

DRAMATIC AND MOVING.

Was the Ride of a Cyclist Down a Steep Mountain.

A correspondent of the New York Post, writing from Geneva about his wheeling trip through Europe, says: "What I may call my most dramatic and moving excursion was the dragging of a fagot, or clog, down the abrupt mountain descent on the journey to the Grande Chartreuse. I had always wanted to try dragging the fagot. I started with an agreeable companion, Prof. Santis, of Grenoble. We took the diligence at five o'clock in the morning, and after five hours' climb, alighted on the Col de Porte, the pass about 4,500 feet high. Thence there is a run of about eight or ten miles down to the Hotel du Descent, from which point you climb again up the Chartreuse. My companion was a practicable mountain rider, but he, too, had only heard of going down steep inclines with the aid of a clog, and had never personally tried it. As he was a professor of physics, he was just the one, I claimed, to make a careful computation of our weights and all the other conditions, and so adjust the clogs we needed with entire accuracy. We dispensed, however, with these elaborate preparations. A cantonnier, or road-mender, fitted us out with two large dried branches—we tied them behind the bicycles and started. The grade is extremely stiff, part of the way as much as ten per cent; it seemed to me a good deal like going downstairs. The professor of physics was soon gaily lost to sight in front. I essayed to go on more slowly, but my machine carried much more avoirdupois than his, and I was soon aware that I was being run away with, in spite of my dragging pine branch.

"In the meantime, I may explain, I had had a brake put on my machine, a light, graceful one, acting on the rear wheel. It had the disadvantage that you had to let go one hand to get hold of it, and besides it was not effectual in a pinch like the present. Such mountain roads are built only by a system of sharp zigzags, and if you cannot slack up at one of these sharp turns you are in danger of going over and landing on the roof of a chalet in the valley, half a mile below, to the astonishment, no doubt, of the inmates. However, I had only the bare intimation of such a romantic fate and escaped the reality; I got free from harm, within a few feet of the verge. I rejoined my sanguine professor of physics; he added the weight of his pine branch to mine, got another for himself, and again we started.

"But the cords with which our clogs were fastened on were only small twine; I could not help being a little nervous, from the reflection that this might snap at a critical moment, and a descent upon the chalets or the church steeple below still be in store. It was only on long, comparatively straight stretches that I really enjoyed the motion; then it was decidedly exhilarating. The trailing bough occupied the whole width of the road, and raised a cloud of dust. We must have passed like some witches' ride. My fagot, too, made a great roaring; when I passed along by the cataracts I was inclined to say to myself: 'There's something that's trying to set up a competition with me.'

"Arrived at last in the Grande Chartreuse, we fell in with a French cyclist, who announced that an edict was out against riding with the fagot; he had had it from one of the stage drivers, and was disconcerted in his plans thereby! I suspect it was only the invention of the stage driver himself, who opposed the fagot because it scared his horses and raised such an infernal dust."

About Glass Eyes.

It is stated in a German authority that the astounding number of 2,000,000 glass eyes are made every year in Germany and Switzerland, while one French house manufactures 300,000 of them annually. The pupil is made of colored glass, and sometimes red lines are painted on the inner surface to simulate the veins. The largest number of these eyes are bought by laborers who are exposed to fire, and are consequently liable to lose an eye. An artificial eye rarely lasts more than five years, as the secretions of the lachrymal glands cloud the surface of the glass.

Paving Stones of Grass.

Paving blocks made of meadow grass are now manufactured. Their inventor was a clergyman, and the meadow grass, impregnated with oil, tar, and resin, is pressed into blocks and finally bound with iron straps. The advantages claimed for these blocks are that they are noiseless and elastic, resist and wear well, and are impervious to heat and cold.

"John W. Mackay, one of the California 'bonanza kings,' means to build in Greenwood cemetery, Brooklyn, a superb mortuary chapel, and he will have to get a dispensation from the Vatican before he can have it consecrated as a Roman Catholic place of sepulture here in New York.

A SAFETY-VALVE.

Scientific Declaration That "A Good Cry" Is Beneficial.

The Hospital declares that the popular belief that "a good cry" gives at times a salutary relief has a good scientific foundation. A writer on that subject says: "Crying is so commonly associated with distress that man's natural instinct is to put a stop to it as soon as possible. We should not forget, however, that it has its uses. Dr. Harry Campbell has recently shown how complex are the phenomena involved in a 'good cry.' This does not consist merely in the shedding of tears, but includes so general and widespread an action of the muscles that the whole body may be convulsed. In children also a great change takes place during crying in the manner in which the respiration is carried on. Expirations are prolonged sometimes for as much as half a minute, and are interrupted by short inspirations. During expiration the glottis is contracted so that the intrapulmonary pressure rises considerably, and there can be but little doubt that it is the equal distribution of this increased air pressure throughout the whole of the chest, leading to the dilation of portions of the lungs that have become more or less collapsed, that is the explanation of the great benefit which often results from crying in cases of infantile bronchitis and of the large discharge of bronchial mucus which so often follows. Children may become very blue during the process, but the deep respirations which succeed quickly restore the circulation to a better condition than before in consequence of the larger lung space rendered available. In women the beneficial effect of a good cry is proverbial. In them also this is partly due to the increased depth of respiration and the improvement in the often languid circulation thereby induced, but to a large extent it is the result of the muscular exercise involved, by which the muscular vascular tension, and especially the blood pressure in the brain, are much reduced. The profuse flow of tears no doubt also acts strongly on the cerebral circulation in still further reducing tension. The sobbing movements, again, have a good influence upon the venous circulation in the abdominal and pelvic viscera, while the exhaustion produced tends to produce sleep, and thus to give the nervous system its best chance of recuperation. We should not, then, too hastily intervene to stop a woman from having out her cry. If we can remove her trouble, by all means let us do so; but if the trouble is to remain, let her cry herself to sleep. This is far better than soothing draughts."

THE HORSE MOVED ON.

But Not Before the Cable Car Helped It a Little.

It is no longer novel, the little street spectacle of the cable car boosting the stalled horse, but it is as interesting as ever, nevertheless. Here was a single truck with a heavy load drawn by a horse that was kind and gentle, but not the strongest horse in the world, halted on the up track of the Broadway road; the high wind wheel of the truck just inside the line of the cable slot.

The driver tried to start the horse up, but the horse wouldn't go. A policeman came over from the other sidewalk and took the horse by the head and tried to turn it out and start it, so as to get the truck off the track; but it was no use, the horse stood stock still.

Then the gripman of the cable car that had been waiting about four feet back toiled the car gently up to the truck, bringing the rigid fender of the car into contact with the truck wheels without a shock. Then he set again on the grip-wheel, gently as before, and started the car and the truck with it. The horse resented this. It settled back in the harness and opposed its strength to that behind. It was kind and gentle, but it was tired, and the load was heavy, and it didn't think it ought to be urged so soon.

But, as it soon discovered, the power behind was irresistible. That power was applied by a gripman of fine discretion, who did not bundle the horse off the track, but treated it with consideration; but it was a power as little to be resisted as that of a glacier—a fact which the horse quickly realized; and then it began to pull. Soon it had pulled the truck off the track, and clear of it, and then the gripman set his grip-wheel once more, and with no undue exhibition of elation swept on up Broadway.—N. Y. Sun.

EXODUS OF SQUIRRELS.

How a Great Army Crossed the Mississippi River.

"Speaking of squirrel hunting," said the man with the slouch hat, "I wish all these golf-stocked, quizzing-glass sportsmen who are just now looking for that squirrel over in the Jersey woods could have been with me two years ago down at Bald Knob, in Illinois. There was squirrel hunting for you, such as never was heard of, and never will be again. I have no doubt there were more fox squirrels in the neighborhood of Bald Knob that fall than there have been in the Jersey woods since the revolutionary war. And the beauty of it to the hunters was that the squirrels were all within one day's walk when the season opened. I suppose the conditions will never be present again for such squirrel hunting, for it was an extraordinary freak of nature that massed the squirrels about Bald Knob.

"For some unknown reason there were no nuts in the Missouri woods that fall, not even an acorn, while the beech and oak trees in Illinois were full of fruit. There was nothing for the Missouri squirrels to eat, and so they immigrated in a body to the Illinois side of the river. They swam the Mississippi at Willard's Landing along in October, and they came in a veritable swarm, like the Bible locusts. There couldn't have been a squirrel left in Missouri by November 1, for they came by the hundreds of thousands.

"How did the little fellows know that there was food for them across the river? What kind of a mass convention must they have held before they started on their strange journey? What wonderful knowledge or instinct told them to ford the river at the point they selected? It was the best place on the river for 200 miles. Willard's Landing, before the railroad and bridge days, was a crossing place for emigrants since the first pioneer. All the emigrants from as far south as Georgia, going to Texas and Arkansas in the early days crossed southern Illinois to ford the Mississippi at Willard's Landing, for there was no good point of ferrage below that for perhaps 200 miles. How did the squirrels know that there was shallower water, little current and no whirlpools at that point in the river?

"Bald Knob is the only mountain in Illinois. You didn't know that there were mountains in Illinois? Well, it is known as the prairie state, and the central portion of it is as flat as a billiard table, but a spur of the Ozark runs across the southern part of the state, and the region abounds in beautiful, rugged scenery. The hills are from 400 to 600 feet high, but Bald Knob is an even 1,000 feet to the top, which gives it the distinction of a mountain, and the view from the summit is lovely beyond description. If I was a millionaire, I would own Bald Knob and live on top of it during the Indian-summer, that comes after the 'squaw' winter in that country. Italy can have nothing finer in the weather line. But I am getting away from the squirrels.

"They began to swim the river in the first week of October, and they came like a school of fish for days. Many of the first comers were killed on the banks by the farmers and river men, but they were found to be merely skin and bone, and the great army were allowed to go on to the beech woods and fatten. I drove from a railroad station to Bald Knob November 10, when the tobacco plants and morning glories were in bloom. Southern Illinois has almost a subtropical climate, for the state laid out on the Atlantic, would extend from Boston to Norfolk, and—but there I go again.

"I never heard so much gunning as I did on that drive. Everybody in the country was out shooting squirrels. I asked the man with what was the occasion of the sport, and he told me the story of the squirrels. I thought he was one of Egypt's celebrated liars, but I learned later he was not exaggerating the truth. He said he had been out the afternoon before and had killed 110 squirrels. I didn't believe the tale, either, until I heard many much worse, and was assured that one bagged 160 in one day's work.

"I had squirrel to eat three times a day while I was in the Illinois 'mountains,' and they were fine eating. A month before they were at the point of starvation, but having all they could eat, they fattened rapidly, and every ounce was 'new,' juicy meat.

"Nowhere in any civilized country will there ever again be such squirrel hunting and squirrel eating, I expect. Is Illinois a civilized country? Get out! What are you talking about? Why, that particular section of Illinois has been settled for over 200 years. Just north of Bald Knob is old Kaskaskia, that had a population of 7,000 when the declaration of independence was drafted, but I'll tell you about that town some other time."—N. Y. Mail and Express.

—London has 600,000 houses. Paris has 90,000 houses. New York has 115,000 houses.

VENTES A L'ENCAN.

PAR MACON, DENIS & KERNAGHAN.

ANNONCE JUDICIAIRE.

VENTE EN PARTAGE.

LE JOLI COTTAGE DOUBLE.

Trois Lotts à Batir.

ET

Batisses en bois à deux étages.

Encoignure N. O. des rues

St Thomas et St

James.

Subdivisés comme il est décrit ci-dessous.

Thomas Lonn ve/Thomas J. Lonn et al.

No. 53 511 Cour. de District pour la Paroisse d'Orleans, Division E.

PAR MACON, DENIS & KERNAGHAN.

No. 138 r. Carondelet-JEUDI 20 Janvier 1898 à midi.

PAR MACON, DENIS & KERNAGHAN.

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VENTES A L'ENCAN.

PAR MACON, DENIS & KERNAGHAN.

ANNONCE JUDICIAIRE.

Trois Lotts de Terre bien

Remblayés,

SUR LA RUE WATER.

Entre les rues Asterlitz et Constantinople.

Mesure de Joseph Bitter.

No. 43,026-Cour Civile de District, Paroisse d'Orléans.

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