JAMES SPINS A YARN.

He Tells the Story of a Man Who Was the Victim of a Mistake.

Postoffice Inspector in Chief Christopher C. James is a busy man, but somehow or other he now and then squeezes in a good story at a leisure moment that makes his duties lighter and makes you feel glad that you saw him.

A day or two ago I met Inspector James in the corridor of the postoffice just as he was on the way to the Astor House to take luncheon.

"Say," said the inspector, "I want to tell you something." Then his eyes twinkled, and I knew a good story was coming.

"I want to tell you about an experience I had up in the country a few days ago. I was busy in a postoffice case at B——, and there were a number of applicants for a position. I was behind a partition in which there was only one window, and the window on this day served for two purposes. One purpose was the regular transmission of postoffice business and the other was to receive the applications for the position. Well, there was quite a rush for letters and postal orders, and so, too, was there for the job. In order to facilitate matters I had two lines formed, one on the right, the other on the left.

"Everything ran along smoothly. The letters were given out on the one hand, and as favorable men appeared for the position they were told on the other hand to pass into a little room.

"Finally a young and splendid looking Irishman came along, poked his head up to the window, and I said, seeing which line he was in and being impressed with his looks, 'Go in that door over there,' pointing in the direction. He did so.

"Well, in about an hour I went into the room and examined one applicant after another physically and mentally until at last the young Irishman came up for examination.

"The physician I had with me made a partial examination, and was so favorably impressed that he requested the Irishman to step in another room and strip.

"He obeyed promptly, so far as stepping into the other room was concerned, but in about five minutes he returned with his coat and vest on one arm, his hat on the back of his head and his collar and necktie and one shoe in one hand.

"'Phat's this ye be tellin me—sthrip?'

"'That's what I said,' I remarked.

"'Waal, I'll be hanged of I go troo sich a bizness os this fur the loikes o' ye. Do ye think thot I'll p'rade me figger fur the privilege of havin me bloody money order cashed? Goive me the money and I'll take.'

"When I saw I had made a mistake," said Inspector James. "The fellow had got in the wrong line. You can bet I saw that he got his money, but after apologizing to him, and as he was going out, he remarked with a broad grin, 'I thought, begorra, that ye wanted some marks to identify me with.'"—New York Herald.

Eye Openers.

A drummer for a wholesale house was trying to sell a hardware dealer some electric call bells. He explained at considerable length how really essential they were in every well regulated modern home. Every room in the house could at slight expense be connected by wire, and it would prove a great convenience.

"Here, Uncle Hiram," said the dealer, addressing the owner of a farm home near the town; "here's what you need to call those lazy summer boarders of yours when they won't get up in the morning," and he explained the workings of the electrical call.

"B'jinks, I got a better way'n that. 'F a boarder won't wake up in time for breakfast we jest make a hole through the muskeeter bar of his winder and let the flies in, an after that he's allers around as soon as it's daylight. No, I don't need none o' your 'lectricity. I'd rather put my trust in flies."—Chicago Times.

The Earl of Balcarres.

Many little stories are told in illustration of the kindliness of heart of the Earl of Balcarres under a somewhat rough exterior. One season he had a field of turnips upon which he prided himself a good deal, and walking abroad in the early morning he surprised an old woman busily engaged filling a sack with his favorites. After giving her a hearty scolding, to which she replied only by the silent eloquence of repeated courtesies, he was walking away when the woman called after him: "Eh, my lord, the bag's unco' heavy. Would ye be sae kind as to help me on to my back wi' it?"—which he did forthwith, when the culprit decamped with profuse thanks.—Macmillan's Magazine.

A Quick Response.

"Where have you been, Frank?"
"In Manchester."
"What were you doing there?"
"I ran a photograph gallery."
"Did you get anything to do?"
"Well, I should say I did. I put out a sign, 'Babies taken here,' and next morning there were four of them left on the doorstep."—London Tit-Bits.

A Mark from Lightning.

A horseshoe was once found indelibly marked on the neck of a young man of Candelaria, Cuba, who was struck dead by lightning near a house upon one of the windows of which was nailed a horseshoe.—Chambers' Journal.

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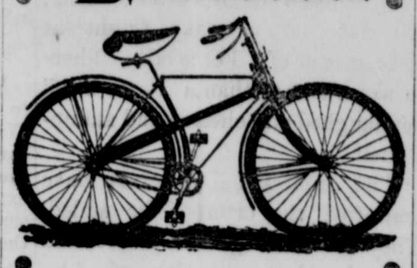
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For Washington, week days, 5.00, x6.20, 6.25, x7.10, x7.20, x8.00, 8.35, x9.30, x10.20, (10.35 a. m., 12.00 p. m., 45 minutes) 12.15, x2 10, x2.30, 2.50, (3.45 45 minutes) x4.15, 5.00, x6.00, 6.18, x6.50, x7.15, x7.40, x8.18, 9.05, x9.55, x10.15 and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