

HOMING PIGEONS.

A SPORT WHICH IS GROWING GRADUALLY INTO POPULAR FAVOR.

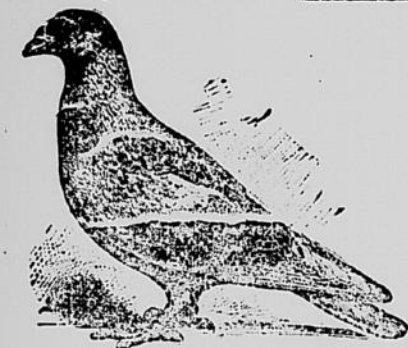
What These Winged Messengers Accomplished During the Paris Siege—Long Flights in America—A Pigeon's Speed and Endurance.

It was the Franco-Prussian war of 1870 that first brought to universal attention the value of carrier or homing pigeons as couriers. When Paris was besieged and all intercourse with the outer world cut off, pigeons were sent out of the city in balloons when the wind was favorable to take them into the outlying friendly country. Here they were captured and brought to a post where they were loaded with dispatches and allowed to return. As there was no other way possible to have messages delivered into Paris, the pigeon service was brought to a state of perfection within a month that it might have taken a century to accomplish under other circumstances. Sixty-four balloons bearing 353 birds were sent out of Paris. Fifty-seven of these birds returned to Paris bearing 150,000 official dispatches and over 1,000,000 private messages. The reduction of such a great mass of matter to packets light enough to be transported by pigeons was done by photography. The important papers of Europe, for instance, were spread out on a wall covering a space ten feet square, these were photographed to occupy space on a delicate collodion film the size of a postage stamp. A dozen of these films were inclosed in a quill and attached to a feather in the tail of the bird. On reaching its destination the films were taken from the quill, and through the aid of a magic lantern their contents were thrown on a large screen and hastily copied off and printed in the Parisian newspapers, while private messages were delivered to the persons to whom they were directed.



BASKET AND PAN.

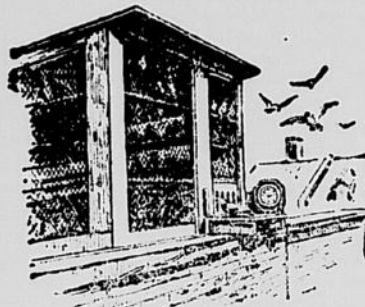
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"YPSILANTI."

Thus were the possibilities of the pigeon post brought out. But the world has been slow to adopt this method of transmitting messages owing to the perfection of the telegraph and the invention of the telephone. Another serious drawback to the use of pigeons in some countries is the prevalence of fogs, which render it impossible for a bird to find its way. In America this drawback need not be considered, so that there is nothing to prevent a rather general adoption of homing pigeons when the uses to which they may be put become more generally known.

Although races of homing pigeons is the national sport in Belgium and portions of France, numerous public trials in this country have demonstrated that the atmosphere and climate is particularly well adapted to the development of great speed and certainty in the flights of these birds. The bird "Arnoix," whose portrait we give and which can be taken as an excellent type of a carrier, has made some remarkably long flights—one from Pensacola, Fla., to Newark, N. J., a distance of 1,010 miles, being twenty-six days out. But another Newark bird has recently returned from Montgomery, Ala., a distance of 826 miles, in four and one-quarter days. For shorter distances birds have returned over 500 miles in fourteen hours, their speed up to about 300 miles, being more than a mile per minute.



A PIGEON LOFT.

To establish a homing station old birds may be purchased, but they must be kept in confinement a long time before they become sufficiently "at home" in their new quarters to be trusted out. But their young can be set at liberty as soon as they are ready to fly, which is when a month or so old. Our illustration of a pigeon loft is from a photograph of one in Philadelphia. It is arranged so that the act of a bird alighting on the trap prior to entering the loft operates an instantaneous camera which photographs the bird and the clock at the same time, thereby recording automatically the precise moment that a racing bird reaches home.



FOR REPORTER'S USE.

Another illustration shows a net for catching a particular bird in a loft and a convenient basket for sending them on a train to the point of liberation. On the occasion of the late international yacht races birds have been used to bear dispatches from the yachts to the New York newspaper offices. We give an illustration of the method of tying a bird for a reporter's use. This will suggest many ways in which a bird may be utilized on special occasions. There are many birds in use now bearing messages from city offices to country homes or factories. Recent experiments prove that a bird may be trained to take its food at one station and water at another, and that it will regularly each day

at another come other, thus establishing a reliable letter post. The keeping and training of carrier pigeons is likely destined to become one of the pastimes of our people, and a stimulus in that direction will be the exhibition of these birds at the American Institute fair, New York.

Baroness Burdett-Coutts' Husband.
Mr. Bartlett, the young American snob who was espoused by the Baroness Burdett-Coutts, now rides in a carriage emblazoned with two coats of arms, his wife's and his own. The latter is surmounted by three crests—Bartlett, Burdett and Coutts.—London Letter.

A PRESIDENT'S BIRTHPLACE.
The House in Fairfield, Vt., where Chester Alan Arthur First Saw Light. A remarkable fact about a long line of the presidents of the United States is the exceptionally humble surroundings of their birth. The pictures of the houses in which Lincoln, Grant and Garfield were born have been published, and strange to say were all about a type with the illustration herewith of the late President Arthur's birthplace. The plain, squat one-story structure, with a single door and a few windows, seems to be the lucky one as a starting point for the presidential aspirant. Our public men possessing the "presidential bee in their bonnets" should first find what style of house they were born in and risk their chances accordingly. And unborn Americans intending to run for president should take advantage of this point and see to it that their careers are begun right.



BIRTHPLACE OF PRESIDENT ARTHUR.
The father of the late President Arthur was a Baptist clergyman, a graduate of the University of Belfast, near his native place, in Ireland. Fine scholar and able minister that he was, this building of which we give a sketch is interesting as showing the sort of parsonage a clergyman was expected to put up with in those days. The Rev. William Arthur's liberal education, particularly in the classics, was of great advantage in preparing his son Chester for college. But this event did not take place until they were living in better quarters in Union village, Washington county, N. Y. Young Chester was scarcely more than a babe when his family left the house he was born in.

YPSILANTI, MICHIGAN.
The Interesting Circumstances Under Which the City Was Named.

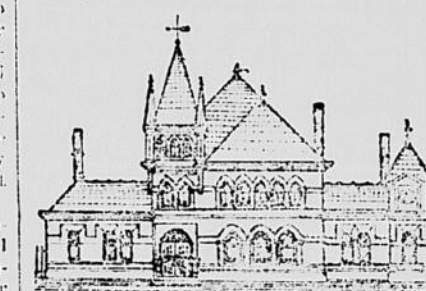
About eighteen years ago the minister of Greece, in Washington, addressed a letter to the mayor of Ypsilanti Mich., asking how it was that that city bore the name of one of the most illustrious families of Greece. The reply of the mayor, only recently published, will satisfy an inquiry that has burdened more minds than that of the Grecian minister. It was: That during the Greek revolution in 1823 or 1824, the city of Nauplia, in the Peloponessus, was besieged by a large body of Turks. Gen. Ypsilanti, a famous Greek chieftain, selected a picked body of Greek warriors, who made a sortie from the fortress, during the night, fell like a thunderbolt on the camp of the Turks, killing hundreds of them, and created such a panic that the Turkish pasha raised the siege of Nauplia on the next day, and that part of Greece was liberated from the presence of the Turks. When the news of this glorious deed of arms reached a new town in Michigan, it created such an enthusiasm, that a meeting of citizens was called, and it unanimously decided to call the town "Ypsilanti," in honor of the great general.



GEN. YPSILANTI. (Photo by Stevenson.)

This matter has just been recalled and made public through the presentation to the city of Ypsilanti of an engraving of the general, after whom the city was named, by D. M. Botassi, consul general of Greece, in New York.

Toledo's New Union Depot.
Toledo, O., is the last city to feel the effects of the aesthetic movement in railroad building that is sweeping over the country, demolishing the unsightly barns and sheds that bore the name of passenger depots. The first impression one gets of a town is liable to be lasting, and as this is usually received at the railroad station it is to the interest of both the citizens of the town and the railroad companies that the station should be attractive. This is being recognized on all sides, and the long standing neglect in this matter is being remedied.



MAIN PASSENGER BUILDING, TOLEDO.
The main depot recently opened at Toledo, O., is built of Philadelphia pressed brick with carved stone trimmings. The interior walls are of glazed brick in variegated colors, the floor of tile, and the ceiling and all the wood work of oak gives the whole an appearance of richness and solidity. Separate buildings for the accommodation of baggage and the express business are of the same style of architecture as the main building, but separated from it. "Umbrella" sheds aggregating a mile in length will cover the platforms between the passenger tracks. Next year it is intended to put up a restaurant building which will complete the accommodations for the traveling public and add to the pleasure of visiting the city.

XXX-mas

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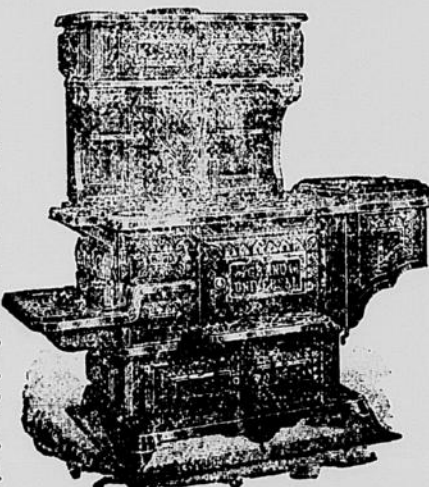
The patronage of the farming public is respectfully solicited. All stock left in the stable will be carefully attended to, at the lowest living prices.

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Treasurer a nice hoi-for what was girl, but wh your better hooves you my bric-a-cy goods-- Heating st-- in the world Glass, Build and shelf har gether with farm machin



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Notice—Timber Culture.—U. S. Land office Fargo, Dak., Oct. 25, 1886. Complaint having been entered at this office by John M. Paul against Andrew J. Wood, for failure to comply with law as to timber culture entry No. 6,212, dated November 3, 1881, upon the NW 1/4 Section 22, township 148, range 57, in Steele county, Dakota, with a view to the cancellation of said entry, contestant alleging that said Andrew J. Wood has wholly failed to break, cultivate or plant to trees, tree seeds, roots, nuts or cuttings, any part or portion of said tract since making said entry up to the present time, and that said tract is wholly devoid of breaking or any other improvement, being wild prairie land in its natural state, just as it was November 3, 1881, the said parties are hereby summoned to appear at this office on the 10th day of December, 1886, at 10 o'clock a. m. to respond and furnish testimony concerning said alleged failure. E. C. GEAREY, Receiver. S. B. PRINCE, Attorney. 41-60