

## TOPICS OF THE TIMES.

### A CHOICE SELECTION OF INTERESTING ITEMS.

Comments and Criticisms Based Upon the Happenings of the Day—Miscellaneous and News Notes.

The horse-meat scare is merely a nightmare.

No wonder the Vanderbilt cottage at Newport is called "The Breakers." It cost \$2,000,000.

The big tobacco companies have declared war upon each other, but the whole matter probably will end in smoke.

What will the lady in bloomers pick up when she passes over a muddy street crossing?—Minneapolis Journal. A few remarks dropped by bystanders.

Buffalo wants the next national convention. She hasn't a hall which can seat more than 2,100 persons, but that makes no difference for advertising purposes.

Henry Irving on his forthcoming tour to this country will play a great many one-night stands. Henry himself, it is needless to add, will assume the role of the one knight.

The San Francisco Call says: "The California girl is the double-distilled extract of gold, sunshine, roses and balloons." She must be a very unsubstantial young woman.

The New York correspondent who holds telegraphs that potato bugs are holding up express trains down east must think the readers out here are green—very, very Paris green.

Frederick Seitel, of New York, has sued Alberta Mooney for \$25,000 damages for breach of promise to marry. The new woman is rapidly securing equal rights for the old man.

New York announces the failure of a house that dealt exclusively by wholesale in "gent's pants." It probably could easily recoup its fortunes by manufacturing "lady's bloomers."

A Wisconsin paper speaks enthusiastically of "blueberries picked by Indians with the dew of morning on them." Personally, we would prefer berries picked by Indians who haven't dew on them.

Dr. Reilly says bicycle riding shatters the nervous system. Henry George says bicycle riding cured him of nervous prostration. When doctors disagree we can't blame the bloomer girl for deciding for herself.

When the assessors call upon the Astors and Vanderbilts next time we advise them to take along copies of the New York papers containing descriptions of the Vanderbilt ball at Newport, with the estimates of jewels displayed.

Another young woman has been admitted to the Chicago bar, and threatens further to take active part in Republican politics. Judging from her picture, however, she isn't quite a "new woman," for the only visible bifurcated garment apparent is a pair of eyeglasses.

Dumb Animals: The offering of prizes at agricultural fairs for the yokes of oxen drawing the heaviest loads, with the accompanying whipping, yelling and strain on the unfortunate animals, is almost as barbarous as the Spanish and Mexican bull-fights and ought to be denounced by every humane man, whether he claims to be a Christian or not.

Just imagine what kind of a government Cuba would have if the mountain brigands, professional greasers, half-breed tramps and military adventurers who constitute the forces in insurrection should be successful. Not enough sugar ever was raised in Cuba to sweeten such a government as they would impose on the island. Spanish rule, no doubt, is oppressive and a burden of the greatest kind. But brigand rule would be worse.

According to a Troy fisherman the latest triumph of Yankee inventive genius is an India rubber fishworm. It is said to be a remarkably good imitation of the common earthworm, is indestructible and in actual use proves as alluring to the fishes as the genuine article. The old fishermen will be quick to see its advantages. One can equip himself for a day's sport without digging over a whole garden in a search for bait. A handful of India rubber worms will last him through the season, and there will be no necessity for pulling up the line every few minutes to see if the small-fry nibblers have left the hook bare. It is possibly hardly necessary to add here that the fisherman who tells of this invention may be like some other fishermen, in which case the reader need not believe the story unless he wants to.

The Chicago Chronicle has a fearful picture, showing the dreams that may come to the child employer. The employer lies asleep under the shadow of "Cripple & Killers' factory," and the pale figures of the ghost children hover around him. Dreams of torment are his as he lies in half sleep. The graves that have been dug under his system are open to him, and the wealth that he has gathered by the sacrifice of little children is a millstone around his neck. *—The Chicago Chronicle.*

It is a wonder that the advocates, exploiters and investigators of the new science, hypnotism, do not apply its wonderful powers to hydrophobia, that professedly hysterical disease, which is so nervous and so telepathic in its nature as to have raised a twin in symptoms—a disease of pure imagination, causing death, so fatal are its terrors, whose signs, although not exactly corresponding to those of the real hydrophobia, yet tally with those existing in the patient's mind as pertaining to that dreaded disease. For example, the lysophobic patient barks like a dog, that being the superstitious accompaniment of human rabies, and not one of the true symptoms at all. If hypnotic suggestion is so potent as to induce calmness in raving maniacs, and sleep in raging insomniacs, if it can arrest the whole nervous system and turn the imagination, mind and physical movement into new channels, it seems reasonable to suppose that the same force can be used with merciful effect upon those unhappy beings who are going through acute torture of mind in anticipation of worse torture of the body. Instead of making men eat aloes with relish, by inducing them to believe them to be sugar; telling them they are hippopotami and encouraging them to behave "as such," why not devote dilettante energies to a really humane branch of necessity? If hypnotism is efficacious in curing the sick the best use to which it can be put is curing those sick whom medicine has not been able to reach. Inoculation is coming into disfavor now; there will be no prevention of hydrophobia soon. People cannot be made to take care of their dogs, and neglect and abuse of them, with fear, ignorance and hysterics supplementing the damage, are developing more cases every day.

Chicago introduces to a dizzy world the bloomer marriage. Eva Mae Christen and George W. Clarke were united in matrimony—and two minutes—by Justice Murphy at the city building. At the conclusion of the ceremony the Justice remarked with a sigh: "You are now one—but I'll be blessed if I know which one you are." The bride wore bloomers and a confident air. She had faced matrimony before, having eloped with a saloonkeeper and left him after a year of tempestuous married life. The groom wore knickerbockers. He is a high diver at Windso Park beach and has a record for plunging headlong into everything he undertakes. George had known Eva three afternoons. Chicago, first in everything, of course, was destined to be first in the bloomer business. But the whole thing is startling, nevertheless; who ever would have suspected that the "new woman" with the bicycle face and the baggy bloomers could be coaxed, cajoled or driven into matrimony under any circumstances? It is passing strange.

Perhaps there is a certain lack of courtesy, of delicate regard for the feelings of the aggrieved contractors in the inquiry. Would the Chicago Coliseum have been as likely to tumble down after it was finished? Still, the inquiry is one that will probably come into the minds of nine persons out of ten who read of the remarkable accident. Here was a structure designed to hold 40,000 persons. It was to have been opened soon, and as near 40,000 could be induced to come would there have been inside it. Without any warning or special reason a vast arch of the roof lurches, falls, and the rest of the gigantic building goes tumbling after like a house of cards. Perhaps the completed building would have been so braced and interdependent that such an accident could not possibly have befallen. The builders may be able to furnish satisfactory assurances that their plans are sound and their methods safe. But the fact remains that the building did fall down, and it is not reasonable to assume that their plans contemplated that it should fall. What might have been the result if 40,000 people had been sitting under those vast arches when they came crashing down is not a pleasant thing to think about.

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**Impact of the Wheel.**  
The ability of a bicycle rider in rapid motion to do serious damage in a collision with another machine or with a pedestrian is fully appreciated by few wheelmen. A man weighing 150 pounds and moving at the rate of ten feet a second (which is only about seven miles an hour) has a momentum of 1,500 pounds, leaving out of the account the weight of the wheel. This is sufficient to upset any pedestrian with terrific force. It has been suggested that the pneumatic tire forms a sort of fender which would prevent serious concussion in case of a collision. It would undoubtedly have a slight modifying effect, but it would be of light account. A collision between two wheels, each with a 150-pound rider, spinning at the moderate speed of seven miles an hour, would result in a smash-up with a force of 3,000 pounds. In view of these facts, it is no wonder that bicycle accidents are often very serious.

**Novel Proposition from a Prisoner.**  
Detective Woodworthy, of Amsterdam, N. Y., left Pittsburg for home the other day with Anthony Soblosky, an alleged burglar, who was caught in the Mercy Hospital, where he was employed as nurse. Rather than go back he proposed that the officer give him ten feet of a start and then try to prevent his escape by shooting or otherwise. The officer declined to take chances.

**James—The chicken is fourteen years old. What—How can you tell the age of a chicken?—James—By the width of its comb. The wider the comb, the older the chicken is.**



**Women-Made Roads.**

Ten years ago no one dreamed that the time would ever come when women would be directly interested concerning the condition of the public thoroughfares. But the bicycle, which is responsible for the general stirring up of old conclusions, has really set them to thinking on this very topic. And when a woman thinks she's very likely to act. Just one weak little woman's momentary impulse will often result in more real purpose being accomplished than will a three days' convention of wise old professors whose excessive prudence is a positive prohibition to progress.

It is said that twenty pretty bicycle girls of East Lynn, tired of the disgraceful condition of the public roads in those parts, determined to institute a radical reform. They turned out in full force with picks, shovels and rollers and repaired the worst of the road. When the bloomer beauties finished their week's work they pointed with pride to their several miles of road which they had made fit for wheeling.

In Cincinnati recently 100 women armed with brooms, hoses, wheelbarrows and shovels began early one morning to clean the streets. From early in the morning until sunset the women toiled and one of the principal streets of the city was cleaned as bright as a new dish pan. Whenever a street-cleaning official came along that way he was loudly hissed. It was an object lesson which it would seem can hardly fail to have its effect.

If the women of this broad land seriously take up the matter of good roads and clean streets something definite and immediate will be the result, because woman is a determined creature and "if she will she will; and there's an end on't."—Good Roads.

**Invitation to the "Road Parliament."**

The following statement was given out at the Agricultural Department: The Secretary of Agriculture is charged by act of Congress to collect and disseminate information concerning the public roads. To this end all legally authorized organizations of officials and of private individuals who have given special attention to this subject are hereby notified that they are cordially invited by the Governor and General Assembly of the State of Georgia, the mayor and council of the city of Atlanta, the authorities of the Cotton States and International Exposition and the various local commercial, military and social organizations, together with the national road conference and the national league for good roads, to the assembling of a "road parliament" to be held in the hall of the House of Representatives at Atlanta on the 17th, 18th, and 19th of October, 1895.

The invitation is urged upon all State highway commissioners, State and local road improvement associations and upon commercial bodies and boards of trade and transportation. Agricultural societies and farmers' organizations, universities, agricultural colleges and engineering schools, societies of civil engineers, humane societies, the League of American Wheelmen and carriage and bicycle builders' associations and all other organizations or individuals especially concerned or experienced in the improvement of highways are likewise cordially solicited to be in attendance or represented.

### DICK ROCK, HUNTER.

The Man Who Captures Animals for Austin Corbin's Great Estate.

The Northwest has no more noted hunter and guide or shrewder trapper than R. W. Rock (Dick Rock), of Henry Lake, in Idaho. He is in Boone-man recently, bringing in a herd of elk and deer for Charles Baches, of that place, who intends to turn a portion of his Gallatin valley ranch into a park for the raising of these animals.

Mr. Rock is six feet tall, bronzed and muscular, wearing the sombrero of the West, and with a mustache and goatee which are strikingly Western. Mr. Rock's ranch at Henry Lake is high up on the slope of the continental divide of the Rockies, the lake itself being a beautiful sheet of clear mountain water, three miles long and two wide, the summer nights seldom passing without a frost, and the winters seeing from eight to twelve feet of snow on the level in the mountains adjacent to his home. In such a section of country all travel must be done upon snowshoes, and Mr. Rock is one of the most expert walkers in the West, using a ten-foot ski entirely in his mountain work.

He has been at Henry Lake for seven years, his early boyhood days being spent in the backwoods of New Hampshire, Vermont and Maine, where his first work was with guns and traps, and he has followed this life ever since, having lived for some years in Wisconsin and the Dakotas, and then in the early days of this country he came to Montana. His present home is only six miles from the Montana line, in Idaho, 120 miles from Boise, and this place is his market for furs and where he purchases his supplies. It is not, however, the same which he uses at home, but the same which he uses in the manipulation of his traps,

which is so remarkable in this man, but the fact that he has, perhaps, captured more wild animals alive than any other man in this country, and the interesting part of his life is in the manner in which he does this.

His record in the last seven years alone has been 312 elk, 41 deer, 25 moose, 16 antelope, 3 buffalo, 14 bear cubs, besides mountain sheep, wildcats and various smaller animals. In 1891 he shipped three car loads of elk to the famous park of Austin Corbin. He has elk which are broken to drive, his herd numbering sixty-five at this time, with two buffalo, one moose and numerous other animals, which he keeps in an eighty-acre pasture which is surrounded by an eight-foot barbed-wire fence, topped off with a large pole. He makes his captures in February, March and April, when the snow is at its deepest and a light crust morning and night makes it easy snowshoeing, while the game breaks through and is captured with comparative ease.

He has four large dogs, one a 104-pound half shepherd and half mastiff, and the other three half shepherd and half Newfoundland. Fastening two of these to a sled eight inches high, eight feet long, two and one-half feet wide, and on four-and-one-half-inch wide runners, he skims over these snow-covered mountain ridges at the rate of five to seven miles an hour. He says dogs are the strongest animals living for their size, a ninety-pound dog hauling a load of from 300 to 500 pounds with ease and making light of a hill which would be a hard climb for a loaded team. The Eskimos have small, poorly fed dogs and need a number for a sled, while Mr. Rock loads two large elk upon a sled and two dogs will haul them to his ranch, whether he be twenty miles away from home.

Upon corralling game he ties each animal securely with ropes, which he always carries on his sleds, and then laying two elk upon a sled, with their heads together in the middle of the sled, one's head lying on the other animal's shoulder, he lashes them firmly to the dog sled and starts for home. When he has no game he rides upon a sled, but uses his long snowshoes when the sleds are loaded.

When starting out for game Mr. Rock takes a sack with a little flour, previously salted; a small sack of sugar and a small skillet, his only food while out being this mixture cooked into a sort of mush and eaten with sugar on it. He never eats meat of any kind. He sleeps in a snowbank, without bedding, or before a camp-fire, where he freezes upon one side while warming the other.

He always takes a man out with him when he is capturing game in the spring time, but has never found a man who could stand over two to four trips of this rough life, with scant rations, no bed and continuous marching through and over these snow-covered mountains.

Mr. Rock was married four years ago. His wife handles the wild animals with great skill, being an expert upon snowshoes and a ready shot with a rifle.—St. Paul Dispatch.

### Turning the Tables.

The extent to which lawyers can exercise their imagination when pleading in behalf of their clients is almost beyond belief; but sometimes the tables are turned in a very unexpected fashion.

On one occasion, says the Florida Times-Union, Mr. Swan was engaged in presenting the case of a woman who petitioned the court to grant her a judicial separation from her husband, a workman, and urged that as she was in extreme poverty, she was entitled to alimony according to her husband's means.

With a voice broken in its pathos the lawyer dilated on the imperative necessity of the case, declaring that his client was utterly destitute, not having a mattress to lie upon, and not possessing the means to purchase a crust of bread.

When the evidence had been heard the judge, who well knew the counsel's unlimited powers of exaggeration, turned to the appellant and addressed to her a few questions.

"Have you, then, no occupation?"

"Yes, my lord; I am a nurse," was the incautious reply.

"And where are you employed?"

"I am at Mr. Swan's," she unwittingly rejoined, pointing to her counsel.

It was with the greatest difficulty that the judge refrained from joining in the shout of laughter with which this admission was hailed.

### Paul Jones' Tomb.

C. P. Dargan, of Darlington, S. C., writes to the New York Sun: I saw in Wednesday's issue of the Sun a suggestion under head of "A Name for the Kenarsger's Sister," that it be named Paul Jones. The gallant Paul Jones died of dropsy of the heart in 1795, and there is no memorial stone, inscription or other evidence to show where his bones are resting in the metropolis of France.

Is it not a shame to American patriotism that her greatest naval hero, so much honored in life, should be so much neglected, if not entirely forgotten, in death?

### Brief Essay on Chumps.

A woman who has to work for a living has no time to work the men, and the men are such chumps that they have to be worked to be secured. A girl who neglects her work to curl her hair and bat her eyes at the men stands a better chance of winning a husband than the girl who makes her daily work her first object. This is not complimentary to the men, but men are great chumps.—Atchison Globe.

### Slow in Honoring Dr. Rock.

Eleven years ago a fund to erect a monument to Dr. Rock, the only physician who signed the Declaration of Independence, was started in Washington. Only \$20,000 has been contributed of the \$50,000 needed.

### THE FIRE ENGINE.

It Was Slow to Come and Slow to Be Adopted.

It is a highly interesting article on apparatus for extinguishing fires that John G. Morse contributes to the Popular Science Monthly. It is believed, says Mr. Morse, that the first hose used for the extinguishing of fire was made from the gut of an ox. This was attached to a bag filled with water, which being pressed, would force out a jet. During the second century before Christ Ctesibus of Alexandria is said to have invented a fire engine, and Hero, in 150 B. C., invented and had made a fire engine that was provided with an air chamber, and therefore played a continuous stream. During the middle ages fire engines seem to have been forgotten, and it is doubtful if syringes were kept in use. In 1518 "water syringes useful at fires," are spoken of, and from that time on-ward mention is made of fire engines in Denmark, Germany, Holland, France and Great Britain. In 1632 there was a patent granted in England for a fire engine, and in 1657 one was made in Nuremberg which, when worked by twenty-eight men, would play a stream eighty feet in length.

Although many different engines had been invented, buckets and syringes were in use in England and on the continent until far into the seventeenth century. The largest of the hand syringes were of brass, and held no more than a gallon. Two men were required with each, one to hold the syringe, and the other to direct the stream. In the sixteenth century larger ones were made and placed on wheels. These were capable of holding a barrel of water and had no hose. The direction of the stream, or, more properly speaking, of the series of squirts, could be changed up and down, as the syringe rested on pivots. To change the direction from side to side the entire machine, wheels and all, had to be removed. With the exception of the gut of an ox already mentioned hose was not known until 1672.

The early settlers in America paid no attention toward protecting themselves against fire, and the different colonies had grown into fair-sized communities with several industries well established before any steps were taken in that direction. About the earliest mention of a definite method of fire protection was made at Salem, Mass., in 1644, when each inhabitant was ordered to be supplied with a ladder under penalty of a fine of five shillings. In 1648 four fire wardens were appointed in New York City. These men passed a law to fine everyone whose chimney became foul or whose house was burned by his own carelessness. The money so obtained was to be used in the purchase of ladders, hooks and buckets. These were not provided, however, until some years later.

Boston also took steps in this direction and in 1654 the purchase of an engine was ordered. Beside it was ordered that every house should be provided with a ladder and a twelve-foot pole to reach the ridge pole. Six good and long ladders were to be furnished by the selectmen. It is doubtful, Mr. Morse says, if the engine ordered was ever made.

Undoubtedly the first fire company organized in this country was formed in New York in 1658. It was called the Proctors, and was composed of eight men and 250 buckets, hooks, and small ladders. In 1679 Salem purchased two or three dozen cedar buckets, besides hooks and other implements; also, the selectmen and two others were authorized to take command at fires, and to blow up and pull down buildings when such action was necessary. This practice appears to have been much more common before the use of engines than afterward. Boston, on September 9, 1679, ordered that every quarter of the town should be provided with twenty swobes, two scoopes, and six axes. The swobes, or swabs as they are now called, were long-handled mops that could be used to put out roof fires. The general use of swabs has long since disappeared, but when a slight blaze is beyond the reach of a pull of water and more improved apparatus is not at hand, a long-handled mop is to-day the most efficient article to be used. In Japan these swabs may be seen on many roof-tops.

In 1690 New York ordered that five ladders and also hooks be made. In Philadelphia no mention is made of public precaution against fire until 1696, when a law was passed forbidding the firing of chimneys or allowing the same to become foul. Each house was to have a swab, bucket, or pail. Another act was passed in 1700, ordering every household to have two leather buckets. In the following year six or eight hooks for the purpose of tearing down houses were ordered to be made. In 1702 Boston bought two fire engines and was the first American city to possess them. Philadelphia followed suit in 1718. New York had no fire engine until 1731, when two were purchased in England. These were box affairs, with small wheels and axles solidly set. They could not turn corners, but had to be lifted bodily around. The first engine of home manufacture was built in New York in 1737.

The year 1840 marks the beginning of a great era in the development of fire apparatus. Prior to this time or in 1830 Capt. Ericsson, famous as the builder of the Monitor, designed a steam fire engine in London, but the press and firemen so stoutly opposed it that Ericsson threw up the matter in disgust and soon afterward came to this country. Here he attained no greater encouragement.

The first steam fire engine ever built for use in the United States was one made by the Massachusetts Fire Engine Company, of New York. The engine was made of cast-iron, and was worked by a steam boiler set up so that its hind wheels might be used as balance

wheels. When housed it was connected with boilers, and fuel was always laid that steam might be got up quickly. The engine was operated at the expense of the insurance company, but continually met with opposition from the volunteer firemen. Finally, when playing at a fire in Dover street, the machine did such excellent work that the firemen utterly refused to allow it to be used thereafter, and it was stored away and New York's fire protection was again limited to the old hand tubs.

In 1852 a Cincinnati company placed a steam boiler and cylinder in connection with the pumps of a hand engine belonging to the Cincinnati department, and mounted the contrivance on wheels and a frame. A public trial was made of this crude affair, and it worked very successfully. In the short time of four minutes and ten seconds steam was raised from cold water, the engine started and water discharged through 250 feet of hose to a distance of 120 feet from the nozzle. Although this exhibition was naturally looked upon with dislike by the volunteer firemen, the city government was greatly pleased and immediately contracted with the makers for a complete steam fire engine. This was built and put in service with a company organized and supported by the city. Thus the first paid fire company in the world to operate by steam power was brought into existence.

The fame of the Cincinnati engines spread and other cities endeavored to introduce the system, always meeting with the most violent opposition from the volunteers. But the steam fire engine was bound to come and was advocated by the press. Chicago and other Western cities closely followed Cincinnati by organizing paid departments equipped with steam engines. The more intelligent volunteers in the East began to see the error of their ways, and replaced their hand engines with the more modern apparatus. Boston was the first of the Eastern cities to organize a paid department, which she did in 1809. New York did the same in 1865, and Philadelphia in 1871. Other Eastern cities rapidly fell into line, but some of the Southern cities, though equipped with the most modern apparatus, continue to the present day with volunteer firemen. New Orleans having only recently adopted a paid force.

### The Whipping Post in Maryland.

Since the Legislature of Maryland established the whipping post in that State for wife-beaters, four husbands have been lashed for brutally assaulting their wives. One of those whipped was colored and the other three were white. The act was passed at the session of 1882. The first man whipped was Charles Foote, colored, who was convicted of wife-beating Nov. 20, 1882. He was sentenced on the 1st of the following December to receive thirteen lashes and to be imprisoned sixty days. The number of lashes was reduced to seven, which number was inflicted. It was not until June, 1885, that the whipping post was again used. The second man received twenty lashes and the third fifteen lashes. The last time the whipping post was used was Oct. 9, 1890, when a man received thirteen lashes for assaulting his wife. Since then there have been a number of cases in which wives were assaulted by their husbands, but there have been no convictions under the statute prescribing the whipping post as a punishment for the offense.

### Feast for Hungry Bohemians.

Henry Murger, the historian of Bohemia, would have relished the dinner that followed the unveiling of his monument in the Luxembourg gardens in Paris. It was given by the real Bohemians in the Latin quarter in protest against the more sumptuous and pretentious official banquet. All the budding and starveling poets, novelists and philosophers of the region made famous to the outer world by Murger flocked to the table and showed their genuineness by drinking up all the wine before the soup was served. The unkempt and hungry Bohemians besieged the waiters in the passages and devoured the contents of the dishes before they could reach the table, while those of them who were prevented by the crowd from getting into the dining-room foraged on the charitable restaurant keepers of the neighborhood.

### Telegraph Cable Cut by a Vessel.

The sharp kneel of some fast steamer recently cut in two the telegraph cable connecting Philadelphia with Camden. Since that time telegrams have had to go by other and longer ways to Camden and other New Jersey points. The cable, which has just been repaired, is made up of many dozen wires and is laid directly over the site of Windmill Island. The vessel which cut the cable struck a shoal where the cable lay and severed every wire in two, the ends drifting up and down the river with the tides. The hardest part of the work of repair was to find the ends and hold them together until the splice was made. To do this it was necessary to anchor a barge in the river while the work was being done. The cable is now in good working order again.

### A Famous Oak.

Rollo's oak, near Rouen, the tree on which the first Duke of Normandy 1,000 years ago is said to have hung up his gold chain as a token of the good order to which he had brought his province, seemed likely to collapse lately. To save it a solid core of masonry was built in the interior of the hollow trunk.

Irene—Isn't it curious how innocent George Ferguson is? They say he never kissed anybody in his life and doesn't know how to kiss Laura—There isn't a word of truth in it! He has that in, he—why, I should think he would know how by this time.—Chicago Tribune.

### No wings are needed to fly off the handle.