

Parnell will contest the County Down at the next election for member of Parliament.

Not for many years has there been such glorious promise of harvest as there is now in the district of Erris.

The mountains around Castlebar are teeming with grouse and partridge, none having been shot there for years.

Half-a-dozen limited liability companies are being formed to aid in the development of Irish fisheries, in consequence of the passing of Mr. Blake's bill.

The bodies of Mr. Robert W. Corry, a distinguished Cambridge botanist, and Mr. Dickson, a fellow-student, who were drowned in Lough Gill, County Sligo, have been recovered.

Sir Stafford Northcote will arrive in Belfast on October 2nd. During his visit he will open the Ulster Constitutional Hall, be entertained at a banquet, and address a public meeting.

The religious services in connection with the 14th anniversary of the relief of Londonderry were celebrated in the Cathedral of that city in presence of the Apprentice Boys and a vast congregation.

In a child and public officer, Capt. John Murray, died recently in Waterford. Capt. Murray, who might be called the father of pilots, had reached the patriarchal age of 95 years.

A company has been formed, called the Army and Auxiliary Forces Uniform Company, which has purchased Sir Peter Tait's factory at Limerick, with the view of carrying on the business on an extensive scale.

A HUMAN CANNON BALL.

Watts' Ingenious Scheme to Prevent Being Fired Out of a Motor.

"It was just before the battle of Shiloh," said Col. Watts to a reporter of the Louisville (Ky.) Commercial, "when I was engaged in fighting a battle from an engine to another located about one hundred miles south of us. Every precaution had been taken to head off all communication, and the greatest care had to be exercised in keeping dispatches and the like secreted, as it is in the case of a carrier being captured nothing of a tell-tale nature could be found upon him. When I entered the scouting services I had four of my front teeth knocked out and had them replaced by false ones. These were hollowed out behind and admitted of a good-sized message being secreted in them.

"On the trip that I started out to tell about I had my dispatch secreted as usual, and was riding along very peacefully in the disguise of a farmer going to the mill, when I was suddenly surprised by the enemy. I pretended to be very much enraged at them making me their prisoner, but there was no getting out of it, for they had kinder dropped on me. They proceeded to search me and compelled me to take off every stitch of clothing. These they ripped up and looked through to see if they found nothing, and I was beginning to feel safe, when, standing before them there, perfectly nude, one of the fellows stepped up to me, and slapping me on the back, said:

"What's the idea? He'd make good beef!" "This slap was so vigorous that it popped my false teeth. That settled it. The jig was up, and I began contemplating my false teeth. Seventeen men jumped for me, and I didn't take long to get into the first dispatch, which read: 'Send us 300,000 men at once.'

"So you were on your way for reinforcements, were you?" said a big red nosed captain sneeringly. "Well, we'll just help you along on your journey. Bring up that mortar."

"Great heavens!" thought I, "they certainly don't intend to blow me to pieces." The mortar was brought up and planted, and pointed in the direction in which I had been traveling. I tried to get away, but it stank this fellow in head first, said the captain. They double-charged, and then forced me in head first. Vivid recollections of everything mean that I had ever done in my life flitted across my mind and, boys, I actually prayed for death. They began ramming the charge home, and I concluded that my prayers were of no avail.

"I smelled the powder right in front of me, and a happy thought struck me. Something told me to eat the powder, and I began to eat it. I ate it until I was swallowed an extra-sized mouthful, and when the ramming ceased I could see day light through the touch hole. A fuse was inserted and touched off, and no doubt the redoubtable safety device to watch me was blown into the air. The fuse was sizzling as the fire drew near to me. I felt safe, for not a grain of powder had I left among loose. The fuse went out with a sudden spurt, and I felt that my life had been saved. The would be murderer couldn't understand why the gun didn't explode, and they began drawing the charge to see what ailed her. Just about the time they got me out of a lot of our cavalry charged upon them and I was saved; but, boys, I can taste that saltpetre and sulphur to this day."

Fast Trotting by Horse.

How fast horses will be able to trot is a subject receiving some attention at the present moment. Professor William H. Brewer, of Connecticut, publishes in the American Journal of Science an article showing at what rate the speed of trotting horses has been increased in the last forty years. From this it appears that in 1843 only one horse had trotted a mile in 2:30 or better; in the next decade the number increased to 163; in 1873 there were 59; in 1873, 376; and by the close of the season of 1882 there were 1,641. The table shows further that up to 1882 495 horses had trotted a mile in 2:25 or better; 275 in 2:23 or better; 156 in 2:21 or better; 60 in 2:19 or better; 18 in 2:17 or better; and 8 in 2:15 or better. "I have looked at mathematical," Professor Brewer concluded, "to plot the curves which immediately suggest themselves to determine how fast horses will ultimately trot and when this maximum will be reached."

NEWARTS CATHEDRAL.

The magnificent structure reared by a London City, L. I., telegram says: The great Cathedral of the Holy Spirit and St. Paul's School, founded by Alex. T. Stewart, was completed to day. The cathedral has been in course of erection five years and cost \$2,000,000. The school cost \$1,000,000, and is believed to be the finest structure in the world. It has accommodations for 500 pupils. The organ in the cathedral cost \$100,000. The cathedral interior presents a beautiful appearance. The altar was made in Antwerp, the statues in Florence and the windows in London.

The Murderer of the Cook Family.

A Montreal despatch says: Frederick Mann, the young Englishman who is charged with the diabolical murder of several members of the Cook family in this Province last year, is reported to be trying to cheat the executioner by making attempts to escape lately from L'Orignal jail. His first attempt was nearly successful, as he had scaled the walls surrounding the building, but some boys on the outside commenced stoning the malefactor and the noise brought the warden in time to prevent the prisoner from making off. The second attempt was also a bold bid for liberty. It appears the warden had gone away for a day, and left a feeble old man to look after the prisoner. On the new keeper entering the prisoner's cell the latter seized an opportunity, and got on his hands and feet, and made his escape. The warden's wife, who gave the alarm, which brought assistance, and made the second trial an unsuccessful as the first. The prisoner occupies his idle hours reading and walking through the corridors and yard of the jail, seemingly quite insensible to the peril he is in. His trial will take place in September.

Rev. O. P. Gifford at the Saratoga Baptist Anniversary.

Rev. O. P. Gifford, at the Saratoga Baptist anniversary, said that there are three dangers menacing us—Romanism, infidelity and godless New Englandism. "The New Englander of to-day," he declared, "has the intellect of the Puritan without his conscience."

Mrs. Paryson sent her boy out the other day to hunt in the bush for birds' nests.

She wanted to have a birds' nest pudding for dinner.

CLUBBED TO DEATH.

Brutal Murder by a New York Policeman.

A last (Thursday) night's New York despatch says: A terrible case of police brutality occurred in this city last evening. John Smith, a deck hand on the schooner Miller Hasbrouck, now lying at her dock at Philadelphia, was brutally clubbed to death by officer McNamara, of the Mulberry police station, at the corner of Canal and Mulberry streets, at 7:30 p. m. Smith had been visiting Patrick O'Donnell, second mate of the same vessel, who lives at 88 Mulberry street. When they parted Smith was the worse for liquor, but started for his home at the corner of 63rd street and 3rd avenue. He had not gone far when he entered the door of No. 121 Mulberry street and fell asleep. Mrs. McNamea, who resides in the house, called officer McNamara to get the man out. The officer entered the hallway and at once commenced to club Smith in the most brutal manner. Smith got up and proceeded into Mulberry street, followed by the officer, who kept clubbing him about the back and arms. Smith remonstrated with the officer, who became greatly excited, and on reaching Canal street he struck the unfortunate sailor two murderous blows with his eye-brow on the neck and the other on the chest, and Smith fell dead on the sidewalk. A stretcher was sent for, and the dead sailor was removed to the station-house, where the officer reported him sick and, as in all such cases, he was taken to the hospital. The case in the neighborhood became so great and such demonstration was made by the crowd that the body was finally examined, and then it was learned that he had been badly bruised and his neck broken. Several respectable citizens called to the station-house and left their names as witnesses. McNamara was arrested, and held to await the result of the coroner's inquest. This is the second time he has been charged with a similar offense.

MURDERED IN MEXICO.

The Fate of a Former Resident in Georgetown.

Report has reached us by the Georgetown Herald, that Louis Sherbro, who has many acquaintances in and around Georgetown, was murdered and robbed of about \$15,000 in the mountains of New Mexico, about two weeks ago. He was a wife living, and his father-in-law, a prominent merchant and business man, was with him. When he first went west he was unable to read or write his own name. He engaged in lumbering at first, but soon turned his attention to mining, and in a short time he was able to carry about \$50,000. He went to Buffalo in the fall of 1881, and boarded at the Tremont House until the next spring. While there he organized a mining company, and induced a number of Buffalons to invest. Among the number was Hiram Egan, the clothing manufacturer. During the winter Sherbro taught himself to read and write. Last fall he returned to Buffalo for a short time and boarded at the Tremont. He had a peculiar habit, which was the cause of his death, of carrying all his money on his person. This undoubtedly cost him his life. From letters received from Colorado, Sherbro is reported to have sold a mine for \$50,000 within the past month. He received \$15,000 in cash, and taking his money with him he started for New Mexico to buy a ranch. On the way he is reported to have been robbed and murdered.

NIAGARA TO BE UTILIZED.

Attempt to Utilize its Wasted Force—500,000 Horse Power to be Obtained.

A Buffalo despatch says: The problem which has for some time enlisted public attention, namely, how to utilize the enormous power going to waste in the Niagara river, is one step nearer a solution than it has ever been before. Mr. E. Baker, Boston engineer, arrived in Buffalo yesterday morning to look over the field and take preliminary steps toward an introduction of his apparatus. It is claimed by this gentleman that a power equivalent to that now being wasted in the rapids can be obtained by submerging his motor in the midst of Niagara river, a force sufficient to pump all the water to generate all the electricity and to run all the machinery in the city of Buffalo, and this too without going to Niagara Falls for a head of water.

THE STRAITS.

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THE PANAMA CANAL.

Work on the Panama Canal is being pushed with great energy. Over 10,000 workmen are employed. All the contractors except two have commenced operations. The first section, from Panama to Pedro Megril, will be completed in two years. The contracts require the several sections to be completed in three years. Thirty miles of excavations are now in progress, and it is expected that the company will complete the canal in five years. Although there is a great deal of sickness in Panama the sanitary condition of the workmen is very satisfactory.

THE JAVA EARTHQUAKE.

Force of the Shock Carried on the Waves to California. PREVIOUS GREAT DISASTERS. Interesting Particulars about the Afflicted Islands. EXPERIENCES AT SAN FRANCISCO. A telegram from Prof. Davidson, assistant superintendent of the Coast and Geodetic Survey, says: The earthquake which was recorded in California, was increased in height yesterday. The height of the waves was one foot, and time about 40 minutes between crests. It is supposed that these waves caused by the earthquake that destroyed Anjos and other towns in Java. There was a similar occurrence on the 23rd of December, 1854, when the town of Simoda, Japan, was destroyed, and a Russian frigate overwhelmed. These waves were recorded on three gages then used. On the Pacific Coast disturbances of a like character also were recorded in August, 1868, when a succession of terrible earthquake waves broke upon the coast of Peru, destroying towns and landing a United States war vessel high and dry.

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The town of Telok Belong is a small port on the southerly side of Sumatra, and about one hundred miles to the northwest of Krakatoa. Tjiringin, another of the destroyed towns, is on the west coast of Java, thirty miles southwest of Bantam, forty miles south of Anjer, on the coast, and about the same distance from Krakatoa. It is an important resort and is the residence of many descendants of the former rulers. The principal building in the town is the Regent's residence. Comparatively few Europeans reside there. Between Krakatoa and the city of Batavia, on the northern coast of the Island of Java, there are numerous little islands and many little villages, the principal of which is Bantam.

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LATEST LADIES' GOSSIP.

The Ideal Girl as She was Beholden in a Street Car.

SIMPLE TOILETS IN STYLE AGAIN.

Fashion Notes of the Day and Hints to Housekeepers.

(Compiled by Aunt Kate.)

A Model Girl.

I saw a girl come into a street car the other day, though, who had, I was ready to bet, her own dress, and how nice she did look! She was one of those clean, trim girls you see now and then. She was about 18 years old, and, to begin with, looked well-fed, healthy and strong. She looked as though she was a sensible mother at home. Her face and neck and ears and her hair were clean—absolutely clean. Her hair was not on the smooth, rounded powder or firm, dimpled chin; none on the moist red lips on the shell-tinted lips but not too small; a nose on the hand-somely set neck rather broad behind, perhaps, but running mightily prettily up into the tightly curled hair. And the hair! It was of a light chestnut-brown and glistened with specks of gold as the sun shone on it, and there was not a smear of oil or pomatum or cosmetic on it; there was not a speck of dirt on it, and not a pin to be seen in it. As the girl came in and took her seat she cast an easy, unobtrusive glance around her, and then she turned to the window with the unimpaired light of "good condition," such as you see in some handsome young athletes who are "in training." There were no tags and ends, fringes, furrows, or fluttering ribbons about her closely-fitting but easy suit of tweed, and as she drew off one glove to look in her purse for a small coin for fare, I noticed that the gloves were not new, but neither were they old; they were simply well kept, like the owner and their owner's hand, which was a dainty among fashionable circles in New York. It would have looked equally pretty fashioning a pie in a home kitchen or folding a bandage in a hospital. It was a hand that suggested at the same time the dexterity with work, the care with which it found a five cent piece and had been regloved. One foot was thrust out a little upon the slate of the car floor—a foot in a good walking boot that might have plashed through a rain-storm without fear of damp all over the feet. The other foot was on a two and one-half foot, with a high instep, a small round heel and a pretty broad tread. The girl was a picture, from head to foot, as she sat erect, disdaining the support of the back of the seat, but devoid of all appearance of stiffness or stunniness. She was not too fat, from her head to her feet, but not too thin; she was just what you would like to see in a young man or woman of them—experienced the liveliest indignation. But this war in their hearts will not produce a revolution, or in the least offset the example the royal lady of the English, who will continue to adopt such styles as she may introduce or acknowledge. Nor will the effect of the simple toilets of the Princess of Wales be continued to the clear-complexioned daughters of Britain. With the growing modesty of the fashion circles in New York for everything English, it is safe to conclude that English styles in dress will prevail to a great extent here during the fall and winter season. Of course, our own dressmakers and milliners will fight an unequal war with the English, and will have to come to terms with them, but many ladies will welcome it just for the novelty of the thing, and surely it will prove a blessed boon of comfort to innumerable heads of families with recent unpleasant shopping experiences in memory. Ample proofs have been given since the advent of that innocent little capote bonnet, which first revolted the English milliners' hearts with revolt, that the Princess is determined on a new order of things, and that her example is already doing its perfect work. She appeared in a white muslin dress, simply trimmed with lace, and wearing a small, white bonnet, at the garden party given by the Prince and herself at Marlborough. The ladies in attendance for the most part, were attired in the English style, and many of the daughters wore crimson cashmere dresses with jersey bodices, black silk stockings and high boots. At the Goodwood meeting, where heretofore plain toilets have been few and far between, the Princess only made a dash for the navy blue silk, exceedingly plain and devoid of ornamentation, and a black straw bonnet, simply adorned with a small plume of bright scarlet feathers. Even when the occasion is such as to demand an elegant toilet, simplicity of style characterizes it. An instance of this is the toilet worn by the same royal lady at the recent drawing-room, where she presided. This was of white velvet and white satin trimmed with pearls; the train was of the same materials, and drawn together with white roses resting on green leaves.

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LATEST LADIES' GOSSIP.

The Ideal Girl as She was Beholden in a Street Car.

SIMPLE TOILETS IN STYLE AGAIN.

Fashion Notes of the Day and Hints to Housekeepers.

(Compiled by Aunt Kate.)

A Model Girl.

I saw a girl come into a street car the other day, though, who had, I was ready to bet, her own dress, and how nice she did look! She was one of those clean, trim girls you see now and then. She was about 18 years old, and, to begin with, looked well-fed, healthy and strong. She looked as though she was a sensible mother at home. Her face and neck and ears and her hair were clean—absolutely clean. Her hair was not on the smooth, rounded powder or firm, dimpled chin; none on the moist red lips on the shell-tinted lips but not too small; a nose on the hand-somely set neck rather broad behind, perhaps, but running mightily prettily up into the tightly curled hair. And the hair! It was of a light chestnut-brown and glistened with specks of gold as the sun shone on it, and there was not a smear of oil or pomatum or cosmetic on it; there was not a speck of dirt on it, and not a pin to be seen in it. As the girl came in and took her seat she cast an easy, unobtrusive glance around her, and then she turned to the window with the unimpaired light of