Silent and Dramatic.

The most dramatic of silent men was Wallenstein, the antagonist of Gustavus Adolphus and the commander of the emperor's armies in the Thirty Years' war. He insisted that the deepest silence should reign about him. His officers took care that no loud conversation should disturb their general. They knew that a chamberlain had been hanged for waking him without orders and that an officer who would wear clanking spurs in the commander's presence had been secretly put to death. In the rooms of his palace the servants glided as if they were phantoms, and a dozen sentinels moved about his tent changed to secure the silence the general demanded. Chains were stretched across the streets in order to guard him against the disturbance of sounds. Wallenstein's taciturnity, which made him shun speech, and his love of silence, which caused him to be irritated at the slightest noise, were due to his constitutional temperament. He never smiled, he never asked advice from any one, and he could not endure to be gazed at, even when giving an order. The soldiers, when he crossed the camp, pretended not to see him, knowing that a curious look would bring them punishment.

English Sporting Parsons.

To the London Times a correspondent writes: "Once when a duke of Grafton was thrown into a ditch a young curate who had been closely competing with him for pride of place shouted, 'Lie still, your grace,' and cleared him and his hunter and the fence at a bound. So pleased was the duke with the performance that he declared he would give the young divine his first vacant living and not long afterward carried out the promise, vowing that if the curate had stopped to pull him out of the dike he would never have patronized him. 'Sporting parsons' are still to be found in almost every county today who can hold their own in the first flight when hounds run hard and some of the keenest fox hunters in all times have been supplied from the ranks of the clergy. Even the warning against their 'hawkynge, huntynge and dansynge' in the reign of King Henry VI. appears to have had very little effect."

Only One Sea Power.

In the audacity of puny triumphs nations are called sea powers, but there is only one sea power, and that is the sea itself. "Far famed our navies melt away." Within a hundred yards of the best charted shore stout ships are as bubbles. That sea that is as familiar when calm to little boats and ferries and tugs as are the thoroughfares of a city to its crowd of humanity takes on all the aspect of chaotic terror when winds and storms prevail. The waters so close as to reflect the friendly lights of the great metropolis are as alien to the forces of men as are the depths of the farthest ocean. Lord Byron's "Apostrophe" has lost none of its tremendous reality in all the progress from the little wooden sailers to our greatest merchantmen and ironclads. Nor can its truth be lessened in all the maturest development we can dream of.—Kansas City Times.

Origin of Precious Ores.

Men sometimes dream of enormous wealth stored deep in the earth, below the reach of miners; but, according to an eminent geologist, there is little or no ground to believe that valuable metallic deposits lie very deep in the earth's crust. Such deposits, according to this authority, are made by underground waters, and owing to the pressure on the rocks at great depths the waters are confined to a shell near the surface. With few exceptions ore deposits become too lean to repay working below 3,000 feet. Nine mines in ten, taking the world as a whole, are poorer in the second thousand feet than in the first thousand and poorer yet in the third thousand than in the second.—Chicago Record-Herald.

Problems In Fiction.

Reverence for decorum and even for social prejudices did not hamper the real masters of the English novel. It did not stifle in the cradle "Vanity Fair" or "Wuthering Heights" or "Diana of the Crossways" or "Adam Bede." There are problems enough in all these works, but they are handled by men and women of genius, who treat both their subjects and their readers with respect.—London Standard.

How They Love Each Other.

"Yes," said Miss Passay, "he's an awfully inquisitive bore. He was trying to find out my age the other day, so I just up and told him I was fifty. That settled him."

"Well," replied Miss Pepprey, "I guess it is best to be perfectly frank with a fellow like that."—Philadelphia Press.

A Good Job Coming.

Jeweler—How was your boy pleased with the watch I sold you? Fond Father—Very well, sir. He isn't ready to have it put together yet, but be patient. I'll send him around with it in a day or two.

Interests of All.

One thing ought to be aimed at by all men—that the interest of each individually and of all collectively should be the same, for if each should grasp at his individual interest all human society will be dissolved.—Cicero.

All They Deserve.

"Some people claim they don't get nuthin' out o' life."

"And they are the kind that don't put nuthin' into it to draw interest on."—Louisville Courier-Journal.

SURGEONS' CHARGES.

Method by Which, It Is Said, the Fees Are Regulated.

Frequently laymen who have had occasion to settle the bills of surgeons upon whom they have called in extremities to use the knife are heard to complain against what they call "the exorbitant charges of surgeons."

A skilled surgeon may charge $250 for a simple appendicitis operation. The patient, who never thinks of complaining until he is convalescent, objects oftentimes to paying the bill. He says, "It is outrageous for a surgeon to charge $250 for half an hour's work."

The question of surgeons' fees often puzzles a patient. He knows of one man upon whom a surgeon of wide reputation has operated and charged only $75. He may know of another who has paid $1,000 for the same operation. He cannot figure it out.

Yet surgeons of known ability and national, perhaps international, fame have a general plan in charging for operations. Their prices range from nothing to $5,000. They will operate without any question of willingness or ability to pay in any case where the situation is imperative. Afterward they will present the bill. The general public does not understand how a surgeon will charge one man $50, another $250 and another $5,000.

Surgeons have a fixed price scheme. They aim to charge the patient about one month's income. They figure that any person who is in such bad condition as to be forced to submit to a surgical operation surely can afford to give one month's income. They ascertain roughly what a man makes per month and send in a bill for that amount. The man whose income is but $50 a month pays $50. The man who gets $5,000 is asked to pay $5,000—and generally objects, even though he should know that his life is worth as much proportionately as that of his poorer fellow.—Chicago Tribune.

THE SHIPS OF TYRE.

Types of These Vessels Still In Use In the Far East.

Away back, even when Solomon was king in Israel, the ships of Tyre, manned by brave Phoenician sailors, went through the prehistoric canal where the Suez channel is now and navigated from China clear around to England.

Their ships were the models for Greece and Rome and later for Venice, the Spaniards and the Portuguese. Only the Englishman improved on shipbuilding, and from him all modern models have dated.

In the old Trye models the waist of the ship was low, so the oars could get good play on the surface of the ocean, and the sterns were lofty, so as to give room for stowing cargoes and to provide dry quarters for the upper mariners.

As wind power came into use the waist grew higher and the poop deck disappeared. Step by step from galley to caravel, from caravel to frigate, the British shipwrights improved on the ships of Tyre.

But in the far east the models have remained much the same, and the ship makers of Persia and India have stuck to the old Tyrian models to the present day.

Today their high square sterns recall the ships of Columbus. The mariners still have to get out of sight of land and steer by stars and the feel of the wind on cloudy nights. They sail around Trinidad and carry pilgrims to Mecca.

These vessels, on which the queen of Sheba might have traveled to visit Solomon, are used by native Hindoos, Arabs and by the peoples of Indo-China.

On board the captain, his men, the cargoes, pilgrims and sheep, asses and other live stock live in a proximity that would stir an American's stomach to immediate rebellion.—Nashville American.

A Metaphor With a History.

To "know a hawk from a hernshaw" is a metaphor with a curious history. It is a comparison drawn from falconry. "Hernshaw" is a corruption of "heronshaw," or young heron, a bird which was a common prey of the falcons. To know a hawk from a hernshaw is therefore to be able to distinguish the falcon from its prey. A further colloquial corruption crept into the phrase, "to know a hawk from a handsaw," a form used by Hamlet in one place. Possibly the distinction between a hawk and a hernshaw was found not to be strong enough for the purposes of the proverb.—Manchester Guardian.

No Death Penalty.

European countries which inflict no death penalty, however brutal or premeditated the crime, are Italy, Holland, Norway, Switzerland, Portugal and Russia, save where the lives of the emperor, the empress or the heir to the throne are concerned. The canton of Zug, in Switzerland, imposes the lowest minimum penalty in the world—three years' imprisonment for willful homicide, the maximum punishment being imprisonment for life.—London Chronicle.

An Inconsiderate System.

"Why don't we take an express train?" asked the sweet young thing of her escort at a subway station.

"This isn't an express station," explained her escort kindly.

"How tiresome!" exclaimed the s. y. t. "They ought to have express trains at every station!"—New York Press.

For himself doth a man work evil in working evil for another.—Hesiod.