EVOLUTION OF THE RACE HORSE.

The Development of the Thoroughbred Is Entirely the Work of Man.

In so far as a creature endowed with life can owe its existence to human hands the race horse may be said to be man-made. Horses were an important factor in early nomadic life, and were cherished by their owners, and the progress of civilization, so far from breaking this bond, has apparently strengthened it. The animal is not now so essential to human welfare and convenience; science has furnished other means of transportation, and it is in a fair way to take all the heavy loads from his back; but in the degree that he ceases to be a mere beast of burden he is transformed into a source of entertainment and pleasure.

From a rough and hardy creature, subsisting on such rations as chance and convenience might provide and suffering the hardships and hazards of toil and adventure, he has gradually evolved into a combination of nerves, intelligence and trained muscle that has but a family likeness to his early progenitors.

It differs from them in the same measure that the American Beauty or the La France rose differs from the little five petaled pink flower that blooms by the roadside. Like those floral triumphs he is a product of scientific culture. It is not chance that has given him that peculiar build, that slenderness and lightness that to the expert means speed. His masters have wanted these developments, and they have studied sire and dam and the pedigree of each until they could name in advance the qualities of the offspring. And having secured a horse that has within him the possibilities of outdoing his ancestors they treat him as a precious belonging, as indeed he is.

A groom is always in attendance. He is brushed and combed until his coat is like satin. He is fed and housed and exercised with as much care for his comfort as for a child's. Royalty itself is not looked after with more solicitude. The attention that ancient Greeks used to give to their own bodily training is given by modern men to the race horse, and as a result he is a marvel of physical perfection.

And after all this? Why, when he has been tested and his paces tried he is put upon the race track, where his beauty and grace and swiftness please the sight and thrill the pulses of the watching thousands as no other spectacle devised for public pleasure could ever do.—Indianapolis Journal.

Extraordinary Properties of a Nut.

The wonderful stories that have been told of the life giving properties of the celebrated "kola" nut of western and southern Africa are even more than confirmed by a eulogistic letter written by the British consul at Bahia. The west African carriers at that port continually use the kola, which they carry about carefully wrapped in pieces of banana peel. These human beasts of burden are not, physically speaking, superior to the Brazilian negro, yet this African, with the additional nerve force imparted by the kola nut, can endure from 10 to 100 hours of fatigue, the half of which would kill the laborer foolhardy enough to attempt it without using the invigorating little nut.

Where it takes eight Brazilian negroes to carry a load with difficulty, four African porters carry it cheerfully along, singing "as if each muscular exertion was exhilarating joy." Where kola eaters are employed in unloading vessels they are always given twice the pay received by their competitors who do not use the nut. There are thousands of this latter class, the majority of whom refuse to eat it because of a belief that the devil originated the nut for the special use of those he desired to have as laborers in his vineyard.—St. Louis Republic.

Most Fans Are Made in Paris.

Most of the finer fans sold here are made in Paris and in three or four suburban villages near by. No fanmaker knows the whole art. All the workers in one village make sticks; those in another fold; those in a third supply the bows that hold the sticks together. The making of the upper sticks is a trade by itself. After all the parts have been made they are sent to the great factories in Paris to be put together. A fanmaker begins his apprenticeship in childhood. The tools are few and simple.

Most of the carving and filigree work is done with chisel or scroll saw. The pattern, traced on paper, is pasted on the piece of bone or ivory or wood from which the fan stick is to be made, and the filigree is rapidly cut with a saw. Tortoise shell sticks are made by special workers in shells. That is a difficult, delicate and well paid art. A few skillful shell workers are in New York, and they are among the best paid artisans.—New York Sun.

Electricity in Warfare.

A clever piece of work was recently done by the telegraph battalion of an English regiment in the course of some night experiments. An extensive cable was rapidly laid over the roughest possible ground, and that, too, without the slightest assistance from search lights, and the lieutenant general was thus enabled not only to find a lost brigade, but to control the simultaneous advance and attack of three separated brigades on an earthwork at midnight. The telegraph in fact rendered a most difficult and doubtful operation com-paratively easy and certain. With large scale maps, a balloon and increased observing staff, it is likely to be made a most important aid to the strategist and the tactician.—Exchange.

Names and Businesses.

There is at times a peculiar coincidence as regards the name of a man and his business. Such an appropriateness of name to calling is frequently quite accidental. "Sexton Brothers, Undertakers and Upholsterers," is the wording of a sign at Long Branch, and a dressmaker on Clinton street, New York, bears the name of N. Nadel (the German for needle). To those who understand German, Schneider will seem an equally appropriate name for a dressmaker, and there are plenty of butchers in town named Metzger, while at least one barber glories in the name of Scheerer. But it seems odd that a Baecker should deal in meat, or that even an Avenue A. Barber should sell beer.

However, when we hear of "Taylor & Cutter," a firm of clothiers, or find that "Stickwell & Co." are mucilage makers, there is a strong suspicion of an intentional manufacture of appropriate firm names. And that story about the broker firm of "U. Ketcham & I. Cheatham" has been told so often that one hardly knows whether to credit it or not.—New York Times.

She Manages It.

"There is one thing I like about your husband; he never hurries you when getting ready for a walk."

"Very little credit due to him for that, my dear. Whenever I see that I am not likely to be ready in time I simply hide his hat or his gloves out of the way and let him hunt for them up and down until I've finished dressing."—Exchange.

Had to Be Introduced.

"Bridget," said Mrs. A., "have you spoken to the milkman about the wretched milk he has been leaving us lately?" "No, ma'am," said Bridget, who had recently "come over." "I niver shpake wid strangers till I'm acquainted wid 'em."—Youth's Companion.

Forgot the Others.

Mabel—There are now over 4,000 avocations open to women.

Clara—Dear me! What are they?

Mabel—Let—me—see. One of them is marriage and another is—is— Dear me! I've forgotten the others.—New York Weekly.

Natural Paint.

Twenty miles from Newcastle, Northumberland county, New Brunswick, a deposit of natural paint (96 per cent. oxide of iron) has been discovered, and so pure that it does not require refining or even manufacture, since it is ready for mixing with oil in the proportion of two pounds of paint to a gallon of oil.—Exchange.

Perfecting His Italian.

Mrs. McClaugh—Is your son goin to school now, Mrs. McGooghan?

Mrs. McGooghan—No, sure, he's t'rew wid the English branches. He's perfectin his Italian now.

"Where?"

"Helpin dig a sewer down on the road beyant."—New York Weekly.

A Shrewd Investment.

The investment of £4,000,000 made by the British government in the Suez canal shares will in a year or two, according to Mr. Goschen, be worth £19,000,000, which proves it to have been an excellent stroke of business as well as of diplomacy.—New York Times.

Saving a Stamp.

Mamma—Why did you put two stamps on this letter? One would have been plenty.

Little Tommy—One of the stamps was tored, and I didn't want to waste it.—Good News.

Charles M. Gale. Custis W. Woolford.

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For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily 2.30 p. m., Express 10.15 p. m.

For Pittsburg, Express daily 10.20 a. m. and 7.40 p. m.

For Cleveland, via Pittsburg 10.20 a. m. and 7.40 p. m.

For Washington, week days, 5.00, x6.20, 6.25, x7.10, x7.20, x8.00, 8.35, x9.30, x10.20, (10.35 a. m., 12.00 p. m., 45 minutes) 12.15, x2 10, x2.30, 2.50, (3.45 45 minutes) x4.15, 5.00, x6.00, 6.18, x6.50, x7.15, x7.40, x8.18, 9.05, x9.55. x10.15 and 11.30 p. m., Sundays 6.25, x7.10, 8.35, x9.30, x10.20, (10.35 a. m., 12.00 p. m., 45 minutes) 1.05, x2.10, x2.30, (3.45 45 minutes) 5.00, 6.18, x6.50, x7.15, x7.40, x8.18, 9.05, x9.55, x10.15 and 11.30 p. m.

For Annapolis 7.20, 8.35 a. m., 12.15 and 4.15 p. m. On Sunday, 8.35 a. m. and 5.00 p. m.

For Frederick, 4.00, 8.10 a. m., 1.10, 4.20 and 5.30 p. m. On Sunday, 9.35 a. m. and 5.30 p. m.

For Virgin ia Midland Railroad and South via Danville, *9.30 a. m. and *8.18 p. m.

For Luray Roanoak and all poinls in the South via N. & W. R. R., 7:10 a. m., 9.55 p. m. daily. Parlor car to Roanoke on morning train. Sleeqing car to Memphis on night train from Washington. For Luray 2 30 p. m. daily.

For Lexington and points in the Virginia Valley, †4.00, †9.30 a. m. For Winchester, †4.20 p. m. Mixed train for Harrisonburg, ‡4.00 a.m.

For Hagerstown, †4.00, †9.30 a. m., †4.15 p. m.

For Mount Airy and Way Stations, *4.00, †8.10, ‡9,35 a. m., †1.10, (†4.20 stops at principal stations only,)*5.30, *6.30, *11.15 p.m.

For Ellicott City, *4.00, †6.32, †8.10, ‡9·35, †11.00 a. m., †1·10, ‡1.35, †3.30, †4.20, *5.30, *6.30, *8.30, *11.15 p. m.

Trains orrive from Chicago, Columbus and the North West, daily, 1.00 and 6.00 p. m., from Pittsburgh and Cleveland, *9.00 a. m., *6.00 p. m.; from Cincinnati, St. Louis and the West, 6.30, a. m., 3.15 p. m. daily.

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For Atlantic City, 10:48 a. m., 12.55 p. m. Sundays 12.55 p m.

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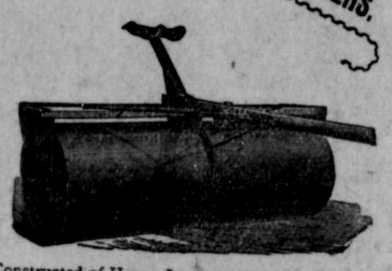
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