

JOHN TOELLE'S DEATH.

Hydrophobia Follows One Month After His Fight With a Mad Dog.

John Toelle, the Kansas man who had the desperate struggle with the mad dog May 7 has died from hydrophobia. Ever since his battle with the dog Mr. Toelle had been firmly convinced that he would die of hydrophobia. His friends attempted to persuade him that there was no danger, but no amount of persuasion or argument could shake him in his belief that his death was only a matter of time. After the battle his wounds were cauterized and he was given all the whiskey that he could stand. A mad stone was also applied to the bites, but would not adhere. Toelle accepted this as an omen, and told his physicians that it was no use, and that all their efforts could not save him. The wounds all healed nicely, though Toelle complained of pains in his arms. Last Monday night week he visited his brother-in-law.

He talked of the battle with his sister, and was firmly convinced that he would die in a short time. When he returned to his home he said he felt sick, and wanted his bed made differently. He remarked: "I will not stay long, I feel it coming on, and do not want to hurt anybody, so you had better strap me in my bed; I feel that the first spasm is coming on." That night, as he had predicted, he had his first spasm, which was not, however violent.

Tuesday afternoon he had another, and the third occurred Tuesday night. Each spasm was more violent than the preceding one. Between the intervals of the attack on Tuesday he was rational and made his will. Till Tuesday night he had been drinking water and keeping pounded ice in his mouth. Then he refused to drink further, and the sight of water would throw him into convulsions. He also began to froth at the mouth and scream like a wild beast, all the while making desperate efforts to release himself from the ropes with which he was tied to the bed. He died in a terrible agony. His struggles were frightful. His eyes glared like a wild animal's, his mouth was flecked with foam, and his screams could be heard for a mile. Four strong men were required to hold him, to prevent him from breaking the ropes. He breathed his last at about 5.30 o'clock.

Mr. Toelle was a man of 35 years of age. He was in good circumstances. The dog that caused his death was an immense Newfoundland, over three feet high and for a long time had been the pet of the family. Mr. Toelle, noticing that the dog was acting strangely, tied him up, but he chewed the strap, and started across a field. Thinking that he might bite some one, Mr. Toelle followed. When he caught him a desperate struggle ensued, lasting for over an hour. Mr. Toelle caught the strap, intending to take the dog back to the house. As he did so the beast sprang for his throat. Mr. Toelle got out of the way, when the dog again attacked him and seized him by the right hand, which he clung to with bulldog tenacity. With his other hand he managed to choke the dog till he let go his hold, only to renew the attack again. Again and again he was choked off only to renew the fight more savagely than before. Finally, with his hands and arms lacerated and bleeding and his body covered with bites, he got the dog's head in chancery and threw him to the ground. He threw his whole weight upon the dog and held him down, screaming all the time loudly for help, with the dog biting and fighting viciously. He was finally rescued, torn, bleeding, and mangled by a passer by, who shot the dog as it was being held down by the unfortunate victim.

A New Torpedo for the British Government.

An official inspection has taken place within the past few days of a torpedo invented by Mr. Brennan, an Australian, to whom the British Admiralty granted facilities for the manufacture of and experiments with his invention at Garrison Point Fort, Sheerness. The trials and inspection having proved satisfactory the Admiralty have agreed to adopt the torpedo as a part of the national armament. It is asserted that the inventor has been paid £10,000 on account, and various sums, ranging from £40,000 to £100,000, are mentioned as the reward to be allotted for the invention. The new torpedo differs essentially from any existing system. It can be directed and discharged either from a shore torpedo battery or from a ship. Separate propellers are actuated by means of wires coiled in reels within the torpedo, the motive power being a steam engine within the fort or ship, from which it can be steered with great accuracy. Jets of light, produced by some chemical agency, indicate to the operator the position of the torpedo to night.

Witty.

Lord Chesterfield, whose "letters" our grandfathers received as the code of politeness, was a polished wit and an astute courtier. On one occasion, George II. and his ministers differed as to the person who should fill a position of trust. The ministry insisted upon their man, and delegated Lord Chesterfield to present the commission for the royal signature. In a deferential tone, his lordship begged to know with whose name His Majesty would be pleased to have the blank spaces filled up. "With the devil's!" answered the enraged king. "And shall the instrument," asked the earl, without the slightest change of manner, "run as usual—'Our trusted and well-beloved cousin and councillor'?" The king burst into a hearty laugh and signed the commission.

THE ROYAL FAMILY.

Some Interesting Facts About the Queen's Revenue and Expenditure.

Under this rather fascinating title, Mr. Arthur Arnold contributes an article to the June number of The Fortnightly. The writer, however, confines himself to the incomes of Royal personages, which is somewhat disappointing. The ninth and last of the Queen's children is about to enter the marriage state, and this interesting event might very well have tempted some one to venture upon a family biography. The Queen, in her journal, tells us not a little of the home life of that happy circle before the clouds began to hover, and the Letters of the Princess Alice show that even Princess have their domestic cares like ordinary folk. Still there is a timeliness about Mr. Arnold's facts and figures, in view of the contemplated appointment of a select committee to consider the further claims of the Queen's descendants upon the national purse. By the granting of an annuity to Princess Beatrice, Her Majesty is relieved of any anxiety, respecting the income of her sons and daughters, but the question now arises what provision, if any, is to be made for her grandchildren. There is a notion abroad that the Queen, owing to the careful handling of her money, and her retirement from public life, has become possessed of vast wealth. The passing of an act in 1862 enabling the Sovereign to hold and dispose of private estates, gave rise to this conjecture. A glance at the civil list and the claims upon a monarch render it very doubtful whether the Queen has been able to lay by a store anything like sufficient to place her very numerous grandchildren, beyond the need of State assistance. The Queen receives from the Civil list £385,000 per annum. Of this sum about £60,000 is apportioned to the privy purse, which, together with the revenue of the Duchy of Lancaster, brings Her Majesty's personal income up to £140,000 a year. That is, supposing the remaining £320,000 derived from the Civil list no more than meets the claim upon it. The Queen's establishments are necessarily expensive, and unlike a private lady, she cannot reduce them to counterbalance calls upon her purse in other directions. Windsor, Buckingham Palace, Osborne and Balmoral, have to be cared for, not to mention two or three private palaces, one of which is to be placed at the disposal of Princess Beatrice, who by all accounts, is to remain near her Royal mother, in keeping with the adage, "A son's a son till he marries a wife, but a daughter's a daughter all the days of her life. The Queen's purse needs to be pretty capacious. The officers of the royal household, over one hundred in number, receive in salaries £52,000 a year. In addition, there are some five hundred persons engaged in and about the Queen's palaces, whose pay and allowances must swallow up a considerable sum. And yet these are merely items of royal expenditure. If asked to make provision for some of the Queen's grandchildren, people will naturally turn their attention to liabilities already incurred. The total annuity voted by Parliament for the sons and daughters of the Queen amounts, Mr. Arnold tells us, to £157,000, but by the death of the Duke of Albany and Princess Alice the payment has been reduced to £132,000 a year. According to precedence the children, not only of the Prince of Wales, but also of the Duke of Edinburgh, Connaught, and Albany will be entitled to annuities. In fact, it has been the custom for Parliament to grant an annuity to every Royal personage, as evidenced by the payment of £12,000 a year to the Duke of Cambridge, and annuities of £3,000 each to his two sisters, Princess Mary of Teck and the Grand Duchess of Mecklenburg-Strelitz. Princely families are more numerous to day than formerly, and a doubtful succession is not likely to be one of the troubles of the near future. How the altered circumstances can best be met remains to be seen. The antiquated and obsolete procedure of the Royal household, perhaps, stands in need of reform and curtailment, which might leave a surplus in the Royal income. Mr. Arnold thinks the Grandson of the Sovereign, like the Grandson of a Duke, should become an untitled commoner, as follows when the Queen's daughter marries a subject not of Royal blood, which would, in fact, have been the position of the Princess Louise's children had she been blessed with a family. Parliament, it will thus be seen, has a delicate matter in hand. Out of respect for one who has proved herself a wise administrator, loving wife, and model mother, nothing, we may rest assured, will be done to cause pain to the amiable lady who, for close upon half a century, has wielded the sceptre of this mighty Empire.

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Bad Habits.

Like flakes of snow, that fall unperceived upon the earth, the seemingly unimportant events of life succeed one to another as the snow gathers together, so are our habits formed. No single flake that is added to the pile produces a sensible change; no single action creates, however it may exhibit, a man's character; but, as the tempest hurries the avalanche down the mountain and overwhelms the inhabitant and his habitation, so passion, acting upon the elements of mischief, which pernicious habits have brought together by imperceptible accumulation, may overthrow the edifice of truth and virtue.—Bentham.

FROM JEST TO EARNEST.

The Happy Outcome of a Proof-Reader's Frank.

One hot night last July, when the burden of proof-reading in a close room in the office of the Kansas City Times seemed almost suffocating, when the hot air of blazing gas-burners and the stifling fumes from fifty jets over typos' cases seemed beyond human endurance, Dick Shanks might have been seen working as only night-fiends on morning papers can work, gazing intently at the page and nonpareil takes, deciphering bad manuscript and laboriously contributing his share to make a morning paper. With fevered brow and tired eyes the old copy-holder rolled on through the busy rush of a "heavy" night, gazing through his spectacles to catch a turned "o" or a wrong-font "s." About 3.30 there was a slack in the run of copy, and while Shanks and his fellow-workmen were waiting for other proofs, he began to tell how night-work was wearing on him, how he could not sleep through the hot days, and yet how dependent he was upon his small salary for livelihood! He longed to leave the desk, and told how he had lost a fortune in the war and poor had to work like a slave; that he was poor and discouraged with his condition, and he did not care how soon the good angel called him to another world. A few minutes later than this the proof-reader who sat beside him came to a little telegraph "take" which said something about a vast fortune in Kentucky. Thinking he could have a little fun by inserting his companion's name in the dispatch, the proof-reader added in a few lines on the manifold paper of the dispatch these words: "The only known heir of the Kentucky Shanks is R. L. Shanks, a proof-reader, supposed to be working like a slave on the Times."

The copyholder read it and laughingly put it in his vest pocket, where it remained for many months. Of course no one ever dreamed that there was a word of truth in the silly prank of a leisure hour, but it has now come to light that every word of that manufactured telegram is true. Mrs. Shanks one day found the telegram in her husband's vest pocket, and asked what it meant. Just for fun he said it was a true telegram which he had received. She told a sister-in-law, and this sister-in-law wrote to Stanford, Lincoln Co., Ky., to know if it was so. The answer came that there was a fortune there for the heirs of David L. Shanks, formerly of Virginia; that he had at one time owned a number of shares in a turnpike road. He died in 1841, and the annual dividends had accumulated and been in the public treasury ever since, and that the heirs could not be found. When Dick Shanks saw that letter he knew that his father, who died just before Dick was born was the former owner of those shares, his name was David L., and he came from Virginia. The story is a large one, but it is enough to say that subsequent communication with the State Treasurer and county officials has placed Dick Shanks' identity without a doubt as the heir of three-fifths of the entire fund, which has been accumulating for over forty years. The case is in the hands of Mr. O. J. Bower, of this city, and Dick will soon have his money.—[Kansas City Journal.

Theophilus Parsons, the most eminent of the chief justices of Massachusetts, died in 1813 under circumstances so peculiar as to cause sharp comments in the community and differences of opinion among the doctors. He had been suffering from a general increasing debility when he began to be troubled by an irritating humor. This increased until it spread around all his body. This irritation was violent and constant, accompanied by some fever. It harassed him the more because it was a new thing, as he never before had the slightest eruption. He could not eat or sleep, and was wearied and then ill and kept his chamber. Dr. Rand, his physician, whose prescriptions thus far had given no relief, said one day, "There is a remedy, if you like to try it, which is sometimes extremely efficacious." "What is it?" "Water, almost scalding. Take a bath of water just as hot as you can possibly bear it, and lie there as long as you can. I have known it to cure skin disease almost at once." The chief justice was ready to try anything. His son, who put him in the bath, afterward said it was so hot he could not bear his hand in it, and that he begged his father to have it made cooler. But no, he got in although shrieking and evidently suffering extremely. He stayed there an hour and then returned to his bed. The humor appeared to almost dry up at once, and in a day or two was all gone, and in three weeks the eminent magistrate was dead.

An Effectual Remedy.

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THE MODERN HIGHWAY.

Interesting Items of Railway News from Various Sources.

The Niagara & Atlantic Railway (N. S.) company have completed their financial arrangements in London, and that work will be pushed forward vigorously to completion. The mills have been purchased and will be shipped forthwith.

Mr. George Stephen, President of the Canadian Pacific Railway, has assured Hon. Mr. Norquay, Premier of Manitoba, that the Manitoba, and South Western Railway will be extended to White Lake during the present year.

The Indian government proposes, with a loan of \$50,000,000, sanctioned by parliament, to rapidly strengthen the railway system of India in both a commercial and military sense. There will be expended \$10,500,000 in constructing a railway west of the Indus, \$10,000,000 will be laid out in building another railway on the east side of the Indus, including a ferry across that river, \$2,000,000 will be used in the building of a bridge, \$1,000,000 will be spent in the construction of another road on the west side of the Indus, and crossing the Plescen plateau, and \$1,000,000 will be expended on still another line west of the Indus.

Who shall say that the love of the beautiful is not gradually permeating all sections of the community when we find a railway company supplying their employes with regulation neckties of a uniform and artistic type? This is what the South-Western Railway Company have just done, and doubtless other companies will follow the example that has been set. The neckties in question are in color a brilliant red, and have the effect of making the South-Western porters look almost picturesque. But the object of the red neckties is partly aesthetic and partly utilitarian. They are supposed to provide a ready-made and easily accessible danger signal. If ordinary signals go wrong, the South-Western guard or porter has only to divest himself of his necktie and wave it in front of an advancing train to indicate that danger is ahead. Travellers by this line will pray that the occasions when porters' neckties have to do duty as emergency danger signals may be few and far between. In the meantime anything which brightens up one's everyday surroundings is a matter for gratitude.

Passengers on the sleeping-cars of the New York Central Railroad have wondered where the company secured so many hollow-eyed and haggard conductors. Conductor Hanson, of the St. Louis express, went to sleep while walking along the platform at the depot here, and narrowly escaped being run over by a dummy engine. Passengers who have asked the conductors for more bedclothes have seen the functionaries start off to get the covering and go to sleep on the way. Conductor Foster reached up to pull the bell-rope the other night while nearing Elmira and went asleep with his hand on the cord. The train ran three miles beyond the station before he woke up, and it had to be backed to Elmira. The cause of the general broken-up appearance of the conductors and their peculiar actions was explained. Eight of them sent in their resignations and went home to go to bed. They claim that Dr. Webb, Mr. Vanderbilt's son-in-law, who was recently appointed superintendent of the road, has been working them too hard. Conductors on the St. Louis express are required to be up five nights in the week and do all the work, while the colored porters crawl into a berth and go to sleep.

A few nights ago, as the eastbound Chicago express on the Erie Railway was approaching Waverly, a mishap occurred which obstructed the rear car in the train. This car is the through Pullman sleeper from Chicago to Boston, which is transferred at Binghamton to the Boston connection. In the hurry and hubbub caused by the accident, three passengers who were in the car were transferred to other cars in the train which went on to Binghamton, leaving the Boston car to be extricated from its trouble. After the obstructions were removed and the car was in readiness for use when it should be called for, the discovery was made that there was a passenger sleeping peacefully in one of the berths. He was aroused. He produced a through ticket for Boston. He had slept all through the hubbub of the accident. He said he wasn't to blame for the accident. All he wanted was to go on to Boston, as he had a ticket that agreed to see him through on that train. Without parley or delay a locomotive was attached to the car. The passenger turned over and went to sleep again. The car was whisked over the road between Waverly and Binghamton on special time, and the solitary and soundly-sleeping man from Boston was landed there in time for his connection.

The scheme for connecting Ireland and Scotland by a tunnel from Portpatrick to Donaghadee has now (says a London correspondent) taken a definite form. A company has been formed for the purpose of promoting the scheme, and it is said that the total cost of the tunnel will not exceed six millions. Mr. James Branless, the well-known engineer, states that the work may be done within reasonable limits of time and cost, and a boring of 1000 feet deep is to be made in each end of the proposed tunnel in order to discover the character of the formation through which the tunnel would pass. The greatest depth of the Channel is 780 feet. The effect of the tunnel would be to bring Belfast within 390 miles of London, Moville within 450, and Dublin within 478. The distance between London and Dublin by Holyhead is, of course, shorter; but there being no channel passage, the journey could be accomplished by the tunnel in considerably less time than by the Holyhead route. By the tunnel, Glasgow

would be brought within 121 miles of Belfast. Probably, also, the whole of the Atlantic steamers, instead of going round the south of Ireland, and calling at Queenstown, would go by the north, and land mails and passengers at Moville.

A Blue Book issued recently contains returns of accidents and casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the year ended December 31, 1884. In the twelve months the number of persons killed on the railways was 1134 (as compared with 1167 in the previous year), of whom 135 were passengers, 546 servants of companies or contractors, 65 persons passing over level crossings, 348 trespassers (including oldies), and 40 persons not coming in the above classification. The number of persons injured was 4100 (as compared with 4187 in 1883), of whom 1491 were passengers, 2719 servants of companies or contractors, 187 trespassers (including would-be suicides), and 76 other persons not coming under these categories. In addition to the above, three passengers were killed and 114 injured whilst ascending or descending steps at stations; 39 injured by being struck by barrows, &c., on platforms; 2 killed and 30 injured by falling off platforms; and one killed and 56 injured from other causes. Of servants of companies or contractors 6 were killed and 982 injured whilst loading, unloading and sheeting waggons; 223 were injured whilst moving goods in warehouses, &c.; 3 killed, and 169 injured, whilst working at cranes or capstans; 3 were killed, and 322 injured, by the falling of waggons, doors, lamps, bales of goods, &c.; 5 were killed, and 463 injured, by falling off or when getting on or off stationary engines or vehicles; 6 were killed and 223 injured by falling off platforms, &c.; and others were killed and wounded by various minor causes—making a total in this class of accidents of 52 killed and 3923 injured. Thus the total number of personal accidents reported by the railway companies during the year was 1134 killed and 8023 injured.

Alexandria and the Nile Delta.

Alexandria and its people have an Old World aspect, but strangely mingled with what is new; and though a modern city in comparison with some others in Egypt, it is historically old. Yet to the geologist its site, and the Delta on the margin of which it stands, are but of yesterday, and the stone, of which the mole and the houses are mostly built, is also of comparatively modern date. Except the shafts of columns and masses of stone brought down from Upper Egypt, there is nothing here so old as the London clay. The soft limestone and indurated sand of the vicinity of the city are of late tertiary age, probably older than the advent of man. The mud of the Delta stretching southwards of the city is most likely a deposit of the historical human period. What ever Egyptologists may make of muddled and uncertain lists of Egyptian kings, many of them evidently unhistorical, or contemporary heads of local tribes, the history of Egypt as a nation must begin after the Deluge. Anything previous must relate to antediluvian times. We may also assume, on the evidence so ably summed up by Rawlinson of the convergence of the history of all the ancient nations to a point about 3,000 years B.C. that the dispersion of men after the great flood is an event that occurred somewhat less than 5,000 years ago. The only colonists who at that time made their way to the Nile valley must have found its conditions approximately similar to those that exist now, except in regard to the extent and level of the Delta. But we know from the marks left by the inundations of that early time that they were higher than at present whether because of a greater supply of water or because of the bed of the river not being so deeply cut as completely levelled as it afterwards became. We also know from the monuments that the early settlements of the Egyptians were on the Upper and Middle Nile, not on the Delta; that the earlier kings were much occupied with works of embankment and drainage; that the Delta, probably because of its lower level and less extent was less important than at present. As their history advances we find their capital moving from Upper Egypt to Memphis, and finally to cities far north on the Delta.

LATE MOTHER-IN-LAW JOKES.

Who is the most proficient housekeeper in the country? The young man's mother-in-law. A man cannot be altogether bad when he can kiss his mother-in-law a welcome when she comes to stay with him. It is said that the first almanac was printed in 1640. That accounts for the gray hairs on the head of the mother-in-law joke. "On account of the anniversary of the death of my mother-in-law I will take pictures at half-price to day," was the notice posted on the door of a Greenwich, Conn. photograph gallery last week. Talk about mysteries!—both mother-in-law of a young married couple have been living with the latter over a week, and yet no separation has taken place. The Pennsylvania Supreme Court has decided that a man has no insurable interest in his mother-in-law and cannot gamble on her life. This takes away the only attractive feature which has ever pertained to a mother-in-law. Despair, utter and unspeakable, never darkens a man's soul until he discovers that his mother-in-law has taken to writing poetry, and wants him to find her a pretty and suggestive rhyme to "Saturn day."

CHAPTER VIII.

cannot ask the look at her mo... breath that i... into the nearest... roused face with... an instant she d... him, all thing... been pain but... and, if possible... yes. Frank, deare... pathetic eagern... fingers round... a, and trying to... not condemn... nothing yet!"... raises his head... ked to see how... has grown in the... y. His deep blue... and the only re... michael's face—l... of terror. The r... revelation has al... he dreads all... the story she ha... "I know enough,"... passion that is a... the fiercest a... "I know, poor... must have grow... refuge from it... the red blood mu... head, and the swe... is none of the a... in the clear steda... k from his... it was so terrible... I do not know... I cannot rememb... ly. But, Frank... just, nothing that... or blush for, only... that blackens a... served shame... shall judge for yo... son, very quietly... earnestness that fi... the right moment... and convincing... the brief story of... loved girlhood, the... simple school-girl... chman who taught... ore a child, the... Miss Smerdon's... es that led her gu... easy and imprude... year of weary and... the summons to P... lock awaiting her... a young man hear... as of conflicting i... the mastery within... relief, passionate pl... each in turn wa... wallowed up in a... Presida, my poor... nent love, can... he cries, raising... e lips in reveren... forgive you?" The... ore than forgiven... "But for you... know grandm... eaceful home. Sh... true to her prom... the girl you had... her daughter's o... and she knows al... after a momentar... es; she knows a... Miss Smerdon, w... communicated, w... marriage, and who... the same time fr... Frank," she fina... smile—"now the... romie and told... we must part... of me with pity a... looks his answer... the first time her... se, her heart flut... ings of colour ste... ness of her skin... re is love, arden... mchable in that l... when he speaks, h... ern... resida, you haven... name." "You're... strong shiver run... oks up at him wi... andation. I will not tell... laying her hand... "It is better... know it. He is... from the botto... ank Heaven for... our path, and I... might pass betw... ery well," he sa... in some other wa... la. If you were... am bound to pr... her's sister. If... in me and my de... gness, I am bou... done to one of... name." "You sa... married now, I... it is all to thou... "There is a l... the quick eager... an guesses at his... her closely to hi... it as though it... to me, and, m... with no more... on this point I... she has endur... to Cecilin...