. He caught fire escape, up, but the road was a little complicated it very adroitly on the fly, crunched it I was advised to take a guide, and there, with zest, lay down and settled himself. down there in that little white house at my feet. Evidently here he was used. with the green blinds. I should find the to a little halt and a little nap. heat guide in the country, an honest fel-He scarcely dozed over ten minutes. 1

low Father Simon was now completely at ease. Noiraud I went off to knock at the door of the began to inspire me with absolute confidence. I had made up my mind to obey little house An old woman opened it Father Simon?

go to the Caldron-Yrs. it s to go to the Caldron. Well, he's not been well since morning Father Simon his legs have given out. He cannot go. But don't be wor

there's Voirand "Very well, let me have Noiraud. Unit I ought to let you know isn't a person Noirand."

Not a person " No it's our dog How, your dog?

well as well as my husband, he's user

I and to it? tertainly, for years and years Fathe Simon has taken him along; he's learnee the places, and now he manages very well alone He has taken up a lot of traveler. and has always been complimented. A: for intelligence Aon't fear. He has a much as you and I. He only lacks querch lint speech is not necessary i' there was a great building to show, yes, then you must know how to recite the story and give dates. But here there's nothing but the beauties of nature Take Noiraud . Then its cheaper 8: paired for my husband. Noiraud is only 80 sous

never have I made one miss a train -un a tree that afforded a scant shade. He time It is not I who would make you set to barking in a little irritated voice. miss the train. Well, well, bon voyage, casting impatient glances at me. Plainly bon voyage From the French of

POPULAR SCIENCE NOTES.

TO EVALUATE ROPE CLIMBING - A caluable practical device is that which has lately been brought to notice by a had been on time, and I missed it. My delicious road, all flowers, perfume, French insentor, designed to facilitate shade, all full of coolness and the mur. tope climbing, while at the same time per-"You should give notice," he cried te mur of springs. Noiraud suddenly slipped mitting the clumber to have free use of his the Stationmaster "You should give among the trees, took to a gallop and hands. The apparatus consists of two vanished down a little path. I followed boards, joined by a binge, with a hole him out of breath. I had not gone a passing through both the hinge and the hundred steps when I found my Noiraud beard, and the extremities of the latter awaiting me, his head high, his eye provided with strap, which can be fastthe language of Noiraud. "Now," it rope is firmly gripped. It is only neces-Come, sit down, you may sit down; I other lift is made. By the use of a belt to hold the body close to the rope the

FREDUCTING THUNDERSTORMS. --- The chief of the Weather Bureau, being desirous of increasing the efficiency of the service, has arranged to cover the territory from the Ohio Valley to the coast during the summer months with as supplementary service predicting thunderstorms, for the benefit of the general public, but particularly for farmers during harvest, when such information is invaluable. For this purpose eight special forecasting stations for thunderstorms friends, through the wood at a gentles | have been designated as follows: Albany, nace. Noiraud was enjoying the charm, New York, Buffalo, Pittsburg, New the silence, the sweetness of the place. Brunswick, N.J., Cincinnati, Chicago On the road, a while back, in haste to and Detroit. The observers at Buffalo ried, there's some one to take his place escape the heat and dust, he had gone on and Ithaca to the westward have been with a little firm, quick gait And now directed to report the occurrence of a refreshed, relaxed. Noiraud was walking, thunderstorm and the direction in which for the pleasure of walking in one of the jit is traveling to the Albany station. prettiest little paths of the Canton of When a thunderstorm strikes New York and is passing to the northward the ob-

A road opens to the left. A slight server there are also directed to report hesitation on Noiraud's part. Then he the fact to Albany. In case a thunder passes by and keeps on his route straight atorm is reported from Buffalo, and later ahead, but not without some uncertainty, from Ithaca, the observers in this city some trouble in his manner. Now he can calculate from the difference in the stops. He must have made a mistake. | line of the two reports and the distance Yes, for he retraces his steps, and we between the two cities, and compute take the road to the left, which, at the very closely the rate at which the end of a hundred paces, brings us to a storm is travelling, and thus predict with sort of amphitheatre, and Noiraud, nose | considerable accuracy when it will reach in air, invites me to contemplate the very this city of vicinity. Thunderstorms derespectable height of the impassable wall pend upon temperature, humidity and of rocks that forms this amphitheatre, the condition of the ground over which When Noiraud and 5 have contemplated the storm is passing. They move as a sufficiently, about face' and we resume rule, from west to east, or from south the little path through the wood. Noi- west to northeast, across this State. raud had forgotten to show me the rocky When a thunderstorm is reported from amphitheatre a slight error quickly re- Buffalo, and later from Ithaca, it can be pretty generally relied upon to reach this

The route soon becomes very steep, vicinity if the temperature and conbroken, difficult. I can only advance ditions of the atmosphere are favorable. s'owly with infinite precaution Noiraud. If not, we get min anyhow, so that the leaps lightly from rock to rock, but does report is calliable to supplement the regnot desert me. He waits for me, fixing | ular service A case of this sort occurred recentis. A thunder-toom was reported from Sandusky, Ohio. The same evening it was reported at Buffalo, and later at Ithaca, but the temperature in this section was too low for a thunderstorm. The rain, however, arrived on time, reaching Albans next morning. Albany is an excellent point from which to disaribute information of this character, or account of the excellent telephone and elegraph communication with the surcounding country. It is already being sent to the nearest suburban towns, and the field will be widened as fast as possuble. The predictions will also be sent to some of the larger towns in Eastern New York, and from them disseminated throughout the rural districts, where it is expected they will be of inestimable value to farming people.

missioner calculates that the bluefish alone destroy in a year twelve hundred million of these fish. There have been years in which the fishing vessels have taken nearly one billion of these fish.

after the oil is taken from the fish.

If the sca-coast visitor desires to speculate still further upon the number of in habitants of the sea he will be interested. perhaps, in a statement which the Fish Commissioner makes in regard to the number of herring taken in the herring fisheries. The Senate Committee on Fisheries recently called on the Fish Commissioner for some information with reference to this subject, and inquired. especially how the menhaden compares with the common herring in the matter of reproduction, and also how long the herring fisheries have been prosecuted in Europe, the number taken, and the effect of the numerous fishers in the European waters upon the suply of this particular fish. The Commissioner replied that the reproductive powers of the menhaden seem to far exceed that of the herring, and in commenting upon the fact that the enormous numbers of herring taken in European waters did not seem to reduce the supply, said : "The herring fishery is carried on during the spawning season. On the coast of Norway the herring fishery has been prosecuted during a period of fully 1,000 years. Since the year 1300 yery good fisheries with periods of scarcity lasting about 55 years on the average, up to recent

times As to the number of herring, it has been estimated by Professor Huxley that at least three billion are taken every year out of the North Sea and the Atlantic. The following extract from a letter of Professor Huxley upon the herring, delivered at the International Fishery Exhibition at Norwich in 1881, will show his estimate based upon the best data available. "It is said that 2,500,000, or there abouts, of herring are every year taken out of the North Sea and Atlancic. Suppose we assume the number to be 3,000,000 so as to be quite safe. It is a large number, undoubtedly, but what does it come to? Not more than that of the herring which may be contained in the shoal, if it covers half a dozen square miles, and shoals of much larger size are on record. It is safe to say that scattered through the North Sea and the Atlantic at one and the same time, there must be scores of shoals, any one of which would go a long way toward supplying the whole of man's consumption of herring "

Calculating upon this basis (and there is none betteri the herring fishery of North Europe has probably vielded, during the past four hundred years, about twelve hundred billions of fish. There is no evidence that the herring has been diminished as a result of the fisherr.

How the Continents Attract Seas.

The effect of gravitation in heaping up the sea waters on the shores of continents is one of the most interesting as well as the most curious and least considered facts in connection with old ocean's history. Thus the continents tach other in the magnificence of their reaches a harber In this connection, the interesting calculation has been made that in mides an on the Atlantic the depression is about three fourths of a mile below the level of the water at coast line, while a ship in traveling from San Francisco to Yokohama, Japan, must cross a valley at least a mile in depth. N. Louis Republic.

Foundry. It made its trial trip in November, 1830. long.

At the beginning of the present year 166,817 miles of railway were in operation in the United States.

It would be difficult, no doubt, to imagine a perfectly straight line of rail for the entire distance from New York to Boston, but such a railway with such a straight stretch does, however, actually exist in the New Argeptine Pacific Railway from Buenos Ayres to the foot of the Andes. For a distance of 211 miles the line is laid without a curve. The dent from the fact that there is neither a day. cutting nor an embankment deeper or higher than three feet. This is the longest straight stretch of railway in the

world. Another wonderful piece of railway in South America is on the Calao, Lima and Croya line, running from Arequips, Peru, to La Paz, Bolivia. This is a rail-14,666 feet, or nearly three miles above the level of the sea. The whistle of a locomotive is heard at no higher point on the globe. Near the highest elevation of this railway a tunnel 3848 feet long is being bored through the peak of the mountain, 600 feet above the perpetual are recorded at intervals, alternating snow line. The railways of the Andes exhibit some of the must remarkable results of engineering skill which the world contains.

The new railway-the Brienzer Roth hornbahn-which was begun October 1. 1890, and has just been, completed and opened, is the highest railway in the Alps, and also in all Europe. It is 7886 feet high at the summit level, where it commands magnificent views.

The highest point of railway in the United States is on the Denver and Rio Grande Railway At Marshall Pass this road attains an elevation of 10,850 feet. The longest railway system in the world operated by one single company is that of the Atchison, Topeka and Sante Fe Railway, which covers 7110 miles. The longest journey taken by any European train is from Paris to Constantinople, 1857 miles.

The two countries naving the smallest number of miles of railway are Persia and Porto Bico-each have but eighteen miles. In the former country there are only two locomotives and four cars.

The smallest railway in the world is that from Ravenglass to Boot, in Cumberland, England. The guage is three feet, and the engines and carriages are miniatures. The stations resemble double bathing houses more than anything else. The entire staff of employes is composed of an engineer and stoker combined, guard, ticket collector, ticke: distributor and two porters.

The shortest steam railway in the world is at Buffalo, N.Y., and is known as the Island Railroad, and is but oneeighth of a mile in length.

Owners of private cars seem to vie with coaches. The Imperial train which has mountains of water, and, to cross the just been completed for the German Em-Atlantic or any other occan, the ship has peror consists of eleven carriages, and to first go down the sloping sheet, cross has occupied three years in construction the valles and then climb the mountain and cost nearly \$985,000. There is of water on the other side before it safely, nothing like it in the world. Many of the details were planned by the Emperor himself. The carriages include a study hung with red Gobelin tapestry from Charlottenberg, a saloon upholstered in white satin, a nursery, a reception room adorned with marble statusry, an oak dining room and large separate sleeping rooms. Queen Victoria's traveling carriage is one of the handsomest Pullman cars that have ever been built. The walls are of satinwood, highly polished. The cushions are of white silk embroidered in gold thread. The spartment contains four easy chairs, besides a satinwood table young setter pup, and would stand for about six feet long and three feet wide. hours licking it, just as she did her calf. The carpet is of velvet pile, covered here and would make the greatest fuss when- and there with juxufious India rugs. ever the pup was out of her sight-hel- The curtains at the windows and the lowing and stamping, and would not be magnificent portierres are hung on silver comforted until she could Lave it near so polss. The door handles are solid silver. The whole saloon, with its fittings,

train would be more than 7000 miles

The number of men employed in the railway industry in this country is 714,-750, by which it would appear that over 3,000,000 persons, or nearly one-twentieth of the entire population, are dependent upon the railway operations for livelihood.

The New York Elevated carries every year a larger number of passengers than any other railway in the world. The London Underground comes next-the former, in 1891, carrying an average of level nature of the country will be evi- 512,000, and the latter 405,500 per

The largest railway station in the world is St. Pancras of the Midland Railway in London.

Very few persons have any idea of the weight of locomotives and passenger cars. The engines that haul the famous Pennsylvania "limited" weigh 92,000 pounds, while the tender, loaded, weight way in the clouds, for it reaches a point 50,000 pounds more, making the outfit at the head of the train weigh more than 142,000 pounds. Other heavier engines on the Pennsylvania weigh 150,009 pounds, and the giants 170,000. An ordinary passenger coach weighs about 50,000 pounds, while the Pullman sleepers are of nearly 75,000 pounds weight. The parlor cars weigh from 65,000 to 79,000 pounds each. An ordinary passenger train of, say, six cars and the engine weight in the. aggregate nearly 500,000 pounds. The "limiteds" weigh nearly 750,000 pounds.

The total railway mileage of the entire world is 369,377 miles, divided up as follows Europe, 136,562 miles; Asia, 19,235 miles; America, 197,114 miles, Africa, 5354 miles, and Australiasis, 11,112 miles. --- New York Advertiser.

A Great Tree For the Fair.

The tree selected by the Tulare Board of Trade for exhibition at the World's Fair stands on the land of Mrs. M. C. K. Shuey, one-half mile southeast of Summerhome, on the summit between North and Middle Tule, about thirty-five miles northeast of Porterville. The treat was selected at the request of the National World's Fair Association. Mrs. Shury donates the tree as a gift. It is said to be a magnificent specimen of sequoia gigantea, some 300 feet in height. At the base it is 76; feet in circumference, and eleven fest from the pround it is 63 feet in circumference. This gives a base diameter of 211 feet. The section that will be removed for exhibition will be a portion thirty feet long. This piece will be cut into two fifteen-foot sections, with a natural slab between them. This circular piece will be 21; feet in diameter and 16 inches thick. It will serve as a roof for the lower section when hollowed and a floor for the upper one .- Visalia (Cal.) Times.

A Salmon Wills a Tag.

A land-locked salmon, weizang 64 publis, taken from Green Lake one morning within the past week, was found to have attached to the back fin one of the aluminium tags furnished by Dr. W. M. Haines, of Ellaworth, and with which fifty of the salmon were marked during the spawning season of 1890. Although exposed to the water for about eighteen months, the tag and silver wire with which it was fastened to the tin were but slightly tarnished, and the number was plainly discernible. A reference to the list of tagged salmon which Dr. Haines has, showed that the salmon had grown au inch in length and about a potent in any it since being tagged .- h. hasbee (Me.) Journal.

him blindly. He rose, stretched, gave me a little side-long glance which signi-This is the place, but, but, if it's to fied, Let's start, my friend, let's start " And away we went, like two old

Yes, Noiraud, and hell guide you

sous as my husband for 3f. Well, where's Noiraud ! He's asleep in the sun in the garden He took some English people up this morning Shall I call him? 'Yes tall him' "Noirand' Noirand"

Ho ame through the window with a bound. It was an ugly little black dog. with ourly and tumbled coat, he was not pretty, but he had an air of gravity decision, important. His first glance was at me direct precise, confident, which took me in shiftly from head to foot, and said plaint . It's a tra slor, He nants to see the Caldron

One train missed was enough for one day and Lexplained to the good nomardron that I had absolutely only three hours

for my trip to the Uildron. the I know perfectly. You wish the 4 of lock trein Fear nothing. Noiraud will get you back in time Come Neiraud Start, mc box, start But Notraud showed no disposition to

start. He remained motionless regard ing his mistre- with a certain agitation Oh I m stupid said the old woman. I was forgetting the sugar

She went to a triber, took out four bits faright, only group them to mer That . uh. i.e. subi not start. You, deliver the subar New and Neirand maining heavy in the wager . Non start, my loss. To the to least Gol. To the Cadron! Tothe Undrua!

upon me a look of the most touching solicitude. Finally I begin to hear a sort of boiling : Noiraud velps jorously.

"Courage," he said to me "Courage. We are nearing it You shall see the I aldron " A stream modest enough and from a modest height, falls with back ward is to and refounds into a great rock slightly hollowed out. I should hardly he paid for this laborious ascent he see ing this mediocre marvel if I had not had for a companion this brave Noiraud, who is much more interesting and very much more remarkable than the Cal

emeach sile of the stream, in little swiss chalets, are placed two milk stands kept hy two little Swiss girls, one blonde, one brunette, both in the national costume, eagerly watching my arrival from the threshold of their houselets, veritable

little boxes cut out by machiners. It seems to me that the little blonde has very pretty eyes, and I had already made three or four steps towards her. when Noiraud, breaking into furious barks, resolutely harred my passage. Can

is have preference for the little brunette? I change my direction. Yes, that was Noiraud's friend enters her little pluthouse and Noiraud follows at her

Hair Wreath of Ten Thousand Locks.

Miss Harrie Chipps of Budds Lake, N J., once made a wreath which she still has in her possessions whill' of human hair. It comprises 10,000 locks from as many different heads, and is arranged in curious and beautiful designs, principally, leaves, flowers, etc. She spent over a year in collecting the hur, which is of every shade and color, before the wreath eels. Through a hall opened window I itself was begun. It is a unique orna-She recented three words three times. Howed Noiraul with my eyes. The ment as well as a triumph of patience speaking very slowly and distinctly, and wretch. He is being served before me. | and incenuity .- St Louis Bepublic.

A Cow's Strange Infatuation.

A gentleman, living near Franklin is the possessor of a cow which developed a strange freak some time ago. Her calf being removed from her she adopted a she could fondle it

the dog, and seemed much prouder of it thin of herealf. The owner sont the dog and . and he fears he will have to do sume with the cow, as she still perstate in gritting for it, and withholding her milk .- Surmmento (Cal.) Record-Coion.

She would even hold up her milk for etc., cost about \$36,000. The fastest time ever made on an American railway was recently done on the Reading road, when a locomotive drawing four nessenger coaches cor ered a mile in 39; seconds, which speed, if maintained, would come very near to | Orleans Picayune. one hundred miles an hour.

A Strange Descueration.

It is urged by the German millers in appointion to the use of American cora in Germany that Italy and other parts of Southern Europe its use causes the pellagrs. a peculiar disease akin to dyspepsia, which not unfrequently terminates fatal. ly. This diverse is not known in the United States, nor in Mexico, where corn forms the staple of food among the poor, nor has it ever been traceable to the use of corn grown in America, but solely of that raised in southern Burops. It would seem that the trouble comes from some degeneration of the corn raised out of its native habitant .- New