

A GIRL WITH PLUCK.

She Used it to Nip a Flirtation in the Bud.

A young society girl from New York, visiting a St. Louis belle, boarded the car at Barr's one forenoon recently. It was a warm day and she had her gloves off. In her hand she held a package which looked as if it might contain several new pairs.

There were not more than a dozen people in the car, and when she was comfortably seated she began to put her gloves on. When they were both on she took out of her pocketbook a dainty silver buttonhook and began to button the one on her left hand. In doing this the button slipped from her grasp and fell to the floor.

A chappie-looking fellow scurried up from behind, picked up the button hook and smilingly offered to button the young lady's glove. For an instant she acted as the average girl would have done—looked resentfully; then her salt-air genius came back to her. She held out her hand with a kindly smile in compliance with his request.

She sat perfectly quiet as he took twice as long as the operation should have lasted, and when he was through with one, she calmly held out the other hand. He didn't expect this, but it was just what he wanted, and, smiling more inanely than ever, he seized her other hand and buttoned the glove.

Taking the buttonhook from his hand she deposited it in her pocketbook, and took from it a quarter and a nickel.

"For my fare and for yourself," she said.

Chappie's nerve left him. He made a motion of protest.

"Please do take it. I always reward the conductor who offers me assistance."

Just then the real guardian of the car rang the bell for some one to alight. The girl glanced around swiftly, turned to the crestfallen chappie, and said, loud enough for everybody in the car to hear:

"I beg your pardon; I thought you were the conductor."

At the next corner Chappie-boy got off.—St. Louis Republic.

HIS PAPER WAS SOILED.

But a Kind-Hearted Woman Bought it and Ruined Her Gloves.

"Won't you buy my paper, please?"

Perhaps it was the tremor in the baby voice that arrested the woman's attention. She paused and glanced down at the odd little figure almost lost in a faded gray ulster several sizes too large for it.

"Please buy my paper." The child held out a copy that constituted his stock in trade.

"But it is all muddy," said the woman. "I could not buy a muddy paper, you know."

He tried to wipe off some of the black grime on his dirty sleeve.

"Tain't so awful muddy," he urged, doubtfully lifting his big eyes full of the pathos of unchildish childhood.

"Do come on, Madge," cried her companion, impatiently, but she still bent over the boy. She was, it was plain, one of those women in whom the mother instinct is so strong that it instantly perceives the angel in every infant that chances her way.

"How did it get so soiled?" she asked, kindly.

"I picked it up in the street," replied the child.

"Then it is not yours and you have no right to sell it," said the woman's companion, severely. "Come, Madge, you will catch your death standing in this wind."

"Tis mine," replied the little fellow, resentfully. "The wind blew it into the mud and Jim told me I should have it. But—" his voice faltered and he looked mournfully at the muddy street, "I can't sell it. Nobody buys my paper." The big tears welled up, then plowed uneven furrows down the grimy cheeks. The woman took something from her pocketbook and slipped it into the dirty hand.

"I will take it," she said, "I don't mind if it is a little soiled." She crumpled the paper in her hand and hurried after her companion and the latter was overheard to remark in tones of disgust:

"There, you've ruined a new pair of gloves with that thing—do throw it away."—Chicago Times-Herald.

Hairs on the Human Head.

A German physiologist, who devoted himself with great patience to the counting of the hairs on different heads, to ascertain the average number on a human head, found that, taking four heads of hair of equal weight, the number of hairs, according to color, was as follows: Red, 90,000; black, 103,000; brown, 109,000; fair, 140,000.

A Long Fast.

Matthias Sether died near Decatur, Ind., after fasting for eight months. He had selected his burial place, and designated his tombstone. He left word that photographs of him were to be taken after death and distributed among friends, and this was done.

L'ABEILLE DE LA NOUVELLE-ORLEANS

Est très répandue en Louisiane et dans tous les Etats du Sud. Sa publicité offre donc au commerce des avantages exceptionnels. Prix de l'abonnement, pour l'année: Edition quotidienne, \$12 00; Edition hebdomadaire, \$3 00; Edition du Dimanche, \$2 00.

IS STEEL OUT OF DATE?

Paper Rails Being Successfully Used on Continental Lines.

The successful introduction of railroad rails made entirely of paper material in Germany and Russia has encouraged American manufacturers to experiment. The foreign mode of making the rail consists in the employment of molds and powerful pressing machines, the former for shaping the rail and the latter for consolidating purposes. Paper car wheels have been in use for many years, and have given satisfaction. It is not assuming too much to anticipate satisfactory results with paper rails.

The iron or steel rails now in use are by no means free from defects. The metal is always more or less affected by the condition of the atmosphere, and accidents are frequently traced to the warping, contraction or expansion of rails.

Again, there are flaws and similar imperfections in rails of the metallic order, and these often give trouble. The heavy locomotives and other rolling stock of these days require extraordinarily large and heavy rails, consequently the rails cannot be made very long, as the weight would be too much. The paper rails are less than one-half lighter for the same length and size, so that, as far as the weight question is concerned, the length of the latter can be twice that of the iron or steel rail. This obviates the use of just so many joints, dispenses with so many bolts and connections, and relieves the wheels of the car from just so many shocks.

The process of manufacturing the rails is not difficult when once the necessary compressive apparatus is available, as the solidifying operation is probably the main part of the whole work.

The composition of the rails includes several varieties of the paper pulp stock. Wood pulp has not been tried with any marked success as yet, but ordinary pulp from rags, rope stock, etc., answers the purpose. The processes of grinding, cooking, digesting and working the rags into a pulpy condition are accomplished in regular order, care being taken to have stock uniform in preparation, and the fibers as well preserved as possible. When in pulpy condition the ingredients for stiffening the rail and rendering it tough and efficient, so as to stand excessive wear and friction from the wheels, and for imparting elasticity, smoothness and other needed requirements, are applied. So varied have these been that no definite proportions of any of the substances are procurable.

Quantities of borax, paraffine wax, tanners' grease, waterproof fish glue, resin and fine cement are employed in necessary proportions, and are added to the pulp while it is yet warm. Mixing follows, and the ingredients are thoroughly combined with the fiber. A quantity of shellac and wood alcohol is next put into the mixture, and the mass is subjected to another stirring and then permitted to settle.

The paper rails are strong, durable, can be bent for curves like other rails, and possess the advantage of lightness and increased length, besides being easier for the wheels and cars, and having other points of superiority. Their cost is said to be 30 per cent. less than that of steel. They are adaptable for both paper and iron car wheels.—Paper Trade Journal.

The Newspaper Extra.

Doubtless few know that the New York Journal of Commerce originated what is popularly known as a newspaper extra. When this occurred times were troublesome in Europe, and the great revolution of 1830 was approaching. Naturally America was anxious for early news, and all the newspapers of New York equipped small boats that cruised about the harbor, waylaying the large packet vessels arriving from abroad to get the tidings. The Journal of Commerce conceived the plan of sending out a small schooner to intercept the packets two or three days ahead of their arrival. The originators of the plan were laughed at, and told that it would in the end ruin them. Results proved otherwise, however, and when the semaphoric telegraph announced the schooner in the offing, and later, coming up the bay, the crowd would gather around the office of the paper. They had to wait until the extra evening edition was ready, and then one of the partners would sometimes read the news aloud to hundreds of citizens, while thousands of copies were sold. This schooner was the first American news boat of any size.—Boston Budget.

The History of Tacitus.

The entire history of Tacitus, as we have the work, was regaled from a single copy found in the fifteenth century in a monastery of Westphalia. That we should owe the work of this author to one copy is a remarkable circumstance, for Emperor Tacitus, who claimed to be a descendant of the historian, had copies of the history placed in every library of the empire, and each year had ten copies transcribed for presentation to scholars.

All, it seems, perished save the Westphalian copy.

NEW MAGAZINE GUN.

Private Harle Said to Have a Valuable Contrivance.

William Harle, a private of company H, Fourteenth infantry, is the inventor of a magazine gun, which is believed by army officers and others familiar with the mechanism of firearms to possess several valuable points of advantage over any ordinary gun now in use. Private Harle's new gun is so arranged that two magazines may be attached instead of one, and may be made to contain from one to 100 cartridges, the capacity of the magazine being limited only by the size of the gun and the caliber of projectile used. The magazine is placed alongside of the chamber, and may be extended back to the butt of the gun stock, or made to run parallel with the barrel into the stock. The cartridges are placed in a single perpendicular layer in the magazine or magazines, the bullets pointing downward, and are pressed into firing position by a presslock, which also ejects the spent shell by a simple movement. It is believed the gun will be found superior to any now in use for simplicity of construction and for rapid firing. Harle's gun is a smooth bore, and will carry a grooved or self-revolving bullet, of which he is also the inventor. He claims his self-revolving bullet is so constructed that when fired from his smooth-bore gun it will give a rotary motion by contact with the air of much greater velocity than that given to a bullet fired from a rifled barrel. He also says that his smooth-bore gun will offer less resistance to the bullet than the rifled barrel, and, therefore, that his gun will have an advantage in carrying power over the latest improved rifle.

Another important advantage which Private Harle claims for his magazine is that it is absolutely impossible for cartridges to be exploded while in the magazine, no matter how great the shock may be given to the gun containing them. He has invented two breech locks, differing in principle and action, either of which may be used in connection with his new gun, one being arranged to work by use of a lever similar to that of the Winchester rifle, and the other by a sort of handle placed underneath the muzzle. The inventor claims both to be different in mechanism from any now in use, and that they will be much quicker and safer in action.

Private Harle is quite a young man, and a German by birth. He has been working upon his marvelous invention for more than a year. He makes all of his own models and drawings and is quite ingenious. Patents have been applied for on all of his inventions.

He is in receipt of flattering letters about his new gun, and has also received several very favorable offers for the right to manufacture and sell the gun. One invention upon which he spent considerable study and pains was a magazine pistol, but after getting the thing about completed he discovered he was unconsciously infringing upon other patents, and his work in that direction stopped.—Detroit Free Press.

THE LONGEST BRIDGE.

One Recently Opened for Railroad Traffic Which Beats the Record.

The longest railroad bridge in Europe, and, in fact, of the world, was recently opened to traffic with great ceremony.

The new railroad bridge over the Danube river at Czernavoda is one of the most important technical achievements of recent date. For more than nine miles this bridge crosses the Danube proper and the so-called territory of inundation, which is annually under water for a certain period of time.

The largest spans are over the main current of the river, there being one of 620 feet and four of 455 feet each. The total length of the bridge proper, without approaches, is 13,325 feet, while the other largest railroad bridges in the world measure as follows: Tay bridge, Scotland, 10,725 feet; Mississippi bridge, 10,600 feet, and the Forth bridge, Scotland, 7,800 feet.

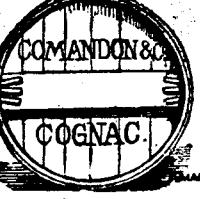
The clear height of the bridge over the main channel is so calculated that even at high water the largest vessels sailing on the Danube may pass under it.—Philadelphia Press.

Manhattan Art.

The old Dutch inhabitants of Manhattan cared little for art. It was not until the influence of the English began to predominate that anything like a beginning was made in this direction. The arrival of Gilbert Stuart from Europe and his settlement in New York in 1793 instituted an epoch in the progress of the fine arts. Many of his portraits painted during his short residence in the city are of special value. Agitation began in 1796 for some kind of an organization to promote interest and progress in painting and sculpture, and five years later the New York academy of fine arts was organized.

Old Men in Business.

Medical men agree on this statement: The man who works away, in spite of age, will live longer, and enjoy better health, than the man who retires.—Atchison Globe.



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