

Wit and Humor.

[From the Boston Olive Branch]

FUNNY.

The world is full of funny things.

It is funny how the clock ticks.

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Scientific and Practical.

SHIRTING OF FLANNEL.

Everybody knows that flannel shrinks by successive washings, and garments often become valueless from this cause.

A notable housewife, of our acquaintance, prevents it as follows:—Before the flannel is made up, enclose it in a cotton bag, to prevent permanent staining by contact with the boiler, place it in clear, cold water over the fire and apply heat till the water boils, then take the flannel out and dry it. By this process it will shrink an inch or more to the yard. But it will never shrink any more. Garments may now be made of it, which will never become distorted in shape by subsequent contraction.

Every housekeeper should know that white flannel should always be washed in as hot water as possible, with hard soap.

TOMATO CATCHUP.

The following, from long experience, we know to be the best receipt extant for making catchup:

Take one barrel of tomatoes, and boil them until they are soft. Squeeze them through a fine wire sieve; and add—

One pint and a half of salt;

Two ounces of cloves;

Quarter of a pound of allspice;

Three table-spoonfuls of black pepper;

Five heads of garlic skinned and separated;

Mix together and boil about three hours, or until reduced to about one-half. Then bottle, without straining.

HARD CEMENT.

A cement which gradually indurates to a stony consistency may be made by mixing twenty parts of clean river sand, two of litharge and one of quick lime, into a thin putty with hosed oil. The quick lime may be replaced with litharge. When this cement is applied to broken pieces of stone, as steps of stairs, it acquires, after some time, a stony hardness. A similar composition has been applied to coat brick walls, under the name of mastic—Scientific American.

DRYING TOMATOES.

The Ohio Cultivator says, (early last summer): "We ate some fine tomatoes not long since, dried in the following manner: Fruit fully ripe, was scalded, strained through a sieve, slowly cooked half an hour, spread on clean plates and dried in an oven, the whole process requiring about two days before the fruit was ready to eat."

TO MAKE SPOON BALLS.

Swell half a pound of rice in water with a roll of lemon peel until tender, and drain it. Divide it into five parts, and roll each part, cold and the hole filled with cinnamon, into each heap, tying them up tightly in separate cloths. Boil for an hour, and serve with pudding sauce.

COLD-FRIED CHICKEN.

Cut the chicken in quarters, and take off the skin; rub it with egg beaten up and pepper salt with grated bread, seasoned with butter, thickened a little with brown gravy and four and better, and add a little Cayenne pickle, and mushroom catchup.

CAMPBOP.

Campbop is procured from a tree which grows largely in India and China. The largest quantity of the gum is found in the knots and roots. It is distilled with water.

Information for the People.

OR THE PLAIN "WHY" AND "BECAUSE."

Why is salt ammoniac so called? Because it was first made in the neighborhood of Jupiter Ammon. According to Ptolemy, there were large ins in the vicinity of this famous temple, where the pilgrims who came to worship, lodged; and who usually travelled on camels. The proprietors of these stables had some contrivance for preparing and concentrating the urine of these beasts, and the salts which it produced were afterwards sublimed in glass vessels for sale.

Another account is, that ammoniac salt was abundantly obtained from the blood of the victims who were slaughtered in honor of the God.

Why is plumbago, or black lead, substituted for oil in clocks and chronometers? Because, when mixed with spirit, it readily adheres to the point of a steel pivot, as well as to the inside of the hole in which it runs, so that the rubbing surfaces are no longer one metal upon another, but plumbago upon plumbago. These surfaces, by their mutual action, become polished, and need no further care.

Why is a component locomotive power on a revolving engine? Because the power is modified so as to be more useful.

Why would steam be advantageous for propelling ploughs and other agricultural implements? Because independently of the saving of horses and their food, the farmer would never be obliged to work his soil, but when it was in a proper condition for that purpose. Mr. Loudon thinks that to apply steam successfully to agriculture, the implement ought not to seek for a new implement, but to employ the implements already in use, modified so as to be more useful.

Why are greyhounds still pelted by ladies? Because, in former times, they were considered as valuable presents, especially among the ladies, with whom they appear to have been peculiar favorites. In an ancient metrical romance (Sir Eglamour) a princess tells the knight, that if he was inclined to hunt, she would, as an especial mark of her favor, give him an excellent greyhound, so swift of foot that no deer could escape from his pursuit.—Strutt.

Why is a trellis more observable over chimney pots, and slated roofs which have been heated by the sun? Because the warm air rises, and its refracting power being less than that of the colder air, the currents are rendered visible by the distortion of objects viewed through them.

Within doors a similar example occurs above the foot-lights of the stage of a theatre: the flame of a candle, or the smoke of a lamp.

Why are certain truths termed physical? Because they explain the greater part of the phenomena of nature, the term physical being derived from the Greek word signifying nature: an appellation distinguishing them from chemical truths, which regard particles of substances, and from metaphysical truths, which have relation only to living bodies.—Arnold.

Why are the gas chandeliers in our theatres placed over a large funnel? Because the funnel, by passing through the roof into the outer air operates as a very powerful ventilator, the heat and smoke passing off with a large portion of the air of the house.

Why is the fire-iron in a wash-place in a wash-room? Because the carbonaceous matter, or soot, with which the chimney is lined, acts as a conductor for the lightning.

SUNDAY EXCURSION TRAINS.

PHILADELPHIA AND READING RAILROAD.

On Sunday, June 26, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, June 27, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, June 28, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, June 29, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, June 30, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 1, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 2, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 3, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 4, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 5, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 6, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 7, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 8, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 9, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 10, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 11, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 12, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 13, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 14, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 15, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 16, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 17, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 18, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 19, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 20, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 21, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 22, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 23, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 24, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 25, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 26, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 27, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 28, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 29, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 30, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, July 31, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, August 1, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, August 2, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route:

Philadelphia, 7:30; Pottsville, 8:30; Reading, 9:30; Pottsville, 10:30; Philadelphia, 11:30.

On Sunday, August 3, 1852, and on every other Sunday, until further notice, the Philadelphia and Reading Railroad will run excursion trains to Philadelphia and Reading, Pa., on the following route: