KNEW EVERYTHING.

A WONDERFUL OLD MAN WHO PUZZLED HIS TRAVELING COMPANIONS.

He Was Posted Thoroughly on All Subjects From the Largest to the Smallest. He Puzzled All the Experts In Discussions of Their Several Specialties.

A wonderful old man who appears to the very fountain of knowledge has en traveling regularly between Buffa- and New York and New York and uffalo.

When the train left Buffalo for New ork the other day, one of four men in smoking compartment said, "Have a lexican cigarette?" and passed the package around. "Notice," he added, "the Mexicans have cigarette pictures, too, but instead of airy fairies of the stage they rejoice in the likenesses of bishops and saints."

The wonderful old man here manifested himself by saying Mexican cigarette packages also contained pictures of actresses and bullfighters, and when one of the passengers told about having read a book which claimed the ancient Mexicans were the ten lost tribes he did not reply until he had named the most famous matadores and Spanish footlight favorites. Then he said: "The ten lost tribes, as well as Judah and Benjamin, were swallowed up in the surrounding people. The modern Jew is not a Jew at all, according to the latest research. During the latter Roman empire the converts to Judaism, or early Christianity, became a clan, owing to persecution, assumed a type from intermarriage, and their descendants call themselves Jews."

"A friend of mine," said the man who smoked the Mexican cigarettes, "told me he saw in Sonora Indians with blue eyes and yellow hair!"

"Quite right," said the old man. "They are Scotch Indians."

He then explained that 150 years ago a great hunting and mine prospecting party of Scotchmen passed many years in Sonora and took unto themselves Indian wives; hence the Scotch Indians.

In the conversation about Mexico the mysterious man illustrated his discourse with words and sentences from the Aztec, Maya and Apache tongues.

The conversation turning to the subject of languages the old man amused his fellow travelers with examples of Volapuk. With reference to English he declared that, oddly enough, New York English is less like the English of Shakespeare than modern Greek resembles the classic language. The purest English spoken today—that is, English that Shakespeare would understand—he declared, is among the peasants of Ireland. What we call the Irish brogue is the nearest to the way Shakespeare pronounced English.

On scientific, mechanical, historical and religious subjects the old man was a wonder. A physician talked with him and said he had a medical training, a railway man insisted that he was an officer of a railway, a lawyer declared he was a great lawyer or perhaps a judge and, to the confusion of these theories, the learned traveler was equally at home in describing the Klondike region and telling about Egyptian, Babylonian and Assyrian tablets.

The identity of the mysterious man of learning became a topic in the Pullman. There was no name on his baggage. Preparatory to offering bets on the old man's business or profession a drummer talked to him about the state of trade. The drummer then offered to bet he was the president of some big corporation, but the way he recited the family tree of Prince Henri of Orleans baffled the travelers. An electrical engineer was persuaded to drop in and talk and told the now extremely curious passengers, "He knows more about electricity than I do."

Indeed, here was a man who seemed informed on every conceivable subject from ancient history to the latest news of the stage, who discoursed on art with refinement and knew all about famous murder cases and the profit in shoes. A remarkable knowledge of every way gold has been found seemed to give it tip, but when he displayed absolute mastery of aeronautics the puzzled passengers gave it up.

"We have been extremely entertained by your wonderful knowledge," said the drummer boldly as the train neared New York. "Would you mind telling us what university you are the president of?"

The learned man smiled as he replied, "I have never been inside a university in my life."

"Then you are a distinguished savant or perhaps a doctor of divinity. I have never met a greater student"—

"Never studied in my life!"

"Pardon me," exclaimed the baffled drummer, "if I ask you who you are?"

"There is nothing remarkable about me," replied the man of mystery, turning to the travelers who crowded forward, "except that I am the man who remembers what he reads in the daily newspapers."—New York Journal.

Steel Barrels.

The manufacture of steel barrels is a new industry lately established near London. The difficulty of giving the steel sheet the ordinary barrel shape is overcome by easing the curved rolls at the ends so that they bear only in the middle, thus stretching the metal at the center and forming the barrel body complete, with the exception of shearing the ends straight in a special machine and welding the seam. The welding is done by electrically melting pieces of steel over the opening and hammering them down. The heads are cut in a circular shearing machine, corrugated and dished in a 400 ton hydraulic press and secured in place by a ring of metal which is welded both to the end of the barrel and the head. The bung bosses are also welded on, no skilled labor being required for the process and but moderate power is needed to supply the current.

QUARTERMASTER IGO.

An Officer From Michigan Who Became Famous During the War.

"Service in the army," remarked the veteran, "certainly tended to develop characteristics, and if a soldier possessed peculiarities they were bound to come out. Every regiment had among its members one or more who became known to everybody, who were distinguished by a nickname, and to a certain extent were privileged characters. Some of these even achieved fame, and their doings and sayings were repeated throughout the army. Among the most noted of these in Buell's command was a regimental quartermaster from Michigan. On reporting at Louisville I was ordered to take charge of a steamboat loading with stores and ammunition for Nashville. Nearly all the captains and pilots on the southwestern rivers were believed to sympathize with the secessionists, and it was presumed that these gentlemen would not give way to grief if the boats they were running, loaded with government supplies, should be captured at some convenient landing by rebels. Hence the precaution of running the boats under the direction of a Union officer with a guard on their decks.

"On going aboard the boat to which I had been assigned I was halted at the gangway stairs by an undersized man whose hair was several degrees beyond auburn and whose accent savored of Tipperary with the salutation:

"'Who in thunder are you?'

"I produced the document from headquarters, which he read over carefully and with a profound bow handed back, remarking:

"'You're all right and can go where you like. I've been taking charge of this craft because she needed a head, but I resign. There's a devil of a lot of our fellows aboard. I'm Quartermaster Igo.'

"This was my introduction to the quartermaster. On the arrival of his regiment at Louisville he had, or imagined he had, business with the quartermaster of the department and at once proceeded to the large building occupied by that officer. Brushing aside an interposing orderly and pushing open a gate, he marched on through the sacred inclosure until stopped by a dignified and indignant gentleman, who curtly informed him that he must remain outside the railing.

"'Who in thunder are you?' demanded Igo.

"'I am Colonel Swords, department quartermaster.'

"Igo coolly glanced over him from head to heel and then asked:

"'Don't the government pay you?'

"'Why, certainly, of course,' answered the surprised West Pointer.

"'Then why in thunder don't you wear brass buttons and things on your shoulders so a fellow would know you are the high cockalorum? How am I to tell whether you are Colonel Swords or Tom, Dick or the devil?' With this he turned and indignantly marched out.

"Soon after he encountered the colonel in a public place and at once accosted him about business. He was immediately checked with the remark:

"'Sir, when you have business with me you will please call at my office.'

"Later, when everything was being hurried for an immediate departure of the army, Colonel Swords, who was riding out to the camp, met Igo riding into the city.

"'One moment, quartermaster,' said the colonel, bringing his horse to a stand.

"'Sir,' said Igo, 'when you have business with me you will please call at my office.'

"In the autumn of 1862 our regiment relieved a detachment of troops posted at a crossroads several miles from headquarters, at Murfreesboro, Tenn. One evening we received orders to return immediately to town, and while packing up a soldier found a box of papers and reported the find. Investigation showed them to be Quartermaster Igo's regimental accounts, and instructions were given to take them along and deliver them to him the first opportunity. This occurred at Murfreesboro, and the box of papers was returned. On receiving them Igo broke out:

"'Well, this beats thunder. I've been losing these papers all over the state of Tennessee, and some blamed fool invariably finds them and brings them back. How are my accounts with the government ever to be settled if I can't certify that the papers are lost?'

"It was reported afterward that the government had imperatively called upon Igo to settle up, and in answer he had boxed up all his papers and forwarded them to Washington with a letter stating that these were all the documents, and as the department had plenty of clerks they could settle the accounts at their leisure to suit themselves."—New York Sun.

Rayleigh's Way to Strengthen Negatives.

Lord Rayleigh has published a novel and ingenious way of intensifying weak photographic pictures, not by chemical but by physical means. It is well known that a weak positive transparency shows much greater contrasts of light and shade when held in front of a white sheet of paper than when held up to the light. This is due to the fact that through the transparent parts the white paper is seen with little loss of brilliancy, while the more opaque parts act, as it were, twice over, once when the light passes through to the paper and once when it is reflected back to the eye. Lord Rayleigh's method, based on this fact, is to back a weak negative with a flat polished reflector and to copy it in the camera by means of the usual condensing lens, with the light placed as much in a line with the copying lens as possible. The positive thus obtained can be used to make a still further intensified negative in the same manner. To get rid of the effect of false light reflected by the optical surfaces it is necessary either to give a slight slope to the condensing lens, or, if this is not used, to attach a prism of glass to the face of the negative to be copied.—Pall Mall Gazette.

THE WONDERS OF SCIENCE

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For the season of '97 and '98 it has arranged for the following tours:—

California.—Four tours, leaving New York, Philadelphia and Pittsburg January 8, January 27, February 16, and March 19. W ex ception of the first party going and the last returning, all of these parties will travel by the "Golden Gate Special" between New York and California, stopping at intersecting points *en route*.

Florida.—Four tours to Jacksonville will leave New York and Philadelphia Jannary 25, February 8 and 22, and March 8. The first three admit of a sojourn of two weeks in the "Flowery State." Tickets for the fourth tour will be good to return by regular trains until May 31, 1898.

Tickets for the above tours will be sold from all principal stations on the Pennsylvania Railroad.

For detailed itineraries, giving rates and full information, address Geo. W. Boyd, Assistant General Passenger Agent, Philadelphia.

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The Southern Railway will inaugurate its Florida Limited on January 17th, 1898. The three trains built for this service are the finest that have ever been turned out by the Pullman Company. This season's schedule will be the fastest and most convenient ever operated between Eastern cities and the resorts of the South. The Florida Limited will leave Broad Street Station daily, except Sunday, at 2.36 p. m. and arive at Jacksonville at 1.10 p. m. and St. Augustine 2 p. m. Write to John M. Beall, District Passenger Agent, 828 Chestnut Street, Philadelphia, for further information and advance Pullman reservations.

The Florida Limited via The Southern Railway to be Resumed.

The Southern Railway now ope rates two trains daily to Jacksonville and St. Augustine, and will inaugurate a third, the Florida Limited in January 1898.

If you are going to Florida at any season of the year, you should ask for tickets via the Southern Railway. All information can be obtained by writing Jno. M. Beall, District Passenger Agent, 828 Chestnut street, Pnilapelphia.

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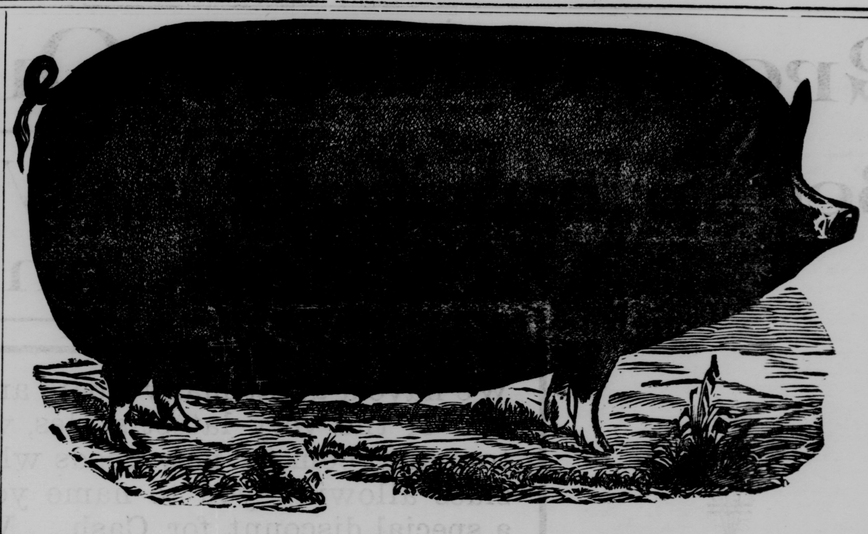
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