

WOODED BUT NOT WON.

How Young Lochinvar Shattered His Fouldest Dream.

Gerald Massingham, like young Lochinvar, had come out of the west, says the Cleveland Leader. His father had made \$1,000,000 in the shingle business and the family moved in the best circles.

But Priscilla Boylston did not look upon wealth as the only earthly blessing. Early in life she had acquired a fine case of compound astigmatism and now, in the flings of glorious womanhood, her friends could point with pride to the fact that nothing less than 18-horse power lenses would do her a bit of good.

The young man held her little hand in his and sighed seven times in rapid succession.

They were lovers.

At last in trembling tones he said: "Priscilla, do you realize how happy you make me? Your very presence is a species of intoxication. Your smile lift me above the earth and its sordid affairs. Your voice is as the sweetest music in my ears. Each and every word that you utter."

But she suddenly drew back as if he had struck her with a baseball bat. She seemed dazed for an instant. She passed her hands across her brow as if to brush away some blinding substance. Then she cried out:

"Am I dreaming, or is this a horrible reality? Gerald, have you been talking to me?"

"Why, yes, darling," he replied, looking at her in wild-eyed amazement.

"Then begin again where I interrupted you," she said.

"Each and every word that you—"

But with a wild yell of terror she fled and the tender romance was ended.

MET IN MIDOCEAN.

Strange Meeting of a Long-Separated Uncle and Nephew.

The story of a meeting in midocean between an uncle and nephew who had not seen each other for years was told by Capt Coombs, of the American bark Essex, which arrived in this port the other day, says the Philadelphia Press. The Essex had on board the captain and crew of the British ship Aeronaut, from Santa Fe, an Argentine Republic port, about 600 miles up the Rio de la Plata.

The Aeronaut was lumber laden, and shortly after leaving the mouth of the river encountered a storm, during which she was dismasted. The helpless vessel shortly afterward sprung a leak, and it was not long before she became water logged. While in this condition the ship Annie Burrill, from Buenos Ayres to New Orleans, fell in with the helpless hulk, and took off her crew. A few days later the Essex was met and the Aeronaut's people were transferred to her. When he stepped on the deck of the Essex Capt. Henry Fancy, of the Aeronaut, thought he recognized him. A closer look convinced him that he was not at fault, and, stepping forward, he said:

"How are you, uncle?"

Capt Coombs was much surprised, as he had no recollection of ever having seen the speaker. He asked his name and when told that the man he was taking into port was Henry Fancy, his sister's son, he was overjoyed. He had never seen Capt. Fancy since the latter was a small boy.

THE CAMEL'S EXPERIENCE.

This Ship of the Desert Looked Worse for a Time.

A large camel which was landed at Hoboken a few days ago from the Bremen line steamer Dresden had an experience which probably never before fell to the lot of a "ship of the desert," says the New York Press.

He made the voyage in a large box, and as there wasn't room enough in it for any self-respecting animal the camel sat down in sheer disgust. He sat that way for days and days while the ship rolled and made all sorts of heavy weather. When the dejected animal was finally landed and tried to stand up he couldn't use his rear props at all. They had become paralyzed with their long stay in a cramped position.

The camel wasn't any good, it seemed, and, as big price had been paid for him, there was a general lamentation. Such a picture of woe was never seen in Hoboken.

At last a genius suggested a radical cure. The camel, by his advice, was placed in a sling and hoisted up until his toes touched the ground. He puffed the air for a spell with his fore legs, and finally the rear props came to life and joined in the exercise. They lowered him to the floor, and, after he had tested his rear legs somewhat gingerly, he was as good as new. But he didn't sit down any more. Once was enough for him.

Stuck to Victoria.

In the crowd of applicants for naturalization papers recently in Jersey City was an Englishman, says the New York Times. A blank was given to him and he was told to sign it. "I'll read it first," said the applicant. "See here," said he, a moment later. "This paper says that I renounce my allegiance to the queen of Great Britain and Ireland forever. Can't the word 'forever' be stricken out?" "There is only one form," said the clerk. "If you don't approve of it you needn't sign it, but you can't become an American citizen unless you do." "Well, I won't sign it. I don't mind renouncing my allegiance to the queen while I remain in America, but suppose I was to go home and say I'd foreseen the queen forever, what would my friends think of me? No, sir, I'll not sign such a paper as that."

A Short Charge.

Judge Roy Bean, of Lantry, Tex., was once trying a Mexican for stealing a horse and his charge to the jury (as given in Leslie's Weekly) was one of the shortest on record: "Gentlemen of the jury, that's a greaser in the box and a horse missing; you know your duty!" And they did.

POINTS ABOUT FLAGS.

MADE MISERABLE BY "12."

This Conductor Has Good Reason to Be Superstitious.

The Two-Starred Flag on the Governor's Island Tug.

The president of the United States has his very gorgeous flag; the secretary of the navy and the assistant secretary have their flags; admirals have theirs, and so do commodores; but it isn't known very widely, perhaps, that generals of the army also have flags, which are hoisted sometimes, says the New York Sun. The other day the Governor's Island tug left the landing at the Battery with a little blue flag on her center flagstaff; on the blue field of the flag were two white stars. The major general commanding the department of the east was on the tug, and the little blue flag signaled the fact to all who saw it and knew what it meant. To those who didn't know what it meant, it seemed as if the flag was simply the remains of a full-sized American flag, the rest of which had been blown away during its faithful service. The flag gave warning to the Governor's Islanders that the general was coming, and so let them prepare to receive him as regulations prescribe.

The blue flag with white stars loisted at the bow of one of our men-of-war when in port is the jack, and is run up on the jack staff. It is a sign that the vessel is in shape. When the ship's wash goes up to dry, the jack comes down, because not even the best of ships is in order with the wash flapping in the breeze. If the wash is up, and the vessel suddenly has to fire a salute, down comes the wash; because a vessel with its wash up isn't in a fit condition to do the polite. As soon as the wash is hauled down, up goes the jack, and the salute is fired. Then down comes the jack, and up goes the wash again.

TRUST IN THE SENATOR.

A Constituent Who Relied Upon His Representative.

"Hope springs eternal in the human breast," even if it be the breast of a pessimist as apprehensive as Senator Hale's constituent, of whom the following story is told by the Washington correspondent of the New York Tribune:

A local lawyer of some prominence, who spends his summers at Castine, on the coast of Maine, says he was much entertained by one of the skipper's living in that town whom he frequently hired to take him out fishing. This worthy was possessed of unusual intelligence, a pretty wit, and had a creditable knowledge of current politics, but he took a pessimistic view of the state of the country.

On the money question he had thought long and deeply, and had developed a system of his own for carrying on the financial affairs of the nation. He had eccentric and original views on the civil service, and in regard to foreign matters he outjugged the jingoes.

The ideas and views of this fisherman were so radically opposed to the ideas and views of the man who represents that region in the senate that it was an invariable surprise to the visiting lawyer when he wound up his remarks, as he always did:

"Wal, they ain't no sorter use in botherin' my head 'bout these things, fer ez long ez Gen'l Hale is in the seathe he'll save the country from goin' ter the dogs."

BEATING A RAILROAD.

And It Was Done on the Road's Own Tariff at That.

"It is not often that a railroad can be beaten on its own passenger tariff sheet," said a salesman the other day, according to the St. Louis Republic. "But there is a vulnerable point once in awhile, and the traveling man is not slow to take advantage of it."

Such an instance happens on the Burlington road between Leavenworth, Kan., and St. Joseph, Mo., and is of almost daily occurrence.

Nowadays M. Dayve's labors are comparatively uninteresting, but during the siege the official rat-catcher made a small fortune, for not only the common folk but the purveyors of the great restaurants were only too glad to pay 20 cents each for a well-fed rodent. Indeed, in time a plump rat ran up to as much as 60 cents. M. Dayve and his assistants—for his post is by no means a sinecure—searched out their victims in the famous sewers. M. Dayve often turns an honest penny by selling live rats to those who delight in what may be styled a rat battle, for there is very little sport about rat-catching conducted on the prepared rodent plan. An amateur will often pay as much as \$13 for 100 live rats.

COURSING COYOTES.

They Gave the Dogs All the Run They Wanted.

Coursing used to be one of our great sports in Nevada in flush times, said an old newspaper man in the San Francisco Post, "but instead of using jack rabbits we had good, able-bodied coyotes, and they can give a dog the race of his life. There was another advantage. We could use one coyote until he got so old and rheumatic that he couldn't run and then make a rug of his hide. It was this way."

"We would catch a good, big coyote in a box trap, take him out on the alkali desert, which was as smooth as a table for 20 miles in every direction, turn him loose, and sic the dogs on him. It was the request, it irritated the conductor, and he said: "No, I have to take pennies and you can do the same. They will buy just as much as a nickel." The woman remained silent and the conductor proceeded down the car.

At that moment a man who was about to pay his fare touched the lady's arm and handed her a nickel, taking in exchange the pennies, which he immediately gave to the conductor. It was all done quietly and quickly, yet many saw the play, and all who did smiled with satisfaction.

CRUSHED THE CONDUCTOR.

A Passenger's Quick Wit Roundly Proved His Gruffness.

The passengers on a crowded cable car the other day were immensely tickled at the discomfiture of a conductor, who was both rude and obnoxious, but was cleverly circumvented, says the New York Commercial Advertiser.

The conductor handed five pennies in change to a well-dressed woman. She requested that a nickel be given to her instead, as she had no purse, and the pennies would probably be lost. Gentle was the request, it irritated the conductor, and he said: "No, I have to take pennies and you can do the same. They will buy just as much as a nickel."

The woman remained silent and the conductor proceeded down the car.

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