avoid something ahead the driver had

turned from the west side of the road-

way along which he had been moving

up into the down track of the cable road.

There it was still slow going for him,

and a cable car that was coming along behind closed up pretty close. As the

car neared the truck the gripman mo-

tioned to the four boys. They all looked

at the gripman intently, but at first

they didn't understand at all. The grip-

man motioned again, and this time the

boy on the left as you looked forward

from the car understood. He shifted

back on the truck and drew his feet up

so that they no longer projected. Then,

one after another, in quick succession,

They all understood it now. In the

days of the horse cars the horses were a

sort of buffer between the car and the

truck. Sometimes they put their noses

over the boys' shoulders, sometimes they

swung off to one side or the other, but

they gave a margin of time in which to

scramble up, and often a margin in

space in which to stop the car. But the

cable car, with its natural habit of keep-

ing well clesed up and with nothing to

serve as a buffer, is more likely to come

in contact with a truck ahead, especial-

ly if the truck should be halted unex-

pectedly or forced backward, and any

pair of legs that should be caught be-

tween the end of a truck and the rigid

projecting frame of a cable car would

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be pretty sure to be broken.

hand.-New York Sun.

the three other pairs of legs went up.

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SIGNALS OF LIGHT AT FIRE ISLAND AND THEIR ANSWERS.

> How News Is Eent In From Sen Through the Darkness and Lives and Property Are Saved-The Pilotheats and the Lonely Watchers on the Beach on the Lookout.

Stowed snugly away in his little towcr at Fire island, the man who always has his weather eye open sweeps the horizon with his night glass, watching and waiting. Beside him is his list of vessels bound to the great port of which the flaming beacen way above his head is one of the sentinels, and all around ere the meaning of the distant surf, the breaking of waves on the beach at his feet and the whistle of the wind as it eddies and swirls around the tower and huge lamp at its top. Minute after minute passes away, each one marked by a great beam of light sent out over the

Suddenly there comes from the goutheast, as if thrown up by the ccean, a gleam of red-red, the danger signal, but the watcher is not disturbed. He only waits. Not for long, however, as the night glass pointed toward that point of red on the cecan's rim shows a blue light on each side of it, about 100 feet away, while just below the red light is a faint speck of green. That is enough. The signals have told their story, and the next instant a blinding flash of green light from the tower answers the distant vessel, and before its glare has died away the electric spark has sent to the Western Union Telegraph office and to every newspaper in the city the message, "Steamer Paris southeast of Fire island."

The big boat speeds on her way. The watcher checks her name off the list of vessels due. But others have seen the green signal. The dim lights of the steamer had not affracted the attention of the sailors on the little piletboat standing to the castward, but the brilliant flash of green told them that a signal had been answered, and there was no need for the Paris to send up the familiar pilot call of white-redwhite. The Paris meant \$150 for the pilot catching her, and the men started right off after her, knowing that she was due and hoping it was her signal

that had been answered. The ocean greyhound has passed away to the westward in the darkness, and again the watcher resumes his vigil. But the wind has increased. The breeze has given way before a gathering of the forces of the air, and up from the southwest comes a surging of waves, and the surf is beating and pounding on the chore with a hollow, resounding boom that tells of a tempest abroad in the night. Blacker and blacker grow the clouds overhead, narrower and narrower grows the circle of inky sea and sky that marks the limits of vision, and while the faithful monitor overhead keeps up its clocklike regularity of blazing and fading its range of power is constantly lessened by the coming

lantern marks where the life saver is steadily tramping along to meet his companion from the next station. It is a terribly lonely mission. He is alone with the moaning surf, and each step is like entering some enchanted realm of Aarkness, ruled by the spirit of the storm. On one side of him is the sullen, grinding sea, on the other a waste of sand, and in front the fitful gleam of his own lantern. He is lonely and cold, but that has no terrors for him. His next step may touch some one lonelier and colder than he-a human body pressed into the moist, unyielding sand. Or away through the breakers rises the form of a ship, helpless for all her strength, driven by the gale far on the shore despite the friendly warning from the tall tower with its finger of flame. Then the crimson signal in his hand tells the watch at the station that there is work to do, and the wrecked mariners that help is at hand. He hurries to for rescue. As he nears the little house there begins a brilliant display of fire-works. A glare of red, changing to a clear white, which is followed by a vivid green, conveys the message to the next station, and a bright white blaze tells that the signal is seen and understood, and then the beautiful Ceston lights send shooting through the gloom a series of orders easily understood. A bright green tells the distant watchers that aid is needed, and a red and green call for boats and equipments. A red and white would have called for a rocket apparatus, a green and red for the life car or "breeches buoy," and so on, different combinations of colors conveying different instructions.

But it is not always stern business that calls into play the Coston colors. A big yachting club has its regatta. From up and down the coast come the swift, white winged or steam driven pleasure craft. Some of the stragglers come in late, and as a white-redgreen-white succession of fires appears lighting up the sails of a belated flier the waiting fleet prepares to welcome the wanderer from the Eastern Yacht club of Ecston, and chasing close after her comes a red-white, followed by a red and then a white star, and the welcome to the man from Boston is ex-

tended to the Corinthian's delegate. Next comes a four color combination, and the red-white-green which is followed by a blue star shows that one of the American Steam Yacht elub's boats has fallen in line.—New York Tribune.

Death In Floating Dust Particles. The Staten island microscopical sharps who have been examining the dust that sifts into the best medern built New York houses find in a single gram (15 grains) scraped from a third story window not less than 3,000,000 of microbes and bacteria, besides chalk, plaster, hair, wood, fiber, vegetable refuse, pollen cells and numerous other infinitesimal notes and unclassified particles. —St. Louis Republic.

Winks That Pass In the Night. An Ingenious Brooklyn statistician estimates that united Brooklyn has over 100,000 cats, of which more than one; his perusal. Nothing about bombs or half are unsheltered. He considers it as a conservative estimate that 10 per cent of the 1,000,000 inhabitants of our sister city are kept awake at night by the howling of the 100,000. This makes one case of insomnia per cat and leads | Louis Post-Dispatol. one to the conclusion that Brooklyn is a HAMILTON EASTER & SONS. very sleepless city. It cats and insomnia prevail with equal virulence in other cities, it would follow that there are 6,000,000 cats and 6,000,000 cases of insomnia in America, Yet no notice is taken of this pathogenic factor by systematic writers on sleep, -Medical Rec-

> Posed as Bismarck, A barber in Berlin, whose features bore a marked resemblance to those of Bismarck, created quite a new profession by sitting for photographs, which were afterward sold as portraits of the prince. Like the milkmaid of our story books, his face was his fortune putil | the sun. It has a peculiar rule to the one fine day the police made it his mis- effect that the president may address fortune and cast him, face and all, into any member whose name she forgets as dnngeon deep. —Berlin Letter.

AH ANORI, UNAWARED. A Falhette Little Tale of Three Woman

and Two Bables. It was on a Sixth avenue surface car, and when she got on at Twenty-eighth street there were but five passengerstwo women, each with a baby, and the One of the women sat in the far cor-

ner, while the other sat on the opposite The spectator is not, as a rule, "given" to babies, but that baby was one of

that irresistible sort that laughs and makes fun of you, gurgling out all sorts of disjointed criticisms of year personal appearance and general makeup that would be simply unbearable could you but understand it.

How such a delightful baby could ever have selected such a mother was inexplicable.

As you looked at her hard and unwomanly face-which not even her baby's smile could soften-you involuntarily pitied the child that some day must turn to her for sympathy and help. These observations were just completed when the car stopped, and she step-

She was plainly dressed in a gown of dark brown, made of some rich corded material, edged with fur. Her coloring was of that warm, rich tint that one finds in the women of the south, with golden brown hair and eyes. Altogether she was most good to look at. But about her was that intangible.

illusive something, that indescribable

air-in spite, or perhaps because, of her

otherwise modest demeanor-that proclaimed her the woman of pleasure. She seated herself across the car, and immediately that baby, attracted by something-who can say what?-some latent goodness in that face perhaps, which her innocent wisdom, untainted as yet by the wisdom of this world, recognized-prepared to make a conquest of the newcomer.

She moved her little plump hand and cooed and laughed. Who could resist

Her face became suffused; her eyes gleamed with happiness. She was no longer merely a pretty coquette. She was a beautiful, womanly woman. Leaning forward, she kissed the little

hand tremulously. Finally, yielding to an irresistible impulse, she crossed over and sat beside the mother, who might have been a carven image for any sign of life she

"Would-would you let me hold that dear baby just a minute?" For the first time that weoden face became expressive. Those light blue eyes actually glinted and sparkled. In a thin voice that gave vent to all the ntalice of a narrow nature, she

jeered: "You! Why, I wouldn't let you touch her!" The poor face changed,

The beautiful, happy flush deepened to a cruel red. From an expression of angelie tenderness it took on one that was in itself an imprecation. For the baby's pure sake she smothered it at the door of her lips.

At that moment the car stopped, and she hurried to the door. She was not so quick, however, but that the other mother caught her hand, her plain, kind, motherly face all alight with a divine impulse of generosity.

"I get off here," she said. "Won't you carry my baby a little way? My

arms are very tired." As they stepped together from the platform of the car the spectator, overcome with reverence for the beautiful charity of that act, felt that he dimly understood what it was to "entertain an angel unawares!"-New York Recorder.

A Bad Break.

"It is well for a speaker to know where his peroration is going to end when he begins," said E. R. Harper of

"I heard a young lawyer make his maiden speech. It was in defense of a fellow who was about half witted, arrested on the charge of stealing a hog, the station to assist in the preparations | the young attorney having been appointed by the court. His defense was that his client was an idiot and unable to distinguish between right and wrong. He closed a flowing speech with a peroration like this:

"Gentlemen of the jury, look at my client. That low, receding forehead, those lusterless eyes, portend that he was deprived by nature of the power to distinguish right from wrong, ignorant of the distinction which exists between his own property and that of others. To him, as to the 2-year-old child, whatever he wants and can reach belongs to him. He knows neither why it does nor why it does not. But, gentlemen of the jury, such are the institutions of this, our free and glorious country, that my client, idiot though he is, stands for a trial today by a jury of his peers.' The culprit got the full limit of the law."-St. Louis Globe-Democrat.

You Bulow. The literature of the world was Von Bulow's. He loyed the music of all the world, so he knew it by heart. I saw come illustrations of his wonderful memory. I got some of Greig's lyric pieces from Warmouth, which I showed to Bulow. He was not acquainted with them. I believe they were then quite new. He glanced them through before giving them back to me. A few days afterward, at a party, he sat down to the piano and played one of them, the most difficult one. "Was not that it?" "Yes, exactly." He could multiply figures like 1,750,374 by 2,656,793 in his head. I think most people would need pencil and paper.—Bjornstjerno Bjorn-

The Czar's Daily News, It is useless for a Russian editor to

put any jokes in his paper to please the czar, because his majesty never reads them. There is an official known as the censor, who gets up very early in the morning, so that he may read advance sheets of the various journals and select such matter as may be best calculated to please the czar and give him an appar tite for breakfast. These siftings are then copied on sheets of fine paper and are deposited on his majesty's table for dynamite meets his eye, no comments on his tyranny, no remarks about Siberia -in fact, the czar is kept in total ignorance of his real position and how he is regarded by the world at large.-St.

Hubby's Appreciation, She-Now, dear, I've seen to the whole dinner myself. Is everything just as you like it? And, dear, did you get

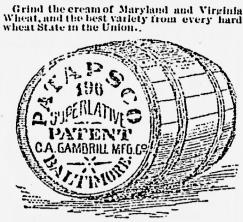
the theater tickets? He-The dinner is simply perfect, and to show you how I appreciate i I'll just telephone down we don't want the tickets. Home is good enough for me.—Chicago Inter Ocean.

"Mrs. Tipps,"

Chicago has a federation of women's clubs numbering 22 organizations. One of these is called the Orio club and is interested in almost everything under "Mrs. Tipps."—Chicago Correspondent.

A Warning Wave of the Hands Four love sat in a row on the tall of a big four horse truck, with their logs dangling off in the usual way. The truck was going down Broadway. To

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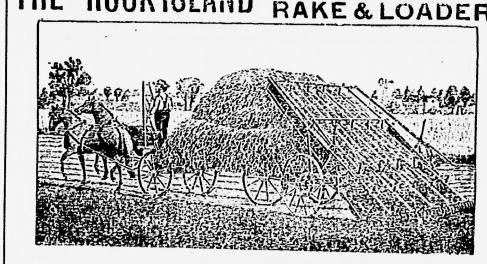
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Because, they do the best work, I wish to state that I used a Rock Island Twish to state that I used a Rock Island Hay leader last harvest and can say to my brother farmers with a good conscience that it will do all it is represented to do by the circulars of the company. Two of us put about 150 tons of hay without a break or having to stop five minutes on account of loader.

WILLIAM LEASE. The most of it, And draw the lightest, WILLIAM LEASE.

The Bock Island Hay Loader proved to be a very happy as well as profitable invo tment for me, as I never before made hay with as little expense or labor. I would not think of doing without one. I loaded twelve large loads of hay in four hours, and could have loaded more if I could have unloaded it faster at the barns.

D. A. BRICKER.

Injure the hay the least, and Put it on the wagon in the best shape, They work everywhere, Under any condition,

They leave the ground the cleanest,

And very seldom break down. They will out wear any two Other machines on the market. We can prove what we say, not by

One, but by thousands.

In reply to your inquiry as to how I am pleased with the "Rock Island" Hay Loader I bought of you? It is perfectly satisfactory in every respect and does all you claimed for it; in fact I am so well pleased with it that \$200 dollars would not buy it if I could not get another.

AUGUST D. STIRN. BALTIMORE, MD., Oct. 21, 1893. The Rock Island Hay Loader purchased of you this year has given entire satisfaction; and I heartily indorse it as the Hay Loader. E. A. BLACKSHERE,

ALBERTON, MD., Oct. 21, 1893.

The Rock Island Hay Loader makes 1,700 Strokes per mile, other loaders make 4,500, and the wear to the machine and damage to the hay is just in proportion, as compared with the relative speed.

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