

the plate should be very hard to prevent the point of the heavy top from drilling a hole in it. The direction to spin the Japanese needle top is to hold the fly wheel and end of string between the thumb and forefinger of left hand, wind the string around the neck of the wheel with the right hand. Now take the spindle between the thumb and forefingers of the right hand, and loosen the hold with the left hand, take the end of the string in it, pull leisurely at first and then faster until all the string is unwound, and the top rotates briskly.

Fig. 1 is the vertical section of the top of the disk of heavy metal, as lead or type metal, the stem a brass tube, the top and bottom of the top of sheet brass, the whole being soldered together, and a steel point being secured in the lower end of the brass tube. The upward projection tube is for receiving the spinning string.

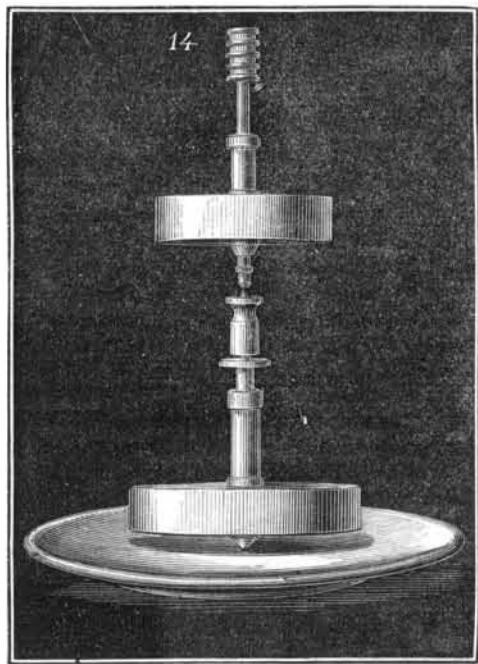


Fig. 2 is the handle, the main portion being of wood and the projection a steel wire.

Figs. 3, 4, and 5, show the various styles of amusement that may be obtained from this simple top. In one case a coin may be made to rotate, or a doll to waltz, or a bead to gyrate.

The paper tubes and bent wire experiments are shown in Figs. 6, 7, 8, and 9, fully explained in the body of the description.

Figs. 10 and 11 are the spiral card experiments; 12 and 13 the Japanese needle top amusements, and Fig. 14 Sinbad the Sailor and the Old Man of the Sea. E. J. W. Lenox, Mass.

THE INDIANS--GENERAL SHERMAN'S OFFICIAL REPORT.

General Sherman's Report in reference to Indian affairs we regard as a very able document. He has been unable under existing circumstances to find any lasting remedy for the war. So long as opportunities are continually offered for depredations by settlers and gold hunters upon the frontiers, the Indians will commit them. Surveys of public lands progress, railroads are built, and mail routes are established. So long as these things continue, General Sherman thinks the maintaining of our military forces on the frontier will be necessary.

The whole thing is nothing more than the old war between civilization and barbarism. Either civilization must yield and cease to progress further, or the Indians must be summarily and thoroughly squelched. It is folly to reason with these savages or to ask them to agree to the terms which have been or may yet be proposed. Any concession made to them is attributed to fear on the part of the Government, and all parleying is simply a loss of time. The terms should be dictated by the Government and enforced by it in the most peremptory and vigorous manner.

The Government should not lay itself open to any charge of breaking faith in the future. It should not pledge itself to the Indians in any manner whatever. They should not be permitted to dispute, as they have done, the progress of important internal improvements. If they will not work as citizens, they should be scattered as vagabonds. If they will not submit to the impositions of the Government, they should be made to feel the strength of its arm.

The Indians have shown themselves incapable of keeping faith. They are the most treacherous, as well as the most inhuman, of all barbarous races.

General Sherman, in his report, shows the fallacy of the belief that the recent hostilities have sprung from the abuses of the Government agents, the agent at Leavenworth being the only one who is open to any such charge. Everything goes to show that the recent outbreaks were without provocation other than the gradual advance of civilization which these red skins hate.

Believing these facts to be true, we hail with satisfaction General Sherman's recommendation to take the whole matter of adjusting the Indian difficulties out of the hands of the Peace Commissioners and restore it to the War Department, which, he says, is also the desire of the Commission itself. We believe with him that the Indians will never accede to the plans and purposes of the Commission so far as to become self-supporting, and that the best that could be hoped would be to convert them into a race of paupers.

Disagreeable as is the necessity, much as our humanity may

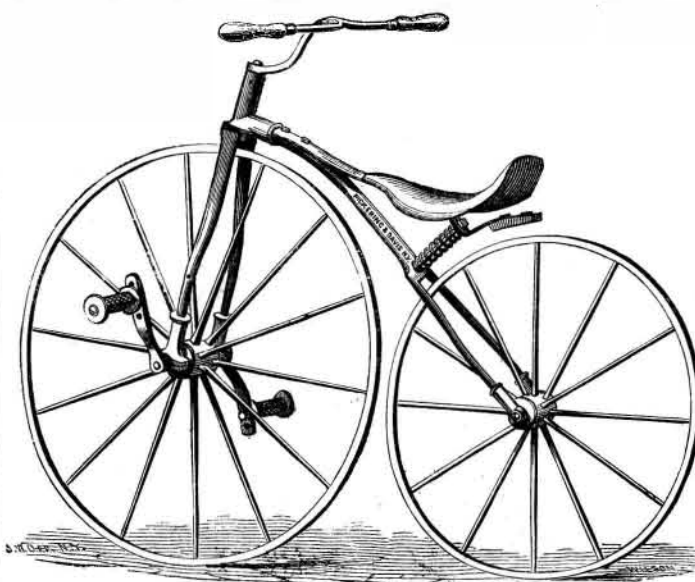
shrink from the task, we shall never see an end to these Indian troubles until a severer code of warfare is adopted with them. We must submit to see the families of our noble pioneers tortured with the most devilish ingenuity, their wives and daughters ravished and slain by these bloodthirsty fiends, or we must slay them. For ourselves we cannot hesitate. The Government has made large appropriations to the Pacific Railroad, which the danger from armed bands of hostile Indians will render worthless when completed, unless a prompt and vigorous policy compels them to go to the reservations set apart for them and to remain there. If the Government sees fit to support them upon these reservations as paupers, we shall not object, although we fail to see any good reason for so doing.

PICKERING'S VELOCIPEDE.

The velocipede seems destined to come into use in this country—though perhaps not soon to the extent that it has in France. It is so attractive and fascinating, developing so much strength and skill, and affording so great amusement to the rider, that its votaries and students will be numerous.

Of the various kinds, four, three, and two wheeled, the latter is the only artistic one, and except for unusual occasions, we would say never has the driving wheel more than three feet diameter; for ordinary use 33 inches is a good size, while for boys we would say 28 to 30 inches.

At first sight one would suppose it to be a formidable undertaking to mount and steer one of these two wheeled articles, but a few hours practice, causes the student to feel quite master of the ceremonies.



The velocipede which we illustrate this week has been designed by T. R. Pickering, of this city, 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 own oil box. It differs from the French *veloce* in the arrangement of the tiller, which is brought well back, and is sufficiently high to allow of a perfectly upright position in riding. 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. The connecting apparatus differs from that of the French bicycle in that the saddle bar serves only as a seat and a brake, and is not attached to the rear wheel. By a simple pressure forward against the tiller, and a backward pressure against the tail of the saddle, the saddle-spring is compressed, and the brake attached to it brought firmly down upon the wheel.

A Singular Case of Supposed Lunacy.

A most singular circumstance has recently occurred in Louisville. One Robert Sadler being arraigned on a writ of *habeas corpus* inquirendo, the following appeared in testimony: It was alleged that in the night time he would alarm his family and his neighbors with screams as if in severe pain, exclaiming that he felt the pain inflicted upon persons at a distance, by amputation or other causes. Mr. Sadler was said to be of good character and incapable of wilfully feigning what he did not feel, and therefore was supposed by his friends to be insane. In consequence of this belief a writ was issued to make the proper legal inquiry and to decide the question. The jury however could not agree to call him insane and he was discharged. It was proved that he uttered his cries and expressions of pain at the precise time that those with whose sufferings he claimed to be in sympathy, were actually undergoing the operations, which would cause similar pain; and this under circumstances which precluded the belief that he could have been aware, by external means, of the time or place at which such operations were to take place. The length of time during which he had displayed this morbid sensibility

had been so prolonged, that if he had really been practicing a deception it could scarcely have failed to be discovered. In his conversation, and in all other particulars except the one we have described, Mr. Sadler gave no evidence of anything except the most perfect sanity. The case seems to be well authenticated, and if the truth of the details can be relied upon is altogether a very remarkable one. It resembles very nearly, in its prominent features, the characteristics of the so-called cases of bewitchment which occurred in the earlier history of New England. It is not impossible that a recurrence of that physical affection, for such it undoubtedly was, may again recur, though it is quite impossible that its treatment would be so irrational in the present age as in the past. There is more we believe in the nervous system of mankind than has been even dreamed of in our philosophy, and such cases as the above carefully studied might be useful in throwing light upon mysteries hitherto unexplained and inexplicable.

PROTECTION OF SHEEP FROM DOGS.

It would be a work of supererogation—much more than duty requires—to say anything in praise of dogs, their sagacity, fidelity, generosity, unselfishness, courage, etc., as everybody acknowledges that some specimens possess these virtues in a remarkable degree. But we question whether their characteristics might not be summed up in the same manner that our school Olney's Geography used to designate the character of the people of different countries; thus, "The Lapps are ignorant, superstitious, vindictive, surly, and filthy in their persons; but affectionate, docile, hospitable, and faithful." While the dog—or some of his race—may be all that his lovers say, is he not also cruel, malicious, treacherous, a thief and a robber, a murderer and a slayer? Yea, a slayer for the pleasure of slaying. It is unpleasant to believe so, but the delight some dogs have in worrying innocent kittens and in teasing motherly tabbies does not speak well for their generosity or courage. Neither does the fact that one dog will kill a dozen or twenty sheep in a single night when, even if hungry, he could not eat half a one, induce a strong belief in his unselfish virtues.

Not less than half a million of sheep are killed annually and as many more permanently injured by dogs within the limits of the United States. It may seriously be questioned whether all the virtues of the canine race aggregated is worth as much as these one million sheep. Still, as hunters and guardians of property dogs are not to be despised. Cannot some simple means be devised for protecting sheep from these domestic wolves short of exterminating the canines?

A writer in one of our agricultural exchanges says that cattle, and more particularly cows with young calves, are a sure protection to sheep from the attacks of dogs and wild animals, and cites several notable cases in point, enough to establish the fact. But another writes thus:

"I have found sheep do very well among cattle, but cattle do badly among sheep. To prove it, let the farmer take the fodder left by the cattle, even when part of it has been trodden under feet, and if the sheep are not fully fed, he will see the sheep eat it very greedily; then let him take what his sheep leave and offer it to his cattle and he will find they won't eat it if they can get anything else; or, let him turn his milch cows into a sheep pasture and he will find them to fail in milk."

In this dilemma it is questionable whether it is better to have less milk and more mutton, or *vice versa*.

Original Letter from Robert Fulton.

The following letter was addressed by Robert Fulton to Andrew Brink, the Captain of the *Clermont*, the first steamboat of the Hudson river. The original letter is in possession of Persen Brink, of the town of Saugerties, Ulster county, and a copy of it was sent to the *Kingston Argus* for publication:

"NEW YORK, October 9, 1807.

"Captain Brink—Sir: Inclosed is the number of voyages which it is intended the boat should run this season. You may have them published in the Albany papers. As she is strongly made, and every one, except Jackson, under your command, you must insist on each one doing his duty, or turn him on shore and put another in his place. Everything must be kept in order—everything in its place, and all parts of the boat scoured and clean. It is not sufficient to tell men to do a thing, but stand over them and make them do it. One pair of good and quick eyes is worth six pair of hands in a commander. If the boat is dirty or out of order, the fault should be yours. Let no man be idle when there is the least thing to do, and make them move quickly.

"Run no risque of any kind; when you meet or overtake vessels beating or crossing your way, always run under their stern, if there be the least doubt that you cannot clear their head by 50 yards or more.

"Give the amount of receipts and expenses every week to the Chancellor.

"Your most obedient,
"ROBERT FULTON."

TRIAL OF VELOCIPEDES.—On Saturday, the 28th of November, a trial of velocipedes took place in this city, at the armory of the 22d Regiment in Fourteenth street. Four different makers were represented. Two of the velocipedes were of the French style, high and awkward to mount. The one generally conceded to be the best was an American design, embracing several improvements upon the French machine. Various adroit manipulations of these machines were performed by the exhibitors. Among the most notable of these was one in which they all took part, to show the applicability of these vehicles to military service.