

"Good-bye, Len."
 "Take good care of yourself."
 "Let's hear from you when you get home."
 "Don't forget us."

"Well, everything is on board, Jose, and you can drive around and pick up Mr. Dunsmler and his wife, and then turn yourself loose." It is the stage agent giving his last commands to the driver.

As the team of four half-broken bronchos swing into the street, the young man's face smarts and burns at the words he has just heard, and he almost forgets to respond to the farewell shouted after him. He has hardly recovered his self-possession as Jose stops his team at a house in front of which are already waiting a man of his own age and a woman some years younger. The man, with much domineering, and, with the lady, takes the rear of the two seats. With a crack of the whip, Jose turns his team into the road, and the weekly mail has begun its miles of travel over mountains and across deserts.

Some said that when Mr. Dunsmer, the rich mine owner, had first exhibited an interest in her, she had sought the opportunity to discard Hawley. Much as the latter may have felt his loss, outwardly he appeared indifferent. He could not believe that she had simply cast him aside for money.

As for Dunsmer himself, he had never liked him. In fact, there were very few who did. Selfish, overbearing and unscrupulous, Dunsmer loved money as he loved nothing else on earth.

The three passengers sit in silence, longing for the next station. Camp Dale Creek, ten miles away. Suddenly Jose rises in his seat and looks earnestly off to the left where half a dozen clouds of dust are rising in the air. He looks again—all are looking in the same direction—and as he says, simply, "Indians," all knew that he is confirming their worst fears.

"I can't help it; but you musn't lose my trunk," says Dunsmier. His wife looks at him as if to urge him to cut loose the trunk, but remains silent.

Here the Indians have the advantage, and their mustangs, unhampered by harness and wagons, will soon overtake the buckboard. There is a chance though, and, facing Dunsnifer and his wife, Hawley, whose face is white and stern, says:

"Can't we escape without?" asks Dunsweiser his lips ashen with fear.

"No," answers Hawley, with bitter contempt, and a new hatred, born of the man's cowardice, in his heart; "it is the only chance for your wife, and we had better do it right ahead, where he climbing begins and where we can get in among the boulders."

"Could one do it? I will be willing to pay anything if—" began Dunsweiser, only to stop abruptly as he caught the stern looks in Hawley's eyes.

"Mamie, this is all I have," he says, simply; "see that my mother gets it. You know her address."

Mrs. Dunsinville reaches out her hand as if to prevent him from leaving the backboard. There are tears in her eyes as they meet his, and her voice trembles as she implores him not to throw his life away for her sake. Almost before she can frame the words he leaps from the wagon onto the road.

He raises his rifle and fires at the foremost of the Indians who are all-flopping into the canyon. In an instant they slip from their horses, and, after firing a few shots at him, begin to climb the mountain side and probably shoot him in the back from above; but, before they can do so and remount their horses, the buckboard and its passengers will be beyond pursuit. He had feared that they would rush in on him, and after a few shots his life would have been thrown away in vain. It was for this he had wanted Umsner to come with him. Two might do what one could not.

As the buckboard passes the sentinel, a few words explain all: a troop of cavalrymen dashes to the rescue of the man facing such odds in the canyon.

The woman who has come in with the buckboard watches the blue-coated

An ambulance approaches where she is standing, to receive orders. Despite all that can be done she takes a seat in it, and when it returns she is clasping to her breast the form of the man who had stayed behind. He had been shot to pieces.—San Francisco Argonaut.

Grenoble, France, probably manufactures more ladies' kid gloves than any other place in the world. Paris, Chaumont and Millau are also largely engaged in this industry.

"I want you to lose no opportunity in getting my arguments to the public," said the candidate.

"All right," answered the worker; "which kind of argument do you want me to handle, campaign book or pocketbook?"

English Coast.

By a curious coincidence no fewer than three lighthouses came on the market almost simultaneously as "desirable villa residences." Two of these are at Portland Bill, and the other is at the South Foreland, Dover. The one at Dover has already begun its career as a dwelling house. The London Daily Mail says:

In the other cases, by the erection of the splendid new Lighthouse on Portland Blk, the Corporation of Trinity House has found itself with two old lighthouses, locally known as the Higher and Lower Lighthouses, on its hands. A Weymouth firm of auctioneers received instructions to offer the two buildings for sale by auction. Both stand in small compounds, enclosed by substantial stone walls, and there are two keepers' houses attached to each, with long passages communicating with the tower. According to the auctioneers, they are "most substantially erected, and capable, with a small outlay, of being converted into bungalow residences, the situation being exceptionally charming and the healthiest along the seacoast."

Origin of Surnames.
In most countries it is customary for the wife to take her husband's name, but in some European countries it is not unusual for the husband to append the wife's name, particularly when it is more honorable than his own. Hyphenated names and the wife's retention of her maiden name for a middle name are customs in favor of the United States and Great Britain.

The most popular names since the Domesday Book recorded them have been John and William but their derivatives are too numerous to mention here. Roger, Robert and Richard took a double nickname in H and D, hence Hodge and Dodge, Hobbs and Dobs, Hicks and Dicks, with the rougher forms of the last—Higgs and Digs and even Hitch, giving rise to Dickens, Hitchcock and Higginson.

Many prefixes were used. The Celtic "Mac" or "M" of the Scotch; "Me" for the Irish; "Map," "Ap," or "P" for the Welsh and the Norman "Fitz" (Latin, *filii*, signify "son" or "son of" and the Irish "O'" "grandson of."

is about 400 pounds. He will swiftly draw a sled carrying 600 pounds, and with this load can cover 30, 50 and even 90 miles a day. Reindeer teams now carry the mails from Kotzebue to Point Barrow, Alaska, a distance of 550 miles—the most northerly post route in the world. No food is carried by reindeer or the deer. At the end of his journey, or at any stopping place, he is turned loose, and at once breaks through the snow to the white moss which serves as food.

Steel Ties for Railroads.
Steel ties exclusively are to be used on the Bessemer & Lake Erie railway hereafter, according to an announcement made by Chief Engineer Porter.

Parasading Expeditions on Land.

The gull is in paradise in Cornwall fishing villages, and takes possession of the boats and quays and roofs of houses, and pays great attention to all that is going on with a keen eye to the main chance, of appropriating something tasty when no one is looking, says the London Daily Mail. Only turn your head a moment and your fish is gone, the bird flying with it in its powerful bill across the harbor. A greater thief does not live and escape punishment—it has conscientious objections to the eighth commandment, and whatever trusts to its honor will be deceived.

Fishermen say that gulls sometimes attach themselves to certain boats and bring them "luck," following them at sea and resting always on the same spar in their harbor. The men feed them casually with broken fish and offal as they strut between their logs ashore and they are so tame that those who know them may catch them by the wings. During the centuries, in fair weather and in foul, good seasons and bad, our fishers and birds have linked fortunes, until there has grown up a feeling of comradeship and a superstition for the silver wing bird with the high nose.

One can hardly believe that the brave seagull, riding on the billows and bathing undaunted in tempests, could ever be guilty of the immoralities laid to its charge on land—even to the petty meanness of fighting with London sparrows in St. James's Park. But, alas! the bill is a true one—a case of Dr. Jekyll and Mr. Hyde in the feathered world.

The *Matin* published the rules of the aeroplane race which is to take place on July 14, 1908. All the machines which start, without distinction of name or of form, but of French make, will be admitted as competitors. Whatever may be the meteorological conditions on the date arranged, they will have to travel from the offices of the *Matin* in Paris to the office of the same journal in London within a maximum period of twenty-four hours, using only their own means of propulsion. The winner of the race will receive a prize of

Japan is the largest copper producing country of the Far East, but as yet her output (1905) is only one-fiftieth of the total production of the world. The output rose from 23,890 tons in 1899 to 36,600 tons in 1905. Copper mining is at present one of Japan's weak points, the operations being conducted without method. Her home consumption is about 7,000 tons a year.

Four officers of the general staff of the German army have started for Japan for two years' service in the Japanese army in order to study methods of training, strategy and other matters. These officers have been making especial preparations for this service, and among other things they have taken a course in Japanese.

A German newspaper of recent date contains a news item in which a lieutenant of a regiment of infantry and a hofschauspielhausgarderobeaufseher are the conspicuous features. These appellations look more formidable than "regimental druff major of infantry" and "wardrobe keeper of the royal theatre."

When sheep were introduced into Cornwall, England, a flock of them ran into the sea and were floated by their wool. Some fishermen saw them, and, thinking them to be a new species of fish, made haste to try to catch them with hooks and nets. Next morning they brought home a catch whose value was greater than any load their boats had ever carried.

The first man who succeeded in making a useful chain cable was Robert Fulton, and he experimented with it in 1793 in a small ship named the Anna and built, of three hundred tons burden. His cable was made of very short links, with no stay pins or studs, says the London Globe, but it served its purpose, and was, moreover, favorably reported upon by some of the progressive seamen of the time.

When Brown had made his report a committee was appointed to advise as to the adoption of the chain cable in place of the hampers, and as a result the new tackle was gradually introduced into man of war. Between 1810 and 1811 the first chain cables were served out to the ships, but the full complement of hamper cables was reduced to three, and in 1817 a further change was ordered, two hamper cables only being retained, with four chain cables as principal mooring tackle.

claiming that "no person but the inhabitant only shall make cables" could bring back that prosperity to Bridport, which that town had enjoyed in the earliest days of England's naval glory. A modern battleship carries four main cables and each costs about \$1,000. This gives her a total of 40 fathoms of chain cable.

In the modern stockless anchor, a chain is attached to it at the balancing point and this is passed through a pulley at the head of the anchor davit. When the anchor is high enough, davit and all swing round until the anchor is over the hull head where it rests and is secured by chains.

One of the most popular of all the royal princesses in Germany is the Duchess of Sachsen-Coburg-Gotha. The story is now told that in company with one of her ladies-in-waiting she purchases for the royal kitchen. At a meat market, when she was told of the present high price of meat, she declared: "This is inconceivable. How can the wife of a workman make both ends meet? I must tell my husband about it." The Duchess every day is in the royal kitchen and even peels potatoes.

A German publication states that copper can easily be detected under the microscope by means of cesium chloride, which gives the copper a double salt in the form of handsome crystalline needles or prisms. These crystals are observable when extremely small proportions of copper are present. If much cesium chloride be added, yellow crystals form, which becomes red on the addition of a little cuprous chloride. Cobalt somewhat affects the distinctness of the reaction; lead and bismuth are indifferent.

generally aware that important petroleum deposits have been discovered in their country, in the Apennines near Piacenza. The discovery was made about 1893, and four years ago a syndicate of French capitalists was formed to develop the field. About ninety-five wells are now in operation but 70 of them are already practically exhausted and new ones are being bored.

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