

TAUGHT BY YANKEES

GERMANY'S FIRST INSTRUCTION IN NAVAL WARFARE

American Man-of-War Was School-Ship That Turned Out Kaiser's Sea Fighters—Who the Men Were.

To the many who have noted Germany's steady strides toward sea power and who know of the formidable fleets that she has constructed and of the still greater armada which she has planned, the statement that the navy of the United States was the nursery of the German navy may come as one too surprising to gain ready credence, says the New York Herald.

But the statement is true. The story of how it came about runs back in the last century, but not so far back that it cannot be recalled by American navy officers now living. One of these is Rear Admiral Henry Erben, now on the retired list and residing in New York.

"It was an absolute fact," the admiral said. "The first navy officers that Germany ever had received their naval education on board an American man-of-war, and received it, moreover, through the courtesy of our own navy department. More than that, it was an American navy officer that organized Germany's first naval establishment or department or bureau—whatever name it had in the beginning. That officer was Capt. Foxhall A. Parker, the elder, who entered the service in 1838. He received permission from our navy department to perform this outside duty. At least he had an implied permission, for he had asked and obtained leave of absence, and it was known that it was for this purpose that he had requested such leave.

"Old days!" said the admiral, reminiscently, as he leaned back in one of the comfortably cushioned chairs of the New York Yacht club. "Back in '48, My heart, how long ago! I was a midshipman then on board the frigate St. Lawrence, attached to the European station.

"Good old days!" continued the admiral. "But to get back to this nursery. The four midshipmen who subsequently formed the nucleus of the German navy—two of whom only recently died as German rear admirals after long and distinguished service—joined us on the European station. Four of the officers were Prussians who had been graduated from the artillery school, but had never seen salt water before they came aboard the St. Lawrence. The fifth officer was a German, Fousté by name, who had been in the merchant service. He only needed to learn navy ways and gunnery. But the others were so green that they immediately became the joy of the whole steerage. But they had been sent on board the St. Lawrence to learn their business of us, and, make no mistake about it, they did.

"Capt. Hiram Paulding, who was in command of the St. Lawrence at the time, put all five of these alien newcomers under the immediate charge of Foxhall A. Parker, Jr., who then held the rank of master, and was navigating officer of the frigate. They were set to every duty that the rest of us were, and it was only a little while after they had come on board that we youngsters of the steerage mess gave over giving them and began admiring the energy and aptitude which they displayed. They spoke English fluently, were highly educated, and long before the war with Denmark, which came about a year and a half after they had joined us, they had acquired about all the navy knowledge that was extant among midshipmen in those days.

"War between Denmark and the German confederation came along and the five left us, all taking service in what was then known as the navy of the German confederation. The navy, such as it was, consisted of a few purchased merchant steamships and one frigate which had been captured from the enemy. All these ships were under the control of Capt. Foxhall Parker, and these young men, who formed the nucleus of the trained service and who had received all of their naval training at the hands of Capt. Parker's son, were assigned by the father to their several duties in this little navy of Germany.

"This you may take it was the beginning of the German navy—an American navy officer head of the establishment; and its only trained personnel coming from the American frigate St. Lawrence, and from under the tuition of the son of that officer. Then when the various segregated German states became known as the German empire, two names were conspicuous in the navy of that nation, those being Bartsch and Berger, both of whom were my old shipmates on the St. Lawrence. Hoffman was drowned, but what became of Barant I do not know. Fousté, I heard, was drowned many years ago.

"Russian Public Schools. According to the latest statistics, there are 34,541 public schools in the empire of Russia out of which number 40,131 are under the jurisdiction of the ministry of public instruction, 42,588 under the jurisdiction of the holy synod, and the remainder under other departments. Of the pupils, 23,167 were adults, 3,291,694 boys and 1,293,902 girls. The teachers number 172,906. The maintenance of all these schools costs more than \$25,000,000. The average school tax for city schools is \$3.50 and for village schools five dollars a pupil.

Information Not Obtainable. Stella—Is she a friend of yours? Bella—How can I tell? We haven't one mutual acquaintance.—Illustrated Bits.

HELD IN REVERENCE

SEQUOYAH OF THE CHEROKEES THE GREATEST CHIEF.

Life Work of the Wonderful Red Man Devoted to the Interests of That Tribe—A Status in Prospect.

The effort on the part of several prominent Cherokee Indians to erect a statue in the capitol square at Tahlequah, I. T., to the memory of Sequoyah has renewed interest in this wonderful Indian, says the Kansas City Journal. He is unquestionably the greatest Indian this nation ever produced, and is so revered by the full-blooded Cherokees, but as these do not form the most considerable part of the tribe, and the mixed bloods control affairs in the national council, bills for a monument to perpetuate his memory in marble have heretofore failed. A number of prominent men have been interested in the project this time, however, and it is hoped the bill will pass. No one doubts that President Roosevelt will sign the bill making it possible to erect the monument at once. Although Sequoyah is the special favorite of the full-blooded Cherokees, he was not one of their members. His life work, however, was devoted to their interests. This work was the formulating of an alphabet which consists of 85 characters. So simple is it that it has been learned by students in from three to four days, and it is grounded on such thorough principles that when learned by one knowing the spoken language no difficulty is experienced in reading. It has been pronounced one of the most complete alphabets in existence, and for it Sequoyah has been dubbed "the American Cadmus."

Sequoyah was born in 1770, in Georgia, where the Cherokee tribe was then living. His mother was a full-blooded Cherokee and his father a German trader, known as George Geist or Guess. In 1811, with other members of the tribe, Sequoyah moved to the Indian territory and lived on a little farm in a district known by his name, some 12 miles north of Muldrow. There it was that he, though wholly uneducated, fashioned the letters for his alphabet, which will doubtless live as a study long after the last Indian has passed away. He was a farmer and counted well-to-do, as he owned cattle, hogs and horses. A personal description of him, secured several years ago from Moustun Beng, of Fort Gibson, who has since died, shows that Sequoyah was a slender man, with fine features and a pleasant expression. He was lame in one arm, due to a white swelling he was afflicted with when a boy. When he traveled abroad he rode a white mule. In 1842, in company with his son and another Indian, he started on a trip west to try to find a band of Cherokees which had gone there years before.

The party traveled in a cart, drawn by a yoke of oxen, but had horses with them. Somewhere in the northern part of Mexico Sequoyah became separated from his companions, and they were compelled to return without him. He was never heard of again, and it is supposed perished from want. At the time of his disappearance he wore a large silver medal, presented to him by congress in recognition of his services toward the uplifting of the Indians. The written language he invented has been of great use to people dealing with the Indians. Soon after it was made public the Bible and many other books were translated into Cherokee, and a paper known as the Cherokee Advocate started. This newspaper is still in existence. One-half of it is printed in English and the other in Cherokee. The office is located at Tahlequah, capital of the Cherokee nation.

AN ARCTIC HEALTH RESORT

Swedish Government Will Establish One Far North of the Polar Circle.

A curious health resort is about to be established in Lapland, way beyond the polar circle, according to news received from Stockholm, Sweden. The intention of the government is to erect a sanitarium on the shores of Lake Torné, a long and beautiful sheet of water at Wassilauve, the end of the Ofote railroad. The latter, by the way, is in itself a curious institution in that in a distance of 121 miles it boasts of only one solitary station. This is not anywhere near any human habitation, but right on the line between Sweden and Norway, and it was erected only for the requirements of the customs office. The sanitarium would be an ideal one for people with weak nerves who need absolute rest. Aside from the small settlement of Wassilauve the country is absolutely void of any signs of human existence, except for a few Laplanders who, with their herds of reindeer, pass through once in awhile. Guests at the arctic sanitarium will have for their only object of interest, aside from the scenery, a scientific station which has been erected by the government out of funds subscribed privately by scientists and laymen interested in the object of the station. The observations and investigations to be conducted here will be various. In summer biological, geological, botanical, entomological and other researches will be made, while at all seasons meteorological, magnetic and other observations are to be made. The station is a solidly built blockhouse containing seven rooms, and it is proposed to build the sanitarium in the same way.

Usual. Conductor (to stranger in New York)—Did you want to get off at Fifteenth? "Yes." "Well, step off at the next corner and walk back ten blocks."—Browning's Magazine.

Happiness. Happiness can be driven away by demanding too much of it.—Chicago Journal.

A FINE PRODUCT OF OHIO.

Sweets from the Maple Trees of Geauga County to Be Exploited at St. Louis Exposition.

An organized effort is to be made to show visitors to the St. Louis exposition what kind of sugar, sirup and confections are produced in the small county of Geauga, one of the least of the 88 in Ohio in population, and by no means great area. The sweets which come from the noble maple trees of the Geauga hills and little valleys will be displayed attractively and pushed for sale with energy and intelligence. The result, says the Cleveland Leader, will doubtless be a revelation to multitudes of Americans and nearly all the foreigners who test the maple products of Ohio.

Few normal human beings have to acquire a taste for such maple sugar, maple sirup, maple wax, and maple cream as Geauga county and several of its neighbors know how to make. The first sample wins its way. People differ much as to olives. Many people find it hard to learn to enjoy raw oysters. Several popular food products gain favor slowly with many persons who come, in the end, to relish them greatly. But pure maple sweets, well prepared, are different. They make instant conquest of the average palate.

The trouble is, in many great centers of population, natural markets for large quantities of any fine food, that maple products, at their best, are hardly known. Doctored and half-spoiled maple sirup and maple sugar, so-called, kill the demand for anything sold under the same name. Imitations prevent the average consumer from understanding how delicious maple sweets can be, when they are well made. Hence the Geauga county undertaking at St. Louis will be a work of education.

Persons of nice and discriminating taste who once try Western Reserve maple sirup and maple sugar have little liking for any other. There are residents of distant cities who have Ohio sugar and Ohio sirup sent to their homes hundreds of miles away, because they cannot get such products of the maple tree anywhere else.

Such appreciation of honest Ohio sirup and sugar, made by the intelligent use of the pure sap of the splendid maple trees which nature planted thickly in many counties of this state, will be much wider and more general after the St. Louis exposition. Many more people will understand what Western Reserve maple products are and how far they outclass most of the stuff sold in other parts of the country as maple sirup and maple sugar.

In the end it will probably be regretted by the owners of farms in such counties as Geauga that more care has not been taken to save the beautiful and stately maples of Ohio. Too many have been cut down for firewood. There has been too much carelessness of the maple groves. A good deal of land has been cleared of fine maple timber which would have been more profitable than the crops grown where the forests used to stand.

Perhaps the appreciation of maple sweets may become so general and so keen that the market demand will lead to the planting and careful nurture of large numbers of maple trees. In the best sugar sections of the Western Reserve that would be a good thing for the state. It would afford solid promise of much valuable timber, many years hence, as well as great crops of maple sugar and maple sirup.

BIT OF NATURAL HISTORY.

Peculiarities of the Owl Family by One Who Has Made a Study of Birds.

All owls are birds of prey, and according to their size and strength they hunt and kill all manner of creatures, from beetles and grasshoppers to grouse, Canadian hares and skunks. They capture and kill their prey with their feet, and tear it to pieces with their strong hooked bills. With the flesh of their victims they eat more or less of the fur, feathers and bones, and afterwards eject these indigestible parts from the mouth in the form of pellets, says Woman's Home Companion.

In size the American owls vary greatly, the giant great gray owl of the north measuring sometimes 30 inches from the tip of its bill to the tip of its tail, while the tiny elf-owl of southern California, southern Texas and Mexico measures often but five and one-half inches.

Most owls prefer the night and the and the few species which are the exception prove the rule. They are all strange-looking birds, but the strangest looking of them all is the barn-owl, or monkey-faced owl, as some people call it. This weird bird, which is found at least occasionally in almost all parts of the United States, has a faculty of hiding so skillfully in the old wells, deserted mine shafts, bell towers and hollow trees, in which it makes its home, that it is very seldom seen. The capture of a specimen often creates a stir in the neighborhood, many people regarding the captive as half bird and half monkey. Only a few weeks ago I saw a barn-owl described in one of the monthly magazines as a "freak of Nature." Its unbirdlike appearance is accounted for largely by the conspicuous facial disk, which is very light-colored, heart-shaped, and beset with black, almost human eyes and a downturned, noselike bill. Almost all the owls are beneficial to the farmer, but this one is more so than most of the others, preying chiefly on rats, mice, gophers, ground squirrels and cottontails.

Smokeless Boiler. The smokeless boiler of Sir John Primrose, of Glasgow, is claimed to be revolutionary in several ways. It depends upon a separate water-jacketed chamber, in which combustion takes place, and only the gaseous products of combustion impinge on the fire or water-tube steam-raising surfaces. The air and fuel are fed together, no unconsumed gases escaping from the furnace, while no smoke or carbonic acid comes from the chimney or funnel. Great economy in fuel and efficiency in steam are effected, and experiments on a marine boiler indicate that the new system will give a ship its present power with half the present boiler-room space and boiler-room weight.

Automobile Train. The characteristic feature of the automobile train invented in France is the principle that each car propels itself, the propelling force only is furnished by the locomotive. The latter, therefore, as it has no pulling to perform, but only to supply power, can be built proportionately very light.

TAKE TO OUR APPLES

EUROPEANS LEARNING TO LIKE AND USE OUR GOOD FRUIT.

The Demand Increases at the Rate of a Million Barrels a Year—French Make Wine of Them.

Since last fall nearly 3,000,000 barrels of apples, almost a million more than in the previous year, have been exported from American ports. Most of them have gone to Great Britain and other European countries, where they have found a ready market at good prices, says the New York Sun.

The demand for the fruit still keeps up any many thousands of barrels are being shipped each week to the other side. Germany has taken to the American apple this season with especial kindness, and Baldwin and Newtown pippins, which are the favorite varieties with the Germans, now are frequently found in the small stores and on stands and peddlers' wagons in Berlin and other large cities.

While these apples do not always have the fine flavor of the fruit as we know it, yet, owing to the great care with which they have been packed, they are a credit to the American grower, both in appearance and taste. The American farmer is now studying the best methods of picking and packing fruit for long distance shipment, and there is every reason to expect that in a short time our apples will be sold in Europe in practically as good condition as in the home markets.

A curious feature of the American apple's invasion of Europe has been the large sale on the continent in the last few months of the evaporated product for wine making purposes. The shortage of the grape crop in France has led to a corresponding scarcity of wine, and the peasants and others of the poorer classes, unable to buy the native wines, have been forced to fall back on the dried apple.

From what are known in the apple trade as chops, or apples cut up and dried, the peasants make a cheap drink which is said to have satisfying properties and to furnish a very fair substitute for wine pressed from the grape. A New York exporter who has sampled this beverage says of it:

"It's a sort of apple champagne or beer, and it's not bad, either. The natives make it by putting the dried apples into a barrel or tub of water, adding a quantity of yeast and letting the mixture stand for a week or so.

"By that time it's good and sharp and ready for drinking. It's to the Frenchman about what cider is to our American farmers, and they smack their lips over it just as if it was the real thing."

Several hundred carloads of dried apples have been sent to France for this use since last fall, and fresh shipments are going forward every week. The fruit costs about two and one-half cents a pound in New York, and the freight to the other side is only one-quarter cent more, so that the Frenchman who wants a cheap substitute for the native wine gets it.

The Germans, also, make an inexpensive wine from dried apples, but the practice is not so general with them as with the French, and the exports of American dried apples to Germany are therefore more limited. A good many hundreds of tons of dried apples and skins have been sold in German markets this year for use as a basis for certain jams and jellies.

The great bulk of all apples shipped abroad, both of fresh fruit and evaporated, comes from New York state. Wayne county, in the western end, supplies most of the dried apples made in this country, there being no fewer than 2,000 evaporators at work there every fall. The same county also furnishes a large share of the best fresh fruit marketed at home or abroad.

Perhaps She Was Sane.

"I was asked to play before the inmates of an insane asylum by an alienist," said Kubelik, the violinist, "the doctor believing that music was a fine medicine for unbalanced minds. I accordingly accompanied him to the institution, where he introduced me, and I said I would favor my hearers with something gay and happy. The crazy folks were all seated about the platform in chairs, and seemed to be intensely interested. As I finished, a very pretty young woman rose and beckoned to me. I thought, artistically, that she wanted an encore.

"The doctor was about to question her, when she exclaimed: "To think of the likes of me being in here, and he being at large in the world!"

"That was the last time I ever played in an insane asylum."—Rochester Herald.

Footman (at the phone)—The house is burning down, sir. Master (in his office)—Children safe? "Yes, sir." "Wife safe?" "Yes, sir." "How about my mother-in-law?" "That's what I want to ask you about, sir. She's asleep in the third story, and, knowin' your regard for her comfort, sir, I wasn't sure if I ought to disturb her or not, sir.—Cincinnati Commercial Tribune.

Keeps Insect Life Down. A British naturalist suggests that the destruction of animal life by heavy rains has received too little attention. The mortality among insects and all small animals is certainly very great.

THE CLEANING OF PANAMA

Sanitary Corps Will Precede Diggers to Make the Isthmus a Habitable Place.

Almost the first troops to be dispatched to the isthmus will be one of the largest medical corps fully equipped which ever left any country in time of peace to minister to the wants of living men. In other words, probing by the experience of France on the isthmus and by its own experience in tropical climates, the United States proposes to establish sanitary regulations in Panama, such as it has already put into operation in Cuba and the Philippines, for the safety of its soldiers, of the laborers to be employed in building the canal, and of the people of Panama, says the Chicago Daily News.

The equipment of this expedition will include all supplies known to be of value to the medical profession in tropical regions. The supply ships will carry hospital tents, immense quantities of medical stores, and last, but not least, large supplies of mineral waters, which the soldiery will be compelled to use preparatory to establishing condensing and distilling plants on the isthmus for furnishing a home supply of pure water.

Not only does the government medical department feel assured that it can counteract much of the prevalent disease upon the isthmus by the introduction of sanitary methods among the people, but it is intended also to make merry war upon the deadly mosquito, which scientists have come to believe transports more disease, or as much, at least, as any other source. Nets will be provided for protection, and in addition kerosene oil in large quantities will be poured on the stagnant lakes and ponds, especially near the inhabited places, to effectually put an end to their existence.

In commenting upon the improved methods of the army for practical medicinal purposes the other day an army officer said: "Ten years ago you could no more make a soldier believe that boiled or distilled water was necessary for his good health than you could make him believe that an army mule could fly. Nowadays when an order is given to drink nothing but pure water a soldier will hustle around and inconvenience himself a bit to get it. Only in case of extreme thirst will he take a drink from a running stream.

"It will be easy, comparatively speaking, to enforce the proposed discipline in sanitary regulations on the isthmus. The United States does not propose to build the isthmus canal upon the bones of her soldiers, nor upon those of the laborers employed in its construction, nor upon those of the people of Panama, if it can help it. If science can do anything to prevent it fewer lives will be sacrificed in this great work than upon any similar piece of work undertaken by any nation in the history of the world."

ORIGIN OF THE TORPEDO.

Was First Designed in Richmond, Va., and Used in the Civil War.

Writing to the Richmond (Va.) Times-Dispatch, Col. Richard L. Maury, a son of Commodore Matthew Fontaine Maury, of the confederate navy, describes the manufacture by his father of torpedoes, which, he says, had their origin in Virginia, were designed in Richmond, and were first successfully used in the waters of the James river.

Commodore Maury's trial experiments to explode under water were made with minute charges of powder, and submerged in an ordinary washtub in his chamber at the house of his cousin, Robert L. Maury on Clay street, Richmond, and the tank for actual use, with the triggers for explosion and other mechanical appliances for service, was made by Talbot & Son on Cary street.

"In the early summer of 1861," says Col. Maury, "the secretary of the navy and the chairman of the naval committee of congress, and others, were invited to witness an explosion in James river at Rockets. The torpedo was a small keg of powder, weighted to sink, fitted with a trigger to explode by percussion, to be fired, when in place, with a lanyard. The Patrick Henry gig was borrowed; Capt. Maury (as he then was) and the writer got aboard with the torpedo, and were rowed to the middle of the channel, just opposite where the wharf of the James River Steamboat company now is, whereon the spectators stood; the torpedo was carefully lowered to the bottom, taking great care not to strain upon the trigger, which was in full coil, the lanyard loosely held on board. The boat pulled clear and the writer pulled the lanyard. The explosion was instantaneous; up went a column of water 15 or 20 feet; many stunned or dead fish floated around; the officials on the wharf applauded and were convinced, and shortly after a naval bureau of coast, harbor and river defense was created, and Capt. Maury placed at its head, with abundant funds for the work, and the very best of intelligent, able and zealous younger naval officers for assistants.

Circumspect Servant. Footman (at the phone)—The house is burning down, sir. Master (in his office)—Children safe? "Yes, sir." "Wife safe?" "Yes, sir." "How about my mother-in-law?" "That's what I want to ask you about, sir. She's asleep in the third story, and, knowin' your regard for her comfort, sir, I wasn't sure if I ought to disturb her or not, sir.—Cincinnati Commercial Tribune.

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VIRTUES OF RADIUM.

IT HAS CURED DISEASE WHEN OTHER REMEDIES FAILED.

Curious Instances in Which the Newly Discovered Mineral Has Worked Wonders—Testimony of Doctors.

The experiments of scientists with radium are daily revealing fresh curative properties in that wonderful and precious mineral. Perhaps the most curious instance of its influence, says the London Mail, is that recorded below of the cure of a somnambulist who was addicted to wife-beating.

This was described recently by Dr. Darier, the eminent oculist. In an interesting conversation which our Paris correspondent had with him he mentioned some curious results which he had obtained in his work by experimenting with radium.

He recently treated a case of rodent ulcer of the orbit, which had destroyed the ocular globe and all the tissues. Although the patient had for two years suffered from pains so intolerable that during that period he had not enjoyed a single night's rest, his agony was completely and almost instantly ended by the introduction of radio-active powder.

External application of radium has shown that it is a powerful agent in calming neuralgic and rheumatic pains and in allaying the excruciating suffering caused by cancers which cannot be operated upon. On the other hand, Dr. Darier is bound to admit that he failed to obtain any definite result in so far as an improvement of the vision itself is concerned, and he does not regard as serious the talk of those who speak of restoring sight to the blind.

In a case treated by the doctor a woman who had long suffered from epileptic fits and giddiness has not had a single attack since a radium of weak intensity was applied to the temple.

"Radium was also tried with success," said Dr. Darier, "on a male patient who suffered from strange somnambulistic attacks, during which he would get up, maltreat his wife and break everything within reach. Then he would leave the house and roam about the streets for two or three hours, at the end of which time he would return home, go to bed and fall asleep again. So frequent did these violent fits become that his wife left him.

"He came to me and I treated him with radium applications for 12 days. Then he disappeared, and I heard nothing more of him for about three months, when he and his wife came to tell me that the affliction from which he formerly suffered had gone and that they were living together again.

"I have since treated other nervous patients with radium, notably a lady who suffered from photophobia, or fear of the light. She was very neurasthenic and believed that she was ataxic. She could not walk without falling and her eyes were so weak that she could not bear the light of day and had to wear dark spectacles. I diagnosed her trouble as neurasthenia of a hysterical origin and I tried radium and applications of a stronger kind than in the cases I have already mentioned, three hours per day on both temples. At the end of the third day she could bear the light without spectacles and could read and do needle-work."

KILLED ON THE RAILROADS

Men, Women and Children Stricken Down by Thousands as a Result of Carelessness.

It is hard to understand the complacency with which the American people tolerate the reckless disregard of life that may fairly be said to characterize the railroads of this country, says Leslie's Monthly. Each year the collected statistics of the dead and wounded rival the harvest of a war between great nations. In 1902 the injured numbered 64,662, and the killed 8,500. Think of it. Men, women and children, enough to people such a city as Wilmington, stricken down because somebody makes a mistake. In 1903 passenger travel was only five-sixths as heavy as it is to-day, but the list of killed and wounded was little more than half so great as the holocaust of last year. With each accident the neighboring community is aroused. When an attempt is made to indict directors or a president, the public smiles, and the cynicism is justified. Yet in nine cases out of ten the fault is due to incompetency tolerated, if not countenanced by those in authority.

When an army meets with disaster the general may blame his subordinates, but the nation holds him to account. In railroading, as in war, inefficiency is a crime, and as the general is absolutely responsible for his command, the president and directors must be made to answer to the public. The conviction of a single \$25,000-a-year man might send a shudder round every directors' table in the country, but also it might cut down railroad accidents by a third.

Caution. "Willie, did you thank Mr. Speedway for taking you to drive?" said the mother of a small boy, solicitously. No answer. The question was repeated. Still no answer.

"Willie! Do you hear me? Did you thank Mr. Speedway for taking you to drive?" "Yes," whispered Willie, "but he told me not to mention it."—Office Cal.

Was He Asking Time? "I wonder what time Mary's young man left last night," said mamma. "It must 'a' been exactly one o'clock, ma." "The idea! How do you know?"

"Why, just as he was leavin' I heard him ask Mary some questions, and she said: 'Just one, only one.'—Philadelphia Ledger.