

The Grant County News.

PUBLISHED EVERY SATURDAY MORNING AT
CANYON CITY, OREGON.

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TELEGRAMS.

EASTERN.

Stocks and Money.
New York, Dec. 1.—The stock market verges on a panic, but at the critical moment is held within bounds even by those working for lower prices. During the first hour rates declined to 5 for leading stocks, but a reaction began, and is still progressing; good part of decline being recovered. Money commanded 1 1/2 per cent, and is very hard to get. Bank facilities have been taxed to the utmost lately and they cannot help the tightness. The demand for money from the south and west is very large and is felt more than usual just now. Banks depend for replenishment chiefly on imports of specie, which have so far been inadequate. The treasury to-day begins payment of \$2,812,500 interest on 4 1/2 per cent.

Money Legislation Wanted.
New York, Dec. 1.—At the Bullion Club last evening, resolutions were adopted favoring the withdrawal of the small notes, and the exchange of small or gold pieces; congress to be asked to legislate so as to induce the banks to keep their legal reserves in coin instead of greenbacks, the reserves of gold and silver in the treasury to be increased until there is a dollar in gold and silver for every greenback dollar issued by the government, the treasury to issue gold and silver certificates upon deposit of bullion, the ratio being that of one dollar of gold to the standard American dollar and gold; a new mint to be erected in the city of New York for the accommodation of imports of foreign bullion, who are now without proper facilities to convert the same into American coin.

New York Stocks.
New York, Dec. 1.—Stocks sold down 1/4 to 3/4. North-west speculation feverish.

Big Business at Chicago in Money and Hogs.
Chicago, Dec. 1.—One million one hundred and eleven thousand hogs were received here during November, the largest receipts for a single month. Their value was \$12,250,000.

The clearings of the Chicago clearing house for November were \$182,000,000, the largest recorded.

Grant to spend the Winter in Chicago.
Chicago, Dec. 1.—Grant is expected in Washington at the opening of congress. He will remain there only a few days. Most of the winter he will spend in a house which he has rented in this city. His son Fred Grant will, it is rumored, soon leave the army and engage in railroad business.

Take Him and Welcome.
Brooklyn, Dec. 1.—Land leagues last evening appointed a committee to confer with New York Congressmen, in reference to the advisability of sending Gen. B. F. Butler to Ireland to defend Parnell and other indicted members of the league.

A Singular Bequest.
CINCINNATI, Dec. 1.—John T. Crawford, an eccentric old man with from \$30,000 to \$100,000, who has just died, left all his property for building a home for aged colored men on 1 1/2 acres at College Hill. One of the witnesses to the will, the other, John K. French, is absent in the army somewhere in the west, so the will cannot be probated yet.

Indiana's Full Vote for Garfield and Arthur.
INDIANAPOLIS, Dec. 1.—The Indiana electors met here this morning and cast the full 15 votes of the state for Garfield and Arthur.

As Heretofore Announced.
CHICAGO, Dec. 1.—Reports received from many states show that electors cast their votes to-day in accordance with elections heretofore announced.

Mining and Stock Exchange Organized at St. Louis.
St. Louis, Dec. 1.—Quite a number of prominent citizens organized to-day a mining and stock exchange and transacted some business.

The Baltimore Grain Pressure.
BALTIMORE, Dec. 1.—The Baltimore & Ohio railroad company met a committee of grain men in the most conciliatory spirit, and agreed to operate with them to keep the elevators in working condition.

CALIFORNIA.
The Mussel Slough Cases.
SAN FRANCISCO, Dec. 1.—In the trial of the Mussel Slough settlers to-day the jury was completed and examination of witnesses begun. The prosecution will endeavor to show that a conspiracy existed among the settlers to hold on to their lands in any event, and to enable it to develop that point the court admits evidence relative to the original organization of the settlers' league.

Welcome Rain.
A splendid rain has greeted since early morning with a strong westerly wind. Interior advices show that the rain extends all over the northern and central parts of the state and as far south as Merced, with snow in the mountains.

Protest from the C. P. and S. P. Roads.
Leland Stanford, president of the Central Pacific, and Fred Crocker, vice president of the Southern Pacific, and various heads of departments of both railroads, were before the railroad commission this morning in relation to a proposed schedule to be fixed for freights of all railroads in the state. Gov. Stanford, on behalf of the Central and Southern Pacific roads, objected to the commission fixing any tariff for freights for either of the roads, claiming that both roads were operating under a charter from the federal government and that the law directing this commission to regulate fares and freights only applied to railroads operated under charter from the state. Governor Stanford furthermore intimated that if the commission undertook to regulate the schedule of freights for either of the companies which he represented that he would seek injunction from the circuit court. The commission took no action in the premises.

A Los Angeles Lawyer in Trouble.
LOS ANGELES, Dec. 1.—P. P. Ramirez, a prominent lawyer of this city and late republican candidate for the assembly from this county, was arrested for forgery this afternoon and gave bail in \$1000 for examination.

MURDER IN THE SOUTH SEAS.
Outrages on English Vessels by Natives of the Solomon Islands.

SAN FRANCISCO, Dec. 1.—From the Sydney Herald of the 4th of November: The brigantine Corcoran, while seeking harbor at Win Malala, of the Solomon group, was attacked by natives. Of the crew, five whites and one Fijian were killed. Capt. McKenzie, government agent, and a boat's crew, who were ashore at the time, pulled a distance of 40 miles to procure assistance. Three other vessels returned and recaptured the vessel. The names of the murdered crew are Daniel O'Connor, mate; James Netherwood and Wm. Kershaw, seamen; W. McKenzie, the captain's son, and William Huntley, apprentice. The steward, George Ward, was severely wounded, but managed to conceal himself till the vessel was retaken. Two native men, one woman and a boy, were captured and taken to Levuka. The natives of Levuka completely wrecked the residence of Mrs. Williams at Sanaketi, who narrowly escaped with her life. While the cutter Idago, Captain McMillan, was recruiting labor at the island of Santa natives boarded her under the pretense of inquiring for labor, and in the absence of a boat's crew at the shore townhauled the captain, and the native crew remaining on board except two, who got below obtained muskets and shot the murderers overboard. The boat's crew were attacked at the same place, and all were killed but two, who reached the cutter and sailed away. The shooting of some natives and running down of some canoes, about three months ago, were the causes of the attack. The natives are armed with modern weapons obtained from Queensland, and grow daily more dangerous and insolent. Traders assert that no one's life is safe amongst the islands, nor will be so until there is a radical change in the absurd regulations which have nourished contempt in the native mind for the English flag.

SOUTH AMERICA.
The South American War.

ROME, Dec. 1.—The Dureto publishes the following telegram from Valparaiso: 25,000 Chileans, 5000 cavalry and 100 cannon left Africa on the 21st ult., and arrived at Pisco on the 23rd. A great battle was expected near the end of November. The Peruvians, it is estimated number nearly twice as many as the Chileans.

The Peruvian Guano company in London had a telegram Nov. 26th, that the Chileans occupied Pisco Nov. 26th, without opposition.

OUR RED PETS.

Report of the Secretary of the Interior Relating to the Indian Policy.

WASHINGTON, Dec. 1.—In his annual report, the secretary of the interior gives a review not only of the operations of the past year, but of the four years of his administration. The larger part is devoted to Indian affairs. In his opening chapter upon this subject the secretary gives an explanation of an important change which has taken place with regard to the reservation system. He says that although at first accepting as he found it, the reservation policy which had so long been followed by the Indian office, more extensive observation and study of the matter gradually convinced him that this was a mistaken policy, and that it would be better for the Indians and more in accordance with justice, as well as with expediency to respect the attachments, to leave them upon the lands they occupied provided such lands were capable of yielding a subsistence by agricultural or pastoral pursuits and being adapted to the practice of introducing among them habits and occupations of civilized life on the ground they inhabited. In view of the fact also that the maintenance of a system of large reservations against the pressure of white immigration and settlement would in the course of time become impracticable, a different policy has been followed, having for its object settlement of the Indians upon lands in severalty, disposal for their benefit of their lands not required for this purpose, and gradually to prepare the way for their final incorporation into the body politic as independent and self-sustaining men invested with all the rights which other inhabitants of the country possess. The results already accomplished in pursuance of this policy and promising outlook in some other directions are described in general terms and illustrated by specific acts of progress made by individual tribes.

The secretary does not make any recommendation of importance in regard to land railroads, but recapitulates their last annual reports, and gives the result of investigation made by the government auditor, that their property is in good condition. Their earnings have largely increased, and although rates both for freight and passenger have been reduced, it is believed that there will be with the filling up of the country west of the Missouri, remunerative business enough for each of them.

BY ATLANTIC CABLE.
The Oarsmen.
LONDON, Dec. 1.—Laycock's friends in Sydney, Australia, have sent a cable dispatch announcing that they have deposited £350 to aid him in making up his stake in his match with Hansen and that more money will follow. Hansen wishes the title to the championship of the world to be contested in Toronto bay.

Justice-ship Abolished.
LONDON, Dec. 1.—The council of judges have resolved by a large majority to recommend the abolition of the justice-ship for reasons.

St. Louis Gold.
LONDON, Dec. 1.—Nearly \$2,000,000 in gold was withdrawn from New York to-day.

Convict Burned.
DUBLIN, Dec. 1.—The house of the Sisters of Charity in Tullam, County Galway, burned to-day.

A Failure.
LONDON, Dec. 1.—A land meeting held at Bally Castle, county Antrim, yesterday, was a failure. Only two hundred persons were present, and the speakers were hissed.

Turkey and Greece.
VIENNA, Dec. 1.—It is reported that the Turkish minister at Athens has made overtures to Greece in order to ascertain whether she is disposed to enter into direct negotiations.

VIENNA, Dec. 1.—The overtures of the Turkish minister at Athens have not been rejected; but as a condition for opening regular negotiations, Greece has asked Turkey to make a positive proposal. This conciliatory attitude is the effect of unwillingness of the powers to resort to force the articles in the treaty in favor of Greece and the small republics of the part of the inhabitants of Thessaly and Epirus to the Greek attempt to form a volunteer corps.

Where All.
LONDON, Dec. 1.—Shere Ali, who governed Candahar under the British, has been ordered to retire to India with his family.

The German Customs Union.
BERLIN, Dec. 1.—There is busy agitation about in the Hanse cities for their inclusion in the Zollverein. At a meeting in Bremen a resolution in favor of that course was almost unanimously adopted.

THE NORTHERN PACIFIC.
More about the New Syndicate—The Road to be Pushed on All Divisions.

New York, Dec. 1.—A Philadelphia special furnishes additional facts concerning the Northern Pacific syndicate. From the engineer's estimate it is thought that \$10,000,000 will prove more than enough to complete all the lines. The syndicate take this amount in first mortgage 6 per cent bonds, which are to be issued at the rate of \$5,000 a mile. As the entire line will be over 2000 miles in length, it will be noticed that the syndicate have not yet before this limit is reached, but of the total issue, an amount equal to the bonds on the Pen d'Oreille division, which is bonded at the rate of \$25,000 a mile, and the bonds of the Missouri division, which is bonded at half that amount, will be reserved to retire those bonds at maturity. The syndicate agree to take \$10,000,000 of the issue during the coming year, and this is thought cannot live without being expended with advantage by the company. The Northern Pacific is to build the road itself, dealing directly with the contractors who do the work and without the intervening of a construction company. As the company has now completed road enough upon which to issue the entire amount of the bonds that are to be sold during the first year, work on the division will begin simultaneously. The advance guard is now grubbing the line on the Montana division. The surveyors are locating the line on the Yellowstone division of 420 miles, and work will begin on the Cascade division on the Pacific coast. The expectation now is that the company will be able to complete a mile a day at least, during the coming year.

THE WHIPPING POST.
Recommended by Henry Bergh in Foreboding Terms.

New York, Dec. 1.—At a meeting in Cooper Institute last night of friends of prison reform, Henry Bergh astonished the assembly by declaring himself utterly opposed to the sentiment of the meeting. He said: I believe that if a man cannot live without murdering somebody, he must be got out of the way. I say kill him. A great deal has been said about improving criminals. Let me tell you how I would abolish all penitentiaries. In the land and save all expense of running. In their place I would have whipping posts everywhere, and to make sure that the lash was laid fairly on, I would offer a reward for the invention of a steam machine that could not be bribed with offers of political place or money. No man has had a better opportunity to see what criminals are made of than I have, and I tell you that hundreds of them commit crime, and I sent to places which you provide for their comfort. They are warm and clean there. They get good soup and potatoes, and everything which makes a cooking honest man and women can get in your treatment houses.

MEXICAN AFFAIRS.
The New Cabinet—Cads Trying to get a Subsidy for his Proposed Canal.

HAVANA, Dec. 1.—City of Mexico advices of the 23d: The appointment of Gen. Novias secretary of war is all that is known of the formation of the new cabinet. Gen. Fiala, ex-minister to Washington, was instructed to take the ministry of foreign relations, but it is not known whether he has accepted.

Capt. Eads has arrived and intends asking for a subsidy to build his contemplated ship canal across the Isthmus of Tehuantepec. The government is less interested in canals than in railroads, nor do the people seem to realize the direct advantage of the proposed canal, and subsidies are out of the question.

French residents are making elaborate preparations to receive their minister. The government is also giving unusual attention to the occasion. Senor Zamora is about to return to Washington, probably only to finish his late mission.

WASHINGTON CITY.
Morton Changes his Game.

WASHINGTON, Dec. 1.—It is said authoritatively here that Levi P. Morton of New York will no longer consent to the use of his name in connection with the secretaryship of the treasury under Garfield and has gone back to New York to enter upon a canvass for the senatorship. Under section 243 of the revised statutes Mr. Morton is ineligible.

The national council of the Union League of America holds its annual session in Philadelphia Dec. 9.

Road Purchase.
The secretary of the treasury is now paying \$1 02-87 for 65's for the sinking fund. It was inaccurately reported to-day that Fisk & Hatch had sold the government \$5,000,000 6's at \$1 05 1/2.

New Reporter Tackles a New Vessel.
"Go down to pier 48," said the editor to the new reporter, and write up the new English steamer just arrived. Give a thorough account of her from stem to stern.

"From what?" said the young man recently arrived from a far interior State, and to whom a vessel of any sort was a mystery, and a wonder.

"From stem to stern," said the editor, fixing a suspicious and threatening eye upon him, "and tell how many feet of water she draws, her breadth of beam, her tonnage and all that sort of thing."

This was the young man's first mission. He was eager to distinguish himself. He had already done so on his village paper in a series of essays on "The Cosmogony of the University." But that little town was a thousand miles away. He wanted a wider field for his aspirations, and had come to New York.

Yet he went out of the office anxious and doubting. "I will go to the captain," said he, "he will explain to me the ship and its uses. He will tell me all."

"Captain," said he, "I am sent to write up your ship. Oblige me with stating how many masts she has?"

"Eighteen," promptly answered the captain.

"Where are they?"

"We have sent them on shore to be painted."

"How much water does your vessel draw?"

"Three inches."

"How do you draw it?"

"By steam power from the well."

"Where you ever in a storm at sea?"

"Never," said the captain.

"Are you ever sea-sick?"

"Awfully; can't leave my berth from the time we leave New York till we arrive in Liverpool."

"Are the rest of your officers and crew sea-sick?"

"Always; we're only on deck and about in port."

"Why, who steers the vessel at sea?"

"The cook; he's the only well man on board."

"Do you sail nights when out of sight of land?"

"Never; we anchor."

"What, in mid-ocean?"

"Of course, you land lubber. There's docks to tie up to at regular distances all the way across."

"What is that hole for?" pointing to an open hatchway on deck.

"That's where an iceberg ran into us last trip."

"Good gracious! How do you see to sail dark nights?"

"We send our boats ahead with lanterns, who light up the road."

"Are they there now?"

"Yes; anchored in a line all the way across the Atlantic ocean."

After getting much other information which the Captain said he was only too happy to impart to such an interesting young gentleman, the reporter returned and wrote as follows:

The steamer Crusader is a splendid specimen of naval architecture. Her keel revolves on hinges, so as to be readily unshipped in a storm when it is not wanted. The rudder, also, by a patent contrivance, can be drawn from its socket and deposited on deck during the night and in hurricanes. The Crusader has folding decks, which can be doubled up when she has but little cargo, and her tonnage in this way can be decreased from 4000 to 2000 tons. The mainsail can, if necessary, be used as a skysail or windsail, and the saving of canvas effected in this manner reduces the wear and tear of her running rigging one half. The main brace passes from the end of the bowsprit over the fore, main and royal masts, thence down and over the spunker boom to the taffrail and into the cabin windows, where it is secured by a double banked sheepskin to the head of the Captain's berth. She has compound engines, which boil water at an extremely low temperature. Her screw revolves at the rate of 10,000 times a minute, and can, if necessary, be brought forward and used as paddle wheels. The Crusader is also constructed on the crab principle, and, by bracing up every thing sharp on the wind, and wearing ship frequently, she can go as fast sideways as any other way. The engines are furnished with condensers, which condense milk as well as water. Her cabins are constructed on the French flat principle, there being six stories with kitchens, etc., for each family of passengers. The Crusader also carries her own docks, and thus saves all the expense of wharfage when in port. She also carries her own quarantine, and so can never be detained if there is any malaria or measles on board. The pilot pilots her all the way across the Atlantic, and comes back with the ship each time. Her compasses in the binnacle give each day the direction of the wind. The Captain's cow is milked by the boatswain in the foretop.

Of the genuine politeness of the natives of Egypt we have never entertained but one opinion. That view has been strengthened after hearing of what took place not long since at a village in the Delta. One of our countrymen, well known in Alexandria as the most successful of athletes, was training for athletic sports. While running at speed he came across a gray-bearded Arab riding on a donkey in the opposite direction. The Arab hastily dismounted and begged the "Howago," as he was in such a hurry, to avail himself of his donkey for the rest of the journey.—[London Truth.]

The Torments of Office.

General Hancock is having his revenge on Garfield now. He can rest in peace in his home on Governor's Island, and think how the life of Garfield is being worn out of him by an army of tramp office-seekers. An endless procession of would-be postmasters, Indian agents, port collectors, consuls and the Lord knows what all, are making their way to Mentor, and all have letters or documents which must be read, and all must be well treated, and this, if the man lives that long, must be borne with every day for four years to come. It must be a sorry thought to a man, after having climbed to the top of glory's stairs, to find that even there he is not secure against the herd that scramble for, and fight over the bones that it is in his power to toss to them. And how jolly it must be for Hancock to sit in his quiet office into which none intrude except his friends and, to feel that he is master of all around him, and that his office does not give any portion of the people a right to annoy and bullying him. The office of President is very glorious to look forward to; it is no doubt a pleasure, for those who survive it to look back to; but while it lasts it must be full of more annoyances than the storming of a yellow-jacket's nest. And this leads back to the thought of the miserable lives of the thousands who depend upon getting offices or appointments under the Government for a living. As a rule it is the most unsatisfactory life that any man can lead. The salaries are no more than can be obtained in the other walks of life, and when a change comes, the unfortunate man has to begin life anew with his mind unfitted for the work before him. In the Departments at Washington are thousands of clerks who have held office there from two to twenty years. Were they to leave their places to-morrow, they would be utterly helpless. Going up higher, to those offices to which honors and emoluments attach, and they are almost as barren of results. Take the honorable position of Member of Congress, for instance, and no poor man can afford to accept it. There is a scramble and an expense to reach it in the first place; then, if a man is as true as the stars, and as pure as chastity itself, there will be a throng of strikers forever after him and ready at all times to assail him if in the interest of the country he denies their requests. And then if he serves his constituents faithfully the chances are fifty to one that at the next election he will be beaten. If for no other reason, enough envious ones of his own party, who fear he is making for himself an honorable name, will scratch him. Then he will have to gather up the broken strands of his business and start anew. The thought above all others should be impressed upon the mind of the youth of America, that the life of the politician is the hardest that any man can choose, and the struggle to make a living out of obtaining and holding office is at once the most unsatisfactory and the most demoralizing that can be chosen.

Shoeing Horses.

A writer in the New York Herald states some facts about how horses should be shod, which are worthy of the consideration of blacksmiths, and farmers as well:

Most of the horse-shoers of the country prepare the foot, fit a shoe, and secure it to the hoof in the same manner that a wood butcher fits a shoe to an old ox-sled. The mechanism of a hoof is one of the most ingenious structures that can be found in all the works of the Creator. Beneath and in the rear of every hoof there is a frog, which is a tough and elastic pad for injury to the animal whenever he plants his foot suddenly upon any hard substance. Large rolls of cylinders of India-rubber are placed beneath railroad cars to prevent injury to any part of the car or cargo with which it is loaded. The frog beneath the foot of a horse is designed to subserve a similar purpose. But the manner in which most horses are shod lifts them up, as if it were, on short stilts, so that the frog cannot perform its appropriate functions. If we look carefully at the young horse when he is trotting or running, it will be perceived that every foot is brought to the ground in such a manner that the frog receives the powerful blow. By this means all injury to the animal is prevented. Science teaches us to permit the frog to develop and expand downward. But most blacksmiths seem to think that the all-wise Creator made a great mistake when he formed the hoofs of horses. Hence they fall at the frogs with red-hot burning-irons, with edged tools, and with any other appliances that will enable them to remove the extraneous excrescence. Il-lustrous nimnies! Why not shave and burn away all the tough callous adipose tissue beneath their own heels, and allow the bare bones to rest on a plate of iron inside their own boots and shoes?

The Tramp's Story.

"Say, pard you've stood by me through thick and thin, you have. It'll be one white spot on yer book in the next world, that will. Raise my head up there, that'll do, old pard. You and I, we've been a long time on the same road."

"Aye, that we have, Joe."

"Do you know, pard, I'm going on a long tramp in a little while?"

"You? why, where, Joe? You and I can't give up the road now?"

"Ah, yes, pard, we must; you'll stay here. Those rains—the cold, wet garments—they've done the job for me, pard. I'm going to apply at a new door in a short while."

"Why, you're sick, Joe. You'll have to rest here in this old barn till I can brace up your tired body a bit."

"Ah, friend, I've no need for bodily rest now. It is the soul, the mind that is heavy. I've kept up as long as I could, pard. But I didn't want to give out—till I reached this spot."

"Why, Joe, what do you mean—have you ever been here before?"

"Before! Come, pard! I'll tell you something. Do you see those beams up there? Yes; well, when I was a boy I've played many a time tag up there on the same beams. Those holes cut in the clap-boards up there under the eaves—I cut for my doves. Open the barn door there, that'll do. Do you see that little red house there at the further end of the lot? I was born in that house—yes, I was. I've felt this body growing weaker every day, pard; but I kept up—I wanted to die near the old home."

"Old home, Joe?"

"Yes, this was the home of my boyhood. Here in this barn I've helped my father thresh many a bushel of wheat. I've pulled the wagon out of the corner many a Sunday morning, hitched the team to it, and took the old folks to church. It was too good to last long, pard. I must go to the city, I thought. When I left the dear old home I was honest; yes, honest—and would wrong no man of a cent, knowingly."

"Well, I went to the city. I went in ways of temptation, and I fell. The old folks at home grew worried—and I, God help me, went from bad to worse. I forged my employer's name to the check—a detected, and sent up for four years. They told me of my mother's death after she had heard of my fall. I served the term out; I could get no work—you know how that is. To-day, when we came past the graveyard, you'll remember I stopped at two graves—mother and father—both gone. That's all—I'm happy now. I can see the old home—and—and—dark—mother—keep your poor—b-boy—for—"

Joe, the tramp, was dead—dead with his eyes fixed upon his old home—and his pard went out into the world—alone.

Heroism of Lighthouse Keepers.

It was a grand and heroic conception to build a lighthouse on the Edystone, but what shall be said of the men who first of all tried the experiment of dwelling in the horrible isolation of that storm beaten edifice, cut off from the rest of the world, uncertain whether the building would stand the test of the storm, deafened by the roar of the waters which sometimes would shoot right over the lantern, or dash headlong against the lighthouse with fearful violence, causing every part to vibrate as though the whole fabric were instantaneously going to pieces? It is recorded that only two men attended the lighthouse built by Ruyard, and that one of them was seized with sudden illness and died. It was in the roughest time of year, and although the survivor hoisted a signal of distress, no boat could reach the rock. What to do with the dead body he did not know. At first he thought he would throw it into the sea, but he was hindered by the fear lest the friends of the deceased might charge him with the crime of murder. For a whole month the weather continued boisterous, and for that whole month the solitary survivor kept the light all night now that his comrade could no longer share the duty, watch by watch with him, and for that whole month he kept the body of the body of the dead man, although it had fallen into horrible corruption. Can any more terrible strait be conceived than that in which the brave fellow was placed? Yet we do not even know his name. All we know is that in almost every great work of public utility involving hazardous labor, if one or two men have come to the front and left their names for the admiration of posterity, there have always been a hundred obscure heroes who have lived and died and left no sign, but without whose strong nerves and great hearts those works would never have been accomplished.

SARA BERNHARDT is now able to converse in French with several New York citizens, who say to her, in the Ollendorf method, "How is the good health of our sister?" She replies, "How are the bright trade dollars of the Secretary and the verdant greenbacks of the grandmothers?" A citizen, after glancing at his Ollendorf behind the curtain, says: "You have not seen the island of Coney, not the beach of our chowdered Manhattan, nor the foam on the beach called our Brighton?" Then she says (looking at Ollendorf's code of signals), "but I've heard of the foam on the lager and the flavor of mollusks and biscuits."

Petroleum has been proved to be very deadly to oysters and other shell fish.