Locking the Trunk.

'My dear,' said Mrs. Spoopendyke, as she arose from her knees, hot and tired with packing, and rubbing the small of her back as she straightened up, 'I'm all through now, and I wish you would lock this trunk.'

'Certainly,' replied Mr. Spoopendyke, dropping his paper and slamming down the lid. 'All you've got to do is just fit the hasp in the lock and turn the key. So!'

But the key didn't quite turn, and Mr. Spoopendyke hit the hasp with the side of his fist and tried it again.

'Don't it work?' asked Mrs. Spoopendyke, watching the proceeding with considerable interest.

'It'll work if you'll let it alone,' said Mr. Spoopendyke severely, and he raised the lid, dropped it again, pounded the hasp and wrenched at the key with all his strength. 'Stand back and give me room, can't you?' he growled, as he pressed down on the cover and gave the key quick twists in a vain effort to catch the lock unawares.

'Why don't you rest your weight on it and let me lock it? asked Mrs. Spoopendyke, fluttering around her husband and wondering if he was thoroughly aware that his plug hat was **immediately under the lid.**

'Have you got the time to keep away from this thing and let me work it?' demanded Mr. Spoopendyke, contemplating his wife with a Spartan expression of visage. ''Spose I can do anything with you sitting on my elbow? If you'll go down cellar for a minute I'll lock this trunk,' and Mr. Spoopendyke banged away at the hasp and breathed hard. But his best efforts could only turn the key half way.

'Oh! ain't I glad you couldn't lock it!' exclaimed Mrs. Spoopendyke, anxious to stay her husband's growling wrath. 'I forgot to put in your walking cane.'

'Dod gast the cane!' sputtered Mr. Spoopendyke. ''Spose it's going to lock any easier with a dod gasted walking cane sticking out at one end? Who says I can't lock it? What's the reason I can't lock it?' and he stood off and fetched the hasp a tremendous kick. 'Anything else you've forgotten to put in? and he sprang on the lid and tugged at the key with his head thrown back and his teeth set. 'Got a couple of mirrors you want in here? Any china in the house that wants a ride in this trunk? Want to put in that dod gasted ass on the top floor who tries to play the fiddle?' and he flopped off on the floor and banged at the hasp again.

'Let me sit on it,' suggested Mrs. Spoopendyke, climbing up without waiting for a response. 'Now try it.'

Mr. Spoopendyke fumbled around and worked at the hasp and key, but fruitlessly.

'Can't ye sit any harder than that?' he yelled, as the key stuck and wouldn't turn either way. ''Fraid of breaking the measly thing? Press down, can't ye?'

Mrs. Spoopendyke squirmed around and said, 'now dear,' and then looked over to see how he was getting on, but still the lock was obdurate.

'Dod gast the measly trunk!' howled Mr. Spoopendyke, firing the key out the window and giving the trunk a farewell kick. 'If you want it locked you get a blacksmith and a steam derrick,' and Mr. Spoopendyke threw himself into a chair and pretended to bury himself in his paper.

'I don't know how we're ever going to get it open,' said Mrs. Spoopendyke after a long silence:

'Get what open?' growled her husband.

'The trunk. Now I remember, its got a spring lock, and when you took the key out it locked itself. I don't suppose we can ever find the key.'

'That's it!' yelled Mr. Spoopendyke. 'You know all about it now! Why didn't you tell me it was a spring lock? Why d'ye keep it to yourself for?'

"I forgot," whimpered Mrs. Spoopendyke, 'but it will be all right. I can open it.'

'Oh, you can open it!' snorted Mr. Spoopendyke. 'You're an opener. All you want is to be sharpened on both sides to be an oyster knife! With a dark lantern and a skull cap you'd make a full set of burglars' tools! Oh, yes, you'll open it! If you had a loose handle and one corner kicked off, you'd get rich as a screw driver!' and Mr. Spookendyke tore out of the house to see if he could borrow something to pick open the unfortunate trunk.

'That gives me time to pack the valise,' murmured Mrs. Spoopendyke, 'and as I've got another key to the trunk, we'll do pretty well after all,' and the worthy lady began to jam night shirts and hair oil into the bags, together with sandwiches and tooth brushes, wondering betimes whether Mr. Spoopendyke's silk hat had been so badly smashed that it wouldn't do to go fishing in on rainy days, even if it didn't look well enough for church.—*Brooklyn Eagle.*

An Accommodating Road.

Several days ago a stranger made his appearance at the Union Depot and asked officer Button how long before the Grand River Valley train would go out.

'In about twenty minutes,' was the reply.

'Then I'll have time to get a drink, won't I?'

'You will.'

'That's good. I always prefer to travel on a stiff horn of whisky.'

He returned in five minutes, wiping his mouth on the the back of his hand, and asked:

'Has my train gone yet?'

'No, sir; you still have fourteen minutes to spare.'

'That's good, and I guess I'll go back for a little brandy.'

When he again returned he felt in good spirits, and ascertaining that he still had six minutes to spare, he said:

'Now that's what I call liberal, and I'll lay in one more drink.'

The last one proved more than he could bear up under, and he was not seen again for three hours. Then he came around with a wobble in his gait and an uncertain look in his eyes, and asked:

'Shay, what time does that Grand River Valley train go out?'

'In about four hours.'

'Fo' hours? Why, that'll give me time to get drunk agin. Mos' commodatin' railroad I ever saw, eh?'

'Yes.'

'Shay, I doan' want to be mean. Go'n tell 'er superintendent he needn't wait fur me any longer, 'cause 'tmay delay others. He's a zentleman, he is, an' I'm a zentleman, I am, but when a zentleman holds a train for mo mos' half a day I can't impose on him any longer? Shay, do you ever cry when you get zhrunk? I do, and if you'ze no 'jeckshuns I'll cry now.'

No objections being made, she cried.—*Detroit Free Press*

The Blackest of Villians.

Vasily Tchoomak, aged ninety-six years, has just died in the hospital of the Odessa prison with a reputation of having, in the course of his vile existance, committed alone, or in conjunction with others, 80 murders, and also of having escaped no fewer than five times from Siberia. He was born near Ismail about the year 1785, and appears to have been of Kalmuck descent, of herculean proportions, and of great physical strength. After serving his term as a soldier, he adopted brigandage as his profession, and with a band of three or four score of roughs kept the wooded part of Bessarabia and even the country for miles around Odessa during several years in such a state of terror that the police, rather than arrest him, lived on friendly terms with him. At last, about the year 1850, a police superintendent named Khorzhevsky undertook to capture him, and surrounding a low roadside inn kept by one Keeseslom and known to be the resort of thieves and robbers, succeeded in doing so after a desperate encounter, in which fifteen men altogether on both sides were killed or wounded. For this service Khorzhevsky received the Order of St. Vladimir, a distinction not so often bestowed in those days as in these. The old Russian criminal code being then in existance, Schoomak remained in prison nine years before being brought to trial: In 1859, however, he was condemned to twenty years hard labor in Siberia and to be flogged. Five years later he escaped back to Odessa, but was again caught, tried and sent into captivity. In 1869 he again found his way back to Odessa, but was again caught, and after being kept in prison till 1871, was retired and sent back to Siberia, but the very same year he managed to escape from there while being transferred from Irkutsk to Keecusk, and in 1874 was recaptured at Elizavetgrad, in this Government (Kherson), and for the fourth time tried and removed to Siberia. A couple of weeks ago he appeared here again, thus making the fifth escape from Siberia, and, being caught in attempting to steal a wagon and a pair of horses in one of the German colonies in this neighborhood, the sturdy colonists, following their usual practice of taking the law into their own hands in such cases, after belaboring him and a companion of his, bound their arms and legs with cords, brought them to Odessa, and handed them over to the prison authorities. The two criminals had been so roughly handled, however, as to necessitate their removal to the prison infirmary, where Tehoomsk died two days after, seven of his ribs having been broken. It is proposed to send his brain to Dr. Benedek of Vienna, for examination, that gentleman being reputed to have devoted much attention to the brains of notorious criminals.

How a Fog Whistle Works.

The fog whistle, heard afar for ten miles, consists of two distinct whistles, operated by two engines in a building separate from the lighthouse. Fifty pounds of steam is the force carried while at work. Every blast lowers the mark four pounds. Shavings and kindling wood are laid all ready to start up steam when a fog comes on, and the engineer can heat up for work in thirty-five minutes.

The whistle gives a blast of eight seconds duration every minute—a doleful sound, but invaluable to steamers and passing sailing vessels. We could hear it the other night booming dismally through a fog five miles off. The captain starts in when the fog is such that he can't see Goose Island, one mile distant. The whistle is produced by a wheel with a cam affixed; the wheel, a solid piece of work, regulated by a governor, revolves once a minute; the cam fixed at one point on its periphery, opens a pipe, which lets off steam in the prolonged booming wail we had heard.

To supply water for steam a big tank under the same roof and supplied by the rain from it is kept pretty full. Forty feet long by eighteen wide and six deep; it is not likely to run dry in any fog; but a caloric engine and pump at the well will supply water in case of emergency.—*Hartford Times.*

A Husband who Laughed.

Several men were making purchases in a Michigan avenue store yesterday, when a man who had been looking out of a window for some time turned and said:

'Well, that's a bad case.'

'What is it?' inquired two or three at once.

'Well, I don't know who is the husband of this woman out here in the wagon, but if I were he I'd go across the street and smashe that fellow's head.'

'Why?'

'Why, because he has been working like a beaver for the last half hour to get up a flirtation with her.'

At this one of the men began to chuckle. Then the chuckle ran into a laugh, and finally he had to sit down.

"What's the matter with you?' was asked.

'Why, I'm—I'm that woman's husband.'

'Are you? And you are laughing over the flirtation!'

'I—I can't help it,' he said as he went off into another fit. 'Just think of him a flirting and a strutting up and down and a doing the purty when the old woman out there has been stone blind for seven years—ha! ha! ha!'—*Free Press.*

An exchange says: A doctor will sit down and write a prescription; time five seconds, paper and ink, one fourth of a cent, and the patient pays one, two, three, five or ten dollars, as the case may be. A lawyer writes ten or twenty words of advice and gets from ten or twenty dollars from his client. An editor writes a half column puff for a man, pays a man from fifty cents to a dollar for putting it in type, prints it on several dollars worth of paper, sends it to several thousand people, and then surprises the puffed man if he makes any charge. Strange world this.

Choice Extracts from Druggists.

"We know the value of malt, hops, calisaya and iron composing 'Malt-Bitters.'"
"Our lady customers highly praise them."
"Physicians prescribe them in this town."
"The largest bottle and best medicine."
"Best blood purifier on our shelves."
"Our best people take Malt-Bitters."
"Sure cure for chills and liver diseases."
815-1m.

A Valuable Ship-Load.

The steamship City of Limerick, of the Centaur Line, after a prolonged voyage of eighteen days from Havre, arrived at New York recently. Her delay was caused by adverse weather. She sailed from Havre with a cargo of two hundred and fifteen Percheron French horses, of which four died on the voyage. She also brought a few South Down sheep, consigned to Mr. Johnson, of Wayne, Illinois. The horses were confined in stalls, occupying all the main and steerage decks and a part of the hurricane deck. The vessel went immediately to Pier No. 37, North River, where the work of unloading the animals began. The horses were all hoisted into the ship at Havre, and had to be hoisted out at this end of the voyage. A strong box or stall was attached to pulleys and lowered in the hatchway, a horse was backed in and secured, and at a signal to the engineer the animal was raised to the deck. A narrow gangway led to the pier, which being fifteen feet below the steamer's deck made a very steep incline. The horses would hesitate a while and then, perhaps catching sight of one of their number on the pier, would plunge down quickly. When a colt happened to be separated from its mother it would go pell mell down the gangway with a whinny of pleasure.

A large crowd gathered to witness the unloading. There were some fine, proud-looking black and grey stallions, which stepped around on the wharf with a quickness one would not expect in horses weighing a ton. About fifty were unloaded Thursday afternoon, some being put immediately in the cars on a float at the end of the pier, while a few were sent to Stoddart's bonded stable, No. 600, Greenwich street. It was hoped by Saturday to start the two hundred equine immigrants on their two and a half days' journey to Wayne, Illinois. Mr. Halley, a freight superintendent of the New York Central Railway Company, who was on the pier last evening said that this was the largest lot of live stock he had ever shipped out of New York. A special freight train of twenty-eght cars has been provided, each car holding six horses, or twice as many colts.

M. W. Dunham, the importer of the horses, said that he had had his agent, Mr. Johnson, buying in France since March, and the lot was not only the largest ever brought over, but amounted to one-tenth of all the Norman horses ever imported. "We chartered the vessel last May," said he, "and sent her to London to be fitted up before sending her to Havre. The lot comprises over one hundred grown stallions, fifty mares of all ages, and the rest stallion colts of various ages. The lot includes some of the choicest stock to be got in France. Twenty-five of the stallions were exhibited at the Annual Exhibition of the Seven Departments held at Alencon last June, and they took all but one of the prizes offered. I paid from $1,500 to $1,800 for the prize animals, and from $1,000 to $1,200 for the others. The lot I call worth a quarter of a million dollars. When I get them home I will have about 350, or one-fifth of all in this country of the breed. I have one farm of 600 acres out there, and another of 2,000 acres. I raise and sell for breeding purposes, and also work a good many of them. The Percheron horses are more spirited and finer shaped than the North of French breeds.

"The Percheron district is something like Vermont, a high plateau between the Seine and the Loire, and has been used for centuries for raising horses. From breeding for war purposes in feudal times they came to breeding for farm work, and when the diligence system was displaced by railroads a still heavier class of horses was called for. These horses weigh from 1,500 to 2,000 pounds, and stand sixteen to seventeen hands high. It has been hard work to get so many together, but the French will sell anything if you give them money enough. These horses are broken when two years old. Few of the horses are gelded, and the stallions are all worked and so kept tractable. They drive them hitched tandem, several in a line. The French practice of working this breed of horses, is the reason of their strength and willing disposition. A colt of this breed will press forward at once when a collar is put on him. It is as natural for him to work as for a trotting horse to trot or a runner to run. It is a transmissable quality, and these horses have inherited a willingness to work for centuries back. They are popular work-horses everywhere. There are men here now from Vermont, Canada, and Pennsylvania after them. I sell them in nearly every State and Territory in the Union. I recently sent a $10,000 shipment to British Columbia; the Governor of Manitoba has purchased several; and I have had orders from New Zealand. A cross between this breed and native stock gives fine animals for farming or trucking. The stallions have been inbred so long that they get very good colts from very commom mares."

How the James Boys Operate.

Jesse and Frank go into a farming community and become acquainted with the men, and pick out certain ones, after a careful study of their character, to join with them in a particular robbery. They carefully broach the subject to them, and if they are willing they agree to give them all the way from $100 to $500 each. They are required to hold the horses and fire off guns and raise a racket while Jesse and Frank, with perhaps one or two experienced trusties, do the robbing. Immediately after the completion of the job the farmers are paid the stipulated sum, whether the haul is large or small, and then they ride to their homes, while the James boys strike out to a place of safety. The men who have been inveigled into the job are never asked to go into a similar undertaking a second time, but they ever afterward remain under the power and fear of the noted robber chieftains, upon whom they dared not squeal, for by so doing they would give themselves away. They always stand ready to protect and secrete the James boys when they are hard pressed. This explains why the James boys have so many friends in Missouri, and why it is so difficult to catch them. It is as hard to find them in Missouri as it would be to find a needle in a haystack.—*Omaha Republican.*

He had lost his knife and they asked him the usual question: 'Do you know where you lost it?' 'Yes, yes,' he replied, 'of course I do. I'm merely hunting in these other places for it to kill time.'

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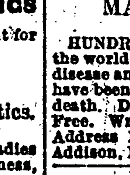

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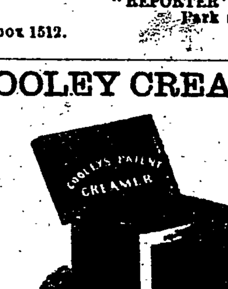

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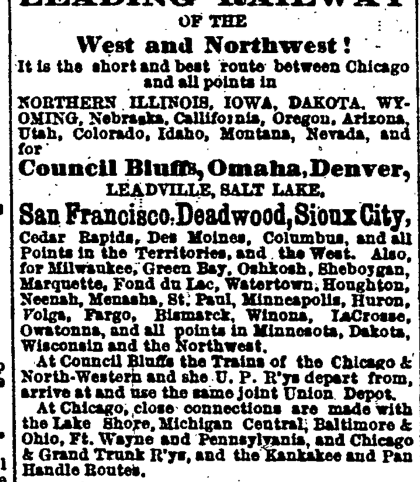

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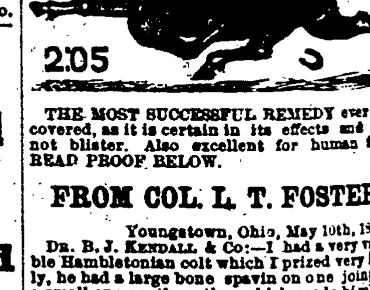

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