

Phases of the Moon During September 1884.

First Quarter..... D. H. M. 26 11 49 P.M.

The Rising and Setting of the Sun.

The sun rises to-morrow morning at 5:49 o'clock. The sun sets this evening at 5:54 o'clock.

COMMERCIAL.

TUESDAY, September 23. No change has taken place during the week, and the news received by yesterday's mail is not of an encouraging nature.

During the week the bark C R Bishop arrived from Bremen, brig Consuelo and S S Alameda from San Francisco, and H I J S Tsukuba from Coquimbo.

The departures comprised the S S Mariposa and W G Irwin for San Francisco, Ceylon and Catalina for Hongkong, C O Whitmore for Port Blakely, and Mary E Dodge for Eureka.

H B M S Constance will sail for the South Pacific to-day. The Eureka and Consuelo are under dispatch for San Francisco.

An important credit sale of jewelry takes place to-morrow at the saleroom of Messrs. Lyon & Levey.

Below will be found the the bi-monthly circular of Messrs. Williams, Dimond & Co.

SAN FRANCISCO, Sept. 15, 1884.

DEAR SIR.—Our last circular was dated Sept. 1st, per Mariposa.

SUGAR.—New York advices of Sept 8th report sales centrifugals 96 pr ct at 5 1/2-16c.

Refined sugars ruled fairly active and steady. The market is held up on all grades.

Changes of the year compared with previous year are: Stocks, 47,000 tons more. Receipts, 167,000 tons more. Distributions, 130,000 tons more.

RICE.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their rice for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Wool.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their wool for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Wheat.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their wheat for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Flour.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their flour for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Barley.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their barley for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Ground Barley.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their ground barley for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Oats.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their oats for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Hay.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their hay for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Lime.—The market is in much the same condition as it was before the arrival of steamer Mariposa, the two largest consignees by that vessel having stored their lime for higher price, which they will surely realize within thirty days, unless imports from the Islands during the time are unexpectedly large.

Charters.—A few transactions have taken place since last advices, and at this writing scarcely any enquiry exists. Last charter, wooden 34s. Liverpool direct. Iron 4s. 9d., Cork, U. K. English advices continue very discouraging, and lower prices rule here for wheat, though farmers are not free sellers.

Exchange.—London, 60 days sight, 49 1/2d. New York, sight, 7 1/2c. Yours, faithfully, WILLIAMS, DIMOND & CO.

PORT OF HONOLULU, H. I.

ARRIVALS.

TUESDAY, September 16.

Str Mokolli, McGregor, circuit of Molokai via Lahaina and Lanai at 6 p.m. Schr Lihalo for Honolulu. Schr Waioli for Hanalei. Schr Mana, for Hanalei. Schr Kawalaui, for Koolau. Schr Koolau, for Koolau. Schr Emma, for Wailua.

WEDNESDAY, September 17.

Str James Makee, Freeman, from Kauai, via Wailua. Schr Kaplalani, for Wailua. H B M S Constance, Capt F P Doughty, from Mahukona.

FRIDAY, September 19.

Str Planter, Bates, from Maui and Molokai. Schr Kekaulohi, for Hanalei. Schr Waiolu, from Wailua. Schr Waimalo, from Koolau.

SATURDAY, September 20.

H I M's Corvette Tsukuba, A Ardi, 52 days from Coquimbo, Chili. Am bgtn Consuelo, E B Cousins, 13 days from San Francisco. Str Likelike, Lorenzen, from Kahului and Molokai.

Str Waimanalo, Nelson, from Waimanalo. Schr Kanikeoni, for Koolau. Schr Leahi, from Kohala. Schr Waimalo, from Koolau. Schr Manuokawai, from Koolau. Schr Rainbow, from Koolau. Schr Mile Morris, from Molokai.

SUNDAY, September 21.

Str Iwalani, Cameron, from Kauai and Niihau. Str C R Bishop, Davis, from Hamakua. Str Lehua, Weisbarth, from Molokai and Maui. Schr Nettie Merrill, from Lahaina.

MONDAY, September 22.

Steamship Alameda, H G Morse, 6 days and 19 hours from San Francisco. Schr Rob Roy, from Koolau. Schr Emma, from Wailua.

DEPARTURES.

TUESDAY, September 16.

Str Iwalani, Cameron, for Kauai and Niihau at 5 P. M. Str C R Bishop, Davis, for Koolau and Hanalei, at 12 M. Str Kilanea Hou, McDonald, for all Kinan ports at 4 P. M. Str Lehua, Weisbarth, for Kinan route at 4 P. M.

Brit bark Catalina, for Hongkong at noon. Am bark Ceylon, Barstow, for Hongkong at noon. Am bark C O Whitmore, Calhoun, for Port Blakely. Am tern Mary Dodge, Paul, for Eureka, Humboldt Bay.

Schr Hafekala for Pepeekeo. Schr Nettie Merrill for Lahaina.

WEDNESDAY, September 17.

Str Mokolli, McGregor, circuit of Molokai via Lahaina and Lanai at 6 p.m. Schr Lihalo for Honolulu. Schr Waioli for Hanalei. Schr Mana, for Hanalei. Schr Kawalaui, for Koolau. Schr Koolau, for Koolau. Schr Emma, for Wailua.

THURSDAY, September 18.

Am bgtn W G Irwin, H N Turner, for San Francisco. Schr Ka Mo, for Kaiwihalahi.

FRIDAY, September 19.

Str James Makee, Freeman, for Kauai, via Wailua and Wailua, at 10 A.M. Str Waimanalo, Nelson, for Waimanalo. Schr Kaplalani, for Wailua.

SATURDAY, September 20.

Schr Panahi for Hanalei. Schr Kekaulohi, for Hanalei.

MONDAY, September 22.

Str Likelike, Lorenzen, for Kahului and Molokai at 4 p. m. Schr Manuokawai, for Koolau. Schr Waiolu, for Wailua. Schr Waimalo, for Koolau. Schr Rainbow, for Koolau. Schr Mile Morris, for Molokai and Lanai.

Vessels Leaving This Day.

H B M S Constance, F P Doughty, for Washington Island. Str Lehua, Weisbarth for all ports from Pannau to Onomea, Hawaii, at 5 P.M. Str Kinan, King, for Maui and Hawaii, at 4 P.M.

Str Planter, Bates, for Maui and Hawaii at 4 P.M. Str Iwalani, Cameron, for Kauai and Niihau, at 5 P.M. Str C R Bishop, Davis, for Hamakua at 12 noon.

Schr Leahi, for Kohala. Schr Kanikeoni, for Koolau. Schr Rob Roy, for Koolau. Schr Emma, for Wailua.

EXPORTS.

For San Francisco, per W G Irwin, Sept 18—T H Davies & Co, 1903 bags sugar; F A Schaefer & Co, 1070 bags sugar; W G Irwin & Co, 999 bags sugar; Hyman Bros, 307 bags rice. Total—3922 bags. Tonnage, 268 987-2000. Domestic value, \$25,129.09.

IMPORTS.

From San Francisco, per bgtn Consuelo—50 bales hay, 50 bales bags, 20 wheels, 200 bbls lime, 13 red pots, 4 bxs nails, 107 sks salt, 275 sks oats, 654 sks bran, 41 sks wheat, 525 qr sks flour, 110 sks sand, 430 sks middlings, 275 sks barley, 12 bxs vegetables, 25 cs bread, 18 cs lard, 5 cs goods, 206 cs salmon, 7 cs rough marble, 5 cs cotton goods, 10 cs tobacco, 10 cs cigars, 10 cs sewing machines, 6 cs beef, 4 cs coal oil, 23,000 bricks, 120 pcs pine lumber, 253 pcs cedar lumber, 4 horses, and about 50 pkgs miscellaneous mdse.

MEMORANDA.

The steamship Alameda left San Francisco Sept 15th at 3 p.m. with 94 passengers and 1100 tons cargo. Had light head winds and smooth sea the entire passage. Arrived Sept 22nd at 8.30 a.m., 6 days, 19 hours and 30 minutes.

PASSENGERS.

For Hilo and Way Ports, per Lehua, Sept. 16—His Ex Gov J O Dominis, Hon H Kuhlenthal, Mrs Judge Kakuia and 2 sons, Rev A O Forbes, J J Nichols, C Michels, Capt A B Hayley, Mr H Olds, Mr H Turton, H Cornwell, J H Soper, F Bindt, Master Aholo, Miss Hattie Kipl, F H Hayseiden, Mr Wichey and 3 children, Malapo and 2 children, M M Wilson, L J Nanora Hips and 3 Chinese and about 130 deck.

For Koolau, Elele, Wailua, and Nawiliwili, per Iwalani, Sept 17—His Ex J M Kapena, Mrs J M Kapena, Miss Leihulu Kapena, H M Dow, G N Wilcox, A McBryde, A Bray and wife, O Scholz, F L Leslie, C Such, C Wolters, O Bertelmann, S Lederer, Miss Louisa Kallahi, Miss Debora Kolomsu, and about 75 deck.

From Kauai and Wailua, via Wailua, per James Makee, Sept 17—Capt Robbins, Mr Dickson, Mr Barber and about 50 deck.

For San Francisco, per Am bgtn W G Irwin, Sept 18—Capt Hodgkins, Mrs H J Gabbs, John Burke and Mrs W H Hoogs.

From Maui and Hawaii, per Planter, Sept 19—C N Gwin, wife and child, Geo Robertson, J D Martin, H H Williams, W F Roy, Miss L Roy, J N Robinson, A H Smith, Mrs T G Wells, 4 children and servant, C L Allona, Sam K Kalo, R W Holt, Miss Mele Bush, E R Biven and 53 deck passengers.

From Kauai, per Iwalani, Sept 20—S Lederer, H M Dow, Mrs A Stinchley, W D Schmidt, C Y Alona, Misses Susan and Mary Ann Titcomb, Misses Josephine and Nancy Molteno, Ahia, A Young, Lum Kin, Chee Akee, Look Sung and 149 deck.

From Hamakua, per C R Bishop, Sept 20—W H Danley, wife and 6 children, C D Miller, J R Haliday, P Dids, and 11 deck.

From Kahului and Hanalei, per Likelike, Sept 20—Miss E Mossman, Miss Lulu Makee, Rev C E Groser, H H Piemer, J Cornwell, W F Johnson, Louisa, Master C Winter, Master J Winter, E Dowsett, Miss Mary Dowsett, Master Charles Brush, Master Henry Obed, H Kapu, Master B Lyons, and Mr Ahulua.

From San Francisco, per bgtn Consuelo, Sept 20—Mrs A F Morris, John F Deaulzite, and 62 Chinese.

From Hilo and way ports, per Lehua, Sept 21—Judge S L Austin, C N Arnold, C H Eldridge, Mrs Hoopli, C J Fanik, E W Holdsworth, D Taylor and 67 deck.

From San Francisco, per Alameda, Sept 22—Mrs J Hopper and daughter, Mrs L G Kelly and 2 children, Miss Mand Kelly, H Halstead, Mrs M A Fuller and daughter, Miss H Foster, W Foster, Dan Foster, Rev S C Damon and wife, F W Damon and wife, Miss M Brons, Val Knudson and wife, Miss T Knudson, Miss M Knudson, Alex Knudson and 2 brothers, A Marques, H S Townsend, Mrs Judge Hall, M W Chesney, Miss G Lewis, E H Clarke, Mrs C T Hoyt, Bro Lambert, Bro Louis, Bro Philip, S Cohn, E Williams, J A Gallmyer, P Mondt, Miss M A Hilton, Mrs J Creig, Miss Rechenger, Walter Spencer, J H Hahn, C E Hasty, Mrs J Lee and child, John Aveson, G J Campbell, Chris Anderson, Miss M P Santos, J F Gornley, D Turner, C M Fowler, L B Kerr, wife and 2 children, and 37 Chinese.

For Kahului and Hanalei, per Likelike, Sept 22—W G Ashley, P P Mondt, E H Clarke, W F Johnson, W H Pond, J Cornwell and W A S Beales.

MARRIAGE.

RITELY—CARTER—At Port Townsend, W T., on board the bark Hope, August 30th, by the Rev. Mr. Reid, GRAY RITELY to KATE LAYMAN, eldest daughter of S. M. Carter, of this city.

BORN.

LYONS—In this city September 20th, the wife of DANIEL LYONS, a daughter.

DEATH.

COLBURN—At Kapalama, Sept. 17th, of diphtheria—RICHARD BENSON, youngest son of Marcus and Alice Colburn, age 1 year and 10 months. Funeral takes place to-day at 3 P. M.

SHIPPING NOTES.

The Mokolli brought 32 passengers, 102 sheep, 50 bags taro, and 12 goatskins from Molokai.

The German bark C R Bishop, Capt H Wolters, consigned to Messrs Hackfeld & Co, arrived on Tuesday, after a passage of 160 days from Bremen. She sailed from Bremen on April 9th, and cleared the English Channel on April 14th; crossed the line on long 25 51 W, on May 7th, 25 days from Bremen.

Bremen. She had very fine weather to the line. She had calms and gales to Cape Horn was made in 56 days. From 50 S Atlantic to 50 S Pacific, she had very stormy weather and several times heavy gales, during which time her bulwarks were stove in and other damages incurred. The line was crossed in long 125 11 W, 59 days from the Horn. From the line to the port the Bishop had very pleasant weather. She sighted the Island of Maui at 4 a.m., yesterday, 27 days from the equator.

The bgtn W G Irwin sailed Thursday afternoon for San Francisco, with four passengers, and 3922 bags sugar and 957 bags rice, weighing about 555,957 lbs and valued at \$25,129.09.

The Planter brought 75 passengers, 2529 pkgs sugar, 172 hides, 149 pkgs mdse, 29 bags awa, 7 pkgs goat skins, and 26 head cattle from windward ports.

The Kekanuohi brought 574 bags paddy from Hanalei.

The Panahi brought 1,500 bags paddy from Hanalei.

The Waichu brought 254 bags sugar, 75 bags corn, and 1 cord firewood from Wailua.

During the late collision of the schooners Kekanuohi and Mary E Foster off Barber's Point, both vessels' jib stays were carried away.

The Iwalani brought 488 bags sugar, 120 bags rice, 121 bags paddy, 34 bags taro, 13 green hides, 8 bags specie (\$2193.55) and 14 bags peanuts from Kauai.

The C R Bishop brought 620 bags sugar, 300 goat skins, 23 dry hides, 20 head cattle, and \$2998 in specie.

The Mile Morris brought 175 sheep from Hanalei.

The Kanikeoni brought 2410 bags sugar from Kohala.

The Manuokawai brought 388 bags sugar and 323 bags paddy from Koolau.

The Waimanalo brought 154 bags sugar from Waimanalo.

The Waimalo brought 650 bags paddy, 250 bags rice, and 28 bags pia from Koolau.

The Leahi brought 1205 bags sugar from Kohala.

The schr Rainbow brought 120 bags rice from Koolau.

As the schooner Leahi was entering the channel on Saturday morning, she stranded on the eastern side of the channel, on sand, opposite the light-house. She remained there from 6 a.m. to 8.30 a.m. at low tide, when she was towed off by the tug Pele.

The Am bgtn J D Spreckels arrived at Kahului on the 18th inst, 11 1/2 days from San Francisco.

The Am bgtn Consuelo, Capt K E Cousins, arrived in port last Saturday, 13 days from San Francisco, with a full assorted cargo of merchandise. She had very pleasant weather the entire voyage. In lat 27° 07' N and long 138° 42' W she sighted a ship heading to northward in ballast, on the 13th inst. She brought 62 steerage passengers, 25 of whom came under contract for H Hackfeld & Co, and 37 with passports. The Consuelo is consigned to Messrs W G Irwin & Co.

The Lehua brought 945 bags sugar from windward ports.

The Am ship T F Oakes, the first of America's iron sailing vessels, has been chartered to take wheat to England. She was built at Philadelphia last year.

The steamship Zealandia, on her last trip, made the run from Honolulu to San Francisco in 7 days 6 hours, 53 minutes. The S S Alameda made the passage in 7 days 4 hours.

H B M S Constance leaves to-day for Washington Island.

The Am bark Amy Turner arrived at Hongkong on the 16th August, 47 days hence.

The bktn Eureka will leave for San Francisco with about 300 tons of sugar, about the middle of next week.

The Rob Roy brought 250 bags paddy from Koolau.

The bark Calbarlen, Capt Hubbard, was loading at San Francisco for this port when the Alameda left.

The Kinan was lowered from the marine railway yesterday.

The Iwalani was hauled up on the marine railway yesterday to be cleaned and re-painted.

It is reported that Chinese agents in Glasgow, Liverpool and London are trying to arrange privateer commissions, with the object of preying on French commerce.

The report that subjects of England and Germany in the Chinese service have been recalled by the Governments of those two countries is declared untrue.

A Hongkong dispatch to the Times says that the Government of that place has received orders to enforce the provisions of the Foreign Enlistment Act. The Governor notified the French Admiral of these orders, and the latter will respect this measure.

It is reported that China has called for 25,000 men to defend Peking and granted the Minister 12,000,000 francs to purchase munitions of war.

Advices from China state that Admiral Courlet left Kelung and joined the fleet in the Min river, where he will await reinforcements from Saigon before attempting to occupy Kelung. A steamer runs daily between Sharp Peak, the landing place of the cable, and Foo-Chow, to carry telegrams.

An immense demonstration in favor of the Franchise bill has occurred at Glasgow, and 70,000 persons took part in the procession, which stretched the enormous length of ten miles from the starting point.

VARIGNY'S "FOURTEEN YEARS IN THE SANDWICH ISLANDS."

[CONTINUED.]

"At length the Convention set itself to its real work, and between the 26th of July and the 3rd of August thirty-one sections of the Constitution were discussed and passed. In regard to some of them there were lively fights, but a majority constantly with us, though varying in number, enabled us to triumph over the resistance. During the session of 3rd August, Dr. Judd demanded an explanation of the article as to ministerial responsibility. On this point I gave complete explanations. During the same sitting the abolition of the office of Kuhina Nui was discussed; I have already given an account of the origin and of the singular powers attached to this office. Mr. Harris stated the reasons on account of which we deemed it indispensable that this useless wheel of the State coach should be abolished, a thing for which no equivalent existed anywhere else except in the Japanese dualism of the Tycoon and the Mikado. Our ideas were supported by the majority of the delegates. The following articles up to number 43 were passed without opposition:—Section 43 involved an important change. Up to this time the Ministers sat ex officio in the House of Nobles; we proposed that for the future two of them—the Minister of Finance and the Minister of the Interior—should have seats in the Chamber of Representatives. This amendment awoke the fears and the susceptibilities of some of the delegates. They thought the independence of the representatives would be compromised by the presence of two members of the Cabinet. The majority did not share this opinion; they saw in it what was really intended—the desire for a closer communication between the legislative and executive powers, and a real concession on the part of the latter.

We made a rapid advance, and on August 6th we had succeeded in passing sixty articles. Section 61 contained the conditions of eligibility for the representatives of the people. We expected to experience a strong resistance to this section, but it was, above all, section 62 as to which we had the greatest apprehensions. It established an electoral qualification, of a very moderate sort it is true, but which was nevertheless a grave departure from the universal suffrage which had existed for a dozen years. On section 61 the discussion was strong, but we succeeded in making our opinion prevail, and it was decided that to be eligible for election it should be necessary to possess property of the minimum value of \$500 or to have a net income of at least \$150. It would have been difficult to devise a lighter qualification.

"We had in this division only a majority of two among the delegates and it was evident to us that section 62 would encounter a desperate resistance. Our influence was waning in this daily struggle; Mr. Harris and I, always in the breach without turn or repose, had need to multiply ourselves in order to meet the constantly arising discussions; we felt ourselves isolated, our colleagues lent us scarcely any assistance, and to withdraw himself from the fatigues of the sittings Mr. Hopkins, on the pretext of indisposition, retired to one of his places in the country, and from there watched the course of events. Each day a special messenger carried to him the results of the sitting; he wrote to congratulate us, but his vote, his influence, his assistance in debate were wanting. On the eve of the debate of section 62 we insisted on his returning which he did with a bad grace.

This debate opened on the 8th of August. We let the Opposition commence the attack. I have already stated the reasons which had decided us to demand an electoral qualification. It was necessary to guard against that control of the elections which the planters, at the head of their battalions of Chinese and other laborers, would in a few years be able to exercise. We therefore proposed that each elector should show that he was an Hawaiian, or naturalized at least two years, that he should know how to read and cipher, and finally that he should be the possessor of property to the extent of at least \$150 or of an annual income of at least \$60. One of the delegates brought forward as

an amendment the 78th article of the Constitution of 1852, pure and simple. To adopt this amendment was to defeat what we proposed. The debate lasted five days, and in the course of it one of the native delegates, Mr. Kauwahi, an eloquent speaker, spoke in favor of our section 62."

[M. Varigny here quotes at some length from Mr. Kauwahi's speech, as an illustration for the benefit of his readers of native capacity for argument and rhetoric. He then enters upon the following digression:]

"They (the natives) contract at an early age the habit of speaking in the meetings or public re-unions which are frequent in the Islands. They have meetings for everything and about everything. The building of a church, the repair of a road, the construction of a bridge, the founding of a school, each and all are occasions for meetings. They have a great habit of discussing among themselves whatever interests them, in fact of governing themselves. The result of a meeting is almost always a petition addressed to the competent authority. Now, in all countries, by the force of things this sort of petition has good chances of being favorably received. The inattention so common among ourselves" (written in France under the Empire) "where a numerous and powerful administration has to deal with isolated claims is not found where the administration has to do, not only with individuals, but with hundreds or thousands. The functionary is then truly what Mr. Kauwahi calls him—the servant of the public and not its master.

"It is certain that no law protects the functionary or guarantees him against his own incapacity—the theory of vested interests is ignored. The fact of having been a nonentity during a certain number of years is not a title which an official can invoke for continuing to be so during a fixed period. The State does not provide a pension for him, and the insurance companies are open to him if he wishes to make a provision for his old age."

(To be continued.)

Birds as Ornaments.

The use of feathers as ornaments is of great antiquity, and has prevailed in all parts of the world. Nor can this be wondered at, as nothing procured so easily can be found equal to them in beauty and durability. In some cases ornamental feathers are important articles of commerce, and their adoption is to be justified. But there are cases in which serious objections may be made. When, as we are aware modern fashion dictates, the most reckless disregard is shown to prudence, humanity and other considerations. Foreign and native birds are slaughtered wholesale, and if ladies are foolish enough to encourage this wanton destruction, not a few of the most beautiful and attractive species will soon be extinguished. Humming birds and many others remarkable for their graceful forms and lovely plumage will ere long be almost annihilated. And here at home our fields and woods are being denuded of birds which charm us by their song and beauty, and which are really valuable for the service they render in various ways. Robins and various finches, and, in fact, all sorts of wild birds, are sought for; and if their natural colors are not bright enough, they are dyed in all the tints of the rainbow. Sometimes the birds are used whole and sometimes in portions, and the most inconsistent combinations are made of them. The thoughtless multitude, with no refined taste, follow in the wake of the elegant and fashionable, and thus a demand is created for feather adornments at all prices from a few pence upward. Hence the general destruction which ensues. Under the circumstances it behooves ladies who know better and can afford costly ornaments to hesitate before their example has resulted in the destruction of nearly all our wild birds. Let them be prudent and humane, and if they discard the fashion the demand will fall off and the birds will be spared. The appeals which have been made and are made to such ought to influence them and lead to another and less harmless fashion.

A new beer is made from rice in Bavaria.

Croquet is coming into fashion in England.

There is a postmaster in Texas who has been in three wars and who has lived under five governments, says a news item. If he has been married five times we can't imagine why he has been in only three wars.