## A STRANGE DECEPTION.

**Gertie Fuller, the Woman's Wife, Married to a Man—Remarkable Historical Parallel Recalled.**

A great sensation was created a year ago by the announcement that two women living in Waupun, Wis., had been quietly married and were being together as man and wife. The case attracted widespread attention, and the developements were closely watched. An investigation showed that Mrs J. L Hudson, who came with her husband from a small town in Illinois and settled at Fond du Lac, had deserted her family and, donning male attire, found work on a farm hand near Waupun Mrs. Hudson called herself "Frank Dubois," and in her bifurcated garments readily passed

AN EFFEMINATE-LOOKING COUNTRYMAN.

He was about 30 years old. After living near Waupun for several months Dubois met and began courting a good looking girl named Gertie Fuller, whose mother was a respected widow living in the outskirts of the village. After a short courtship the couple were married, and took up their residence with the bride's mother. A few weeks after the wedding it began to be whispered around that the groom was a woman, and the village gossips set their tongues wagging. The news spread, and in a few weeks the leading papers of the country contained long despatches in regard to the queer case, and its peculiar phases were discussed in their editorial columns. Dubois and "his" pretty young wife stoutly denied the stories, but they were so bothered by inquisitive visitors and newspaper correspondents that they decided to leave the town, which they did at the dead hour of night, going to a small place named Brandon, where they began living under an assumed name. At last Mrs. Fuller took up the case, and decided to find out for herself whether her daughter's

HUSBAND WAS A MAN OR A WOMAN.

She invoked the aid of officers and followed the couple, overtaking them at a Brandon hotel. She induced them to return to Waupun. But they fled a second time, and were lost sight of for several months. Hudson heard of the case, and after making an investigation, felt satisfied that Frank Dubois was no other than his recreant spouse Then he began searching for the queerly matched couple. After considerable trouble he discovered them, and sure enough "Frank Dubois" proved to be the missing Mrs. Hudson. She refused to return with her husband at first, but upon being threatened with arrest decided to leave "her wife" end return to her abandoned home and her four children. Gertie Fuller returned to her mother's home in Waupun, where they continued to live until a few days ago. She refused to talk to outsiders about her marriage but contended to the last that Dubois was a man. Hudson took his wife home and later on returned to their former place of residence in Illinois. Last fall Gertie Fuller became a mother, and she strenously asserted that Dubois was the child's father. The strange case has never been explained satisfactorily but all kinds of theories have been advanced. It certainly was one of the strangest matrimonial marriages on record. The last chapter was enacted at Chicton, a small town in the northern part of the State, where Gertie Fuller Dubois was married to a man named Lehman, and they have gone to Maine, Wis., where they will in future reside.

A HSITORICAL PARELLEL.

Chevalier, generally known as Madam, D'Eon, was born of good family at Tonnerre, in France, in 1728. D'Eon was a man of brilliant parts, a writer by no means contemptible on various subjects, an accomplished diplomat and a brave officer, and at one period he was minister plenipotentiary to the British court. A little quarrel with the Court de Guerehy, who succeeded him as ambassador, was assigned as a reason for his not returning to France, but, it is probable, that the real cause of his stay in England was his acting as the private agent of Louis XV., by whom he was allowed a pension. D'Eon continued to reside in London for fourteen years, and was in habits of friendship with the most distinguished persons. Rumours, at first faint, but gradually acquiring strength said,

THAT D'EON WAS A WOMAN.

There were certain feminine indications in his voice, and he was known to be averse to all affairs of gallantry and to manifest extreme caution with respect to females. At length it began to be generally believed, both in England and France, that he had no right to the title to wear the dress of a male. Wagers to a large amount were laid upon this subject; and in 1771 one of them produced a most sensational trial before Lord Mansfield. The action was brought by Surgeon Hayes against Jacques, a broker and underwriter, for the recovery of seven hundred pounds, Jacques having about six years before received premiums of fifteen per cent. for every one of which he stood engaged to return a hundred guineas, whenever it should be proved that the Chevalier D'Eon was actually a woman. In this cause three seemingly unexpected witnesses, two of whom were of the medical profession, positively swore that they had obtained such proof as admitted of no contradiction that D Eon was of the female sex.

A VERDICT WAS IN CONSEQUENCE GIVEN

for the plaintiff; but it was afterwards set aside on a point of law. After this trial M. de Vergennes, one of the French Ministers, in a letter which he wrote to D'Eon, declared that it was the king's will that he "should assume the dress of his sex"—meaning the dress of a woman—and this injunction was repeated on the chevalier arriving in France. It was obeyed, and till the end of his long life D'Eon dressed and was looked upon as one of the softer sex. Early in the French revolution he returned to England still as a female, and remained there till his decease in 1810. Death proved the folly of those who forced him into petticoats, for his manhood was placed beyond all doubt by an anatomical examination of the body. Why he was metamorphosed, and why he continued to acquiesce in the change, when he might have safely asserted his sex, there appears to be no means of discovering.

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A bank of earth caved in on a labourer at Kansas City, and while three or four men in the crowd were trying to figure how long it would take to dig him out the rest waited. He ought to have lived, according to the figures, to ty-five minutes, but was dead when they reached him in forty-three.

## English Members of the Cabinet.

In countries where the Minister of War is always a General, the Minister of Marine an Admiral, the Minister of Education a Professor, &c., the advent of every new Ministry is the signal for hasty, costly changes in all directions. Every Minister having, as he conceives, ample professional experience, comes to his work with his mind full of crotchets, and thinks he must signalize his term of office, however short, by abolishing something and setting up something else. In England a man of talent, who may have been rather presumptuous and flighty as an independant member, quickly gets sobered when he is set to learn the difficult work of managing a department about which he knows nothing. He must rely at first upon his permanent staff and this prevents him from attempting rash innovations; by and by, when he has acquired experience, whatever reforms he may see fit to propose will be mounted in a prudent spirit, and are more likely on that account to be satisfactory and durable. It is certainly a pity that a Minister of proved abilities should be turned out of office just as his services are beginning to be appreciated; but under our English system the services of a statesman who goes into Opposition are not lost to the country, for he brings his experience to bear in controlling the work of his successor; besides which there is a departmental etiquette which binds a Minister under ordinary circumstances to carry on and complete good work commenced by his predecessor. Two or three little facts will shew how harmoniously both parties in the State combine to keep the mechanism of Government in good working order, despite their struggles for power. An incoming Minister is always received in his department by the outgoing chief, who put him in possession of all the facts about current business to be transacted. In acknowledgement of this the new Minister during the whole of his stay in office takes care that his predecessor shall be the first informed of all events connected with the department which may be made public. Thus, if important news arrived from abroad, a copy of the dispatch would be forwarded at once by the present Foreign Secretary to the former holder of the office—the idea of this being that the latter, as critic ex-officio of the Indian policy of the Government, has a claim to be supplied with ample and rapid information. These patriotic courtesies are not practised in any other country, and one may allude to them with pleasure as showing that—

"'For some true result of good
All parties work together."

But if they have so worked the result is largely due, as we have shown, to the Queen's wisdom in siding with neither party and in establishing relations of personal friendliness with most of her Ministers, so that no jealousies could arise among them The late King of Bavaria used to make the lives of Ministers whom he he disliked unbearable by questioning them about the affairs of their departments until he had exposed their ignorance. This would be a resourse alays open to an ill-natured sovereign; and it must be remembered again that the personal influence which Mr. Gladstone has praised her Majesty for exerting in her correspondence with foreign rulers is an influence which need not have been given, as it constantly has been, to serve Ministers of either party who happened to want it. The Queen might have refused her good offices to get incompetent Ministers out of scrapes, and she would have had constitutional warranty for so doing since Ministers who are not loth to solicit her Majesty's assistance when they were in distress have sometimes not scrupled to cavil at letters written to help their opponents.—[Temple Bar.

## The Height of Waves.

Many experiments have been made to measure the height of waves in all condition of weather. One authority goes as high as sixty four feet, and another as low as five feet, giving it as his reason that the penetrating power of wind cannot reach below that depth. Of this philosopher it may be presumed that he was a martyr to sea sickness and that he must have contented himself with making his calculations in his study. On the other hand, a height of sixty-four feet is almost as absurd, though it is true that the earthquake wave has been known to rise to sixty feet; yet surges of this kind are happily scarce, since when they occur they are not only in the habit of razing whole towns upon the coast line where they break, but of carrying some of the vessels they may encounter at anchor in the neighborhood to the distance of a day's walk inland. Practical experience, however, will look with suspicion on most of the scientific theories touching the altitude and velocity of waves. Professor Airy's table couples speed with dimensions, and, as a sample of his calculations, it may be shown that the wave one hundred thousand feet in breadth will travel at the rate of 533 90 feet per second in water that is ten thousand feet deep This is possible, but it is difficult to accept such conclusion as exact. At all events, there is nothing more deceptive than the height of waves. The tallest seas in the world run off Cape Horn, where whether the wind blows east or west, they have a holiday ground within a belt of eight or ten degrees that compass the globe without the intervention of a break of land. Any man who has run, say, before a strong westerly gale round the Horn will know the magnitude of the seas that follow his ship. Viewed from the stern when the vessels sink in the trough, the oncoming sea that is about to underrun the ship and lift her soaring to the flying heavens will seem to heave its rushing summit to the height of the mizen-top; but when the summit is gained by the observer and the waves viewed from there, it will then be seen that these crests which from the deck looked a long way up will now appear to be a long way down. It is a common shore-going phrase that the sea ran "mountains high." The idea implied is not very generally accepted by sailors, though the term may be sometimes used by them for convenience. The truth is if waves were as tall as they are popularly supposed to be, no ship could by any possibility live in them. They are lofty to the fancy, because at sea they are usually surveyed from low freeboards. To a spectator on a steamer, with a six foot height of side an Atlantic or Pacific surge would necessarily appear as a mountain compared to the aspect it would take from the deck of an old line-of-battle ship, with a thirty-foot "dip;" or from one of those lofty, glazed and castellated structures which in former times took six months to jog soberly from the Thames to the Hooghly.—[London Telegraph.

## A FLOOD OF FLAMING OIL.

**A Terrible Scene in the Oil Country Recalled By a Recent Calamity.**

The recent death of Wallace Riley, at Saylesville, O., recalls the first terrible casualty in the history of the petroleum development in this country, of which disaster he was the last surviving victim. It left him a blind and helpless cripple, and subject at times to fits of insanity during which he seemed to suffer all the agonizing experiences through which he passed on the day of the great disaster, twenty-three years ago.

In April, 1861, there was a cluster of wells, yielding from one hundred to three hundred barrels of oil a day, on the then newly-developed territory on Oil creek. Flowing wells were then as yet unknown. Harley and Merrick sank a well to the depth of two hundred feet, but as the yield was small they took out the pumps, and started the drill to make the well deeper. About 5 o'clock in the afternoon of April 16, the drill had gone to a depth of three hundred feet, when it struck a vein of oil and gas, and instantly the oil rushed up through the five and a-half inch tubing, hurling the tools high in the air, and gushing upin a fountain fifty feet in height. This was the first flowing well ever struck in the region. The great noise made by the escaping oil was heard for half a mile around, and in a few minutes the fountain of oil was surrounded by a crowd of excited men, women, and children. The well was spouting at the rate of one hundred barrels an hour. Above the roaring mass of oil the gas rose so densely as to be visible as a cloud at least sixty feet high. As soon as the oil began to gush forth all the fires of the engines in the vicinity were extinguished. There had been no preparation made to receive so unprecedented and unexpected a rush of oil, and in a few minutes petroleum was running in streams in every direction. Dams were built and trenches dug to collect the fluid that was running to waste, and in a short time a lake of oil surrounded the derrick.

Wallace Riley, then a young man of 24, arrived at the scene of the excitement at 6 o'clock, from Meadville. He was to be married that evening at 8 o'clock to the daughter of a farmer who lived on Oil creek, near the Harley & Merrick well. Riley went with his prospective father-in-law and joined the crowd at the flowing well.

The nature of petroleum gas was then unknown, and while the crowd stood about with no thought of danger, the gas from the spouting well was slowly spreading in every direction and filling the air. There was no fire nearer than a quarter of a mile to the well. That was the boiler-house of a well then drilling. By seven o'clock in the evening the gas from the flaming well had reached the boiler, and, taking fire in a second, the whole air was in a flame with a crash and roar like the discharge of a field of artillery. The fountain of oil became a stream of solid fire, falling back to the ground, over an area of a hundred feet around, in blazing globes of boiling oil. Instantly the ground was covered with flames. A scene of indescribable horror ensued. Scores of people were thrown to the ground by the explosion and surrounded by the burning oil as it seethed on every side, while the flaming gas roared above them. The most of these managed to reach the outer circle of fire with their lives, but were horribly burned. At the time of the explosion everything in the neighborhood for the distance of a quarter of a mile around took fire, and shanties, derricks, engine-houses, and dwellings, were at once wrapped in flames. The boiler at Dobb's well, eighty rods from the original fire, blew up with a tremendous report, instantly killing the engineer, Wesley Skinner. At this time the whole air was afire. The jet of oil, rushing up for fifty feet, was a pillar of living fire, while the gas above it to the distance of one hundred feet was flashing and exploding like some terrific electrical display during a thunder-storm. The sounds of the explosions were almost continuous, and the roar of the flame was like the rushing of a violent hurricane. The heat of the fire was so intense that no one could approach within 150 feet of the limits of the fire.

Among those who were prostrated by the first explosion of gas was the young man Wallace Riley. He succeeded in gaining his feet, and being fortunately only a few steps from the outer edge of the fiery circle, he made his way through the burning oil, and fell, all ablaze, just beyond the limit. He was seized by others, who plunged him into a hogshead of water, extinguishing the fire, and carried him to a neighboring shanty.

Within the circle of flame, not ten feet from the edge, at the spot where Riley escaped, four bodies could be seen boiling in the seething oil. One man who had been digging at a trench to convey the oil to a lower part of the ground, was killed as he dug, and he could be seen, as he fell over the handle of his spade, roasting in the burning oil. H. R. Rouse, of Warren county, one of the most prominent of the early oil producers, for whom Rouseville was subseqently named, and whose revenue from oil wells at the time of the great disaster amounted to $1,000 a day, was standing near the trench this man was digging, when the explosion occurred. He was lifted in the air and thrown more than twenty feet away, alighting in a pool of blazing oil. He rose to his feet, and ran, all ablaze for a short distance, and fell. He was seized by several men, his burning clothes extinguished, and carried to a shanty. Not a vestige of clothing was left upon him except his stockings and boots. His hair was burned off as well as his ears, his eyelids, and his fingers. His eyeballs were entirely burned out. His body was blistered from the breast down. He never lost consciousness, but lived nine hours, during which time he deliberately dictated his will to his lawyer. In this will he left $100,000 to the poor of Warren county, but he died before he could acknowledge and sign the document.

Besides Mr. Rouse, twelve dead bodies were taken from the flames before they were entirely destroyed. Of these only six could be recognised—the brothers Walker, two leading oil men of Clarion county; Wesley Skinner, of Wattsburg; John Stevens, Judd Mason, and Albert Gardiner. Twelve men, who are known to have visited the spot, strangers sightseeing in the oil regions, were believed to have been among the victims of the disaster, as they could not be found and were never heard of afterward. Thirty-four men were rescued as Wallace Riley was, but their injuries were so great that twenty-two of them died.

The scene at the height of the fire is described as having been the most frightful and at the same time the grandest spectacle ever witnessed. The flow of oil continued unabated for months, and as no human power could extinguish the flames it continued burning furiously. The well finally gradually exhausted itself, and the fire was at last conquered. Hundreds of thousands of barrels of oil were consumed, and the well which would have been an enormous fortune to its owners ruined them.

Wallace Riley was burned in almost exactly the same manner as the unfortunate Mr. Rouse had been. For weeks his sufferings were intense, and he constantly begged to be killed. The young woman whom he was to have married on that terrible evening was his constant attendant during all his suffering. His life was saved, but he was left sightless and without hands, while his face was terribly disfigured, and his lower limbs were fleshless and drawn out of shape. His mind was also badly affected, and although he recovered in a great measure his mental powers, he was subject to frequent lapses, which lasted sometimes for days. During these spells he raved continuously about the horrors of the scenes at the burning well. It was during one of these paroxysms that he died, apparently in the greatest agony. He had been cared for for twenty-two years by a brother. The young woman to whom Riley had been engaged to be married died within a year after the frightful catastrophe of the burning well.—*Philadelphia Item.*

## Railway Travelling.

A London paper calls attention to the fact that the managers of English railways are now studying to provide for the comfort of passengers instead of trying to secure more gorgeous accommodations and greater speed. This subject should receive the attention of railway managers in this country. With all the recent improvements in cars, railway travel is still very uncomfortable. The time of leaving and arrival of trains running between great cities is often very inconvenient. On some of the trunk lines between Chicago and New York, the trains leave about 5 in the afternoon and arrive at about the same hour in the morning. Persons who leave home at the hour named go without supper. Perhaps the train stops twenty minutes for refreshments at some unimportant station where there is but a single eating-house. If this is the case, half of this time is occupied by the passengers in going from the train to the dining room, in waiting to be served, and in returning to the cars. Ten minutes do not afford a sufficient time in which to eat a meal. Five or even six in the morning is a very inconvenient time in which to arrive in a great city. Especially is this the case if the passenger is a stranger. He does not know where to go, and is generally at the mercy of "hotel runners." There is no opportunity of transacting business for at least three or four hours. To avoid discomfort, it is generally necessary to go to a hotel in a carriage, and be at the expense of paying for a room. The rapid speed of the train is no gain to the traveller. It is in fact a loss in both time and money. The proper time for arriving in a large city in the morning is when public conveyances are making regular trips, the hotels are ready to serve breakfast, and the stores are open for business.

The perpetual annoyance of railway passengers by the venders of worthless books, stale pop corn, unwholesome fruit and prize packages is an abomination that should never be tolerated, Peddling is prohibited or restricted in most cities, and the peddler is a nuisance in a first-class car. He is a train-robber whose presence is almost as objectionable as a back-woods bandit He renders travelling a burden. The attempt on many railway companies to monopolize the trade in food, drinks, and cigars is not commendable. It shows a very small spirit. The comfort of passengers would be promoted by having several places for the sale of refreshments at the stations where long stops were made. Many people travel who can not pay a dollar for a meal. They should have an opportunity to obtain meals that are within their means. A lavatory should be provided for every passenger car. Passengers, especially in summer, become covered with dust and smoke after riding a few hours. They can enjoy little comfort unless they have an opportunity to wash. Lavatories are needed for cleanliness, health, and comfort. Passengers would care much more for them than for expensive ornamentation. The number of women who travel with young children is always large. The children are generally a source of great annoyance to the passengers. It would cost but little to partition off and fit up an apartment for a nursery on one car on each passenger train. A car having an apartment for women with young children would be a great convenience and would add to the revenue of a road by increasing the number of passengers. Common comfort is in greater demand than highly ornamented cars and very rapid speed.—*Chicago Times.*

## Life in St. Petersburg.

People here all arm themselves for the winter. There can be no question as to its severity. Indeed, one would be inclined to think it were almost welcomed as a friend, for keen disappointment is expressed when the snow is tardy in falling. After the heavy rains which fall in the late autumn snow roads are almost a necessity of existence. If frost suddenly sets in before they are made it is under great difficulties that the country people bring supplies to the metropolis; the price of provisions rises in proportion, and distress ensues. Double windows are universal; they are an absolute necessity. For the admission of fresh air one pane in each window is left so that it may be opened at pleasure. The rest of the window is so thoroughly secured that not a breath of the keen air can enter. The process accomplished, the difference of the temperature within doors is sensibly perceptible, and heating by means of stoves may then be delayed for some time. The interior of a Russian house is not familiar to all, so, under favor of the Lares and Penates, we will enter the sacred domicile, first premising that a well kept house in St. Petersburg or Moscow is exceedingly comfortable. A tall portly *suisse* (house porter) admits you, when a footman ushers you up a mostly spacious, handsome staircase, often of marble, and after passing through the usual double doors you are introduced into an anteroom where you leave your inevitable garment—your fur cloak. The reception rooms are then entered, and these often seem interminable; eight or nine in number in the houses on the Palace or English Quays are not uncommon, generally opening into one another. The inlaid parquets of the rooms are often very beautiful—the floor polisher is an important institution in Russia; of course, some rooms are richly carpeted and do justice to the looms of Turkey and Persia. The silk or damask curtains, wall hangings, and coverings for the ottomans are superb. All is luxurious; vases of apis-lazuli, porphyry, and malachite, pictures, and objects of art in general are in profusion. The Russians are very fond of promenading through their suites of apartments, and ample space is left for this purpose. The winter being so long, every conceivable means is used to shed around the charms of warmer climates; trellises, along which various creepers are trained, are introduced; pretty baskets of plants (tulips, hyacinths, and camellias in full bloom, while winter is still raging outside,) the constant warm temperature indoors being favorable to their cultivation The Continental fashion of living in flats much prevails here. Sleeping rooms are not invariably numerous in proportion to the reception rooms; but this state of things naturally improves with the increase of civilization.—[Temple Bar.

## Cremation of an Indian Rajah.

A case of cremation has occurred at Etretat under very remarkable circumstances. A rich Indian, the Rajah Abusabid Koanderao, with a suite of 12, came lately to the Hotel des Bains, scared from Nice by the cholera. He died of an anthrax, or carbuncle, rather suddenly. His friends asked that his body might be burned with Asiatic rites. The Mayor of Etretat, greatly embarrassed, telegraphed to Paris for instructions, and an authorization was given, but great pains were taken to prevent the public from seeing the unusual spectacle. At 2 in the morning the corpse was placed on a bier on the sands at the foot of one of the great white cliffs of Etretat, where it was set fire to, and continued burning to 6 in the morning. There were scarcely any spectators except the native friends of the deceased and some fishermen, who appeared greatly astonished at the unusual spectacle of which they were witnesses. The ashes, when the incineration was complete, were divided into three portions. One was thrown to the winds, another into the sea, and a third placed in a vase to be sent to relatives in India.

## A Venetian Wedding Day.

A Venetian festival is a synonym of all that is magnificent and romantic. From the earliest history the fetes have been events of the greatest popular interest and importance. They have been celebrated most frequently to perpetuate the memory of some triumph of the Venetian army, and the patriotism of the people has been kept alive by these fetes quite as much as by the consciousness of commercial importance and power.

For centuries the Marian festivals were the most important holidays of the year. It was a custom introduced early in the tenth century to select from the different parishes of the city twelve poor maidens, distinguished for virtue and beauty, who were provided with dowry at the cost of the State, and fitted out with wedding trousseaus from the Treasury of St Mark. The girls were dressed in long robes of white, with loosened hair interwoven with threads of gold, and in a rich barge were carried to the Church of St. Peter, followed by a cortege of gayly decorated gondolas, with music and singers, the Doge and Signory accompanying the procession. Each maiden bore in her hand a small box containing her dowry, and met her appointed husband in the church. Mass was celebrated, and the bishop officiated in the marriage ceremonny. This was the beginnimng of the fete, which lasted a whole week With the growth of luxury and laxity of morals the festival lost its original character, and it became necessary to limit its observance, and during the Genovese war, in the fourteenth century, the celebration was neglected and fell into disuse. An incident which happened in the tenth century during the observance of this festival has long been a favorite theme of artists and poets, and illustrates too well the spirit of the day and the isolation of the new republic to be omitted here. The Trieste pirates long watched an opportunity to rob the festal barge of its treasures, both human and monetary, and one fine morning of St. Mary's eve they burst open the doors of the church, surprised the congregation and escaped with the brides and treasures. The Doge, who was present, urged immediate pursuit. Every boat capable of carrying rowers was manned and put to sea in the greatest haste. Venice rose as one man to join the pursuit of the pirates and to assist in the recovery of the brides. The enthusiasm of the Venetians was so irresistible that the pirates were overtaken and beaten in one of the entrances to the lagoon. Not a pirate escaped, such was the fury of the pursuers, The brides were recovered entirely unharmed, and the ceremony of marriage took place with increased pomp the same evening.