The Colonist.

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SCENE IN THE COMMONS.

The Very Unflattering Language Applied by Tanner to Home Secretary Matthews.

The Quarrel Settled by the Withdrawal of the Offensive Words and an Apology.

LONDON, Aug. 12.—An extraordinary scene was enacted in the Commons this evening, while Mr. Matthews, Home Secretary, held the floor. Mr. Matthews was addressing the House in reply to the severe censures which had been passed upon his method of dealing with the matter of capital sentences, when he was interrupted by Mr. Tanner, member for the middle division of Cork, who exclaimed, "How about Dangarven?" To this Matthews replied "I do not know who that vulgar interrupter is." Tanner immediately appealed to the chairman, who justified the expression which Matthews had made use of. Upon this Tamer sprang to his feet and in a loud and angry voice denounced the Home Secretary as "The meanest hound that had ever sat upon a treasury bench." A scene of intense excitement followed, members demanding that the words be taken down; other shaking their fists at one another, and other handying epithets. At this juncture Sexton approached Tanner, and with considerable difficulty persuaded that gentleman to withdraw the offensive words and offer an apology.

A STEAMER IN THE RAPIDS.

Panic on a Boat Loaded With G. A. R. Excursionists.

MONTREAL, Aug. 11.—Twenty-five hundred Grand Army men, with their wives and children, left Chicago for Boston via Niagara Falls, Valencia river and Montreal on Friday. Most of them were from posts in cities outside of Chicago. Many came from Iowa, Minnesota, Nebraska, Kansas, Missouri and Wisconsin.

At 4 o'clock yesterday morning five big steamer loads left Kingston to go through Sault rapids. All the boats were packed with Grand Army men and their families. The Bohemian, the largest of the boats, carried between 600 and 700 passengers. The long Sault rapids were passed safely, and the day was very pleasantly spent. The boat was fearfully crowded. About 7 o'clock great clouds began gathering in the west, and the sky began to darken. The wind freshened considerably, too, and a big storm was predicted. There was yet one series of rapids to go through, as dangerous as any, but the captain of the Bohemian thought he could reach them before darkness set in. The upper deck forward of the boat was packed with people watching the first plunge of the steamer, when there was a brilliant flash of lightning, and rain began to fall in sheets. The people made a rush for the cabin and shelter, and as the steamer entered the rapids she rolled fearfully, and the people surged from side to side. Suddenly a sound of cracking timbers was heard, and women shrieked and fainted. There were heard several hoarse commands from the pilot. On the upper deck beams had cracked, but the floor had sunk a few inches and jammed the tiller chain leading from the pilot house. The steamer in the midst of the boiling rapids was entirely beyond control. When it became known that the boat was unmanageable, a panic ensued. People rushed here and there, except those that had fainted, and worse than all, the crew and waiters made a rush for the piles of life-preservers in the centre cabin and on the after-deck and began strapping them on. The war veterans aboard kept their wits about them, and fought the cowards away from the life-preservers, while as quickly as possible they strapped as many as they could find on the women and children. There was not enough by half to go round. The boat in the meantime had turned entirely around and was now going down the rapids stern first.

Suddenly there was a terrible jar. The steamer had struck a rock. Slowly she [illegible] another shock, followed by another, each of them heavier than the first. Another shock came, and the steamer gave a mighty heave and plunge, as if she were going down head first, and then slowly turned her head to the rapids, where there was another rock. She touched this and took the last plunge through the rapids out into the open, clear water.

The captain yelled: "We're all right now." The crew had got over their panic, and had been working hard clearing the tiller chains, during the most critical time, and by the time they had cleared the rapids the steamer was under control again. Here she was turned ashore, and within twenty minutes the party was disembarking at the Beauharnois canal pier.

POLLUTION OF FISH STREAMS.

Enforcement of a New Law Will Stop Coal and Placer Mining at Washington.

TACOMA, Aug. 10.—Important industries are threatened by the enforcement of the fish law passed by the last legislature. By this law the water of any stream may not be polluted in any way to such an extent that the fish in the streams are injured. The fish commissioner recently notified Superintendent Davies, of the Carbonada mines that coal must no longer be washed in the Carbonado river. Davies replied that the coal was of such a nature that it must necessarily be washed, and the Carbonado was the only stream available. If the order was complied with the mines must close. A reply came that the law must be complied with. The Wilkeson mines are also in the same predicament. The Carbonado mines are owned by the Pacific Improvement Company (the Southern Pacific).

Davies went at once to San Francisco and placed the whole situation before them. The company replied that if the order was enforced the mine could be closed and California could be supplied with coal from British Columbia. The pay-rolls of the Carbonado mines is $35,000 to $50,000 per month, and the Wilkeson mines are fully as large. Coal men say the law is very faulty; that only a few sportsmen are interested in preserving the fish, which are small and few, the stream being only ten feet wide, and that it is a short-sighted policy to preserve these at such an enormous expense. It is true that the sulphur washed from the coal will destroy fish. Enforcement of this law will also interfere with mining gold and silver. The order takes effect August 18. The matter will no doubt be taken to the courts, and an effort will also be made to have the legislature, when the special session is called, repeal or amend the present law.

THE WEB OF STEEL.

Two More Railways Projected in the State of Washington.

(Post-Intelligencer.)

The San de Fuca and Northwestern Railroad Company will be incorporated in a few days by J. J. Malone, H. K. Moore, G. W. Peck, C. E. Hayden, W. P. Bancroft, and S. E. Southard, with a capital stock of $1,000,000. Messrs. Gillespie, Jennings, Monnee and Powers, of San de Fucs, are busy raising subsidies. The rails and fish plates for the road have been ordered.

Frank C. Ross, of Tacoma, proposes to build a railroad from Gig Harbour northwest through Kitsap county to Hood's Canal, to cross that channel by ferry boats, and run through the Olympic mountains to Port Angeles Mr. Ross has had surveyors out in the mountains for two months and claims to have found the easiest pass yet discovered. The whole route has been surveyed. Subsidies have been secured along the inhabited part of the route, and construction is to begin as soon as the preparations are completed. A line of ferry-boats is to connect the road with Tacoma.

The Spokane Falls Spokesman says: "Great Northern surveyors are at work in the Kootenai country, and, although the line has not been cross-sectioned, it is definitely settled. Competent engineers claim about a year will be required for the road to build to Spokane Falls, as there is a good deal of heavy work to do in the mountains. It will, most probably, not run direct into Spokane Falls, but will come into this city over the Spokane Falls and Northern railroad. This will give this city as direct connection practically as if the line was built here directly, and it will have the extra advantage of enabling the Great Northern to give Spokane Falls terminal rates without being obliged to give the same figures to all points between this and the Sound, west of the crossing of the Spokane & Northern. The road will run through Okanagan county to a connection with the Fairhaven & Southern, which the Great Northern recently purchased. Another important railroad project that is now on the tapis is this: An arrangement is contemplated between the Spokane & Northern and the Great Northern by which the former road will be extended west through the Colville reservation to a junction with the Fairhaven & Southern, completing the connection outlined in one of the above paragraphs. The Great Northern will then have only to build from Montana to a junction with the Spokane & Northern, and in the meantime the Spokane & Northern can build west and the Fairhaven & Southern east, and will complete the Great Northern's line to the coast in less than eighteen months. Mr. Corbin already has permission from Congress to cross the Colville reservation, which will probably be thrown open next year to settlement.

AE ACTRESS' PROGRESS

On the American Stage in the Emotional School of the Drama.

The American stage of to-day can boast of but two artistes who are properly entitled to the distinction of having obtained prominence in the distinctly emotional school of the drama. They are the talented, though somewhat erratic, Clara Morris, and the brilliant and beautiful Maud Granger. The last named made her appearance on the stage of The Victoria last night in a new play written by Richard Davey. She is one of the most popular artistes of the day. She is a graduate of the same school that has produced Clara Morris, Rose Eytinge, Kate Claxton, Rose Coghlan and Fanny Davenport, and has been associated with them all at various times in the stock companies of the leading theatres of New York. She has been leading lady in turn at Daly's, the Union Square, the Eighth Avenue, and Wallack's in New York city. She has supported in leading roles many eminent actors.

Miss Granger fully realizes however that no matter how popular an actress may become the public will in time tire of the old repertory and demand something new. When in Europe a year ago she heard of the production of a new play at the Theatre de L'Application, Paris, which was described to her as a play of singular intensity and dramatic worth. Acting upon a suggestion she witnessed the initial production of the play, and was greatly impressed with its beauty and the opportunities it offered to an emotional star. She at once negotiated for its purchase but found a rival in no less a personage than the great French actress, Sara Bernhardt, who was herself present at the first performance of the piece. Miss Granger succeeded in securing it, however, and, when she left for America, brought it with her. The first production of the peice by her in this country was at the New National Theatre, Washington. She had changed the title from "L' Heritage de Helene" to "Inherited," and the play proved a success even beyond what was anticipated. "Inherited" is singular in some respects to Sardou's "Fidora," though the morale is of a decidely different flavor.

A DESPERATE BATTLE.

Fight Underneath the Water Between a Man and Shark.

An exciting battle between a man and shark took place in the water off the pier in New Brighton recently. The famous diver, Burns, who was inspecting the foundations of the pier, was in the act of ascending to the surface of the water, when a huge shark attempted to seize him. Burns watched and warded the monster off as best he could, but was slowly getting the worst of the fight when some boatmen near by threw him a knife. With this weapon he boldly attacked the shark, and after a fierce struggle succeeded in ripping it open. Having thus disposed of his enemy, Burns seized the shark by the head and towed it ashore amid the cheers of the spectators.

FROM THE EAST.

Japanese and Chinese Notes—The Situation in Rice—Census of Shanghai—A Widow's Harikari.

There is an increasing amount of poverty in Hongo, in the Capital, due to the recent conflagration.

A statue of the late Paul Bert was to be inaugurated at Hanoi on the 14th ult. M. Klobukowski, Consul for France at Yokohama, and Madame Klobukowski had arrived to take part in the ceremony. Madame Klobukowski is a daughter of the distinguished statesman and scientist in whose honor the statue has been erected.

Three thousand more bags of foreign rice were offered for sale recently by public tender, from the Hyogo granaries but, owing to the low prices offered, only 1,200 bags were sold. The highest offer received was $5.05 per koku, and the lowest $4.90.

There is a great distress among the poorer classes at Hakodate, and a few merchants have succeeded in obtaining over 6,000 dollars, with which they intend to buy rice—store it—and relieve the most necessitous cases of poverty only, so as to husband their store for the coming winter, which all think will be very severe northwards.

A service of carrier pigeons is being introduced in Tonkin. The other day sixteen pigeons covered the distance between Tuyen-quan and Hanoi, 75 miles, in two hours.

On the seventeenth June there was a revolt amongst the prisoners at the French convict station of Poulo-Condore. About 400 Tonkinese convicts overpowered their guards and then spread themselves over the island. Ten of the convicts were killed and as many wounded.

The largest cargo of rice ever brought to Penang by any single ship arrived recently from Moulmain by the British India steamer Lawada, which had no less than 42,000 bags on board. This and several other cargoes are all intended for Hongkong, whence the produce will be shipped to Japan. Some Chinese rice merchants are in consequence reaping a golden harvest at present, one firm alone having made more than $50,000 profit during the month.

The census taken at Shanghai on the 24th June shows that the total foreign population (exclusive of those living on the French concession) was 3,821 as compared with 3,673 in 1885, 2,197 in 1880, 1,673 in 1876, and 1,666 in 1870. The total includes 1,811 adult males, 979 adult females, 479 boys, and 552 girls. The native population was 168,129. On the French concession the foreign population was composed of 173 adult males, 123 adult females, 27 boys and 21 girls.

With regard to the war in Acheen the Penang Gazette says: It is satisfactory to learn that the fighting in Edie is nearly over. There is talk of another expedition to Edie Choot, which it is expected will bring the war to a close. Both the artillery and cavalry have since left for Koto Radja.

All vessels are prohibited from entering any of the harbors of Cacba (Tongkin) in consequence of a blockade being proclaimed there, the object of which is to put down piracy which exists in those islands.

Wuchang is becoming one of the most important cities in China, H. E. Chang Chih-tung, Viceroy of the Hukwung provinces, bringing over all the projects which were originally conceived for Canton. He has already commenced the construction of a cotton factory, which is to have 20,000 spindles. Plant, machinery, and apparatus for works for smelting iron and manufacturing steel rails have also been ordered. A small-arms and gun factory on a small scale are likewise to be established at Wuchang, and the machinery has been ordered from Germany.

A Shanghai native paper says that the Shanghai Magistrate having received a despatch from H. E. Nieh Taotai, who had orders on the subject from the Viceroy at Nanking, has given permission to a merchant to run small fast boats, either steamers or stern wheelers worked by foot power, to ports such as Soochow and Hangchow for trading purposes or carrying passengers. A trial has already been made with two boats brought from Canton with results satisfactory in every way. Some more boats will be built after their pattern, and the regular service will begin shortly.

An ice company has been formed at Shanghai, and is already incorporated under German law. The capital is Tls. 36,000, divided into 360 fully paid-up share of Tls. 100 each. The necessary machinery, is expected to arrive in Shanghai about the end of the year, and will be most thoroughly tested before shipment in order to secure efficient working when set up.

A case of self-immolation by a young woman of 24 years of age recently took place at a village called Ngi-au, about 10 miles distant from Nan-tai, in consequence of her husband having died of leprosy about the 17th February, she being childless, and having no one except distant relatives to depend upon for support, had no other alternative. The Chinese consider it a matter of great virtue in a woman who puts an end to her life in this manner. Several invitations to dinner in grand style were given her, which she gladly accepted and partook of with great joy, as if nothing was to happen in the sequel. After the feast she ascended the scaffold, with her hands unpinioned, and strangled herself. Her body was placed in the coffin, duly prepared beforehand.

THE LABOR CONTROVERSY.

TO THE EDITOR:—There are some things that appear almost paradoxical in the contests between the Union and the employer of labor. For instance, the Union is a totally irresponsible body; the employer is responsible. Any agreement made with the Union cannot be enforced, and, therefore, would only last as long as the Union deemed fit. On the other hand, an agrement made by the employer is recoverable at law. The members of the Union and the Union itself are quite different matters, the former having no legal standing, and, moreover, is not governed by any limiting charter, and, therefore, no binding agreements can be made. The Union is not an incorporated body. There is no limit to its powers or demands. The employer on the other hand can be sued by the employed. Some fair charter would seem to be necessary for the Union. Again, the wages of miners and equality. Say, for instance, coal is one dollar per ton, one man on a particular seam takes out three tons per diem; another man, an equally good miner in every respect, has a refractory seam and can only take out one ton. In this case the pay for the same amount of labor is unequal. If the principle of socialism be correct, all the miners should put their earnings into a common fund and divide this equally among the workers. This would be equality. Of course to settle these matters as between the union and employers, it seems that the former require a definite character, and because it is real or supposed, should be adjudicated as any ordinary legal case. The City of Victoria, for instance, is not superior to its charter or the courts of law.

X.

MILLIONS MORE.

J. W. Mackay the California Millionaire Elected a C. P. R. Director.

A telegram was received last evening stating that John W. Mackay, the bonanza king of California had been elected a director of the Canadian Pacific Railway. He will undoubtedly be of great benefit to Canada's transcontinental railway, not only on account of his financial standing, but also in view of the fact that American capitalists are at the present time exercising a strong opposing influence against C. P. R. interests at Washington.

THIS AND THAT.

Most Likely.—Wife—What do you suppose baby is thinking about? The Brute—I s'pose he's thinking what to cry about to-night.

A Free Translation.—"Papa," said Willie, what is a rara avis?" "A rara my son, is a dude with brains. You rarely ever see one."

GRATIFYING HIM.

I begged her not to say me nay:
'Twas that was the thing she did say.
Made her reply another way,
And mildly answered "Nix!"

They All Do It.—"I didn't get a fish." "But you brought home a nice mess." "Yes, I followed the advice of the wise man and hired a haul."

Cumso—Jaysmith is penurious, isn't he? Fangle—I should say he was! He won't even laugh at a joke unless it is at someone else's expense.

Talking Yet.—"Bismarck is still loyal," remarked Snively, looking up from the newspaper. "He may be loyal," replied Snodgrass, "but he isn't still."

Gus De Smith—I am head over ears in love with your daughter. Judge Peterby—I suppose those ears are the same ones over which you are in debt.

THE TRUE PHILOSOPHY.

Lives of rich men all remind us
We can make our own sublime,
And by liberal advertising
To the highest summit climb.

The other day the types made me speak of my college days. It should have been callow days, which is much the same thing.

Rare Occurrence in Boston.—Customer (handing back a mutilated coin)—I want a better half. Salesgirl (abstractedly)—Oh, sir, I thank you, but I'm engaged to George Robbins.

Bismarck is an average man. When he knew all about the policy and conduct of the German government he would say nothing. Now that he knows nothing he talks all the time.

All Clear Above.—Accepted Suitor—But won't you find it awkward, Blanche, when you meet your first husband in heaven? Pretty Widow—My dear George, I'm not a bit afraid of that ever happening.

A NEW SUBMARINE BOAT.

THE NOVEL CRAFT CAN REMAIN UNDER WATER 24 HOURS.

It is of French Device, and is Called the Goubet—The Results said to be Highly Successful—Its Size and Capacity.

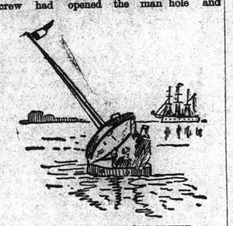
While the new Spanish submarine boat Peral is having its final trials at Cadiz and all Spain and Spanish America is putting itself out to honor the young inventor who invented and constructed it, a new submarine boat, whose performances are alleged to throw those of the Spaniard entirely into the shade, is being tested successfully at Cherbourg, in France. France has already made one experiment of that sort, the Gymnote, of which much was prophesied but little heard after a trial trip or two. That was a boat like the Peral, built to carry a crew of ten or a dozen men, and constructed much on the model of an ordinary fish torpedo vastly enlarged. The new boat, called the Goubet, after its inventor, is about 18 feet long and 5 feet in diameter, and requires a crew of but two or three persons. Its total weight is seven tons, so that it can be easily carried about on board of an ordinary man-of-war, or transported by rail from one port to another. The hull is made of a single piece of bronze, and is shaped somewhat like an elongated egg, with a pointed nose, projection like fins at the sides, and a little propeller for a tail. Upon the top is a small dome, through which is the entrance to the interior. Around the edges of this are deep holes, filled with glass. The motive power, like that of the Peral and the Gymnote, is electricity. The air in the vessel is kept pure by means of oxygen compressed in tanks, while the foul air is expelled by pumps. The supply of oxygenated air is regulated automatically in such a way as to keep the atmosphere within the boat at normal pressure.

APPROACHING AN IRON-CLAD.

It is claimed for the new boat that it can be handled under water or upon the surface with perfect ease, twisting and turning at full speed under the absolute control of the pilot; that it can remain below twenty-four hours, or even longer if necessary, without ever having to come to the surface, and that it can remain motionless at any given depth beneath the surface for any length of time, instead of having to keep moving constantly to avoid coming to the surface, as was the case with the Gymnote. Minor advantages alleged to exist are the possible substitution of submarine oars for motive power in case of the breakdown of the engine; the provision by means of a ton of lead attached to the keel and detachable at the touch of a button, for the instant rise of the boat to the surface in case of accident; the ease of the steering which is done by the same propellor that moves the boat, the possibility of sending messages to the surface enclosed in wooden cases, while the boat remains submerged.

The handiness of the vessel upon the surface has been proven at several trials, as has also its ability to remain beneath the surface for any indefinite time. The longest time it has yet remained submerged was eight hours. There were two men aboard then, and they suffered no hardship whatever, but passed the time playing cards. It is claimed that test it was alleged that there was oxygen enough in the chambers for twenty hours.

Another time, after the vessel had remained below for several hours, it came to the surface unexpectedly, and it was supposed that an accident had happened. When a boat reached the spot, however, the crew had opened the man hole and



THE CREW CAME UP FOR COFFEE.

were sitting on the edge waiting to get some coffee with which to wind up the dinner they had enjoyed twenty feet from under water. The same tests have proven the ability of the boat to remain motionless under water at any given depth. A point which remains to determined is the speed of the boat and its ability to manoeuvre it safely under water near a rough and uneven coast, or among the shipping in a harbor with its anchor chains and other obstruction. The authorities of the port at Cherbourg have refused to allow the use of electricity in the enclosed portion of the harbor where the Goubet now is and the inventor of the boat has had therefore to take out the electrical apparatus used in the first tests and substitute a temporary contrivance for moving the boat during the tests as to buoyancy and other points. These are concluded, and the electrical power will be replaced and the final trial made in a short time.

The design is that the vessel shall be navigated most of the time with its dome above water. Through the little glass windows in the side of this the surface of the sea for a long distance around can be constantly surveyed. The dome is so small that it will be a hard mark to hit when in motion, and the boat can safely approach within a comparatively short distance of a hostile vessel with the dome above water. When the balls from the rapid-fire guns of the enemy get to coming unpleasantly near, the submarine Captain can take a good aim, sink below the water, and shoot ahead at full speed, until the torpedo with which the bow is armed strikes something and goes off. If nothing is struck,

THE GOUBET OUT OF WATER.

the Captain will know that he has undershot his mark or that his aim has been bad, and he will have to come to the surface and take a peek at his surroundings before trying again.

M. Goubet is however, as work upon an apparatus which if successful, will do away with the uncertainty due to the impossibility of seeing far ahead below water, which is a chief difficulty with submarine navigation. He says that by an arrangement of mirrors he will be able, at the next test of his Goubet, to see everything upon the surface of the water anywhere near while his boat remains completely submerged. When he can do this he can slip up safely at his leisure to within a few feet of the biggest ironclad afloat, fire a torpedo into one side of her, dodge around to the other side and give her another one there, and if that doesn't do the business, blow her propellers and rudder to pieces with a third torpedo, all without the folks aboard the big boat getting a glimpse of him. The only trouble will be that the big ironclad will be moving about all the time at the rate of fifteen or twenty miles an hour, if her commander suspects submarine boats are around, and unless the Goubet has a good deal more speed than such a small boat is likely to develop, it will never get within hitting distance of the ironclad except by luck.—N. Y. Sun.

HOW TO HANDLE A GUN.

Some Good Advice to Boys by a Veteran Sportsman.

Let me tell you how to learn to aim a shotgun. It is a very simple thing when once you have mastered it.

Lift the weapon with both hands, the right clasping the stock just below the guard, the left supporting the barrels. Look with both eyes steadily at the object to be shot at, and at the same time bring the mid-rib of the barrels straight under the line of the vision of the right eye. Pull the trigger instantly.

When you are ready to go into the field to shoot game you must keep well in mind the following rules for handling your gun:

READY.

1. Never let the muzzle of your piece point at any person.

2. Always carry your gun with the muzzle pointing away from you.

3. When climbing a fence put your gun over first, after taking out both shells.

4. Never drag a gun towards your.

Nearly half the accidents that have happened to boys from the handling of guns have come owing to the neglect of the fourth of the above rules.

Most boys know that it is considered unsportsmanlike to shoot at any bird when it is not flying, or at any hare or rabbit that is not running. It is the law of "quite shooting" that the game must have a fair chance to escape, especially when the shotgun is used.

Target practice is well enough to train the shooter in aiming, but there is no way of learning to shoot game save going into the field and banging away at it.

AIM.

Even after you have learned to control your nerves you will find it very hard at first to hit your bird, because you will forget to aim ahead of it if flying across your line of sight, or above if rising, or below it if flying downward.

In hare shooting it is necessary to "allow" for running by aiming a trifle above the game when it is running straight away from you. This is because your line of sight is above it as you stand.

The shotgun requires the very best of care in order to do good work. It must be kept perfectly clean and must always be loaded to suit its "habit," as I call it. By this I mean that each gun has a capacity or quality for shooting a certain load best, and any other load will lessen its effectiveness. By a little experimenting you can find out the load that best suits your piece.

Carry your gun on your shoulder with the muzzle elevated and the hammers down, save when you are expecting game to rise, then you may hold it at "ready," which is as follows: Cock both barrels, grasp the stock with the right hand, as in firing, and sustain the barrels at an upward angle in the left hand, just in front of and across the breast, the breech-heel a little below the right elbow. This gives perfect freedom of action when the game rises. Moreover, it is the safest position in which to carry the gun both for yourself and your companions, if you have any.

Never be in a hurry with a gun, no matter what the apparent emergency; it is the deliberate and cool sportsman that is quickest and surest. Remember that what is done as a habit is done perfectly, and all that you have to do to make a crack shot of yourself is to learn to fire habitually by the most approved rule.

Too Many Sisters.

"That's all right," he said, as he took up his hat, "but I have got seventeen sisters already. You are now down on the list as the eighteenth. Speaking with a full knowledge of all the facts, some girl has got to stop this one-sided streak of relationship pretty soon or I will disown the whole family."—Philadelphia Times.

At School.

Teacher—Somebody has been throwing paper behind my back. Mewes, can you tell me who it was?

Mewes (who was the culprit himself)—I know who it was, but I hardly like to tell.

Teacher—A trifle too scrupulous, perhaps, but it shows honorable feeling on your part. You may sit down.—Humoristische Blatter.

The New Dictionary.

Prof. Lookatem's new dictionary will, it is promised, very soon be out. The following definitions are from advance sheets of the work:

Receiver—The undertaker for business circles.

Politician—One who hates capital, hates England, hates everything necessary—before election.

Statesman—A man who marks the full of the moon and knows when a boom should be planted.

The great American novelist—One in hiding.

Reputation—Something to be torn down.

Pavement—Something to be torn up.

Millionaire—The man who might quit work and go fishing, but doesn't.

Laborer—The man who would like to quit work and go fishing, but can't.

Divine—A minister with a salary exceeding $8,000.

Clergyman—A minister with a salary over $2,000 and under $3,000.

Preacher—A minister with a salary under $2,000.

Fisherman—A liar.

Scum—That which rises to the top.

Creme de la creme—That which rises to the top.

Word—Something to be given—something to be kept.

Egotism—That which makes a pair of twos often win.—Merchant Traveller.

Courting in Africa.

Mr. Stevens was entertained at dinner by the Savage Club, London, a few evenings since and related that marrying among the Wa-Tetta, as with most African tribes, is simply a question of purchasing the bride from her parents. The price of one of these cleaginous and bead be-jeweled damsels (presumably beads and all) is three to four cows.

The coy damsel, in accordance with an ancient custom of the tribe, affecting to flee from the consummation of her own happiness, runs away and hides in the hut of some relative. Collecting his friends, and armed with the search warrant of time-honored custom, the groom then enters and searches house after house where he fancies his bride may be concealed.

At length the shrinking maiden is discovered, amid much merriment, and is drawn triumphantly from her hiding place. Four of the groom's assistants, seizing each an arm or leg, then carry her off to her new home.

A Successful Woman Journalist.

One of the most interesting personalities in the field of European journalism is Mrs. Crawford, who is a brilliant example of her favorite theory, that there is nothing that a man can do that a woman cannot do, and there are some things that would be more difficult for a man to do than it would be for a woman. While still in her teens some private letters of hers fell into the hands of a London editor, who was so struck with their vivacity of style and originality of sentiment that he engaged her as a contributor to his paper. Promptly she set herself to work to master the science of politics, which topic is usually avoided by journalistic women as both complicated and uncongenial. A single instance of her power of endurance, memory and determination indicates the manner of woman she is and the spirit with which she faces her duty. On the occasion of the historic debate of May 25 at Versailles she sat in her place in the loge grillee, which Mr. Thiers' friendship had procured for her, from early morning until midnight without taking a single note, and errried away all the important points of that extraordinary sitting. Then she returned to Paris and sat up until 8 o'clock the next morning to complete her description of the scene and abstract of the speeches. On the 23d of March, 1871, she made her way alone into the barricaded city of Paris and interviewed the communist leaders as they sat in council. No harm or insult was offered to the plucky little woman whose ready wit, natural intrepidity and sympathy with the people were her only weapons. She has walked the wards of the cholera hospitals amid the dead and dying, and, prompted by the same journalistic instinct, has rushed at midnight through a thunderstorm in satin slippers and a ball dress to the nearest telegraph station to send a description of the dresses.

Her social life is not less brilliant than her professional career. She was the intimate friend of Gambetta, the companion of Thiers and Louis Blanc, the friend of Bartholemy de St. Hilaire, and, besides all the rest, she has been a happy wife and brought up four children, whose promise of success is most apparent. And she was only a woman, a weaker vessel, a descendant of Eve.

A Young Lady Personates Influenza.

At the last fancy dress ball attended by the nobility of St. Petersburg, the palm was awarded to a young lady attired to represent the influenza. She was dressed in Oriental fashion, and wore on her head a tall cap inscribed with the names of the principal doctors who have studied the disease. The map of Europe was depicted on her skirts, and a gigantic spider occupied a prominent position on the shores of the Baltic. The lady's fan was covered with the names of those chemists who welcomed the arrival of the fatal scourge. During the evening she distributed leaflets with poems extolling its virtues; fever, pains in the head, aching of the bones, etc.—Il Caffaro.

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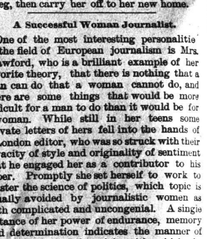

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