

Etiquette of the Umbrella.

The following has recently been published: The umbrella, which the Englishman under his threatening climate wisely considers an indispensable accompaniment of his toilet as often as he breathes the outer air, is for very different reasons in the East a necessity to the native. In Siam and Burmah, China, Annam and Cochinchina, it is not only the necessary protection against the intrusive rays of a vertical sun, but it has functions of its own to discharge which are quite foreign to it even in those countries where it is, as it was intended to be, a "little shade." It is a distinctive feature in the lives and characters of the natives of those parts, and their kings and emperors, when writing to one another, allude to their subjects as "wearers of the umbrella," in contradistinction to the ignorant and misguided people of other climes. Thus we find an emperor of China writing to a king of Burmah, "From the royal elder brother, Tan-kwang, emperor of China, who rules over a multitude of umbrella-wearing chiefs in the Great Eastern Empire," to "royal younger brother, sun-descended king, lord of the golden palace, who rules over a multitude of umbrella chiefs in the Great Western Empire." In Burmah especially the umbrella has a deep and secret meaning to convey what is as double-Dutch at first to the foreigner's ear. It is, it need scarcely be said, the necessary finish to the out-of-door toilet of a Pagan or Burmese fashionable, but it is much more. It has very delicate duties to perform which could not so well be allotted in Burmah to any other instrument. Gold or gilded umbrellas, which in the provinces may be carried by anybody, are reserved in the capital for princes of the blood alone; and red umbrellas are affected by the gay sparks of Burmese society as being the next thing most gaudy in appearance. Etiquette has also fixed the exact number of umbrellas the Burmese nobles may display when they approach the "lord of the golden palace"; and it has now been settled by the Mandelay Herald's office beyond possibility of dispute that no one but the Ein-She-Men, or heir apparent, is entitled to have borne over his litter the full complement of eight golden umbrellas. To carry a letter under an umbrella is to accord to it Royal honors in Burmah. Eight golden umbrellas are properly carried over a king's letter, and when the Burmese authorities would not permit the umbrellas to be carried over the governor-general's letter, according to custom, Major Phayre, the British envoy to Burmah in 1855, insisted upon the union jack being waved over it on its way from the residency to the palace.

Railroad or Railway, Which?

Should we say and write "railroad" or "railway"? A road, the dictionary informs us, is a place where one may ride; an open way, a track for travel. A way is a generic thing (on the same authority), denoting any line for passage or conveyance. A highway was originally a way raised above the level, for dryness, road, says the dictionary, is strictly a way for horses and carriages. In this country, and apparently in England, designating by "the King's highway"—the word "high" has come to have the significance of "open" and "public," and when we speak of being "on the highway" we mean on the public and common road. But when we say "in my way," or call to a person to "get out of the way," (very rarely "road" in such sense,) there appears to be a common recognition of "way" as the more generic word. But in use without a compound ing word, "way" is rarely applied in the sense of "road," thus we do not speak of walking or riding along the "way"; we say "right of way," not "road," nor is "road" used except in "railroad," which is the American term, as "railway" is the English. A few roads—we do not say "ways"—which have English ownership or close connections, such as Erie and Atlantic and Great Western, are, officially, railways, and this term is probably making its "way" slowly. It has, however, at least the comparative disadvantage that as yet we are not accustomed to "ways" as short for railways, or to speak of the "way-bed," on the other hand "way" has an advantage in not being used to designate instruments of passage by ordinary vehicles. Some other English terms are better than our own; for example, "share" is better than "stock," the latter having several uses. The English "coach," on rails, was obtained by transfer of word as well as article, but it is less expensive than our "car." So "stoker," although correct, is rather less idiomatic than "fireman," which is made by the same process with which children turn the gray-coated "carrier" into "letter-man." The English "point" is certainly better than our "switch"; and "driver," which in this country is short for the large wheel when used in connection with locomotive, is more exact than "engine-driver." "Metals" would sound strange here as the designation of iron rails, and "line" would hardly escape detection as foreign, in use for the "road" or "way." There is, however, an English term so expressive, as applied to capital fixed in railways and manufacturing enterprises, that it would be well to naturalize it—the word "plant." Such capital may or may not prove fruitful; yet all the same it is withdrawn—planted.

A Brooklyn mother fed her year-old baby on sliced cucumbers and milk and then wanted the prayers of the church because the Lord took it away.

Conduct.

Never exaggerate. Never betray a confidence. Never leave home with unkind words. Never neglect to call upon your friends. Never laugh at the misfortunes of others. Never give a promise that you do not fulfill. Never fail to be punctual at the time appointed. Never make yourself the hero of your own story. Never fail to give a polite answer to a civil question. Never refer to a gift you have made or favors you have rendered. Never associate with bad company. Have good company or none. Never appear to notice a scar, deformity or defect of any one present. Never answer questions in general company that have been put to others. Never lend an article you have borrowed unless you have permission to do so. Never exhibit anger, or impatience, or excitement when an accident happens. Never pass between two persons who are talking together without an apology. Never enter a room noisily; never fail to close the door after you, and never slam it.

White's Business College.

We would call the attention of our readers to the advertisement in another column of White's Business College (formerly the National) of Portland, Oregon. This institution, established in 1866, and conducted by DeFrance & White, is now owned and managed by Mr. White, so well known throughout the Northwest as an energetic and painstaking educator and an artistic penman of national reputation. Mr. White has placed this institution upon an entire new footing, having employed a new corps of the most efficient teachers to be found anywhere, and introduced the latest and most thorough methods of drill in business training and the English branches. This school, as now conducted, is without doubt the foremost one of the Northwest, and merits the patronage of all persons of either sex desiring a practical, useful, everyday-to-be-used education.

MONSIEUR HARPARD FROM.

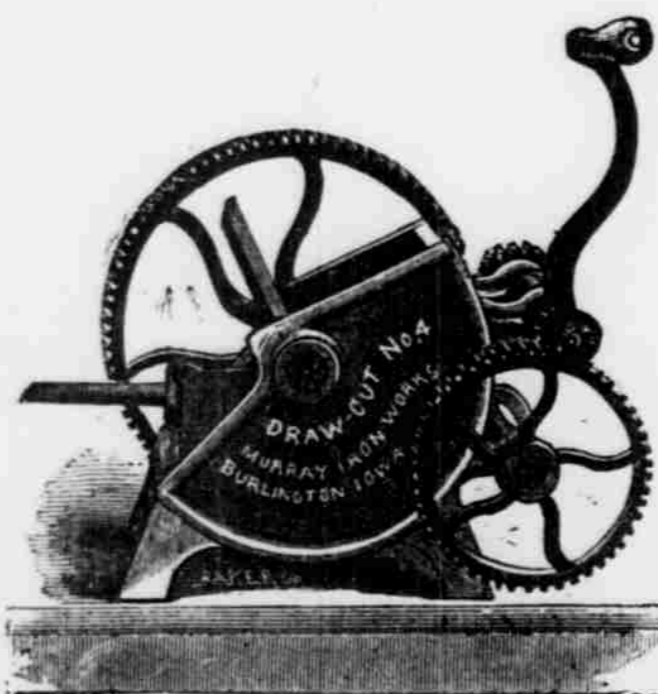
R. L. Mosley, of Montreal, Canada, entitled Sept. 27, 1879, that he had suffered terribly from dyspepsia, and was completely cured by taking Warner's Safe Bitters. He says: "My appetite was good, and I now suffer no inconvenience from eating hearty meals." These Bitters are also a specific for all skin diseases.

From a distinguished physician. Professor Green, a distinguished medical physician, wrote to the Medical Record of Atlanta, Ga., to the effect that after all other remedies had failed he sent for the Kieney Cure (safe Kidney and Liver Cure) and to his astonishment cured a serious case of Bright's Disease by administering it, and afterwards found it equally beneficial in other cases. He advised other physicians to use it in preference to anything else for Kidney Disorders.

NOTICE TO PEDESTRIANS.

The first 72 hour go as you please contest on the Pacific coast will commence in Turne Halle, Portland, Oregon, Sept. 18th, 1880, at 2 o'clock P. M.; 12 hours a day for 6 days, for the Championship of Oregon and Cash Prizes as follows: First man, \$125, second \$80, third \$25. The winner of the first prize will be entitled to admission to the match for the Andrew Belt, by depositing \$100 with the stakeholder on or before May 1st, 1881. There will also be a special prize of \$200 open to all on payment of an entrance fee of \$25; first man, \$125, second \$75. Entries can be made with D. R. McNeill, Turne Halle, Portland, Oregon. The first contest for the Andrew Belt will take place in San Francisco in October, 1881. Entries for this event will be received by the stakeholder, Adam Aulbach, editor of the Pacific Life, San Francisco, from and after September 1, 1880. In order that none but first-class men will enter this competition the entrance fee has been fixed at \$250, \$100 of which must accompany the application for entry; the balance, \$150, to be paid on signing articles, or twenty days before the commencement of the race. The Cash Prizes will be as follows: First man \$2,000, second man \$1,000; third man \$500; fourth man \$300; fifth man \$200; total \$4,300. All those who complete 500 miles and do not win either of the five prizes will receive \$250. Further information concerning belt and conditions of race will be furnished from time to time through the columns of the Pacific Life.

D. R. McNEILL, Manager.



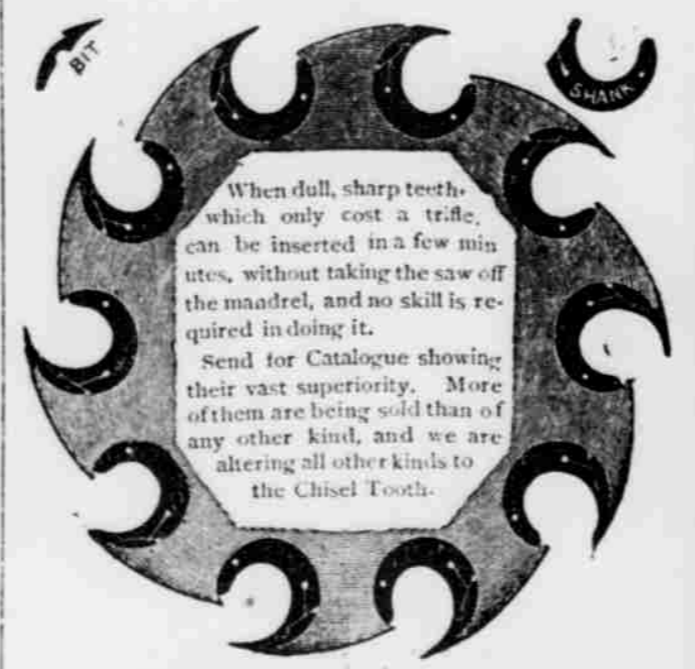
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