

WOMAN GOSSIP.

The Many Annoyances of the Wedding Ring and Why It Should Be Abolished.

The Fading Jersey Lily—The Abbot Kiss—Waifs.

Waifs.

"An' that's the Pillar of Hercules?" she said, adjusting her silver spectacles. "The land sakes! What's the rest of his bed-clothes like, I wonder!"

A young lady bearing the aristocratic cognomen of Jardine recently deserted her lover, because in an impassioned sonnet he made her name rhyme with "sardine."

A St. Louis man won't give up his seat in a horse car to a lady, but he's perfectly willing to hoist out the man next to him, to make room for the lady, if she's good looking.

An exchange speaks of a new fashion in gait for girls, but a stroll along some of our streets in the soft summer twilight will convince anyone that the old gait has a tenacious grip on public favor.

"I am waiting, my darling, for thee," he warbled; and yet when the old man threw up a chamber window and assured him that "he'd be down in a minute," he lost his grip on the melody and went out of the waiting business.

"Who is the pretty girl with blond hair and deep blue eyes, there in the jaunty hat?" asked Alfred, at the lawn party. "Who," replied Annie "that taffy-haired girl with the tallow eyes, and that nightmare of blue rings on her head? I never saw her before; nobody we want to know." That, brethren, is the way different people look at a pretty girl in a pretty hat.

Esthetics at Ascot.—Dialogue reported by *Punch*: Philistine sportsman (quoting the odds)—"Two to one on Robert the Devil, you know." Sweet she-aesthetic—"Did he really? How delightful! What a quite too awfully utter name for a jockey!" Philistine sportsman (puzzled)—"Beg pardon, I—ha—don't quite understand." Sweet she-aesthetic (surprised)—"Why, did you not say that 'Too-Too won' on—the horse you mentioned?"

"When we are married, Lucy," said the poor man's son to the rich man's daughter, "our honeymoon shall be passed abroad. We will drive in the Bois, promenade the Prada, gaze down into the blue waters of the Adriatic from the Rialto, and enjoy the Neapolitan sunsets, strolling along the Chiaja." "How delicious," she murmured, "but John, dear, have you money enough to do all this? for pa says I mustn't expect anything until he dies." John's countenance underwent such a change that she couldn't help asking him if he felt sick. "No, darling," he answered faintly, "I am not sick. I was only thinking that perhaps we had better postpone the marriage until after the funeral."

The Wedding-Ring.

There is manifested in some parts of the west, says the *New York Times*, a desire to abolish the wedding-ring. This is not strange. The wedding-ring has been a fruitful source of woes unnumbered, which any heavenly goddess might sing with great applause should she feel so disposed. Tales of the utmost horror have been told of bridegrooms, who, at the moment when the clergyman pauses for the ring to be produced, can not find it. Nothing has ever shown half so much skill in self-concealment as the wedding-ring. It will hide in the corner of a waistcoat pocket in such a way as to defy discovery, and it will transport itself from one pocket to another, thus compelling the bridegroom to ransack every one of thirteen distinct pockets. Nervous men—and who is not nervous when personally undergoing the marriage ceremony?—frequently drop the wedding-ring on the church-floor, where it will roll the entire length of the building to conceal itself in some inaccessible crack. Sometimes it finds or makes a hole in the pocket, by means of which it penetrates into the interior of the bridegroom's clothing, and even into his boots; so that it is quite a common occurrence for a wedding to be interrupted while the bridegroom retires behind the pulpit and devotes half an hour to searching for the ring and to getting his boots again. As men are notoriously married in new boots, and as a new boot when once removed can not always be dragged on again without boot-hooks, the wedding guests are sometimes treated to the spectacle of a bridegroom going through the last half of the ceremony with one boot in its proper place and the other held in his left hand. There was a time when the careful western man always kept the wedding-ring in his mouth until the clergyman called for it, but this custom has now fallen into disuse. Fastidious clergymen and brides, who had contracted the conventional ideas of the east, objected to the use of a warm, moist ring. Moreover in his embarrassment the bridegroom often failed to distinguish between the ring and his tobacco; and found, when it was too late, that he had—that is to say, that the ring was missing. Then, too, there were several unfortunate bridegrooms who unintentionally swallowed wedding-rings, and thus laid themselves open to misconception. There was one man, reported to be of miserly habits, who, doubtless inadvertently, swallowed a wedding-ring known to be of considerable value, and choked to death in the process. This would naturally have seriously inconvenienced the bride, had not her brothers—two practical men—been present. With great presence of mind the brothers removed the choked bridegroom to the rear of the church, where they recovered the ring with their hunting-knives, and pressing an eligible young man into the service, enabled their sorrowing sister to be happily married after a delay of only ten minutes. Still, one instance like this does not compensate for the many cases in which swallowed rings have produced suffering and inconvenience, and it is no wonder that the custom of holding the ring in the mouth has become obsolete.

The freedom of divorce which prevails in many of our states must inevitably render the wedding ring unpopular. Every time a wife is divorced she naturally wishes to take off her ring. If it is made small enough to remain safely on the finger, it is very apt to become so tight at the end of two or three months of matrimonial felicity that it can

not be removed. Hence, with a view to contingencies, the Illinois wife always has her ring made several sizes too large for her, and keeps it in place with a smaller ring, technically known as the guard-ring. It is evident, however, that the guard-ring is liable to become permanently fixed on the finger, so that this device, specious as it may appear, is really useless. The only remedy is to abolish wedding-rings altogether, and to omit from the marriage ceremony all allusion to the ring.

The wedding-ring is a survival of the period when marriage was held to be a sacrament, and was supposed to be of eternal duration. Now that we have rejected this belief, and hold that marriage is a business affair, a temporary partnership, the impropriety of clinging to the symbolic ring is manifest. In the place of it the western reformers now propose to substitute a neat and inexpensive bracelet made so as to admit of a dozen modifications of pattern, and thus suited to be used half a dozen different times. It is to be placed on the bride's wrist the day before the wedding, so as to avoid all chance of its being mislaid, and the wedding service is to be changed in such a way that, instead of mentioning a ring, the clergyman will merely refer to "the bracelet annexed to the bride and marked exhibit A." Being provided with a clasp, the bride can take the bracelet off at any time and as it is not very valuable intrinsically, the husband is saved from the temptation of melting it down and selling it the week after marriage. It seems as if this admirable substitute for the wedding-ring would meet all reasonable demands, and we may expect to see it universally adopted throughout the west at a very early day.

Mrs. Langtry.

I saw Mrs. Langtry, say a London correspondent, the other evening at the opera on the occasion of the first performance of Rubenstein's opera of "I Demonic." She sat with her back to the stage during the entire evening, having evidently come there to be seen, and not to see. The Jersey Lily looks worn and faded, and her pale-gray toilet lacked the showy splendor that used to characterize her costumes in former days. I never admired her, even when I first saw her in the very height of her renown. How any face could be considered handsome with that broad, heavy jaw was to me a mystery. And then she always lacked the supreme charm of beauty, namely, unconsciousness, whether real or feigned. She is always attitudinizing, and always on the look-out for admirers. The Prince of Wales dropped in to visit her in one of the *entractes*, but his highness had a cold in his head, apparently, as he passed nearly the whole of the period of his visit in a series of vehement and most unroyal sneezes. The beauty of the present London season is said to be a Mrs. Simpson, who, with her husband, has just returned from a five-year's residence in China. There is also a Miss Graham, who has a most lovely face, but who spoils her very undeniable charms by the too free use of cosmetics. However, I think that the epoch of professional beauty in London society is pretty much at an end, which is fortunate for society.

The Abbott Kiss.

"I have no time to correct every little rumor or paragraph that is written about me. Now, there's the 'Emma Abbott Kiss,' for instance. What a silly thing that is! There is really no kiss, only make believe. It occurs in 'Romeo and Juliet.' You see, we are so far from the audience and so high up on the balcony that people cannot see clearly. They think I kiss the tenor, but I do not. I gained the idea of that tableau from a painting of 'Antony and Cleopatra' that I saw in Italy when I was studying there."

"Don't you ever really kiss the tenor in any of your plays?"

"No; I only pretend to; but if it was necessary to the correct delineation of a character I should not hesitate to kiss the stage carpenter. I try to forget myself in the characters I am acting."

VARIORUM.

A machine has been brought to the attention of the French Academy of Sciences which is capable of raising water to a height previously unattainable by a rotary machine. It is the invention of M. de Romilly, and a laboratory model worked by hand projects water to a height of 500 feet.

At Conneinara, in the west of Ireland, the old women of the vicinity are given the privilege of gathering the wool scratched off the sheep's backs on the stones, hedges, and bushes; in this wool they then spin and knit into stockings, selling them at 12 cents a pair. As many as 200 pairs are knitted by one person in a season.

A Berlin millinery establishment has come to grief in a queer way. The proprietor sold to the nearest grocers his old order books oblivious of the various notes on customers they contained, such as "Countess—, exacting, stingy, but a good buyer; Countess N., dress to be well padded in front, Baroness L., care must be taken to show off her arm, which she piques herself on," &c. Somebody got hold of those and made mischief.

SOME years ago a great London merchant, who lived a little way out of town, frequently failed to get his letters. Investigation showed that the postman often destroyed them rather than ascend a slight hill to the merchant's house. A similar case has just occurred in Birmingham. Edwin Parsons was charged with delaying 2,031 letters. Many contained money, but none had been opened. When he didn't feel like a walk he sometimes suppressed a whole delivery.

The change in the riding habit worn by the Princess of Wales has been the subject of much talk and discussion among ladies in England, and may be interesting to horse women here. The new riding habit is made with a short skirt gored to the knees, so that the position of the rider is safer in the saddle, being unencumbered with the heavy folds and useless length of drapery hitherto worn. The skirt cannot be blown about, and is thus prevented from revealing the foot and ankle, which can never look graceful when stretched over the side of the horse to reach the stirrup. The skirt worn by the Princess is not much longer than an ordinary drawing room costume, and light, easily raised by the wearer without the danger of causing a stumble, which so continually happens with the riding habit usually worn.

CANADA'S MINES.

Busy Operations in the Lake Superior District—Rich Discovery of Silver at McKellar Island.

From Thunder Bay Herald.

While returning from a business trip last week on the sloop City of Owen Sound, we had the good luck to fall in with Mr. J. Cozens, mining engineer, who has been engaged in exploring and surveying mining properties on the North Shore of Lake Superior during the past ten years, and has lately been working for the Michipicoten Native Copper Company. Mr. Cozens had several very fine specimens of copper with him, and informed us that the company have now one shaft sunk to a depth of 75 feet and two or three down 35 to 50 feet. A diamond drill is on the ground and will be ready for work in a few days, when a shaft 12 x 15 will be started and pushed to a depth of six hundred feet. The staff of men engaged in mining on this celebrated island, which embraces a territory of 175,000 acres, is at present composed of fifty miners, but this force will be largely increased as soon as the company get all their working arrangements completed. The company now have a saw-mill, and a planing and shingle mill in operation on the island; they also own a powerful tug and scow, and have a number of men engaged in erecting dwellings for the miners, and offices, &c., for themselves. A road eight miles in length has been surveyed by Mr. Cozens, and, when out and completed, will give easy access to the mines, which are to be connected with the offices by telegraph and telephone communication. Fine

SPECIMENS OF NATIVE COPPER

are now being taken out, and the indications for profitable workings are very bright. The ore is found principally in small spar veins of amygdaloid. Very fine specimens have also been taken from conglomerate beds, but the company's attention will be paid to the former. With this object in view Capt. Opie is now visiting the south shore of the lake to see the workings of the American mines and engage the services of skilled miners. Should the expectations of the company be realized they will have probably the richest copper lands in the world, as they own two locations containing 6,400 acres each, besides several smaller ones, one of the largest being situated at St. Ignace and the other at Maimansee, the latter being in charge of Mr. Ingall. The former, however, has not been fully explored, though we understand that it is the intention to lose no time in ascertaining what it is worth. Should there be anything in it we shall doubtless hear of other companies being formed, as there is not a location for miles around these mines that has not been taken up.

THE PHILLIPS' CLAIM.

Immediately adjoining the Michipicoten Copper mine, is being worked with very satisfactory results so far, pay rock in copper conglomerate, almost identical with Calumet and Hecla productions, having been struck in each shaft. A two-inch gold lead has also been discovered by the Messrs. Phillips, but, as the copper makes the best show, the former will not be worked at present.

SILVER IN MCKELLAR'S ISLAND.

Considerable excitement prevails over the late developments at McKellar Island. The specimens broken out from the mine last Wednesday are very fine indeed, and, what is better, very rich, averaging from \$500 to \$3,000 to the ton. At Mr. McKellar's house are to be seen forty to fifty pounds of the ore taken in on the above mentioned day, which when rubbed on a grindstone present a fine appearance of Macfarlanite, or arborescent native silver (Macfarlanite). Besides the native silver, glance in a massive condition is plentiful throughout the rock. It is worthy of notice that the vein stone of this rich "find" consists of sulphate of barytes, of which the main vein is largely composed. Heretofore, attention was directed principally to the calcareous and better spar locations of the lode, in which, also, at the various points opened, a considerable scattering of native silver and glance are to be found—but here the glance showed leafy, not massive like that found in the sulphate of barytes. The work under contract at present is not on the new "find," it being on a calcareous spar lode, driving an adit level from the north side of the island, 130 feet, to connect with a portion of it, on the west side divided into the so-called branches with ribs of diorite. There are as many as six of these all yielding more or less silver. At the point of the last "find" there are five branches, on four of which an open cut was made, all yielding rich ore, especially the two adjoining the main body. At the surface the silver appears more plentiful in these branches than in the main body, but from the last results it is the impression that the silver will show up equally as well as it does in the so-called branches now being worked. Taking into consideration the geological conditions of this immense lode, which are identical with those of Silver Islet (but are six or eight times larger), and considering the showing it is making as developments advance, who can doubt but it will rank among the foremost mines of the world, and will verify the high opinion held by some of the mining men here in respect to it.

MINING IN KEKWATIN.

The Rat Portage Progress says:—A canoe trip was made last week by Mr. Donald Morrison, of Winnipeg, and Mr. W. Young, of Rat Portage, to several mineral locations on the east side of the Lake of the Woods, in which they are interested. One of their claims is situated on the main land, about a mile south of Henan's point, and has been named

THE CLIMAX.

on account of the position of the vein, its immense size and uniform richness throughout. The outcrop was found last fall about a quarter of a mile inland, on the south face of an immense ridge running with the vein for about one hundred and fifty yards. Its general course is easterly and westerly, and the width of the lode is at least forty feet. The quartz has a soft, sugary, granulated appearance, and is slightly discolored by the oxides of iron and copper. A mechanical assay by mortaring and planning has been made of different parts of the vein, and it has proved to be of the class of low grade, free milling ores, with the fine gold evenly and uniformly distributed through its entire

width, and is very free from sulphurates of any kind. The ridge above referred to is about thirty feet in height, and the entire southern face of it is composed of quartz. So easy is the vein matter accessible that

THOUSANDS OF TONS

could be prised out with a crow-bar, and two men could thus work out sufficient of it to keep a mill of forty stamps working for a great length of time. This would reduce the expense of extracting the gold to a minimum, and the milling would be certain to pay from the start. This vein was discovered by Messrs. W. Young and Eugene Cruzette, who associated with them Mr. D. Morison in the survey and application for the location. Two other claims owned by these gentlemen were also visited, one of which is about a mile south of the Climax, on the main land, and is called

THE CROCUS.

The vein on this location is from two to three feet in width, and by the hand test has proved very rich in coarse and fine gold. It is a well defined lode of vitreous quartz of a bluish color, and contains a large amount of sulphate of iron and arsenical pyrites.

The other location is a small island in front of the Climax, and has been named

THE MAIDEN.

The quartz lode on this claim varies from two to three feet in width, and is of a dark brown color, from the oxide of iron, and contains considerable sulphide of copper. Some fine specimens showing free gold to the naked eye have been taken from this vein, and by mortaring and planning rich shows have been obtained. On the same island is a vein of

MAGNETIC IRON ORE

at least ten feet in width, so far as ascertained. The surface soil has not been removed yet to ascertain its full width, nor has there any test been made to ascertain its value, but the surface indications are very favorable.

Mr. Morison was well satisfied with his trip, and returned to Winnipeg on Saturday last, taking with him samples from the above named locations to obtain

ASSAYS

from Mr. Thos. Elliot, of that place. If satisfactory arrangements can be made, it is probable that a small amount of testing will be done; but if the vexatious boundary dispute were settled, the work of development would be proceeded with on a large scale.

SAILING ON A BOILING SEA.

The Volcanic Lake in the White Island New Zealand, Mountains.

Prof. H. A. Ward, in *Buckeye Democrat*.

I was anxious to investigate all these things a little nearer. So, with some difficulty, I prevailed on my captain and men to return with me to the sea beach, where we tied a rope to the dingy and hauled it with much fatigue back over the crater floor to the lake, where we launched it, and all got in boldly together. But very charily did we row out in the hot water, and closely did we watch the clouds of vapor which the wind swept over the surface. One of these at least reached us and so choked one of our men, with weak lungs, that he was seized with a fit of coughing and we had to take him back to shore. Then we three quietly across the lake during a lull in the wind, having first taken the precaution to protect our nostrils by tying on handkerchiefs. The water of the lake was of a milky, opaque cast, but we could feel with our oars that it was in most places not over ten feet deep. Lines upon the shore showed that it daily rose and fell slightly with the tide of the sea outside. In fact, this lake is the filtering of sea-water through into the lower depression of the crater, where it is heated by the abundant gas jets coming through the bottom. In many spots the water was boiling furiously, with much froth and foam, while still its heat was much below the boiling point of 212° Fahrenheit. These were dangerous places. The abundant air in the water diminished materially its buoyancy, and our boat sank alarmingly low in crossing them. We landed across the lake at one of the soliforas nearest the beach, and proceeded with what seemed reckless daring to demolish it with our oars. It was a chimney about two feet in diameter, clay without, and within it was lined with crystals of sulphur of a beautiful straw yellow splashed with vermilion spots. Pushing in the top of the chimney the fragments would first fall down its throat and then come flying out into the air with explosions that were amusingly like a prolonged stentorian cough.

Only Technical Terms.

Brooklyn Eagle.

"Did you get my article on the 'Revival of Orthodoxy?'" asked a Brooklyn clergyman, approaching the managing editor of the *Eagle*. "I did," replied the editor, "and its in type. Be out in to-morrow's paper." "Some conversation with the brethren have materially modified my views, and I wish to withdraw the thesis temporarily," explained the clergyman.

"All right," said the editor, "I'll attend to it."

"But," remonstrated the minister, with a smile, "you journalists are subject to aberration of recollection, and you may forget it. Would you object to making it a certainty now?"

"Of course not. Here, Swipes. Tell the foreman to hunt through the God galleys and kill the Rev. Postledrum."

"They had an accident out there a bit ago and I guess the Orthodoxy was pieled, sir."

"Ah! That's all right. Then your stuff has gone into the hell box, Mr. Postledrum, and you needn't trouble about it. Be glad to hear from you again, sir. It's rather clever slush."

And the reverend gentleman retired, wondering if orthodoxy had received another blow, or whether he was the victim of printing office technique.

"Where do we find the small vices?" thundered the preacher, and every member of his congregation got up and told him to look for them in the other pews. All except the sexton, who did not exactly catch on. He suggested the hardware store. But that was because he didn't know how to spell.

THE NEWFOUNDLAND RAILWAY.

Preparations for Commencing Work on the Line—The Country it Will Open Up.

Cor. Montreal Gazette.

St. John's, Nfld., July 25, 1881.—We are now eagerly anticipating the commencement of operations on our projected railway. The time specified in the contract is three months from the passing of the Act by the Legislature, which term will expire on the 9th of August. The Syndicate have nearly completed preliminary arrangements, and the arrival of a corps of engineers is now expected. Mr. Falconet, an engineer of high standing, has been appointed engineer-in-chief, and he has been for some time engaged in organizing his force and making all necessary preparations for an active surveying campaign, not only to Harbour Grace, but also along the whole line to Hall's bay. The financial arrangements of the company have been successfully completed, so that no delay will occur in the commencement of operations. Mr. Blackman, the assistant president and general manager, and Mr. Allin, secretary and treasurer, are at present in London, no doubt engaged in making the necessary arrangements for the undertaking. Both are expected here next month. It may reasonably be anticipated that the work will be prosecuted with all the characteristic energy of Americans. It is their intention, as well as ours, to have the line completed, and in operation at the earliest possible date.

AGRICULTURAL DEVELOPMENT IN CONNECTION WITH THE RAILWAY.

One great and beneficial change which the railway is certain to bring about is the extension of agriculture and the consequent lessening of the present drain caused by the importation of nearly all the agricultural produce required by the colony. It is calculated that at present we import farm produce, cattle, and horses to the annual value of a million and a quarter of dollars, all of which could be raised in the island were the fertile lands rendered accessible by a railway. Thus a railway in Newfoundland is really a necessary protection to agricultural industry, to give it a start and enable it to compete with that of the more favoured provinces around us. Without a railway to open up our fertile belts and secure the means of conveying produce to a market, farming at any distance from a town or settlement is simply an impossibility, as our common roads are on a very limited scale, and have been constructed to connect the various fishing villages around the coast with each other and with a capital. As an illustration of the necessity of a railroad for the purpose referred to, I may allude to a fertile district lying around the Gander lake and river, through which the river is to run. Mr. Murray, our geological surveyor, says in one of his reports: "Within this region there probably is nearly or quite seven hundred square miles admirably adapted for the pursuits of agriculture, and a not much smaller area still covered with pine and spruce, where a great trade in lumber might be prosecuted with profit to adventurers, and immense advantage to the country at large. A very large proportion is of rich and fertile soil." Mr. Howley, assistant geologist, says: "That the soil here, over a vast area, is of excellent quality, and capable of yielding rich harvests, I cannot doubt. Taking everything into consideration, I do not think a more promising country, or one more easy of access, could be found in British America. In all my travels about the island I have nowhere seen anything like the quantity of pine timber to be met with there." I may add that the Gander lake, thirty miles in length, intersects the district, supplying a magnificent highway, and by the river which flows from it, furnishes an outlet to Notre Dame bay, on the shores of which our famous copper mines are situated, where there will be a rapid growth of population, and an excellent market for agricultural produce of all kinds among the mining population. The railroad, however, will connect it with the mining district on one side, and with St. John's and other towns on the other, thus securing a cheap conveyance to a good market of all that the farmer can raise. At present this splendid district of 1,400 square miles is a complete solitude without a single settler, and from the want of roads, it is entirely inaccessible. The same is true of the Exploits valley, containing 1,620 square miles, most of it favorable to settlements. Thus, too, will be traversed by the railway. The extent of arable land and grazing lands which will be rendered accessible by the railway will be about five millions of acres. In fact there is no reason either in regard to soil or climate, why Newfoundland may not become very largely an agricultural country. Of course there are large districts comparatively barren, and which will never be reclaimed, but the same is true of every province in British America; and, be it remembered, this island has an area of 42,000 square miles, and is one-sixth larger than Ireland. When its inexhaustible fisheries, its forests, minerals, and agricultural lands are all taken into account, it is evidently capable of sustaining a very large population. At present our population is only 180,000. We are now to have a railway—the indispensable pioneer of progress—and with it we can see great possibilities in the future.

Women of Worth.

Since the world began, woman has never failed to illustrate, in instances, the glory of her nature—never ceased to manifest the divine in the human. With the regal Esther, yearning to bless her enslaved kindred, and the filial love-inspired daughter, who sustained the life of her gray-haired father through a prison's bars, there have not been parallels wanting in all ages to prove that the angels of God still wander on the earth to remind man of Eden, and give him a foretaste of Heaven. Of such type of virtue were Penelope, weaving amid her maidens through weary years the web that shielded her virtue until her royal husband returned from his wanderings, and was to gladden her heart; or, courteous Rebecca, at the well; or, timid Ruth gleaming in the field; or, nobler still, the Roman Cornelia, who, taunted in Rome's decaying age, by rivals, with her poverty, held up her children, exclaiming: "These are my jewels!" Fit woman to have been the "mother of the Gracchi."