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A limited number of in-door patients received.
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Prompt collections made in all parts of the State.

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Dealers in
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BOOTS & SHOES, FLOUR & FEED, &c., &c.
Hammon, New Jersey.

CHAS. E. ROBERTS
PLASTERER & BRICKLAYER.
Particular attention given to setting
Ranges, Boilers, Mantels, &c. All letters
sent to my address, or orders left at my residence
will be promptly answered.
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Hammon, New Jersey.

H. A. TREMPER,
TAILORING DONE,
AT THE NEW BRICK STORE.
Satisfaction Guaranteed. *Ans.* An assort-
ment of Tailor's Trimmings kept constantly on
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Hammon, New Jersey.

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DRUGS, MEDICINES, PAINTS & OILS.
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FRESH MEAT, ROOMS
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K. K. THOMAS,
PHOTOGRAPHER,
Over Packer's Saloon,
Hammon, New Jersey.

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ATTORNEY AT LAW & MASTER IN CHAN-
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My's Landing, New Jersey.

CHARLES M. KEAL,
ATTORNEY AT LAW & PROCTOR OF AD-
MIRALTY.
OFFICE, 144 SOUTH SIXTH STREET,
Second Story, Front Room,
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Special attention paid to all matters relating to
vessel property.

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WATCHES, JEWELRY, and SILVER WARE
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M. H. ROBINSON,
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GOOD PRESSES.



And with
New and Modern Styles of Type
And prepared for all kinds of
PLAIN & ORNAMENTAL PRINTING
including
Business Cards, Bill Heads, Cir-
culars, Programmes, Bills of
Fare, Wedding and Visiting
Cards, Checks, Receipts,
Mail Tickets, Labels,
Price Currents,
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Shipping Tags, Pamphlets, &c.
Careful Attention given to printing
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MEAT MARKET!
Constantly on hand the best quality of
FRESH BEEF, MUTTON, PORK
CORNED BEEF, VEGETABLES AND
PRODUCE,
in season. Prompt attention given to all orders.
BENJ. BOWLES.
Hammon, April 26, 1870.

Wonder of the World!!
WOMAN'S RIGHT WASHER,
THE BEST AND CHEAPEST
Good Agents Wanted.
SAMPLE WASHER FOR \$2.
LARGE COMMISSIONS.
Send for sample and descriptive circular
address
C. M. JONES,
Salem, Mo.

CONTINENTAL
LIFE
Insurance Company,
OF NEW YORK.



ANNUAL STATEMENT
No. of Policies issued in 1869, 8,778
Amount Insured in 1869, \$21,245,000
Whole No. of Policies issued by the Com-
pany up to April 30th, 25,000
OFFICES, CONTINENTAL BUILDING,
No. 34 & 36 NASSAU ST., Cor.
CEDAR, NEW YORK.

President,
T. S. LAWRENCE,
Vice President,
M. B. WYNKOOP,
Secretary,
P. ROGERS,
Acting Secretary,
S. C. CHANDLER, Jr.

DIRECTORS.
James B. Colgate, of Colgate, Bankers,
Chas. M. DePew, (late Secretary of State),
John Lawrence, President,
Edwin S. Foster, 159 Broadway,
B. Ward W. Bogert, of O. M. Bogert & Co. Bankers
M. B. Wynkoop, of Wynkoop and Hallenbeck,
Rev. Henry O. Fish, D. D., Newark, New Jersey
Luther W. Frost, New York.
Joseph T. Sawyer, Merchant, No. 45 Liberty St.
INCOME 1869.
Annual Premiums.....\$1,684,750.00
Interest.....17,732.00
Rents.....84,119.99
Accrued Interest.....15,551.00
\$1,949,152.99

DISBURSEMENTS.
Paid claims by death
as per list.....1164,350.00
Paid for dividends,
Returned Premiums,
Purchased Policies,
And Annuities.....151,494.97
Paid for Salaries, Tax-
es, Rent, Advertis-
ing, Stationery, &c.....169,702.67
Paid for Commissions,
Medical Fees &c.....195,039.09
\$680,456.73

ASSETS
Cash in Banks and in
Company's Office.....\$160,710.88
United States Bonds.....115,250.00
Bonds and Mortgages.....295,009.98
Premium Loans Ac-
crued.....1,174,055.66
(The actual value of
the Policies secur-
ing these Loans is
about \$2,250,000)
Loans on Stock.....74,175.41
Deferred Premiums
(Semi-Annual and
Quarterly).....807,905.31
Real Estate in New York.....294,750.00
Premiums at Agents,
and Office Premiums
in course of collection.....520,019.35
Accrued Interest and
Sundry Securities.....49,325.35
Total.....\$3,500,102.80

BRANCH OFFICE FOR SOUTHERN NEW
JERSEY, No. 67 MARKET ST., CAMDEN.
HENRY W. SCOTT,
Manager and Attorney.
L. H. ASHLEY,
Special Agt. for Atlantic Co.
14-15-17.

Milville Mutual Insurance Co.
At the third annual meeting of the Directors of
the Milville Mutual Insurance Company, held on
Saturday, May 15, 1870, the following state-
ment of the present condition of the company
was made:
There is now outstanding amount
insured.....\$1,537,329.00
Premium notes on hand.....355,654.10
Cash assets belonging to the com-
pany properly secured.....53,009.16
Real Estate.....2,000.00
The company has been doing business lib-
erally over three years and is in a very flourishing con-
dition, as the above statement will show.
We desire of the lowest rates, and call attention
to those who desire a cheap and reliable fire
insurance to this Co. The cost of which being
about 10 cents on a hundred dollars a year
for the best class of risks, and more handsome
on less profitable risks.
The Directors of the Company are:
Hon. William Moore, Mayor; John M.
Moore, Clayton; Jeremiah Smith, No. 7, Market
St., Philadelphia; Capt. John O. Weaver, Man-
chester; Michael Stratton, Millville; Isaac
H. Mulford; Parman L. Mulford, do.; John R.
Sharp, do.; Francis Moore, do.
NATHANIEL STRATTON, President.
BURNES L. MULFORD, Treasurer.
AGENTS.
J. ALFRED BODINE, Wilmington,
C. E. P. MAYHEW, May's Landing,
A. STEPHAN, Key Harbor City,
DR. DANIEL W. ALTHAM, Absecon,
THOMAS N. MORRIS, Moore's Point,
H. D. N. BLACKMAN, Fort Republic,
ALLEN T. LEWIS, Teaneck,
DR. LEWIS REED, Atlantic City,
ALFRED W. CLEMENT, Haddonfield.

Our Railroads.

According to Poor's Railway Manual, there were in full operation, in 1869, with-
in the United States, 47,254 miles of rail-
way, being an increase of 5,000 miles dur-
ing that year, or nearly twelve per cent. on
the aggregate of the previous year. At an
average cost of \$45,000 per mile, last year's
operations in railway building added to our
productive capital some \$225,000,000. It
is certain that foreign capital has been to
a great extent attracted to our American
roads within the last few years; but the
investment of this enormous sum in a single
year is still a wonder of this wonderful
age. Whence did the money come?
Somebody must have paid for the labor and
material. Even that portion furnished on
credit must have been paid for by the con-
tractor. With all the deductions, then,
which our cautious calculations may sug-
gest, we see in a single year an investment
in a single branch of our industrial and
commercial enterprise, equal to the entire
assessment of personal and real estate of
one of our first-class cities.

Our aggregate of 47,254 miles of road,
which has since risen above 50,000, is in
proportion of one mile of road to each
46.01 square miles of our territory. That
is, if our railway mileage were equally dis-
tributed, no point of our vast area would
be more than twenty-three miles from some
railway line. In the six New England
States there is a mile of road to each 15.12
square miles. In the Middle States, in-
cluding New York, New Jersey, Pennsyl-
vania, Delaware, Maryland, and West
Virginia with the District of Columbia,
the ratio is 1 to 12.85. In the Western
States, including the Territories of Wyom-
ing and Utah, crossed by the Union Pacific
road, the ratio is 1 to 41.72. In the
Southern States it is 1 to 66.57, and in the
Pacific States 1 to 340.50. The largest
ratio of road to area is presented by Mas-
sachusetts, being one mile to each 5.27
square miles; the smallest ratio is that of
Nevada, one to 1,587.29. All of the States
have finished lines of road, with the Terri-
tories of Colorado, Wyoming and Utah,
In New Mexico, Dakota, Idaho, Montana,
and Washington, railway lines on an ex-
tensive scale have been projected, and in
several cases are under construction. In
Arizona and Alaska there are no enter-
prises on foot. In the former the citizens
are now engaged in the extermination of
the gentle red man, while in the latter the
demand for railway enterprise has not yet
been sensibly felt.

The New England States have 4,301 miles
of completed road; the Middle States, 10,-
752; the Western States, 19,765; the
Southern States, 11,272; and the Pacific
States, 1,164. Pennsylvania has the largest
aggregate, 4,568, or 1 to each 9.39
square miles, being 500 miles more than
all New England. Illinois ranks next,
with 4,036 miles, or 1 to each 13.17 square
miles. Next stands New York with her
aggregate of 3,658 miles in the ratio of 1 to
12.89 square miles. Ohio then comes with
3,448 miles in the ratio of 1 to 11.59 square
miles. Indiana has 2,853 in the ratio of 1
to 11.45 square miles. Iowa boasts 2,095
miles, with a ratio of only 1 to 26.23 square
miles. When the whole country shall have
attained the ratio of Iowa, we will have
over 150,000 miles of road. The ratio of
Illinois will give us 300,000 miles; the
ratio of New Jersey nearly 500,000. In that
of Massachusetts nearly 800,000. And these
calculations we assume the official estimate
of our total area by the General Land Of-
fice at 5,000,000 square miles, which in-
cludes land and water services and the
maritime jurisdiction of one league from
shore.

In 1850, at the commencement of the
present half century, we had but 9,021
miles of road in operation, the product of
twenty years' construction. In the twenty
years just closed we have increased over
40,000 miles, or 2,000 miles per annum.
But our annual increase has risen to 5,000
miles per annum. From the present indi-
cations the aggregate of 1870 will not fall
short of that of 1860. We can hardly ex-
pect, however, to maintain this rate unless
there is every reason to believe that it will be less
than the average of the next thirty years.

By the close of this century, then, we may
expect to have added 150,000 to our rail-
road mileage, making the aggregate 200,-
000 miles. The average to area now sub-
sisting in Maryland and the District of
Columbia will secure this aggregate, and
leave some to spare. That we will have
attained this aggregate by 1900 there is
scarcely any reasonable doubt.

The total actual cost of construction and
equipment of our American roads is about
equal to our present national debt, or con-
siderably over two billions of dollars. The
average cost per mile is stated at nearly
\$45,000. While our roads are less elabo-
rate in construction than those of Europe,
it is evident that, in spite of the higher
price of labor in this country, we have been
able to obtain a larger measure of efficient
railway accommodations for the same out-
lay of capital and labor. The most costly
railway system in the world is that of the
British Islands, their 14,247 miles costing
\$2,511,314,435, or \$176,209 per mile. The
elaborate construction of these roads gives
them great advantage in the expense of
maintenance and repairs. Their net profits
amount to fifty per cent. of the gross earn-
ings, whereas our roads scarcely reach thirty
per cent.; but the annual dividends of
our roads average a higher per cent. than

the English roads. To attract foreign cap-
ital from home investments it is necessary
to offer inducements of this character.

The business of our roads is rapidly in-
creasing. It is to be hoped that in the
next edition of "Poor's Manual" its com-
pilers will add to the obligations they have
already imposed upon the public by their
very satisfactory statements by giving more
exact tabular figures upon this point. The
passenger traffic will average at least 2,000
passengers per mile, or over 100,000,000.
This traffic is rapidly increasing, but by no
means so rapidly as the freight traffic. In
1869 the tonnage transported over our
roads averaged 2,500 tons per mile, and
amounted to 117,500,000 tons. Deducting
25,000,000 for duplicated returns, and we
have at least 92,000,000 tons of separate
materials transported. Deducting from
this amount 20,000,000 tons for coal, ores,
and other low-priced freights, and the re-
mainder, 72,000,000 tons, may be easily
estimated at \$150 per ton. This would
give an aggregate of \$10,800,000,000 as
the value of the higher-priced freight.
The total value of the freight transported
cannot be far short of \$12,000,000,000, or
between four and five times the sum total
of our national indebtedness. The gross
earnings of our roads are set down at \$400,-
000,000 per annum, of which \$120,000,000
are assigned to the passenger traffic and
\$280,000,000 to the freight traffic. This
preponderance of freight receipts, which is
annually increasing, is a very encouraging
sign, indicating that our railways are an-
swering their great purpose of developing
our resources in a greater measure each
year.

Our enormous sweep of advance in this
method of intercommunication is seen in
comparing the present figures with those
of 1851, which we have at hand. At the
close of that year we had 10,982 miles, one-
fifth of our present aggregate, transporting
but 5,500,000 tons per annum. That is, in
nineteen years, with less than double the
population, we require more than twenty
times the amount of railway transportation.
At the same rate (our population doubling
in less than twenty-five years), we will
have an aggregate of railway transport of
2,000,000,000 tons, with an annual value
of \$300,000,000,000, ten times the present
value of our entire personal and real estate.
But we fear to press these calculations to
many legitimate results, lest our readers
should think that we are romancing.

[OFFICIAL BUSINESS.]

Office of "JOSEPH BILLINGS"
FARMERS' ALMANAC FOR 1871.

My Dear Editor: Sum men are born
grate, sum git grate after they are born,
sum have gratesness above upon them, and
sum aint troubled with neither.

But (mi dear phello) the objekt in writ-
ing this ejotial is not this, but to inform
you that i let lose about the middle of
October, 1870, "JOSEPH BILLINGS' FAR-
MERS' ALMANAC FOR 1871."

No family who keeps a two horse carriage,
should be without this Almanac.

As anebunt Knower, phull of phaitl,
let slip the pure and innocent dew from his
Ark, so doth i let slip this Almanac, and
hope it will come back. All good house-
wives' will find in this "Almanac" how to
train up their husbands in the way they
should go, and they wont depart from it,
and also how to make a lively slap jax.

To the weary wanderer this Almanac
will be a guide board, showing the nearest
cut to the next town, and to the sorry, a
soda fountain or gimnastic delight.

This Almanac gives the biography, etim-
ology, syntax, and prosody of bugs,
beasts, and little odd fishes, and tells us,
with the fondness of a step-parent, the
right time to trade up a dog.

In konklushun; it gives me grate plex-
ure tow remark,
That kussid are lobsters and milk for
supper, for they have no bowells or mercy,
nor mercy for bowells.

With grate flexibility of karacter, I am
your lumbar friend,
JOSEPH BILLINGS,
Almanac.

THE MOND. WIDOW.—He begins to
think of No. 2 before the weed on his hat
loses its first gloss. May be seen assisting
young girls to get a seat in church or or-
dering carts off dry crossings, for pretty
folk that are waiting to pass over. Is con-
vinced he was never made to live alone.
His children must be looked after, or, if
he hasn't any he would like to be looked
after himself. Draws a deep sigh every
time a dress rattles past him with a female
in it. Is very particular about the polish
of his boots or the fit of his gloves; thinks
he looks very interesting in black. Don't
walk out in public much with his children;
when he does, takes the youngest! Re-
vives his old taste for moonlight and poetry;
pities single men with all his heart;
wonders how they contrive to exist? Re-
proves little John for saying "Pa!" so
loud (when he woots him in the street).
Sets his face against the practice of women
going home "all alone and unprotected" from
evening meetings. Tells the widows his
heart aches for 'em. Wonders which of
all the dancels he sees he shall make up
his mind to marry. Is sorry he shall be ob-
liged to disappoint them all but one! Has
long since preferred orange blossoms to the
cypress wreath. Starts some fine day and
retrieves his house from garnet to collar;
hangs his wife's portrait in the attic
(shrouded in old blankets), and marries
the playmate of his oldest daughter.

"Sticking To It."

Two successful men of business were
speaking of some young men of their ac-
quaintance—of their capacities and pros-
pects. "Young Martin has a fine open-
ing before him, and has made a fair start,"
said one.
"He won't stick to it," said the other.
"He don't lack shrewdness, but he lacks
perseverance."

Many young men of adequate intelligence
and energy fail for want of power to "stick
to it."

A reputation for energy and persever-
ance is the best kind of capital. He who
has his reputation will never be out of em-
ployment. There is in every department
of effort always room for such men.

How shall this reputation be acquired?
The best and only safe way of gaining a
reputation for possessing a trait of charac-
ter is to possess that trait of character. If
you would have the reputation of being an
honest man, be an honest man. If you
would have the reputation for perseverance
be persevering. Give your whole attention
to getting the thing—to the reality, and let
the reputation take care of itself.

What you need to do is to form the habit
of perseverance. This, like all other hab-
its, requires time and effort for its forma-
tion. To form the habit of fixing the at-
tention requires time and effort. To form
the habit of seeing truth clearly and its
natural consequences, requires time and ef-
fort. To form the habit of expressing
thought with clearness, force and beauty,
requires time and effort. Education con-
sists in the formation of habits. Among
the habits to be formed, that of persev-
erance is one of the most important. And
yet, its formation is often left to accident.
It should receive definite attention through-
out the educational course; that is through-
out life.

Be careful as to the plans you form.
Many form plans which they never expect
to execute. This is more than a waste of
time. It is positively injurious to the char-
acter. For no plans but such as you intend
to execute. Having formed a plan, enter
upon its execution and persevere until the
end.

Some make a distinction between impor-
tant and unimportant plans. The former
are adopted without much consideration,
and are executed if convenient. If obsta-
cles arise, or interest decreases, they are
abandoned because unimportant. It is true
some plans are more important than oth-
ers; but there are no plans unimportant so
far as the formation of habit is concerned.
Habit of persevering, of finishing, can be
formed only by persevering. The habit of
not finishing can be formed with reference
to unimportant as well as important mat-
ters.

Every undertaking should be finished,
unless it is found to be wrong, or utterly
impracticable. You may be sorry that you
entered upon it—nevertheless finish it for
the sake of the habit. If you resolve to
read a certain book, and find it less inter-
esting than you expected, keep your resolu-
tion. If you resolve to visit a certain
place, and when the time comes, feel indis-
posed to do so, rouse yourself and go. Do
not say, "I am not obliged to go; it is of
no consequence whether I go or not." That
may be true, but it is of consequence that
you form the habit of keeping your resolu-
tions, of doing whatever you undertake to
do.

There are some whose character is such
that when they enter upon an undertaking,
they take it for granted that it will be ac-
complished. Their entrance upon a plan
is a pledge for its execution. The reader
should belong to that class.—*Joseph Al-
den, D. D.*

GRAVE HUMOR.—Some time ago, as a
gentleman was quietly passing along one of
the streets of Boston, his attention was at-
tracted by a woman just opposite, who ap-
peared to be in great distress. He stopped
and inquired what troubled her so much.
She replied in a piteous tone, "My hus-
band is dead, and I have no money to bury
him." The gentleman hesitated, but she
repeated her story. "If you don't believe
me, come and see." He followed her into
the house, and there, sure enough, her
husband was lying in the coffin ready for
burial. The gentleman, pitying her dis-
tress, removed his gloves, and gave her
money sufficient to bury her husband, bade
her good morning and departed. He had
gone but a few steps when he missed his
gloves, and on returning for them, entered
without ceremony, and the supposed dead
man quietly sitting up in his coffin, count-
ing the money he had given the woman a
few moments before. He took his gloves
and remarked to the man that he need not
trouble himself to count the money, as it
was right, and he departed a wiser man.

COMPOSITION.—We give herewith a
boy's composition, about "The Horse;"
but indeed it is very "scattering," and we
believe the boys and girls who read the
REPUBLICAN can so concentrate their ideas
as to do much better than this. We give
this boy's effort, merely to show our young
readers how not to do it. He says:—"The
horse is the most useful animal in the
world. So is the Cow. I once had a thin
red cow and two was drakes and a Skunk
killed one. He melted Orful. I knew a
boy which had 7 chickens but his father
would not let him rob them, and so he
got mad and so he boarded a Hole in his
mother's Wash tub. Our saviour rode on a
Ass. I wish I had a horse. A horse weighs
1000 pounds."

Slate Pencils.

Twenty years ago, all the slate pencils
used were manufactured in Germany. She
then supplied America with this commodi-
ty. In 1850 there was a young man living
in Rutland, Vt., eighteen years of age,
who fortunately discovered a supply of
stone, for making a good article of slate
pencil. He began by whittling out the
pencils and selling them to school children.
Being a better article than those for sale
at the stores, he found a ready sale for all
he could whittle out. He argued that if
they would sell thus readily at home, they
would sell readily everywhere. He became
possessed with the idea that there was a
fortune in the business, and his dream has
been realized. This quarry of slate pencil
stone was situated in a large ravine, four
miles north of Castleton, Vt., near Bom-
sen lake. The land on which it was sit-
uated was for sale at \$1.00. He purchased
it and began operations by sawing out the
pencils, and whittling them round. The
business of making them grew immensely
on his hands, so that it was impossible to
keep a clean order-book. Machinery was
invented to facilitate the process, which
has reached something like perfection, and
enormously increases the production of
pencils. At present the quarry and mills
are owned by a joint-stock company. They
are valued at \$300,000. From 50,000 to
100,000 pencils are turned out daily, and
upward of one hundred hands are employed
in the quarry and in the mill. After the
stone is quarried it passes through four
processes before it is made into pencils. It
is sawed into rectangular blocks five inches
by seven, and split by hand into slabs of
the same length and breadth, which are
carefully assorted. These slabs pass through
a machine which shaves them all to the
uniform thickness of a quarter of an inch,
when they are ready for the final process.
The machinery for reducing these slabs to
pencils consists of iron plates fitted to re-
ceive them, fastened to an endless chain,
which passes over rollers at either end.

A Jewish Sabbath.

Let us accompany a good orthodox Jew-
ish family through their calm and cheerful
Sabbath, and see how they enjoy it. I se-
lect an orthodox family, instead of a "Re-
formed," merely because the orthodox Jew
is a historical person; as he keeps his
Sabbaths, his fathers have kept it for many
centuries.

The Jewish Sabbath begins on Friday
evening half an hour before sunset, and
ends on Saturday evening half an hour after
sunset or when a star is visible in the sky.
On Friday, the day of preparation, the
women and girls of the family are busy in
providing for the morrow she best food of
the week; for whatever is eaten or drank
during the joyous sacred hours must be the
very best the family can afford. Poor
Jews will pinch all the week, in order that
their wives and children may have some-
thing delicious to eat on the Sabbath. But
that savory food must be cooked or pre-
pared for cooking before the Sabbath begins;
for our Israelitish brethren observe with
strictness the law which gives rest on
the Day of Rest to their servants. They
shame us in this particular. They will
not even use their horses on their Sunday.
On a Sunday, about twelve, M., you may
see in front of Dr. Adams' fashionable
Presbyterian church in Madison Square,
New York, around Dr. Tyn's fashionable
Episcopal church in St. George's Square of
the same city, from twenty to forty well-
appointed equipages waiting for the last
hymn to be finished; but you will never
see a vehicle before the superb Temple Im-
manuel, a Jewish synagogue in the Fifth
Avenue, although there are many families
within who could ride home, if they would
in their own carriages.

I do not say that the Christians are
wrong or the Jews right in this. It is no
one's business but their own. But if we
borrow the Hebrew word "Sabbath,"
and adopt, verbally, their Sabbath law,
our practice perhaps ought to conform in
some degree to our profession. It proba-
bly does not soverely tax those coachmen
and footmen to show off their gay turnouts
and brilliant liveries on a fine Sunday
morning in the Fifth Avenue. But for the
heavy-laden drudges of the boarding-house
Gleichen, and the maid-of-all work in aver-
age families, I could wish we were Jews
from Saturday night till Monday morning.
It is a dastardly shame to compel or per-
mit women, who have faithfully toiled for
us from Monday's tub to Saturday's scrub,
to work hard all through the best hours of
Sunday merely that we may gorge ourselves
with dainty food. The Jews avoid this
barbarous meanness. Their servants rest
on their Sabbath.—*James Burton.*

A CALIFORNIA DOSE.—The wife of a
California farmer being sick, her physician
ordered some powder largely composed of
opium, and directed her husband to admin-
ister the weight of a quarter of an eagle at
a dose. In the morning, when the doctor
returned the patient was dead, and evidently
of poison.

"Unhappy man," said the doctor,
"where is the powder I gave you?"
"I gave it to her. Her is the empty
box."
"You forgot my prescription, then."
"No, Doctor. I put the two dollars and
a half in one scale and the powder in the
other."
"Was it in gold?"
"No; I did not have the gold, so I made
the amount in silver."

The Sorrows of Childhood.

Rev. T. DeWitt Talmadge thus graph-
ically touches up the sorrows of childhood.
I deny the universal proposition that
childhood is the happiest part of life. What
with breaking your best top, and have the
boy next to you stick pins into you—under
the most favorable circumstances, it is the
least comfortable portion of human exis-
tence. The longer we live, the happier we
become, if we are serving Christ. We do
not understand the sorrows and perplexi-
ties of childhood—those days of bad colds
without the alleviation of pocket handker-
chief; the days of examination when the
unhappy youth, perhaps, in awful presence
is told to "Parse the first page of 'Young's
Night Thoughts,'" and when prepositional,
adjectival, verbal, articles and conjunctions
get into a grand riot, worse than Fourth
ward election day.

Well do I remember the unhappy scene
of my childhood's educational experience.
It was called Herod's school house, partly
because a man of that name lived near, and
partly because it was the "Massacre of In-
nocents." We went to school there from
eight in the morning to five in the after-
noon, and a boy got the worst of his money.
There was none of your nonsense of black-
boards, globes, and philosophical trifling.
There were the wooden desks around the
wall, and seats with no backs to them, and
there we sat all day with our faces to the
wall; and along about four o'clock of a
summer's afternoon would begin to forget
our educational advantages, and get drowsy;
and then the teacher would come around
very slyly and with a big stick bring us in-
stantly back to an appreciation of our edu-
cational advantages. And when we learned
our A B C's, we learned them! I re-
member the whole process.

"What letter is that?"
"I do-a-n't know." (Cuff.)
"What letter is that?" (Higher key.)
"I do-a-n't know." (Cuff, cuff.) (Ter-
rible apoplexy.)

I remember all about it. It was a most
serious thing under the brief circumstances.
And one day, too, a most awful circum-
stance occurred; word came to the teacher
that Joe Smith had

