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AMONG THE ICE.

A YARN OF THE GRAND BANKS OF NEW FOUNDLAND.

Sitting with my friend the old sailor, a few evenings ago, I took out my note-book and pencil-case and said to him; "Come, Tom, let's have another yarn?" "'Twill be a very dry one if you don't say something to-Red-head here," he replied. The red-headed boy was duly spoken to and Tom began:

"He was the fondest man for fishin' was one old man that I was with that I ever see or heerd tell of. He was a Down-easter to be sure, but though they are all fond of fishin' after a sort, this skipper could see 'em all and go a quintal of cod better; that I'm willin' to take my blessed davy on. There weren't no time, either night or day, when we didn't have a line over the stern: we had a set of grainse becketed onto each quarter with lanyard of nine-thread stuff onto 'em, besides a spare set in the quarter-boat all ready for use. Forrerd on the martingale was a harpoon on one side and a lilly iron on the other, both their heads cased in a leather sheath filled with fresh grease to keep 'em from rustin', and lines from each passed up through a block seized on to the fore-topmast stay and led in on deck, while a couple of fluke ropes were always kept on the forecastle betwixt the knightheads all ready for use, for, as the old man used to say, 'many a porpus has been lost through

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and then says he, 'I'm sorry, Jake, but I can't let you have any, 'cause we've only got ten barrels left for ourselves.' I enlarges on this pint, sir, and maybe I've stretched it a bit, but if there's anything that a regular New York packet sailor hates in the way of food it's beans. Afore that voyage was over, though, I seed the time when a kidful of them beans would have been a luxury beyond all compare.

"We ain't gettin' on with this yarn a bit, sir, and it's all along of my bein' so thirsty. Don't wait to be told, but fill 'em up when you see 'em empty. (This to the boy.) It wasn't to tell you of beans or fishin' that I begun to spin this yarn, though it was along of the fishin' qualities of the old man that the event happened that did happen and that I set out to tell you about. A man a-spinnin' a yarn is like a ship in the doldrums; first her head's one way and then another, and you're all the time box-haulin' the yards about, until by and by the breeze comes and she settles on to her course and you get everything trimmed and away you go. If you'll have a little patience I'll get out of the doldrums presently and settle down to steady work and reel it off to you as straight as a dart. This here ship weren't by any means a bad ship and old Wiggins weren't a bad man; in fact, to tell the truth, both him and his ship was a heap sight too good. You hear a great deal about cruelty at sea and belayin'pins and steel knuckles and all that, and there's no denyin' that sometimes things is carried a little too far; but for my part I'd rather go to sea in a ship where it's a word and a blow, and the blow coming first mostly, and where everybody is kept right square up to the mark and made to do their whole duty, than in one of your good ships where one-half of the crew is laid up sick and the other half not made to work, and so whatever is done is done by a few willin' ones, who consequently gits more'n their share of the work.

"I mind one ship I was in—the New York, I think, it was—a Liverpool liner, where regularly as the watch was called, the last man out of the forecastle got a bat side of the head from the second mate, and so there was a great rush to get out first, and the watch on deck was sure of a quick relief. Aboard of that ship they had a slate hanging up in the wheel-house, on the after part of the poop, and both watches was on to that slate. Well when eight bells struck of a night the watch on deck laid aft on the poop, either on the port or starboard side, according to which watch it was, and at five minutes after eight bells the officer of the deck would get that slate and call the roll, beginning with the names of the watch on deck, and then calling the relief, and the Lord help any one who wasn't there to answer to his name. But this didn't happen often; and then when all had answered, the wheel and look-outs was relieved, and the watch went below. Well, there wasn't no growlin' in that ship; there was twenty-four of us afore the mast, and all hands stayed by the ship in Liverpool and come home in her.

"I went out of that ship into the Maid of Orleans, in the Orleans trade, where everything was easy, and there was nothin' but growlin' from mornin' till night. When the watch relieved they relieved the forecastle instead of the deck, and sometimes chaps would just sleep in all night and never turn out in the middle watch at all. Well, this old ship I'm a tellin' you n was one of that sort, and sich don't uit me. However, we got out to Liver-ool all right, and I stayed by her. We ook in our passengers in the Victoria ock, and went to sea somewhere about e 1st of April.

"There wasn't nothing perticular hap-ned as I recollects on up to the time we t up with the Banks. Of course, we had e usual allowance of westerly gales, for nter or summer 'tis all the same for at, 'cept that in winter they blows more vage, but they can blow in the summer o if they like, and the two hardest gales ever saw was one on the 10th of March d the other on the 10th of August. hem times it blowed so that no canvass ould stand, but it's not often you see a le that you can't carry close-reefed top-ils if your canvas is good.

"The old man kept her to the nor'ard s much as he could, for you see he was raid of passing the banks too far south to sh. If he hadn't been so fond of fishin' e would have been glad to go south of the anks at that time of year, on account of e ice; but Lord love you, he wouldn't ave missed his fishin' not on no account, nd so whenever we got a sou'wester, he'd ist check the yards in and let her go hrough the water, and in consequence hen we got up with the False Bank we as in about 43 deg. 30 min. We came p with the Main Bank about four o'clock the afternoon. We was reaching along n a wind with a tidyish breeze from the outhward and westward under three to'-allan' sails, when we sighted the fog-ank ahead of us, looming up like a great all. At about one bell we had run into , and you couldn't see the end of the jib-oom from the knight-heads. The weath-r, too, became all of a sudden very much older, and we know'd by this that we was n the neighborhood of ice. We took the ore and mizzen to'gallant sails off of her, and stowed the cross-jack and spanker; saw the tacks and sheets all clear and laid the braces down on deck all ready for bracing about. Then all the watch was put upon the look-out for ice as well as for sails. About every fifteen minutes the old man would try the water with the thermometer to see if any sudden coldness showed that we was near any ice. At two bells we had the line passed for'-ard and got a cast of the deep-sea lead. He didn't care a button about the depth of water, but he had a couple of cod-hooks fast to the lead, and he thought if it found bottom it might find a cod fish. But we run out a hundred fathoms and hauled it in again, and the armin' on the lead was as clean as when it was first put on.

"Well, I guess 'twas a'most three bells, and a chap they called Scotty and me was on the forecastle a lookin' on, when all of a sudden Scotty, who had been up the Arctic a whalin', and know'd about sich things, sings out 'Ice; right ahead! Hard down the helm.' It bein' that time in the afternoon when the watch below was about to get their suppers, everybody was out of his berth, and the watch below jumped out of their stations in a jiffy. The water was smooth, and the ship had good way on her, and so she came round fine, although she had no spanker onto her. She wasn't a bit too soon; for, as we was aft, bracing up the main-yard, we could see the glare of the barge through the fog, a loomin' up higher'n our mast-heads. And far as we could see, both south and north—which wasn't very far—there was on end to it; and we so near that we could hear the dull roar of the sea breaking on it, just as if it had been a rock. If we'd a got there a couple of hours later, after it had shut down dark, there would have peen an end to all the old the man's fishing, and I shouldn't be a' sittin here a reelin'this off to you at the present time.

"Well, the old man didn't to want run her to eastward, there was no fun in that, so he just hauled up the courses, furled the main-t'gall-sail, and left the head yards aback, and let her drift to the north'ard and eastward. For it was a shuttin' in dark now, and he daresn't run her to the westward till he had day-light for it.

"He was bound to fish, however, and as soon as we got things snug he had the lead over the side, and we got bottom in sixty-five fathoms, coarse gray sand; and we fished all night, but the devil a bite we got, not even a nibble.

"The fog kept thick as tar all night, and the wind still moderate, from sou' west. At daylight we wore round and headed her in about nor'west. You see we had been a heading west-nor'west when we made the ice the night before, and now she'd drifted up to the norrerd and eastward about eighteen miles; and the old man thought, by heading in nor' west he'd surely go to the no'thard of it; but, by the Lord Harry, we hadn't stood in more'n an hour, under the three top-sails, than we seen the old berg loom again through the fog, and we had to keep broad off to the no'thard to clear it.

"Well, the old man, he says, 'There's an end to everything, and if we run long enough we'll come to the end of this blasted iceberg.' It appeared to extend about due north and south, and it formed a complete barrier, so far as we could see. I suppose if it had been clear, we could have seen some holes through it, and have got through, but in the fog it all looked solid. At about ten o'clock the sun came out, and it was bright and clear overhead, but all round, low down, the fog was as thick as ever; we were running along slowly, with the yards braced up, all ready if any passage became visible to come right to, and go through.

"At last at about a quarter to one o'clock, all of a sudden the fog lifted, and then we saw as grand a sight as you can imagine. Far as the eye could reach, both north and south, was stretched the icy barrier and we within a cable's length of it. As the sun shone on it it lit up ten thousand pinnacles and spires and curiously-shaped towers that glittered in the sun's rays as if they had been made of crystal. I'd seen icebergs afore, of course, and I'd heern tell of these barriers, and how ships had had to run for days to the south'ard to clear 'em, but I'd never seen this afore, and I thought it was just the grandest sight I had ever seen.

"Well, there was nothing for it but to keep on a runnin' till we should find a hole big enough to crawl through. The mate goes up on the foretopsail-yard and looks out for an opening. About two o'clock he reports clear water to the north'ard and westward, and sure enough at three we came to a channel 'twixt the bergs about three miles wide, I suppose, and we luffed to and stuck her nose for this hole, and piled the muslin onto her, for we didn't know how soon it might shut down foggy again. After about an hour's sailing, or may be an hour and a half, we got clear of the ice altogether, and could see nothing but clear water ahead, although away off to the north'ard and westward there was a large berg in sight.

"It was a great disappointment to the old man that the ship was agoin' so fast that he couldn't fish, but he did what he could you may be sure. As soon as we had shoaled the water a bit and got into about thirty fathoms we had to keep passing the line forrerd continually, and almost every time we hauled in the lead there was a fine codfish on it, and sometimes two. It was fun for the old man, but devilish hard work for us chaps, for the water was cold, as I found out to my sorrow afore the day was over. I suppose it might have been nearly four bells—I know it didn't want much over a half hour of dark—when I carried the lead forrerd for about the twelfth time that dog watch. I was in mighty bad humor you may be sure. I bent on the line, and giving the lead a sling over I sung out, 'Watch, sir, Watch.'

"One of the chaps had been there that afternoon a splicin' in the standin' part of the topmast staysail sheet, and he had dropped some grease on the forecastle deck. As I sung out, 'Watch, sir, watch,' and threw the lead I slipped on that grease, and next minute I found myself overboard. The bight of the weather foresheet was a draggin' in the water and I grabs that as the ship went by me, and if there had been a knot on the end of it so that it couldn't have unrove I think I could have held on to the bight till the ship came to. But it unrove out of the sheave hole, and being right abreast the galley where the cook is always a emptyin' his greasy water, the rope was slushy and it slipped through my hands, and I went adrift again; but it checked me enough so that I was able to catch the life-perserver which they cut away from the quarter just as I went astern of the ship, and I swam for it and got it.

"Of course, there was the usual confusion that there always is aboard a ship when a man tumbles overboard, everybody going everywhere at once and nobody doing anything. If they'd a let her come right round and braced about the after-yards and got the boat down I suppose they would a picked me up, but some fellers let go the main tack and sheet and somebody else the lee main-braces, and the main-yard ran in square and the ship lost her way and fell off again on the same tack, with the maintop-sail to the mast, and of course would go ahead a couple of knot an hour.

"The old man had the stern boat rigged in a way I have never seen equalled. It beat all the patent lowering machines all to pieces. It was just a single block on each davit, and through run a single rope, just long enough to lower her to the water, so, you see, you could take a turn with those whips and unhook your tackles and lower away. Only for that rig I wouldn't be here. I could see everything that was going on board the ship, and I seen two chaps get into this boat, and I seen her lowered. I was a good bit astern by this time, but the way I hollered would a done credit to a boat-swain; for you see, although I could see them they couldn't see me. But they heered me, and pulled for me and picked me up.

"By this time the fog had shut down again, and no ship was to be seen. However, we pulled where we thought she was, but bless you, sir, without a compass and in a thick fog, it is just as likely as not we were pulling away from her all the time. The darkness came on and we give it up, and laid down in the bottom of the boat and slept till morning. I suppose it was about eleven o'clock when the fog lifted, and we saw our ship, or some-other, hull down to the westward, but right handy to us was a big iceberg, and Scotty who was one of the chaps in the boat, said we would find good water on that, so we pulled around to leeward of it and landed. Sure enough as Scotty said, there was ponds of ice-water on it, and at night thousands of birds roosted on it, and we caught as many as we wanted to eat.

"I wish I had time to tell you all that we went through on that iceberg. How a big storm tumbled down a lump of ice on our boat and smashed it, and so we had to stay on the island. How vessels passed every day and never saw us, how we stayed there three weeks and were finally taken off by the schooner Lucy Jane of Marblehead—but my old woman's waiting for me, and I must knock off."

TRUE AS TAXES.

To eat crackers and cheese before dining is to confess that you do not expect to dine.

If a man have no conscience he is at a great disadvantage in life for he is apt to become careless. Nothing so stimulates to caution as the ability to feel the sting of detection.

A four-footed beast walks by lifting one foot at a time. And yet you cannot readily explain why this is so.

The man who stood by and saw another trying to manage a refractory horse and proffered no advice was dumb from his mother's womb.

The woman who carried her friend a letter without looking at the post-mark was blind from birth.

Never use an inferior article. If your bootjack will not work throw it at somebody's head and buy another.

The camel and the Christian receive their burdens kneeling.

When an ostrich is pursued he conceals his head under sand or bush; when a man is pursued he conceals property. By instinct, each knows his enemy's design.

Give an American a newspaper and a pie, and he will make himself comfortable anywhere.

If a jackass were to describe the deity he would represent him with long ears and a tail. Man's ideal is the higher and truer one; he pictures him as somewhat resembling a man.

To judge of the wisdom of an act by its results is a very shallow plan. An action is wise or unwise the moment it is decided upon.

If the wisdom of an act may not be determined by the result it is very difficult to determine it.

It is impossible.

The most gifted people are not always the most favored; and the man with twelve legs can derive no benefit from ten of them without crawling like a centipede.

"Once bit, twice shy" is a homely saying, but singularly true. A man who has been swindled will be very cautious the second time, and third. The fourth time he will be swindled more easily and completely than before.

In calling a man a hog it is the man who gets angry, but it is the hog that is insulted. Men are always taking up the quarrels of others.

It was never intended that men should be saints in heaven until they are dead, and good for nothing else. On earth they are mostly—

Fools.

☞ "Humbug" is a corruption of the Irish words *uim bog*, pronounced oombug, signifying soft copper, or pewter, or brass, or worthless money, such as was made by James II. at the Dublin mint—twenty shillings of which was worth only two pence sterling. At first applied to worthless coin, the words became the general title of anything false or counterfeit.

☞ It is remarkable that every day in the week is by different nations devoted to the public celebration of religious services. Sunday by the Christians, Monday by the Greeks, Tuesday by the Fersians, Wednesday by the Assyrians, Thursday by the Egyptians, Friday by the Turks, Saturday by the Jews.

LIGHTNING RODS.

"Lightning Rods and How to Construct them" is the title of a convenient little handbook by Professor John Phin, issued by the Handicraft Publication Company, 37 Park Row, N. Y. Price 25 cents. It contains much sound and useful information upon the subject, and ought to have a very wide circulation.—The following selections will give some idea of the excellent character of the book:

Are Lightning Rods Really a Protection?—There are many instances on record where buildings protected by rods have been struck and injured. But this is not to be wondered at when we reflect that fully one half—nay, perhaps three fourths—of all the rods now actually erected violate the fundamental principles upon which their efficiency depends. Besides serious errors in regard to arrangement and continuity, it will in general be found that it is only by the merest accident that a good ground connection is ever secured. This point will be more duely discussed in a subsequent paragraph. Meanwhile, the following facts prove, irrefragably the great value of well constructed rods. The Cathedral of St. Peter in Geneva, although so elevated as to be above all other buildings in the neighborhood, has for three centuries enjoyed perfect immunity from damage by lightning; while the tower of St. Gervaise, although much lower has been frequently struck. This doubtless arises from the fact that all the towers of St. Peter are accidentally furnished with perfect conductors. The great column of London known as the Monument, erected in 1677 in commemoration of the great fire, although over two hundred feet in height, has never been struck; while much lower buildings in the vicinity have not escaped. The Monument, however, is protected by a most perfect conductor, the upper end terminating in a vase from which proceed numerous metal plates designed to imitate the appearance of tongues of flame. The vase communicates by means of a stout bar of iron with the metal staircase which descends through the middle of the column and terminates in the ground.—A still more striking instance of the value of lightning rods is a church on the estate of Count Orsidi, in Carinthia. This building was placed upon an eminence, and had been so often struck by lightning that it was deemed no longer safe to celebrate Divine service within its walls. In 1730, a single stroke of lightning destroyed the entire steeple; after it had been rebuilt, it was struck on an average four or five times a year, without counting extraordinary storms, during which it was struck from four to five times in a single day. In 1787, the building was reconstructed and furnished with a conductor; and, according to Lichtenberg, up to 1793—that is to say, during the space of five years, the steeple had been struck only once, and this stroke had fallen upon the metallic point without producing any damage. For two or three years after its erection, the church of St. Michael in Charlestown had been frequently damaged by lightning; a conductor was attached to it, and during the following fourteen years it had not been injured. The steeple of St. Mark's, in Venice, has a height of 340 feet, and was frequently struck by lightning until a proper lightning rod was applied to it, since which time it has not been injured. These facts leave no room for doubt in regard to the great value of lightning rods.

The Best Form for the Rod.—If we examine the rods ordinarily found in market, and puffed by those who have invented them, we shall find that, instead of being solid bars of a square, round, or merely flattened form, they are tubes, twisted ribbons, or bars whose cross section has the form of a star. And if we ask why these complicated and expensive forms have been adopted, we shall be told that it is for the purpose of obtaining the greatest amount of surface with the least amount of metal, and this is done because electricity always resides on the surface. Those who reason in this way, however, prove clearly that they have never studied the subject, else they would be aware of the fact that while static electricity, as it is called—that is, electricity at rest—always disposes itself on the surface of bodies charged with it, electricity in motion pervades the entire substance of the bar through which it passes, and consequently the power of such a bar to convey electricity is measured by the quantity of metal that it contains, and not by the extent of surface it presents. Pouillet showed this in a very clear and decisive manner. He measured the conducting power of a fine wire of cylindrical form—the form that presents the least possible surface in proportion to its cubic contents—and then, having flattened and annealed it, he tested it again. Its surface was enormously increased, but its power to conduct electricity was lessened rather than otherwise; this diminution being probably due to the fact that the wire was increased in length, and consequently, its cross section was somewhat diminished. An experiment, equally decisive and perhaps somewhat more easily performed, is at the command of every one who has access to a small electrical machine and a two quart Leyden jar.—Take a fine gold wire, say one fiftieth of an inch in diameter. This wire will present nearly the same surface as a ribbon of metal 1-32 of an inch wide. The wire will carry off, without being injured, any charge that can be imparted to the jar.—If, however, we pass the charge through a slip of gold leaf having several times the surface of the wire, it will be completely burned up and dissipated.

Arrangement of the Rod.—It is very obvious that the most perfect, though not the most economical, arrangement would be to cover the entire building with a sheet of metal. Then it would be impossible for the lightning to strike any point without falling upon a good conductor.—But such an arrangement being obviously inadmissable, we must so arrange matters that the most exposed points shall be the conductor and its connections. The French Academy recommended the use of rods elevated nine to twelve feet above the building, and after a good deal of experiment and observation, came to the conclusion that a rod was capable of protecting efficiently a space covered by a radius equal to twice the height of the rod, above the most elevated part of the building. For ourselves, a very careful examination of the conditions which arise during a thunderstorm, leads us to place no confidence whatever in elevated rods, and to depend wholly upon so arranging the conductor that every part of the building shall be protected.

It is obvious that the rod should be carried from the roof to the ground by the shortest possible way. Some have even recommended that it be carried down the chimney—a plan in which there is nothing objectionable, provided it happen to be the most convenient.

Attaching Lightning Rods to Buildings.—It is a very prevalent opinion that lightning rods should be carefully insulated from the buildings to which they are attached, and hence most rods are made to pass through glass tubes or insulators, the avowed object being to prevent the electricity from passing into the building The extreme worthlessness of such arrangements ought to be obvious to any person who ever observed a flash of lightning. The discharge from a powerful Rhumkorff coil will pierce through five inches of solid glass, so that, if a lightning rod were entirely cased in a glass tube, an artificial flash of lightning can be produced which will pass through it as easily as a spark from one of the old machines would pierce a card! And if such a result can with safety be produced by artificial means, in a room filled with people, what would be the limit to the effects produced by natural means where thousands of acres of cloud surface are engaged? Insulators do very well to talk about, but as a security against Heaven's artillery they are powerless.

Lightning rods should be connected with all large masses of metal which may exist in or upon the house, such as metallic roofs, tin or iron gutters or pipes, iron railings, etc. If the rod be flat, it may be pierced with small holes and tacked directly to the building; but a better way both for round, square, and flat rods, is to employ properly shaped staples of stout wire. These staples may be driven into the studding of wooden houses or into the joints of brick walls, and, when properly painted, will not present an unsightly appearance.

Termination in the ground.—Upon the perfection of the ground termination mainly depends the value of the lightning rod. If this be defective, no other good features can possibly make up for it.—And yet, so little is it understood, that a careful examination of a very large number of rods leads us to believe that fully one half the lightning rods in existence are defective in this respect, and, consequently, furnish but an insufficient protection.

Iron conducts better than water, but water conducts better than dry earth.—And just as we are able, by increasing its size, to make an iron rod conduct as freely as a copper one, so, by increasing the volume of water or soil employed to carry off the electricity, we can make it almost as efficient as the metallic conductor.—These facts lead us to the following conclusions: 1. The end of the rod ought to be made to terminate in a layer of soil that is permanently wet; and 2. The end of the rod ought to expose to this soil as large a surface as possible.

Permanently moist earth is to be attained only at considerable depths—say at the level of the water in the wells in the vicinity. Unless we reach this point we can never be sure that our rod does not terminate in dry or but slightly moist soil; consequently no effort should be spared in sinking the rod to a sufficient depth. This is most easily accomplished at the time when the foundations are laid; and we would advise all builders to sink the lightning rod termination when they sink the foundation. A short portion of the stem may be allowed to rise above the ground, and the conductor may be arranged and attached at a subsequent period.

It is a common practice among lightning rod men to form the earth termination by simply driving a crow bar into the earth, and inserting the end of the rod in the hole thus formed. No reliance can be placed on an earth connection made in this manner. The crow bar may have been driven into perfectly dry sand; and, in any event, the amount of surface exposed by the rod, and the consequent section of earth brought into action, is altogether too small.

Spiders Traveling by Balloon.—A correspondent of the *Scientific American* relates a singular incident. In company with other persons he was crossing Seneca Lake on the 10th of October, when a small wake was seen near the centre of the lake, caused by the moving of some insects. Upon investigating the matter it was found that three spiders were gliding over the surface of the water, and attached to them was a single thread, the size of a knitting needle, extending in the air to the height of thirty feet at an angle of sixty degrees, and terminating with an enormous balloon-shaped web.—This latter was judged to be eight feet long and five feet wide, with stays fastened to the main thread, something similar to those of a balloon, and it was managed, apparently, by an innumerable number of the insects stationed at proper intervals. The party attempted to obtain a closer view, but when within a few feet of the web it began to rise, though the last spider, which proved to be about the size of a house fly, was brought back by the stroke of an oar. The balloon went onward and upward until it was lost to sight.

☞ Sometime ago a New Hampshire farmer discovered a large toad near his bee-hive, actually at work catching and devouring bees. With that wonderful forbearance and kindness of heart characteristic to New Hampshire farmers, he tenderly picked up that frog and carried him half a mile away from the hive.—The next morning that identical frog was back again at the old stand, actively at work as before. He again took him up and carried him a long mile away and dropped him; but in twenty-four hours he was back again, reducing the number of bees as successfully as ever.

☞ Dr. M. C. Richardson tells in the Congregationalist the story of an old church in Freehold, N. J., now 143 years old, wearing still its original covering of cedar shingles, and receiving its light through the original window sashes, whose panes are six by eight inches. A table which was used by Brainerd in administering the communion to the Indians is in the church, and there is bloodstain on one of the pews, in which a wounded soldier was laid during the battle on Monmouth. The two Tennents, Gilbert and William, formerly preached here, and the desk was also occupied by George Whitefield.

Artemus Ward once lent money. He thus recounts the transaction: "A gentleman friend of mine came to me with tears in his eyes. I said, "Why thus weep?" He said he had a mortgage on his farm, and wanted to borrow $200. I lent him the money and he went away. Some time after he returned with more tears. He said he must leave me forever. I ventured to remind him of the $200 he borrowed. He was much cut up: I thought I would not be hard upon him—so I told him I would throw off $100. He brightened, shook my hand, and said: "Old friend, I won't allow you to outdo me in liberality—I'll throw off the other hundred!"

☞ By an act of his Majesty James II., the penalties attached to witheraft were applicable to every woman who, by means of cosmetics, false hair, padding, stays, hoops, high-heeled shoes, or other feminine devices, should seduce and betray into matrimony any member of the opposite sex, and a marriage contracted under such circumstances was pronounced null and void."

☞ "I had more money than he had to carry on the suit," said a very mean individual who had just won a lawsuit over a poor neighbor, "and that's where I had the advantage of him. Then I had much better counsel than he, and there I had the advantage of him. And his family were sick while the suit was pending so he couldn't attend to it, and there I had the advantage of him again. But then, Brown is a very decent sort of man after all." "Yes," said the listener, "and there he has the advantage of you."

☞ An Irish physician was called to examine the corpse of another Irishman, who had been assasinated by some of his countrymen. "This person," said he, after inspecting the body, "was so ill that if he had not been murdered he would have died an hour before."

☞ A fond father recently wrote: "It generally takes twenty years training to eradicate the word 'nice' from a woman's vocabulary. The Falls of Niagara, the Psalms of David, and the progress of the human race were all 'nice' to my oldest daughter till she got married."

An Iowa jury values a man's leg at $7,375

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