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AMERICAN AS SHE IS SPOKE.

A number of recent magazine writers have taken it upon themselves to prove that "the American language" is as perfect and ample a medium for the expression of ideas as the language called English.

Just why they have undertaken this labor of supererogation now is unknown, for it is much the same controversy that has been fiercely waging for years between "authorities" on both sides.

When a critic for the London Saturday Review gets hold of an American book he goes on the hunt for solecisms and blunders. If he finds one he styles it an "Americanism" and writes a whole column about it. Most of the "Americanisms" would be found to be common to both countries and indigenous to England. There are real Americanisms just as there are genuine Anglicisms; and, in both classes, some are villainous, while others are neatly idiomatic. And for every atrocious slang or cant word in common use here there is one equally atrocious in use among the Britons.

If the critics would be frank and honest all around there would be no occasion for resurrecting this corpse of an ancient dissension. The fact is that there are local dialects in America just as there are dialects in England, and in those dialects there are usages not purely English. In the cities here language is written and spoken, on the whole, with greater purity than that commonly used in London. Our enunciation is notably better. Occasionally an extremely young member of our chryso-aristocracy says "Fahney, new!" or "Chahmed to meet you," but he is an exception.

When we find a man, American born, who has adopted this lingo we may have to confess his nationality, but we deny responsibility for the alien influence that brought him to take up the peculiar jargon in which he prides himself.

The wool business of the country as one of the leading industries, holds the interest of the entire community. The Boston Commercial Bulletin collates that Boston is the second wool market in the world and the greatest in the United States. There is only one market in the world where more wool is sold, London. The system in London is, however, an auction system, as largely in Liverpool and Melbourne. London is the largest wool market in the world, and the sales in a year are three or four times those of Boston, which is just a little larger than Melbourne. The sales of colonial wool (the bulk of the business) in London in 1891 were 1,433,000 bales, or about 573,200,000 pounds. The total sales of Melbourne, Australia, in the season just closed were 292,694 bales, or at most 117,000,000 pounds; the total sales in Boston this last year were 158,155,459 pounds; the sales in Liverpool were 200,139 bales, mostly of East Indian wool, or about 95,000,000 pounds.

Fishermen down the Columbia river are very jubilant over a fresh and big run of salmon that entered the Columbia this week. Boats come in loaded down with the finest kind of fish and remind them of the lively time several years ago when everybody had money and fish to spare. This late run will help out the pack for 1892 at a very satisfactory rate, as the number of cans up to date is far below the usual output.

Oregon has done nothing lately toward the selection of a state flower, but at a meeting of the state horticultural society to be held at Hood River next Tuesday the question is to be discussed. A committee appointed especially for the purpose of considering this matter will then make its report and some decisive step will probably be taken.

Returning tourists from Alaska are enchanted with the glories and scenic wonders of the far north. At midnight as far south as Chilcat, it is now possible to read without artificial light, and the Taku and Muir glaciers awaken never ceasing admiration. That country is yearly becoming more of an objective point for tourists.

Introduction of a New Train Signal.

The bell used in the roof of the locomotive cab to signal the engineer when to stop and start will soon be a thing of the past. A new air train signal is fast taking the place of the bell or gong, and already all the passenger coaches on the Lake Shore and Wabash railroads are equipped with the air signal instead of the bell. The air signal is worked by means of a small rubber or iron tube that runs under the coaches, like the air pipes to work the air brakes. In the locomotive cab there is an iron whistle and when the conductor desires to stop the train he pulls on a short rope or lever that allows the air to escape and the whistle in the cab sounds the signal. It is claimed that this is much superior to the bell arrangement, for the reason that it works better on a long train.

The bell sometimes failed to respond on long trains, and serious accidents occurred on that account. The bellrope was also a handy thing for train robbers to cut in order to prevent an alarm while they were looting the wealth of the passengers. The other leading railroads of the country will adopt the air train signal as soon as they can get it attached to their coaches. The New York Central, Pennsylvania, Baltimore and Ohio and the Big Four are having the new system of signaling the engineer attached to their trains. —New York Telegram.

A Naples Donkey Barrow Story.

A ridiculous incident is recorded by our correspondent at Naples. There is an asylum in that city for old people in the service of which is used a small donkey barrow on which is inscribed the words "Little Sisters of the Poor," and which is generally used for collecting old gifts, from the sale of which the institute derives an income of about 80,000 francs a year. The other day one of the paupers fell and hurt his head, and was conveyed in the cart, accompanied by two nuns, to the Policlinic hospital. Just before reaching it the cart upset and the donkey ran away and took refuge in an office of the "Lotto." The spectators and inhabitants of the neighboring streets immediately crowded to the "Lotto" office to play the numbers appropriate to the different persons and objects connected with the affair—33, 48, 41, 51—and next day the office itself placed the following numbers at its door, with the heading "Yesterday's incident—11, 41, 71, 90." —London News.

Could Not Leave the Old Home.

We have a dog story that is worthy of being put on record. On the third day of last month Mr. William Bunker of this place sent a dog to his daughter Mrs. Delos Stebbins, of Sherman, N. Y. He was put in a crate, provided for the trip and shipped on a noon train at Williamsfield station. He changed cars at Ashtabula, Brockton and Mayville, leaving the train at Sherman and being driven, still in his crate, seven miles up the country. When released he seemed to take kindly to his surroundings, but on the tenth day of the month at noon he walked into his old home, coming from the east. He looked hale and hearty and to all appearances had enjoyed the trip and found friends by the way. Evidently he tramped his way home, as he carried no purse to pay traveling expenses. —Ashtabula (O.) Beacon.

A Remarkable Court Record.

The jury on one case in the Biddeford supreme judicial court disagreed last week, and Judge Virgin improved the opportunity to give them his opinion of a jury that could not agree in words which he said he would utter slowly, as he wished to measure them. After scolding them a little the judge said that in the eighteen years he had held court in York county only four disagreements had been reported out of 400 cases. This is not a bad record. —Lewiston Journal.

In an Almshouse Thirty Years.

A woman died recently in an almshouse in Maine at the age of one hundred years. She had been an inmate of the institution for thirty years, and during that period she had been, it is said, laid out as dead three times, but on each occasion she came to life in time to put a stop to the funeral arrangements. Only a few days before her death an undertaker was called to prepare her remains for burial, but when he arrived she was sitting up in bed. —Philadelphia Ledger.

Air Plovers.

A V shaped contrivance, to be placed on the front of engines of fast express trains, is the latest scheme to get more speed, by overcoming much of the natural resistance of the air to the front of the locomotive. The plover extends from a few inches above the track to the top of the smokestack, the sharp edge of course in front. "Shoreline fog" is a common expression among railroad men, but plowing wind is a new thing in railroad agriculture. —English Mechanic.

Packed in the Ice for the Winter.

On last Saturday Master Calvin B. Crocker captured a twelve pound turtle. The reptile was discovered under the ice that had formed over a pool near his home on Rockland street, and was taken "alive and kicking" after a breaking and entering of his icy home. —Dedham (Mass.) Transcript.

The Algerians know what a real plague of grasshoppers is. In one district of that country alone over 30,000 gallons of the eggs of the pest were gathered and burned last year.

There will be 444 electoral votes in 1892. Congress passed last year a reapportionment bill based on the census of 1890, allowing one member to 173,400 people.

The survey for the railroad from Mombassa, on the east African coast, to the lakes in the territories of the British East Africa company is to be begun at once.

The progress in education in Alaska is shown from the fact that on June 30 last there were twenty-four schools, having a total enrollment of 1,891 pupils.

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