

## ON OUR BOOK TABLE.

### NEW PUBLICATIONS.

The following new books have been received during the past week by S. C. Griggs & Co., Chicago. They will be sent by mail, post paid, on receipt of price.

GREATER BRITAIN: A Record of travel in English-Speaking Countries. By C. W. Dilke. Illustrated. . . . .	\$1 00
ANOTHER EDITION OF THE SAME. . . . .	3 00
ALICE TRACY; Or, Paint, yet Pursuing: A Sketch from Real Life. By Mrs. S. Currier. . . . .	1 25
SEEDS AND SHRUBS: or, Words of Scripture, their History and Fruits. By A. C. Thompson, D. D. . . . .	1 75
ANALYSIS OF CIVIL GOVERNMENT. By Calvin Townsend. . . . .	1 50
CLEVER DOGS, HORSES AND DONKEYS; with Anecdotes of other Animals. . . . .	2 50
LETTERS ON THE DIVINE TRINITY. Addressed to Henry Ward Beecher. . . . .	1 25
THE HISTORY OF THE ROBINS; with twenty-four Illustrations. By H. Wier. . . . .	3 50
ECCENTRICITIES OF THE ANIMAL CREATION. By John Timbs. . . . .	2 50
PAINTING IN WATER COLOURS, from the Living Model. By Mrs. E. Murray. . . . .	50
ISRAEL, WITH NOTES, Critical, Explanatory, and Practical. By Henry Cowles, D. D. . . . .	2 50
MONTALBAN: A Novel. . . . .	1 75
WATCHWORDS for the Warfare of Life. . . . .	1 25
A BOOK ABOUT DOMESTIC ANIMALS. By R. M. R. By Arthur Helps. . . . .	2 00
AFTER THE STORM. By T. S. Arthur. . . . .	1 25
DOWN THE RIVER. By Oliver Optic. . . . .	1 25

### Reviews.

TWENTY SECOND ANNUAL REPORT OF THE Ohio Board of Agriculture, with an Abstract of the Proceedings of the County Agricultural Societies, to the General Assembly of Ohio, for the year 1867.

Secretary Kilpatrick has given in this volume a large amount of statistical information in relation to nearly every department of agriculture in Ohio. In addition to the subjects enumerated above, the volume contains several very valuable addresses and essays on topics pertaining to improved agriculture. Among these we may mention the following articles of interest: Agriculture the basis of Civilization, by John J. Kilpatrick; Hints on the Breeding and Care of Cattle, by William McCombie; Essay on Entomology, by Dr. J. A. Warder; Application of the Theory of Nutrition to Practical Use on the Farm, by William Seller; Meat, Milk and Butter, by Charles A. Cameron. The Prize Essay of Thomas C. Jones, on Agriculture in Delaware County, is a production which in many respects may be regarded as a model for the initiation of writers who are seeking to give sound, practical information for the benefit of others. On the whole the volume compares most favorably, not only with the former reports issued by this State, but with those published by other states and societies.

THE CHEMICAL NEWS.—A Journal of Practical Chemistry in all its applications to Pharmacy, Arts and Manufactures. Edited by William Crookes, F. R. S., with an American Supplement containing Notices of the current progress of Chemistry and the Physical Sciences in America, by Prof. Charles A. Seely. Published monthly, by W. A. Townsend & Adams, 434 Broome street, N. Y. Terms, \$5.00 per year; 45 cents per number.

The scientific men of this country are under heavy obligations to these publishers for furnishing at a comparatively cheap price, this reprint of the London Chemical News, which may justly be regarded as the most valuable serial publication on Chemistry and its allied sciences ever issued from the press. Still the American reader has looked in vain in this magazine for accounts of recent discoveries in science, which have been made in this country. As a means of supplying this want, as well as for giving information in relation to patents that pertain to practical chemistry, and the state of the market for chemicals and drugs, the publishers have recently added an American supplement and placed it under the charge of one of our most prominent scientific men. In its present form the Chemical News is deserving of the extensive patronage, not only of those who are interested in chemical pursuits, but of druggists, and manufacturers generally.

WORDS OF HOPE. Boston: Lee & Shepard. Chicago: W. B. Keen & Co. This is a sort of companion book to "Golden Truths" which was received with considerable favor. It comprises selections of prose and poetry "for those who have recently been called to stand by the graves of their loved ones." The compiler is C. A. Moore, and he has drawn his "Words of Hope" from such writers as the Rev. J. A. Mackenzie, H. B. Stowe, J. G. Whittier, Swain, Rev. Charles Kingsley, Rev. F. W. Robertson, Rev. J. Kennedy and other well known religious and secular writers. The book is substantially gotten up.

AMATEUR THEATRICALS, and Fairy Dramas. A collection of Original Plays, Expressly Designed for Drawing Room Performance. By Miss S. A. Frost, author of "The Parlor Stage," etc., etc. New York: D. Appleton & Co., 90, 92, and 94 Grand street, N. Y. 1868. For sale by S. C. Griggs & Co., Chicago. Price 50 cents.

Whatever objection may be raised against the associations connected with the public theatre, there are very few persons who look with disfavor upon the performance of theatricals at home. It is the object of this little work to furnish dramas that may be acted at home, and involving only a slight expense for costumes and scenery. And from a careful perusal, we consider them well adapted for the purpose.

THE GORDIAN KNOT: A Story of Good and Evil. By Shirley Brooks, author of "Sooner or Later," "The Silver Cord," etc. New York: Harper & Brothers, Publishers, Franklin Square, 1868. For sale by S. C. Griggs & Co., Chicago. Price 50 cents.

This story, which originally appeared in numbers in England, is now for the first time published in book form in this country. To those of our readers who are acquainted with the earlier writings of Shirley Brooks, we need say nothing in favor of their style, nor of the dramatic effect with which his novels are constructed.

THE WAVERLEY NOVELS. By Sir Walter Scott, Bart. Waverley, Guy Mannering, Kenilworth, Ivanhoe. Illustrated with steel and wood engravings. New York: D. Appleton & Co., 90, 92, and 94 Grand street, N. Y. 1868. For sale by S. C. Griggs & Co., Chicago. Price \$1.75.

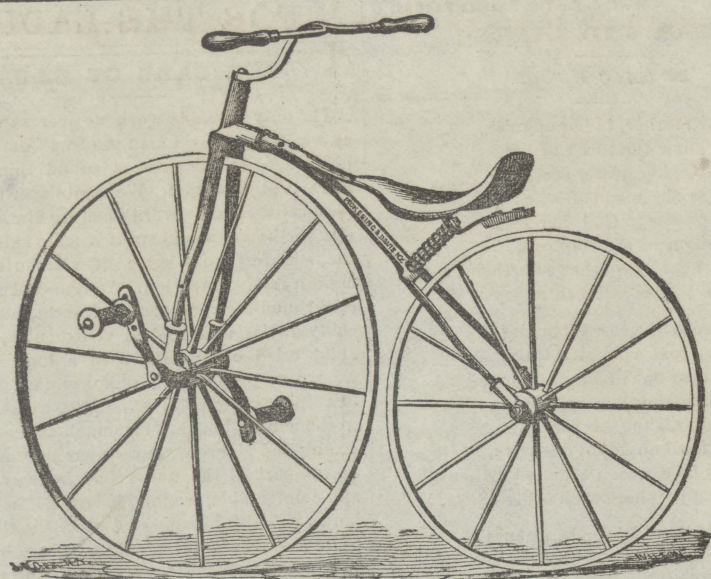
Nothing need be said of the author of the Waverley Novels, nor of the particular productions of his pen, enumerated above. The volume embraces four of the greatest works of the greatest novelist. The mechanical execution is excellent, including the illustrations and binding, and the wonder is, how publishers can produce so fine a volume for such a low price.

THE RIGHTFUL HEIR. A Drama in Five Acts. By the Author of "Richelieu," "The Lady of Lyons," etc. As First Performed at the Lyceum Theatre, October 3d, 1868. New York: Harper & Brothers, 1868. For sale by S. C. Griggs & Co., Chicago. Price 15 cents.

The great reputation which the author of "Richelieu" and the "Lady of Lyons," enjoys as a dramatist will in no wise be lessened by the publication of this drama.

HITCHCOCK & WALDEN, Cincinnati. Golden Hours, A Magazine for Boys and Girls—the January number.

TOMLINSON BROS., Chicago, Loving Jesus Early, A True Life.



THE VELOCIPEDE.

Many years ago the attempt was made to construct carriages for carrying passengers, which were to be propelled by the persons riding on them. Way back in the times of Louis XVI. and the ill-fated Marie Antoinette, an ingenious Frenchman, who had performed some wonderful feats in navigating the air, constructed a machine which was exhibited in motion to the members of the French Academy in Paris, and to a large concourse of ordinary spectators. This vehicle was surmounted by a figure-head of a spread eagle, to which was attached an apparatus for steering. Behind him was seated a person who gave an impetus to the machine, by pressing his feet against the ground. Although this machine was regarded with favor by all who saw it in motion, still it never came into general use.

After this, a smaller machine was constructed, for the accommodation of a single rider, who performed both the labor of steering and of propelling the carriage. This vehicle was not used to any great extent in Paris and the other cities of France, as the caricaturists and wags at once turned it into ridicule. In England, however, we read that such notables as Fox, Pitt and Sheridan exercised themselves upon them in St. James Park, to their great delight, as well as to the amusement of the observers.

Besides these, many contrivances came into use, both in Europe and in this country, to enable cripples and pleasure seekers to travel without using their legs for support, or as the direct means of locomotion. It was not, however, till about the period of the great Exposition in Paris, that the velocipede began to attract public attention, not only as a means of amusement, but as a vehicle that could be of economical use. At the present time Paris is enjoying a sort of velocipede mania. Napoleon and Eugene start out on them for a morning airing, leaving their saddle horses in the stable. Dandies no longer appear on the famous drives in their pleasure carriages, but take to the velocipede instead. Manufacturers of carriages are transformed into manufacturers of velocipedes, and schools are established for learning how to ride and manage them.

The velocipede, too, has been pressed into business. The letter carriers use them in the collection and distribution of mails; physicians prefer them in making their rounds of calls upon their patients; while errand boys transform them into beasts of burden for the purpose of transporting packages. Lately, a party mounted on velocipedes, ran down a thief and captured him, after he had escaped from the officers of justice. On many of the tracks near Paris and other French cities, they have velocipede races instead of horse races.

In relation to the construction and use of these implements, a French paper says: "Some have two, and others three and even four wheels, all have either pedals or reels on which to place the feet, and usually either brakes or levers to regulate the speed. The two-wheel velocipedes, the bicycles as they are styled, are intended for the male sex only, and are by far the swiftest machines. They are usually of wrought iron, and have pedals or reels attached to the front and larger wheel, and the working of which, by a light movement of the feet, gives the requisite impulse to the vehicle. The saddle is pelted on a bar of iron suspended a few inches above the top of the fore wheel. The hands rest on a handle in front of the machine, which, working on a pivot, serves as a balancing pole. The brake, which at once stops the revolving motion of the wheel, is applied by means of a sharper twist. Here are the rules which one of the most skillful amateurs has drawn up for the guidance of beginners:

"Run beside your iron horse, leading it, as it were, with your hand, so as to familiarize yourself with its movements; this will be an affair of a few minutes merely. Then commence practicing with it on a slope, and, after mounting it, let it move forward of its own accord, while you occupy yourself with studying the effects produced by the inclination which you give to the balancing pole or handle of the machine. When you thoroughly understand the action of this, place one foot on the pedal and follow its movements with, out assisting them. The difficulty with beginners is to restrain the unnecessary expenditure of muscular force; they ordinarily perform ten times the labor that is requisite. Next, repeat the experiment on level ground, having both feet on the pedals, and working them alternately with scrupulous regularity.

"After an hour or two's practice, the tyro will be able to accomplish a distance of from thirty to forty yards without running the risk of an upset. Should the machine incline to one side, all that is necessary to be done is to remove the foot on the same side from the pedal, and place it on the ground.

"To alight, both feet are raised from the pedals at the same instant, which has the effect of slackening the speed of the machine; the feet are then placed simultaneously on the ground without the handle being let go.

"The speed attained by the swiftest kind of velocipedes averages from twelve to thirteen miles an hour; adepts find no difficulty whatever in accomplishing fully fifty miles within five hours, without once alighting from their vehicles. It should be understood, that in impelling a velocipede, the limbs are not constantly in motion, as on level ground when the impetus is at the average rate, or when the machine is descending an incline, the feet may be removed from the pedals, and the legs be placed on the bar fixed in front of the velocipede for this purpose. A slight impulsion given to the vehicle from time to time, suffices to keep up the speed. The ascent of any incline greater than 1 in 25 is said to be impracticable. When the rider, therefore, encounters a hill of more than average steepness, he has to dismount and lead his velocipede by the hand, which we are told he can do with almost the same ease as he can carry an ordinary walking stick."

The velocipede has been but lately introduced into this country; they have however made their appearance in small numbers in all our principal eastern cities, and a few have passed through the

streets of this city. A brilliant future is predicted for the velocipede in the West; our people like to get over the ground with rapidity, and at the same time they enjoy their ease. Our level ground seems to be especially adapted to the use of these novel vehicles, while Chicago with its many miles of wooden pavement, is wonderfully fitted for operating them.

As might have been expected American manufacturers began to make improvements on this machine as soon as models could be obtained from over the water. The illustration in this paper is of a velocipede designed by T. R. Pickering, of New York, and made by Pickering and Davis, 144 Greene street, and differs materially from the French in many points; it is more simple and durable, lighter, stronger and cheaper. The reach or frame is made of hydraulic tubing. Pickering's is made by gage, just as sewing machines, Waltham watches, and Springfield muskets are made, so that when any part wears out or is broken, it may be replaced at an hour's notice. Its bearings are of composition or gun metal, and the reach or frame is tubular, giving both lightness and strength. The hub of the hind wheel is bushed with metal, and the axle constitutes its oil box. The stirrups or crank pedals are three sided, with circular flanges at each end; and as they are fitted to turn on the crank pins, the pressure of the foot will always bring one of the three sides into proper position. They are so shaped as to allow of the use of the fore part of the foot, bringing the ankle joint in play, relieving the knee, and rendering propulsion much easier than when the shank of the foot alone is used as in propelling the French vehicle.

Already several applications have been made in this country for patents on improvements in velocipedes, and we learn that the large building which was lately blown down in this city, mentioned in our last issue, was designed in part for a manufactory of these useful implements, which promise soon to be as numerous and of as many patterns as the carriages now in use in our streets.

### FOSSIL HORSES IN NORTH AMERICA.

Although no wild horses were found in this country when first discovered, yet the investigations of geologists have shown that the continent has not always been destitute of this interesting and useful animal. Wild horses in great variety and perhaps in great numbers, once roamed over Mexico and the valleys on either side of the Rocky mountains.

Already seventeen varieties of fossil horses have been described. The smallest one of these is thus briefly mentioned by Professor O. C. Marsh, of Yale College:

"The remains were collected at Antelope Station, on the Union Pacific Railroad, about 450 miles west of Omaha, where a few weeks before, during the excavation of a well, they had been thrown out from a depth of sixty-eight feet. They indicate an equine animal, scarcely more than two feet, or possibly two and one-half feet in height, although full grown, as the ossification of the various bones clearly proves."

A pony not taller than a common bat, would do very well for a race of Aztecs, Tom Thumbs, Commodore Nuts, or other Lilliputians, but they would make but little headway in moving a plow to turn over the prairie sod. W. J. B.

### A BEAUTIFUL CUSTOM.

In the mountains of Tyrol, it was the custom of the women and children to come out, at bed time, and sing songs until they heard their husbands and fathers answer them from the hills on their return home. On the shores of the Adriatic such a custom prevails. There, wives of the fishermen come down about sunset and sing a melody. After singing the first stanza, they listen awhile for the answering strain from off the water, and continue to listen till the well-known voices are borne on the tide, telling that the loved ones are almost home. How sweet to the weary fisherman, as the shadows gather round him, must be the song of the loved at home, who sing to cheer him, and how they strengthen and tighten the bonds that bind together the humble dwellers by the sea. Truly it is among the lowly in the world that we find some of the most beautiful customs in practice.

### A MAN'S INDUCEMENT TO MARRY.

Although enlightened men generally do not stop to think about the reason why they have married, and continue to maintain the family union, if they will look at the subject closely, they will find it is a longing for happiness; to build for themselves a home, in the bosom of which they may hide from the deceit, cold-heartedness and ceremony of the world; where nothing but love enters, where there is no strife, no jealousies, heart burnings, envy or selfishness; nobody to cheat, defame or deceive them, but all is love and unity.—Dr. Byford.

A HARTFORD paper says a gentleman of that city, owns a dog that has a great passion for free rides on the horse cars. He leaves the house on Bellvue street, waits on the corner till a car comes along, then jumps on the platform, goes inside and takes a seat in the coolest manner possible. When the car passes his owner's store, he jumps off, and, after making a short stop, goes back home in the same way he came down. The conductors know him, and let him ride because of his smartness.

A firm of hatters in Troy have paid for live minks in the show window of their store. The other day one of the animals accidentally broke a leg very badly, and surveying it for a moment the little fellow deliberately went to work and amputated it, severing the adhering parts very nicely with his teeth. The patient is now slowly convalescing.

In Sitka, there are said to be more bar-rooms than private houses.

## MISCELLANY.

### CHICAGO AS A POSTAL CENTRE.

But few living citizens of Chicago and none of her visitors to-day, who enter the grand building devoted to the use of the Post Office Department, and United States Revenue officers, can, without undoubted testimony, believe that thirty-seven years ago the Post Office of Chicago was kept in the corner of a one-horse country variety store, surrounded by a few frontier shanties. Yet such is undisputedly the fact. Instead of the many subdivisions and departments presided over by efficient, accommodating, and ever busy clerks, the clerk of the country store permitted recipients of newspapers to search the mail for them while he counted out his eggs for a customer, and when time allowed, on mail day, which was semi-occasional, he sorted out the letters, and for such as could afford the luxury of a bootleg nailed against the wall, as the original of the present Post Office box, he carefully placed their letters therein.

The first regularly appointed Postmaster in the embryo city, was J. S. C. Hogan who received his commission in 1832. His office, we believe was somewhere toward what is now the lower part of South Water street. With the filling up of the country and the growth of the city, there came the necessity for more room and better facilities. The Post Office was removed to Clark street where the north end of the Sherman House now stands. Then this grew too small and another move across the street where the Tribune office now is, became necessary. These quarters were considered ample for years to come. The fifteen employees of the department including the Postmaster, clerks and porter "run the machine," with great satisfaction to all concerned.

The settlement of the county and the filling up of the city went on, railroads were projected, and steamers running regularly upon the lakes, plethoric mail bags came and went, increasing in number. More room and more help were called for. Then came a removal to a brick building on Dearborn street between Washington and Randolph. Letters were given out at windows as called for by the owners and but few persons were the proprietors of boxes. These quarters in time were too contracted. Intimate business connection with the great eastern commercial metropolis, New York, and with the manufacturing New England states; a country increasing in population and wealth at a rate that astonished the West itself and was the eighth wonder of the world, with active intelligent people, whose friends and relations were at the east, the south, in foreign lands, everywhere; with Chicago as the distributing center for everybody to the westward something more ample, became a necessity. Government took the matter in hand and gave us the present imposing structure at the corner of Dearborn and Monroe streets. This was completed in the year 1860.

At the opening there was a roll call of 94 clerks in all the departments. Boxes were sold to many thousand citizens; but it was easily foreseen that at the rate of increase this system could not be continued and the delivery of letters to all parts of the city by carriers was gradually introduced. There are now employed 122 clerks, 76 carriers and 50 clerks upon the railway cars to distribute the mails. At the time of opening the new office, for one year, there were \$175,000 of stamps sold; in the year just passed nearly half a million dollars worth have been disposed of. About 26,000 letters are received every day for city delivery and general delivery, and out of that number about 22,000 are delivered daily by the carriers. These figures only include mailed letters; there are beside, a large number of "dropped letters"—that is, letters posted at the Chicago post office,—for city delivery, which will considerably increase the return. During the month of October, last, there were 754,000 letters altogether, including mailed and dropped letters, delivered by the Chicago letter carriers, and the general and box delivery averaged about 2,000 letters a day.

There are five deliveries a day; the first at 7:45 in the morning, the second at 9:30, the third at 11:30, the fourth at 2 in the afternoon, and the fifth at 4:30. In the summer months there are six deliveries a day in the business part of the city, which comprehends the region bounded by Monroe street on the south, by the river on the north and west, and the lake on the east. On the outskirts there are only two deliveries per diem, all the year round.

We write this a little too soon to get the statistics of the business of the Chicago Postoffice for the entire year of 1868, but here are those for 1867, which will give a pretty good idea:

Number of letters received for distribution	36,394,685
Number of letters mailed in office, and collected by carriers, from subscribers	13,600,000
Number of domestic letters sent from this office	49,994,685
Number of foreign letters sent from this office	1,152,070
Number of city letters mailed, which were held for postage and sent to dead letter office	16,580
Number of unmailed letters returned to the dead letter office, which were improperly directed, including letters returned from hotels, etc.	40,620
Number of letters returned to writers	14,304
Number of letters forwarded	6,564
Number of circulars sent in mails	3,120,423
Number of bags of newspapers and mail matter received and distributed, making an aggregate of 300,000 bushels	130,000
Number of lock pouches and mail boxes dispatched from this office	83,515
Sale of stamps and stamped envelopes	\$429,764.54
Number of registered letters received for distribution	65,416
Number of registered letters received for delivery	20,072
Number of registered letters received for mailing	5,627
Number of letter carriers employed	55
Number of letters delivered	5,331,553
Number of newspapers, etc., delivered	1,000,385
Number of letters collected, including	4,028,694
Number of money orders sold, 9,762; amounting to	\$211,950.90
Number of money orders paid, 41,506; amounting to	635,594.30
Deposits received from other offices	901,684.00

The city has had the following Postmasters, whose date of appointment we affix:

John S. C. Hogan, 1832; Sidney Abell, 1837; Wm. Stewart, 1842; Hart L. Stewart, 1846; Robert S. Wilson, 1850; G. W. Dole, 1851; Isaac Cook, 1854; William Price, 1855; John L. Scripps, 1861; Samuel Hoard, 1865; R. A. Gilmore, 1866; F. T. Sherman, present incumbent, 1867. Mr. Sherman's salary is \$3,000 per year.

The following is one of the many good things from Dickens' pen: "The first external revelation of the dry rot in men is a tendency to lurk and lounge; to be at street corners without intelligible reason; to be going anywhere when met; to be about many places, rather than any; to do nothing tangible, but to have an intention of performing a number of tangible duties to-morrow or the day after."

## NO TIME LIKE THE OLD TIME.

By OLIVER WENDELL HOLMES.

There is no time like the old time, when you and I were young,  
When the buds of April blossomed, and the birds of Spring  
Time sung!  
The garden's brightest glories by Summer suns are nursed;  
But, oh, the sweet, sweet violets, the flowers that opened first!

There is no place like the old place, where you and I were born,  
Where we lifted first our eyelids on the splendors of the  
morn  
From the milk-white breast that warmed us, from the  
clinging arms that bore,  
Where the dear eye glittered o'er us that will look on us  
no more!

There is no love like the old love, that we courted in our  
pride,  
Though our leaves are falling, falling, and we're fading  
side by side,  
There are blossoms all around us with the colors of our  
dawn,  
And we live in borrowed sunshine when the light of day  
is gone.

There are no times like the old times—they shall never  
be forgot!  
There is no place like the old place—keep green the dear  
old spot!  
There are no friends like old friends—may heaven prolong  
their lives!  
There are no loves like our old loves—God bless our loving  
wives!

### GLEANINGS.

A CORRESPONDENT of the Country Gentleman furnishes the following as a partial list of Fish Breeding establishments: In New York, Mr. Seth Green, Mumfords; Stephen H. Ainsworth, West Bloomfield; Mr. William Nicoll, Islip; Mr. Aaron S. Vail, Smithtown. In New Jersey, Dr. J. H. Slack, Bloomsbury. In New Hampshire, Mr. Livingston Stone, Charlestown.

A PHYSICIAN attributes much of the sickness in winter to the bad effects of coal gas. He says in nine out of ten houses that he enters, he notices coal gas in the air they breathe. Many times he finds the damper in the stove-pipe closed to save coal, and the result is a room full of gas, not noticed by the inmates, perhaps, but by those who come in from the fresh air.

A PORTLAND lady attempted to kill a rat that had invaded her parlor, when the animal sought refuge by running up her garments upon her back. This so alarmed the woman that she fled shrieking from the room and tumbled down stairs, turning a complete somersault, landing on her back. The rat was killed.

A WOMAN in Rochester went to church Sunday evening, taking her baby with her. She fell asleep. The infant rolled off her lap, and straightening itself up, sat with puckered lip, looking in amazement at her dozing mother. The congregation laughed, and the minister had to stop preaching.

A SINGING mouse has been caught and caged at Muncie. It is said to be a little fellow not unlike other mice, and seldom tires in his song, which is something like the twittering of the swallow, and would be taken for the warbling of a bird by any one who did not know the singer.

Mrs. Siddons, the celebrated actress, having occasion to call on Dr. Johnson, and his servant not immediately bringing her a chair, with the utmost politeness the doctor observed, "You see, madam, wherever you go how difficult it is to find seats."

The Winthrop (Me.) Rulletin tells the story of a cat 52 years old. The animal is in the family of Nelson Norcross, of Windham, Mass., and during her early life she went three trips to the West Indies before the mast. She has been the mother of 255 kittens.

The population of Illinois is 1-15 of that of the whole country. It now defrays the 15th part of the whole burden of the general government. Its proportion of the federal taxes equals \$24,000 annually.

THE inadvertence of a clerk in recording a deed years ago, at Quincy, whereby "nine-sixths" was made to read "nine-sixteenths," has led to a lawsuit, involving \$30,000.

A VIENNA woman makes money by training goldfinches to draw numbers from a small bowl. Gamblers, believing them lucky, pay large prices for them.

THE ceremony of the burning of the Yule log on Christmas eve, is derived from the Scandinavians, who, at their festival of the winter solstice, burned huge bonfires in honor of their god, Thor.

THE Aurora (Ill.) Herald is printed by water power, the office being conveniently situated to the Fox river. This is a novelty in newspaper mechanism.

THE Allegan (Mich.) Journal says the word "Ontonagon" proposed for the Upper Peninsula of Michigan, means, in the Chippewa language, a "wooden bowl."

ONE of Yankee Robinson's employees, in charge of the menagerie wintering at Dayton, Ohio, had a hand bitten off by a tigress, last Sunday.

In Germany the Christmas tree is universal. Pennsylvania was the first State to adopt it generally in this country, while in England it is still a rarity.

ONE of the San Francisco papers has added a "divorce" feature to its birth, marriage and death column.

COL. JOHN M. FINCH, of Dallas City, Hancock county, has made 2,000 gallons of Catawba wine, this season.

THE Grand Trunk railway of Canada is preparing to extend its line from Port Huron to Chicago.

GLYCERINE to the amount of five thousand pounds, is manufactured annually in Cincinnati.

A HUNDRED French families of Algiers are about to emigrate to Brazil.

## NEW ADVERTISEMENTS

### ALSIKE CLOVER SEED.

"THE BEST CLOVER for Farmers to raise is the Alsike. Good for Hay and Pasture—Rich in Honey—Stands the Drouth—Does not Winter Kill—Resists the Seed worm before it is too late. Sow 4 lbs. per acre. Sent by mail, or Express, in cloth sacks, charges prepaid, on receipt of price.

Italian Worker.

REVISED PRICE LIST.  
1 lb. .... \$1.00  
2 lbs. .... \$2.00  
4 lbs. .... \$4.00  
8 lbs. .... \$8.00  
16 lbs. .... \$16.00  
32 lbs. .... \$32.00  
64 lbs. .... \$64.00  
128 lbs. .... \$128.00  
256 lbs. .... \$256.00  
512 lbs. .... \$512.00  
1024 lbs. .... \$1024.00  
2048 lbs. .... \$2048.00  
4096 lbs. .... \$4096.00  
8192 lbs. .... \$8192.00  
16384 lbs. .... \$16384.00  
32768 lbs. .... \$32768.00  
65536 lbs. .... \$65536.00  
131072 lbs. .... \$131072.00  
262144 lbs. .... \$262144.00  
524288 lbs. .... \$524288.00  
1048576 lbs. .... \$1048576.00  
2097152 lbs. .... \$2097152.00  
4194304 lbs. .... \$4194304.00  
8388608 lbs. .... \$8388608.00  
16777216 lbs. .... \$16777216.00  
33554432 lbs. .... \$33554432.00  
67108864 lbs. .... \$67108864.00  
134217728 lbs. .... \$134217728.00  
268435456 lbs. .... \$268435456.00  
536870912 lbs. .... \$536870912.00  
1073741824 lbs. .... \$1073741824.00  
2147483648 lbs. .... \$2147483648.00  
4294967296 lbs. .... \$4294967296.00  
8589934592 lbs. .... \$8589934592.00  
17179869184 lbs. .... \$17179869184.00  
34359738368 lbs. .... \$34359738368.00  
68719476736 lbs. .... \$68719476736.00  
137438953472 lbs. .... \$137438953472.00  
274877906944 lbs. .... \$274877906944.00  
549755813888 lbs. .... \$549755813888.00  
1099511627776 lbs. .... \$1099511627776.00  
2199023255552 lbs. .... \$2199023255552.00  
4398046511104 lbs. .... \$4398046511104.00  
8796093022208 lbs. .... \$8796093022208.00  
17592186044416 lbs. .... \$17592186044416.00  
35184372088832