

BULLRING TACTICS

Spain's Great National "Sport" and the Shame of It.

IT IS NOT A TEST OF BRAVERY

The Game of Blind Man's Buff Requires More Courage Than Does the Work of the Toreador—The Poor Hack Horses Are the Real Victims.

The great majority of the spectators were Spanish. Here were young dan dies in faultless suits and boots of the most brilliant patent leather.

In the ring stood half a dozen police men. They remained in the arena all through the proceedings, but there were wooden shelters at intervals be hind which they discreetly retired

The audience being now complete the first matador marched round the arena with his little troupe of picadors (on horseback), toreros (with red cloaks to wave in front of the bull) and banderilleros, the last named carrying darts which were presently to be planted in the back of the bull.

The torador is quite a minor person age. The star performer, after the bull, is the matador, who defies the deathblow with his sword. All the other people that I have mentioned are under the control of the matador.

The weapons were now inspected by the president, the men and horses re tired and the first bull trotted into the arena. He was a big fellow, rather slow moving, and he stood for some little time in the center of the arena gazing about him at the general scene.

It is commonly supposed in this country that the torador is a magnifi cently brave person who risks his life for the pleasure of the excited popu lace. That is quite a mistake. The bull never goes for the man, but all ways for the cloak. So long as the torador holds the cloak to one side instead of in front of him and has the usual amount of common sense and ability there is no reason at all why he should receive a scratch, and I be lieve that he very rarely receives even a scratch.

Why are the horses brought in to be killed? Champions of bullfighting will tell you that the death of the horse saves the life of the matador, that it gives the picador an opportunity of hitting the first wound and that the mere act of goring the horse robs the bull of his natural strength.

That is the story of the Spanish bull fight, told in cold, bald prose. Considered as a national sport, it would be incredible if one had not wit nessed it with one's own eyes—Kable Howard in London Mail.

PROPOSITION NUMBER ONE.

STATE OF NEW YORK, OFFICE OF THE SECRETARY OF STATE, Albany, July 22, 1912. Pursuant to the provisions of section four of article seven of the Constitution of the state of New York, and section two hundred and ninety-five of the Election Law, and of section nine of chapter three hundred and ninety-eight of the laws of nineteen hundred and twelve, of which the following is a copy, will be submitted to the people for the purpose of voting thereon at the next general election in this state to be held on the fifth day of November, nine teen hundred and twelve. EDWARD LAZARUS, Secretary of State.

AN ACT making provision for issuing bonds to the amount of not to exceed fifty million dollars for the purpose of constructing and improving state and county highways, and providing for the construction and improvement of the same.

The People of the State of New York, represented in Senate and Assembly do enact as follows: Section 1. Bonds authorized. There shall be issued, in the manner and at the times hereinafter provided, bonds to the amount of not to exceed fifty million dollars, and the proceeds thereof shall be used for the purpose of constructing and improving the state and county highways, and providing for the construction and improvement of the same.

Section 2. The amount of not to exceed fifty million dollars for the purpose of constructing and improving state and county highways, and providing for the construction and improvement of the same, shall be paid for out of the proceeds of the sale of the bonds authorized by section one of this act.

Section 3. The amount of not to exceed fifty million dollars for the purpose of constructing and improving state and county highways, and providing for the construction and improvement of the same, shall be paid for out of the proceeds of the sale of the bonds authorized by section one of this act.

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Section 7. The amount of not to exceed fifty million dollars for the purpose of constructing and improving state and county highways, and providing for the construction and improvement of the same, shall be paid for out of the proceeds of the sale of the bonds authorized by section one of this act.

EXPLANATION—MATTER IN ITALICS IS NEW.

STATE OF NEW YORK, OFFICE OF THE SECRETARY OF STATE, Albany, July 22, 1912. Pursuant to the provisions of section one of article fourteen of the Constitution of the state of New York, and section two hundred and ninety-five of the Election Law, and of section nine of chapter three hundred and ninety-eight of the laws of nineteen hundred and twelve, of which the following is a copy, will be submitted to the people for the purpose of voting thereon at the next general election in this state to be held on the fifth day of November, nine teen hundred and twelve. EDWARD LAZARUS, Secretary of State.

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THE CANDLE BUOY

A Friend of the Mississippi Pilots in the Old Days.

QUEER LITTLE LIGHTSHIPS.

They were floated and anchored in the Channel of the River St. Louis. Night and showed the way to the Dawn Trips When Boatsmen

In the old steamboat days, in the Mississippi, before the government had undertaken the duty of marking the channel swings over from one bank to the other, the river pilots had their own means of marking the way through these difficult and dangerous places.

In the daytime it was not hard to do, and on moonlight nights the landmarks, which every pilot knew by heart, could be seen plainly enough to make the crossing possible. But there were many nights so dark or foggy that the shore marks were not visible; then the reefs had to be "candled."

Candleing was resorted to only in the down trip. Going up the river the pilot might "feel" of the reef with his net, and if he did not find the boat, after the first time he could back off and try again a little to see side of the river, wherever the soundings showed the deepest water to be.

In going down the river, however, that was impossible. The pilot had to find the channel the first time, for if the boat struck the current would drive her hard on the reef or else swing her broadside on the bar and in ten minutes landed her in the very midst of it with tons of drifting sand.

To guard against such a disaster when nearing the Eye, Best, Blough or Trempealeau bars—or any one of a dozen bars of equal difficulty—on a dark or hazy night the pilot stopped the boat at the head of the reef. With two men to row, a mate or watchman to steer, a "cub" pilot to manipulate the "candle buoy" and an older pilot to take soundings, the yawl was lowered and permitted to drop down the channel below the steamboat.

After the pilot had determined the best course by taking soundings the "cub" under his direction, anchored two, three or even four of the candle buoys, one after the other, in the center of the channel, and then the pilot let the yawl drop down below the reef, where it lay a little outside the channel. Then one of the men swung a lantern—a signal at which the pilot on watch came ahead, steering for the tiny lightships and running over them, one by one, until the reef was passed.

The candle buoy was made of a piece of two inch light pine plank, beveled for two feet in the "bow" in order to prevent its "diving" as the current pressed against it. A tin "scow" with three legs, three or four inches long, was tacked down to the plank. Half of a common candle was placed in each scow, and after being lighted an oiled paper chimney, with a base corresponding to that of the candlestick, was placed over the light to protect it from the wind. The outer ends of the tin "legs" of the scow were turned back over the base of the paper chimney to hold it in place, and the buoy was ready for launching.

A hole was bored about six inches from the end of the plank. Through the hole a small cord some ten or twelve feet in length was rove and knotted, and to this cord a lump of coal weighing perhaps ten pounds was tied. This served as an anchor to hold the buoy in its place in the center of the channel.

Such was the procedure fifty years ago or more. Since the government boats began patrolling the river and establishing permanent lights at all bad crossings it is seldom necessary for the pilots to go out in a sounding boat, although it is not an unheard of proceeding even now.

But the candle buoy is a thing of the past. Probably there are yards of present day pilots who never even heard of the queer little lightships that their pious predecessors were wont to launch amid the darkness and doubt of former years—Youth's Companion.

A Title as Long as a Preface. Many old pamphlets are distinguished by titles as long as prefaces. The author of one, published in 1648, evidently did not share in the modern editor's enthusiasm for short title headings, for this is the name under which his publication was ushered into the world "Scotlands publick Acknowledgement of Gods Just Judgment upon their Nation for their frequent Breach of Faith, Leagues, and Solemn Oathes made to their Neighboures of England in former ages, to gratifie their Treacherous Confederates of France."—London Globe.

Rome's Triumphant Crown. The triumphal crown of Rome was made of laurel leaves and was given to the general who achieved a great victory over an enemy. He entered the city not by a gate, but over a portion of the wall which was thrown down to afford a passage. As his funeral his laurel crown was placed in his bier and buried with his body.

Wife—John, if that bliscuit you're eating could talk, do you know what it would say? Husband—Please get on for me for not doing.—Town Topics

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Great thoughts reduced to practice become great acts.—Herbst.

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