A BUBBLE RAILWAY SCHEME

THE MEXICAN NATIONAL RAILWAY AND CONSTRUCTION COMPANIES.

How Some Speculators Propose to Invest American Money in Mexico—Brilliant but Illusive Promises—A Good Thing to Let Alone.

Almost every mail from the city of Mexico brings intelligence of new railway grants to American contractors and of applications for concessions of lines over routes not yet awarded. If all these schemes can be carried through, Mexico will be literally covered with railways built with American money.

Two pamphlets lately issued by the promoters of the Mexican National Railway Company and the Mexican National Construction Company show how means for 2,000 miles of railway are to be raised by selling bonds to the extent of $50,000,000, which, it is estimated, will pay for construction and leave a profit of $5,000 per mile, or, altogether, $10,000,000, to be divided among the half dozen partners of the construction company. These partners are also the stockholders of the railway company and control that corporation, electing directors, making contracts, regulating freights and fares, and managing all the dealings and negotiations with the Mexican Executive. They issue to themselves a share capital equal in amount to the bonded capital issued as the construction of the railway progresses, the scheme being thus rendered entirely safe and enormously profitable, provided the investing public of this and other cities in the United States can be cajoled and deluded into purchasing the bonds and supplying the capital.

To induce outsiders to buy their bonds highly colored statements of prospective traffic earnings are set forth in the pamphlets we have mentioned. Two lines of railway are to be built, one connecting the city of Mexico with the railroads of the United States at the town of Laredo, on the Texas border, the other connecting the city of Mexico and the Vera Cruz and Mexican Railway (the English line) with the town and port of Manzanilla on the Pacific.

The appeal to the investing public jauntily assures its readers that with the political situation of Mexico the company has nothing to do—an assurance that is not confirmed by the conditions of the contract entered into by the construction company with the Mexican Executive. The contract expressly stipulates that:

"The company shall always be held to be Mexican, even if all or a part of the shareholders shall be foreigners; it or they shall be subject to the tribunals of the republic in all matters whose cause or action is within its territory. The company or companies, and all foreigners and their successors, who may take part in the enterprise, will be as shareholders, employes, or in any other character, shall be considered as Mexicans in all that refers to said company or companies; they can never under any circumstances allege rights of foreign citizenship with respect to any interest or business related to the enterprise; they shall have the rights and the means to make them valid which the laws of the republic concede to Mexicans; and therefore diplomatic agents cannot have any interference in matters referring to the enterprise.

The contract also provides that the companies shall have their principal offices in the city of Mexico, where a part of the Board of Directors are to reside, two of said directors to be appointed by the Mexican Executive and three by the company—the shareholders, not the bondholders of the company.

The construction company (the contracting company) may transfer its property, franchises, and contracts, with the consent of the Mexican Executive, to other companies, which shall be under obligations to submit to the provisions of article 7 (above quoted).

The concessions and property of the company or companies are subject to forfeiture for a violation of either of the following conditions of the contract: They shall not carry on their lines any armed force without the consent of the Mexican Executive. They shall not carry contraband of war. They shall finish the Pacific line in five and the Northern line in eight years. They shall not transfer the concession to any foreign Government or State, or admit the same as a shareholder. They shall not transfer the concession to any company or individual without the consent of the Mexican Executive. In case of forfeiture the company shall lose the concession, and the nation shall acquire the proprietorship in the part of the road constructed free from all encumbrances and at a price to be determined by appraisers appointed by the Executive and by the stockholders. From this price shall be deducted the subsidies paid to the company, and for the balance the Mexican Executive shall issue obligations secured by a mortgage on the railways. The Executive may then transfer the railway to a new company. By this easy and simple process the mortgage made to American trustees to secure the bondholders would be wiped out and the bondholders would have no redress. These conditions of the contract under which the railways are to be built show that the enterprise is largely under the control of the Mexican Executive, and that the bondholders would be entirely at the mercy of the Executive and the directors appointed by the shareholders in the railway and construction companies.

The financial backing offered by the dual Mexican Construction Company and Mexican Railway Company to its bondholders is as insecure as its contracts and mortgages. The construction company was organized with a capital of $1,000,000, of which ten per cent., or $100,000, was all that was required to be paid up by the terms of the contract with the Mexican Executive. The same conditions do not apply to the capital of the railroad company. The companies may therefore proceed to build their 2,000 miles of railway, and mortgage the same for $50,000,000, and issue to themselves $50,000,000 of stock on a paid-up capital of $200,000, always provided that they can sell their $50,000,000 of bonds to a confiding public. The business of the construction company is, of course, to build the railways for the railway company, the stockholders and managers of both companies being one and the same clique of executors, promoters, and railway contractors and owners of the concession (contract) entered into with the Mexican Executive. It is a convenient arrangement for the parties interested.

The contract between the railway company and the construction company is not given in the publication issued by the joint companies for the information of the public, but it is understood that the construction company is to receive the entire proceeds of the $50,000,000 of bonds, together with $50,000,000 of free and full paid stock, and whatever can be secured of the subsidy of $11,270 per mile, to be paid in paper obligations of the Mexican Government, bearing no interest, but receivable at the custom houses in payment of duties in the proportion of $4 on every $100 of duties. The lines are to be single track, of three feet gauge, and as the route lies for hundreds of miles over a flat sandy country, with fuel for bridges and labor at thirty-seven and a half cents per day, experts in railway building declare that the proposed railways can and should be built at an average cost of $20,000 per mile, while the issue of bonds is to be at the rate of $25,000 per mile, and the issue of stock at the same rate. The $50,000,000 of stock may not have any value on the Stock Exchange, and is not likely to be a dividend-paying investment; but it carries with it the control of the company, the right to elect directors, to make contracts, &c., and do many things which may affect or totally destroy the securities of the bondholders. No wonder that promoters of this and other hundred schemes work hard to obtain Mexican railway concessions, and then issue alluring prospectuses inviting outsiders to put up the money out of which their profits are to be made.

As the existing production and traffic of Mexico is not encouraging to the immediate development of a heavy traffic, the American public is treated to highly-colored predictions of an enormous increase in the productive powers of the Mexicans, dating from the opening of the projected railway lines. With the aid of the Mexican national railway system, Mexico is to supply the people of the United States with all the sugar, coffee, India rubber, molasses, tobacco, indigo, cocoa, and rice that they can consume. The value of these articles imported into the United States in our last fiscal year was $169,415,525, while the total exports from Mexico to all countries in the same period did not exceed $39,000,000. It is plain that long years must elapse before the great expectations of the Mexican national promoters will be realized. This pamphlet states that in order to be prepared for the enormous traffic that will be offered to the railways, the company has already ordered 200 locomotives and 4,000 freight cars. It also illustrates the magnitude of the traffic between Manzanilla and the interior by the statement that in "the freighting season 600 donkeys and mules leave Manzanilla every day, laden with merchandise for the interior." A procession of 600 mules and donkeys is no doubt an imposing affair to the vision of a Mexican railway promoter, but when it is remembered that at least ten such animals are needed to pack one ton of merchandise over the mountain roads that lead up from Manzanilla to the interior one's wonder at the apparent magnitude of the mule traffic over the route of the projected railway ceases. This "600 mules and donkeys" are capable of transporting just six car loads of merchandise! The company wish the public to believe that it has already provided for placing 2,000 freight cars on its Pacific (Manzanilla) line. Allowing eight days for a freight train to make a round trip between Mexico and Manzanilla 150 cars should leave each end of the route each day. To fill these cars, 15,000 mule loads would be required each day, and in the "freighting season" only, lasting throughout the year. The English railway which connects the city of Mexico with Vera Cruz, the principal seaport of the republic, has now been in operation seventeen years; yet a writer in "*Harper's Magazine*" for June, who appears to be well informed on Mexican railway business, states that fifteen cars per day will carry all the freight shipped from Vera Cruz to the capital, while from the city of Mexico there was barely enough to fill three cars per day.

The most audacious statement in the pamphlet is the assertion that the Manzanilla line, when completed and in connection with the Mexican and Vera Cruz line, will form the "shortest, cheapest, and safest transit route" between the Atlantic and Pacific oceans.

The distance between New York and Liverpool by the ordinary steamship route is 3,000 miles. The distance across the Isthmus of Panama leaves no room for rivalry in the carrying trade. The line through the city of Mexico is the policeman from continental mean. There is winter to the north of it, death to the south. It alone can be operated uniformly every day in the year without danger to the traveller, death to the employes, or loss to the shipper.

A more grossly false statement than the above has seldom been issued to the public with the sanction of a company that claims to be respectable. Vera Cruz is notoriously the most unhealthy city on the whole Atlantic coast of North America; it is the birthplace, nursery, and home of the yellow fever. One night passed within its walls is often death to the traveller; and the last mail from Mexico brought a notice that the Mexican Railway Company will hereafter keep a train in readiness to start immediately on the arrival of a steamer, that passengers may be carried at once away from the pestilential city. Compared with Vera Cruz, Aspinwall and Panama are sanitariums, and Mr. Prendergast, in *Harper's*, says of the Tehuantepec route: "It crosses the isthmus of that name through a fertile and healthy country."

From Vera Cruz to Manzanilla, via Mexico, is upward of 900 miles, with an ascent of upward of 8,000 feet to overcome. Against this long distance and heavy ascent and rapid descent upon the Pacific side of the mountains, the Tehuantepec Railway offers a route 160 miles long, with a maximum elevation of less than 600. The Panama line is only forty-six miles from ocean to ocean. The rates of transportation charged on the Vera Cruz and Mexican line are simply prohibitory on through freight, and the line can never become an important transit route between the Atlantic and Pacific. The only promise which the Mexican National Railway scheme holds out with any prospect of its fulfilment is the enrichment of its promoters and contractors at the cost of those who are credulous enough to invest their money in its bonds.

A CURIOUS LOT OF AUTOGRAPHS.

Signatures of David Garrick, Pope, Queen Bess, Bloody Mary.

The autograph hunters of this city will be interested in a sale of autographs in London recently, an account of which has been received. The sale was noteworthy because there were in it so many of David Garrick's letters and signatures. "Hogarth's tomb at Chiswick," said an old autograph collector yesterday, "is at once a monument to the genius that lies within and of that which, contrary to the usual nature of epitaphs, does not *lie* without." This fine and touching epitaph was written by David Garrick at the request of Hogarth's widow, and an interesting letter containing these lines, written by Garrick to his friend, the Rev. Mr. Hoadley, was sold at a recent London auction for $70. Garrick left an epistolary correspondence replete with wit and sentiment, and abounding in records of his social life and histrionic career.

Another letter written to Hoadley a few months before he left the stage, in which he says, "I shall take my leave of the stage and bid farewell to the plumed troops and the big war, and welcome content and the tranquil mind," sold for $90. Garrick quitted the stage in June, 1776, and died Jan. 20, 1779. One letter written in 1771, in which he lays it down as an invaluable maxim that "no celebrated comedian is a theatrical genius," sold for $15, owing to the fact, probably, that no actors were at the sale. A very interesting letter, in which he says, "This night I play ye part of Scrub for the first time," and further on, "I rise or fall by Othello very soon," sold for about $15. The sale also included a scrawl by the great Mrs. Siddons upon the subject of gruel and milk, which sold for £1 17s., a letter from Joseph Addison on official matters, which sold for £5 15s., and one from James Boswell, which sold for £3 5s. There was a caustic letter from Alexander Pope, which sold for about $40, in which he says of his writings, "I pray God they may never have other enemies than those they have yet met with, which are, first, priests; secondly, women (who are the fools of priests); and thirdly, beaus and fopps (who are the fools of women)." A letter from Dickens was sold for $10. In it he says: "Let me say candidly in one word that I have never, on my own behalf or that of my most intimate friend, made a request of any kind the most remotely connected with the notcing of a work, to any reviewer I know, directly or indirectly. I always most carefully abstain from doing so."

There was also sold a document signed by Good Queen Bess, in reference to a delivery of plate, which brought $15, and one signed by Bloody Queen Mary, which was a "grant of hangings" for burnings?), sold for £15 15s. A letter signed by the Duke of Somerset, who was beheaded in 1551, sold for £3, and a warrant of Edward VI., countersigned by Somerset and others, sold for £14, and Sir Isaac Newton's signature to a receipt dated April 1, 1703, was sold for £2 12s. The autograph of Mrs. Fitzherbert, "the fair Perdita," sold for £2, and a curious collection of autographs comprising those of old Cloves, the miser, Miss Biffin, who was born without arms, Count Bomwulski, the Polish dwarf, Chevalier Deon, of doubtful gender, and Nathaniel Bentley, otherwise known as Dirty Dick, sold for £4 6s. A signature of Napoleon I., dated 1793, fetched only $1 65s., while that of Rouget de Lisle, the author of the Marseillaise hymn, sold for £2 2s., and the signature of Guillotin, who lost his life upon the implement of death he had invented, sold for only a few shillings.

STRAWBERRY CORNER.

A Business that Forms a Picturesque Feature of Summer Life at Riverhead.

RIVERHEAD, June 22.—This is the last week for the shipment of strawberries to Boston. Last year the first lot was sold at 40 cents per quart, falling the next day to 20 cents, and declining further until the low price of 4 cents was reached. The present season the first shipment realized 12 cents, rising rapidly to 20 cents, falling soon after to 17 and 18 cents, which prices continued for some time, and at present berries are quoted at 9 to 12 cents. The season has been an excellent one. Pickers are paid two cents a quart, and an expert can earn from $1.50 to $2 per day. They are not all of the poorer sort, as would be supposed, but many of them are well-to-do, whose motive for picking is either to have fun, as they express it, or make some pin money. The pretty girl in fashionable attire seen in the evening promenading the village street wears a huge sunbonnet and a faded calico dress to pick berries in the afternoon.

The fruit district lies between Manor and Greenport, a distance of about thirty miles, but the principal shipping depot is Riverhead, Mattituck ranking next. At Riverhead the scene every afternoon, at Strawberry Corner, is interesting. Thirteen Boston commission merchants are represented by agents, who, with book, pencil, and shipping bills in hand, solicit berries for their respective houses. The wagons come from all directions, some heavily laden, others with only one or two crates, the product of a modest patch. The drivers are beset by the agents, whose persuasive tongues and rapid pencils soon accomplish the transfer. Comparatively few berries are shipped to New York, because they command better prices in Boston, where the market is less fully supplied.

THE NIAGARA'S LOST FIREMEN.

To what the Strikers in New York Attribute their Supposed Suicide.

A despatch from Havana printed yesterday announced that on the last trip out from this port of the steamship Niagara of the Ward line a fireman named Sailor, reported to be a German, was lost overboard, and that on the day following, June 20, another fireman, a Dane, named John Paulsen, jumped overboard and was drowned. The members of the Firemen's Protective Union, who are still on strike, put both cases down as suicides. Mr. Frank Powers, President of that organization, said he had been expecting something like this. The firemen who were deserting the German steamers to go aboard the American coastwise steamers were, he said, behind time for the work, and could not stand it, especially now that the hot season had arrived.

"The European steamers burn bituminous coal," said Mr. Powers, "and it is an easy matter to keep the fires going. But on our coastwise steamers it is entirely different. We use the cleaner anthracite coal, and the work is twice as hard. Attracted by the offer of $40 a month, the firemen in the European steamers have been deserting, and shipping in our coastwise steamships to take the places of men who, in the hot weather, are already about the amount of work they will be required to do. Now, these vessels must make their trips on time, and the firemen have to be kept at full blast. The furnaces are fired up to a temperature of from 300 to 400 degrees. These Germans and Dutch have never been accustomed to such things, and they can't stand it. A fireman on a steamer where he is overworked that there be no time for him to come up on deck for a breath of air is about the amount of work they will be required to do. Now, these vessels must make their trips on time, and the firemen have to be kept at full blast. The furnaces are fired up to a temperature of from 300 to 400 degrees. These Germans and Dutch have never been accustomed to such things, and they can't stand it. A fireman on a steamer where he is overworked that there be no time for him to come up on deck for a breath of air is about as bad off as a man who is shot through the lungs. Men who are overworked in a place where they are stifled with heat and choked with coal dust are liable to do desperate things. I believe that the men who have left the steamers in this way have committed suicide, and that the men who have jumped overboard, as will soon be ascertained, will join them in death."

Mr. Booth, one of the firm of Ward & Co., said he did not think that the firemen of the Niagara had been overworked, and that this was not the first time that a seaman had jumped overboard.

Mr. Kennedy, the manager, has said that the duties of a fireman are not onerous, and that when a fire in a vessel is burned, are certainly more arduous than the duties of a fireman on board one of the European steamers, where soft coal is used.

The Skeleton of a Giant Unearthed.

CINCINNATI, June 25.—A Nashville special to the Times says that John Pace, a Justice of the Peace of White County, while working in a field yesterday, came upon a grave neatly walled in with rock, and on removing the stone found the remains of a giant. The skeleton measured nine feet in length, three feet across the shoulders, and about two feet across the chest. A piece of the thigh bone was taken to a house in the village, the hollow of the leg, arms, and ribs, which are very large. He also found some of the teeth, which were as sound as those of a child of ten years. He walled up with rock, as it had been found over the top. Indications point to a period in which the cave was found has been cultivated a short time the years.

Shot by a Young Woman.

ATLANTA, Ga., June 24.—Mr. Thomas Crapps, who is in company with a young lady at Town Bluff, on the Altamaha, yesterday, was approached by Miss Lizzie Wilcox, who ordered him to quit the premises of his companion, where he was. As he started to go, Miss Wilcox pulled a pistol from under her cloak, and shot him in the back, the ball coming out just above the navel. The young lady then ordered the man to leave the place, and he left, but it is thought he will die.

THE COMET IN THE NORTH.

PROF. HENRY DRAPER SUCCEEDS IN TAKING ITS PHOTOGRAPH.

He Says the Comet is Moving Away from the Sun, but Prof. Swift Thinks it is Approaching the Sun—Its Appearance in a Telescope.

The comet shone beautifully in the morning sky yesterday. Occasionally its tail was crossed by narrow bars of cloud that looked quite black by contrast. Sometimes the comet's head was concealed by a cloud while the brush-like tail stretched upward resembling the glare of a far-off conflagration. It required but a glance to show that the comet had moved considerably north of the point where it appeared on Friday morning, and by to-night it ought to be visible in the north from sunset to sunrise. The head seemed to be about as bright as the first magnitude star Capella, seen a few degrees to its right. In the telescope, however, there was a great contrast between the appearance of the star and that of the comet's head. The star glowed like a little sun, while the cometary nucleus presented a pale yellowish disk that under high powers became dim and poorly defined. Viewed with a comet eye piece the head was a wonderful object. In front of the nucleus appeared a fan-shaped light bending to one side and sometimes seeming to flicker slightly like the flame of a torch. This was probably an effect due to our atmosphere. The fan was the coma. It did not extend all around the nucleus, but was visible principally in front. A little higher magnifying power showed it crossed by darkish bands forming one or two furrows or waves, as if the comet were ploughing its way through some luminous fluid. Right behind the nucleus extended for a little distance a straight narrow beam brighter than almost any other portion of the tail. The tail was slightly curved, and the convex edge was brighter and more sharply defined than the other. The central portion of the tail was a little darker than the edges. Close enough to the nucleus to be visible in the same telescope field were some small stars, which shone almost undimmed through the brightest portion of the tail.

An unusual number of meteors have been visible for a few nights past, and while the writer was looking at the comet through a telescope, at about 2½ o'clock yesterday morning, a meteor flashed across the field of view, passing close to the comet's head. It left no trail, but caused a slightly reddish glare. The passage was so nearly instantaneous that the only impression made upon the eye, besides the sudden accession of light, was that of a little reddish-yellow disk suddenly appearing and disappearing. It must have been a very small fire ball, and probably was not visible to the naked eye. It is a rare thing for a meteor to cross the field of view of a telescope.

At 3:17 A. M. yesterday, Prof. Henry Draper darkened the lens of his camera in his astronomical observatory in Dobbs's Ferry, on the Hudson River, and anxiously washed the sensitive plate with chemicals used by photographers to develop a negative. Then he held the negative to a dim lamp and exclaimed, "That's the first time that a good photograph of a comet was ever obtained. But I can get better one with better apparatus." The astronomer returned to his home in Hastings-on-Hudson and snatched a little sleep, and then he came to New York for more apparatus. A SUN reporter found the astronomer in his library at his city residence, 217 Madison avenue, as he was making up a package of a double armful of various-shaped implements. "Yes," he said, "I am glad that the picture of the comet came out clear. After the negative came out clear and strong, and I saw that the photographing had been successful, I telegraphed the fact to the London *Times*. It is so apt to be cloudy in Great Britain, that I should be surprised if the astronomers there got a photograph at all, or could see the comet."

"Do you still think, as you were reported in the morning newspapers to have firmly believed, that this is not the comet discovered by Dr. B. A. Gould from the national observatory in Buenos Ayres some three weeks ago?"

"That crept into the newspaper reports through some mistake. I was misquoted in being made to say that it is not the Gould comet. The reason for this belief, put into my mouth by the reports, was that Gould's comet was in the southern celestial hemisphere, while we here, of course, see only the northern celestial hemisphere, and, therefore, Gould's comet could no more be seen than the southern cross. The fact is that the comet is now moving northward in a direct line, and there is strong possibility that this is the comet that Dr. Gould saw. What I did say yesterday was that Dr. Gould cannot in Buenos Ayres see the comet now; it is below his horizon. When he could see it then we couldn't; it was below our horizon."

"Which way is it going?"

"Directly away from the earth and the sun. It is mounting upward in the heavens in almost due northerly direction and at a terrific rate of speed."

"Will it grow brighter?"

"Yes, for some time to come. The nucleus probably did not set last night. The tail certainly did not; and it has been above the horizon all day, but, of course, could not be seen for the sun's glare. It will be seen by any observer as soon as the stars come out clearly, say about 9 P. M. It will remain in sight all night. The actual brightness of the comet is greatly exaggerated by the newspapers."

"How did you learn that?"

"By photographing it. I exposed the sensitive plate to the comet at 3 A. M., and at 3:17 precisely I clapped on the cap. I would have let the rays from the comet rest longer on the plate, but I was afraid that the plate would blacken and destroy the negative. Now, I can get a good image of Capella in one second, and of Jupiter in five seconds. The difficulty of keeping the image of the comet on the sensitive plate was almost insuperable, as you can easily imagine. In taking a photograph of any of the heavenly bodies, the main thing to accomplish first is to make a machine to keep your great telescope and sensitive plate directed steadily toward the object to be photographed. The revolution of the earth on its axis would otherwise carry the telescope and the sensitive plate out of fire, so to speak, as fast as it could be got into position. But this problem becomes doubly difficult in the case of a comet which has not only an apparent motion around the earth, but a decidedly erratic motion of its own, apparently at nearly right angles with the usual motion of the stars and the sun. The machinery by which these difficulties are overcome is so intricate that to describe it in words would be an interminable task. I intend to photograph the comet again to-night."

"How does the comet look in the photograph?"

"The nucleus is a quite sharply-defined dot, and spreading out from it on each side is the coma, somewhat like the wings of a bird. All this comes out very distinctly on the picture, and the fan-shaped tail recedes away into mist. It is about fifteen degrees long, and is probably as long now as it will be. The tail is slightly curved, points away from the sun, and is probably of the same material throughout.

"But for my purposes," continued Dr. Draper, "I don't care whether the comet is old or new. How does it look, and more than all, what is it made of, are the vital questions. Must not that be a peculiar material that can stream out for half this of miles in front of a comet in the same path in which it is going to travel while it moves at such tremendous velocity? If we know the composition of the comet it might go far toward a solution of the problem. By means of the spectroscope I hope to learn some of the elements that enter into the comet's composition. It is surmised that they contain carbon in a state of incandescence. Carbon is known to be in meteorites, and there is little doubt that there is a close relation between meteorites and comets. Schiaparelli, an Italian astronomer, has been observing meteorites closely of late, and he shows as that streams of meteors seemed in certain cases to have an orbit identical with a comet that had disappeared. The spectroscope has shown the existence of carbon in meteorites. Now the result will be, if carbon is found to be in comets, that we shall be forced to the conclusion that the same force, either animate or inanimate, has existed in a comet. Knowledge on the subject is very limited, as the spectroscope was invented since any comet of magnitude has come near enough to be observed. I haven't directed the spectroscope toward the comet yet. Its illuminating power is so small that the lines must necessarily be very faint in the instrument. I anticipate, notwithstanding, some highly important results to the scientific world by the observations yet to be made on the comet."

ROCHESTER, June 25.—Director Swift of the Warner Observatory says the new comet grows smaller and brighter in the nucleus, showing that it is approaching the sun. He thinks it will be visible for several weeks. Great activity is apparent in its head.

Importing Messina Quail.

CINCINNATI, June 25.—The Cuvier Club of this city, an organization composed of wealthy gentlemen taking an interest in field sports, a year ago imported from Messina, Italy, some quail, natives of Africa, but popularly known as the Messina quail, with which it was hoped to stock this section, as they being excellent hardy and quick breeders. They arrived in good condition and were distributed among the members of the club, given some by the extreme cold. Recently the men received the cock have heard in the birds, since in the State of New York and some in Mason. They seem to have spread, and birds as little as a week old walked up with cock, so it had been assumed over the top. Inquiries have large amount of interest in the experiment, and it is confident it will prove to have been more than a success, in which the cave was found has been cultivated a short time the years.

ODD TASTES IN JEWELRY.

LIVE BEETLES IN GOLD BANDS AND CHAINS FOR SHAWL PINS.

Lovely Little Live Green Snakes that Coil Gracefully Around Fair Arms—A Chameleon for a Head Dress—Bugs, Too.

"Here is something new in the way of ornamentation," a salesman in a large up-town jewelry store said, opening a box. Out walked a monster beetle, fully four inches in length. About its body was a solid gold band, locked by a tiny padlock, to which was attached a costly gold chain, about two inches in length, fastened to a pin. The beetle's back glistened in the light, having been treated to a dress of gold, and as it lumbered along its long legs worked together in a curious fashion "It's a shawl pin. You see the pin is used to fasten lace or a shawl, or perhaps worn on the bonnet, the insect crawling around the length of the chain. They are perfectly harmless and not expensive, as they live on air—that is, they have never been seen to eat. This one was brought here to mount, which is a very fine operation, as the legs and antennæ are all so delicate. After all, there is nothing objectionable about them, except the idea of having them crawl over you. They all come from South America, and the only lot now in the city is to be taken to France, where the owner will try to introduce the fashion of wearing them. They cost from ten to fifty dollars, depending entirely on the mounting of the ring. There is nothing cruel about it, as they are bound loosely, and the gold has no effect upon their hard sides."

In Brazil the fashion of wearing beetles is carried to a great extent. A well-known resident has a beetle with a collar of gold which meets at the top, and is there ornamented with a diamond of great value. The insect has a cage, surrounded by the plants among which it lives in its native state, and nothing is neglected to make it as comfortable as possible. But the most popular insect used for an ornament in Brazil is a small phosphorescent beetle. These are often worn fastened in the hair, and as the two phosphorescent or light-giving spots are on the sides of the head, the black insect is, of course, invisible, especially when in the raven locks of the fair Brazilians. Twenty or thirty of these beetles will throw out a light sufficient to read by, and when arranged around the head in a circle, or grouped over the forehead and held in place, the effect is beautiful.

Several years ago a New York lady gave a masquerade ball at her summer house in Newport. The dancing was on the lawn, and the guests were requested to be there half an hour before dark. The hostess wore the costume of night, and in the daylight her black dress, covered with ivy leaves, did not attract special attention, but when she appeared in the gay throng after dark she presented a perfect blaze of light, and was the centre of the admiring and wondering company. Tremulous waves of reddish-yellow flame seemed to move over her entire dress while in a cap on her head gleamed one great fiery star. The cause of this illumination was the phosphorescent light of more than five thousand fire flies. For weeks previous to the ball the designer of the costume had been storing away fire flies, and on the day of the fête they were rapidly put on the dress. As the light-giving spot is on the ventral surface, each one was placed on its back and held down by a fine silver wire, so skillfully caught that it could not turn over or escape, and was not injured. The star was formed of many beetles.

In Jamaica a large beetle, the Lampyris, is used by ladies. Some of the phosphorescent beetles used by them give out lights that have to be seen to be appreciated, and more than twenty different hands are displayed, ranging from many different degrees of light, shade, tint, &c. One, the Pygolampis, has a rich orange color, changing to yellow, flickering in intermittent flashes of light; another, called Photuris, is curious for the gradual increase of light it shows; commencing with a faint reddish hue, it rapidly grows in brilliancy, finally blazing like a torch, a rich green light, and then dying away to reappear again. They attract other light-giving insects, and frequently numbers of lesser lights are seen flitting around them, combining red and yellow lights of the greatest brilliancy. Other uses are made of these beautiful creatures than as ornaments. Travellers have fastened them to their feet and carried them in baskets of wicker to light their way in the dark. Southey mentions this in the following lines in his poem, "Madoc."

She beckoned and descended, and drew out
From under her vest a cage, in form like
It rather might be called, so fine the twigs
Which knit it, where, confined, two fire flies gave
Their lustre.

Snakes have been used as ornaments, the small inoffensive green snakes being the most popular, on account of their beauty and harmless nature. They coil around the arm, clinging on with all the tenacity of their golden, beaswelled imitators that are now so fashionable. Animals, or parts of them, which in their naturally dull and juntes of barbaric splendor, are greatly used in the make-up of fashionable toilets of the present day. Some of the handsomest sleeve buttons and studs are made of polished fish skin—sharks or dogfish being preferred, as they take a fine polish, and closely resemble the fossil coral Favosites, that is also used, and when highly polished the delicate cells that were once the home of the coral polyps are distinctly visible, and as a whole resembles honeycomb.

An exquisite ornament was made of an extremely rare humming bird. The whole bird was hardly larger than one's thumb, and on its breast a single patch of gold was found about an inch in length. The cloak was composed wholly of these patches, and in the sun light must have vied with the golden fleece. The birds are valued at $50 each.

A lady in St. Augustine created a sensation by appearing in public with a chameleon resting on her neck, and held there by a delicate silver chain. This little creature was perfectly tame, and made no attempt to escape; but when touched by other than its owner its throat puffed up and curious waves of color passed over the whole body, ranging from deep green to a dark brown. Shah Boards are used in Egypt by some of the native ladies as ornaments, and lie half concealed in the drapery that overhangs the face. The red-clawed soldier crabs are sometimes used in Mexico as pins, the insect being selected for its stolen form and given a beautiful pearly one, or one that has been plated with gold or silver. Fastened to the lace by a pin and chain, they make unique ornaments.

BOTHERING A TAILOR.

The Victim of Practical Joking—Unauthorized Orders on Postal Cards.

Besides being bothered by callers, S. Parris, a tailor at 145 East Twenty-second street, is the victim of somebody that is sending postal cards to various persons directing them to send to him coffins, electric batteries, and other articles not necessary in a quiet household, the following being some specimens of what is written:

Mr. Jabez, 250 Fourth avenue:

Please send at once a child's coffin (wood immaterial) 4 feet 3 inches in length, the cost not to exceed $10; cannot leave my house. Respectfully,

S. PARRIS, 145 East Twenty-second street.

Dr. De Kraft, 20 West Thirteenth street.

SIR: I am suffering with the quinsies, and as I am not able to go out, I'd like you to send a battery with an operator to my house as soon as possible.

S. PARRIS, 145 East Twenty-second street.

M. Peterson:

Please send at once a million mahogany preferred 4 feet 2 inches, by 2 inch, weighing 61 pounds; cost not to exceed $20. S. PARRIS, 145 East Twenty-second street.

In addition, the tailor has received the following letter:

S. Parris, 145 East Twenty-second street.

SIR: As my physician has recommended buckskin underclothing for my rheumatism, I take you to come to his measure me for them. Please make and buckskin with you also your leopard and a shot iron. Take care of your health this wet weather, and it will bad yourself too. Yours and better take some cod liver oil. Take a cold compress a day is the dose.

How is your wife?

CHAS. MOSAK.

Mr. Parris's neighbors have also received letters asserting that he is a man of bad character, a counterfeiter, a swindler, and that before he came to this country he was a miserable cook in Germany. The writer declares that the police have done been on his track, and will soon run him down. He is a German, has been in this country sixteen years, he says, and has been in his present location for five years. His neighbors say that he is a good citizen and a hard-working man. He thinks the author of the postals and letters is a former neighbor.

Not Legally Liable for a Church Subscription.

KINGSTON, N. Y., June 21.—Two years ago the Methodist church in Lee Centre, N. Y., was finished, and the society was left in debt. Subscriptions were solicited to liquidate the debt, and among those who subscribed was Mrs. Rachel Pratt, who authorized her name to be put down for $100. Soon afterward she died, and her executor was asked to pay the amount of the subscription. This he refused to do, and the society brought suit to recover the same. The case was referred to the Hon. D. M. S. Johnson to hear the facts and report. He has decided in favor of the executor, holding as a question of law that there was no consideration for the subscription, and therefore there was no liability.

Bears in the Shandaken Mountains.

KINGSTON, N. Y., June 21.—The Shandaken Mountains are noted for bears and bear trapping. A few days ago Chas Hummel and Lafrei Osson of Peck Hollow trapped a large bear. The animal dragged the trap for some distance before it was secured. It made a desperate fight before it was killed, and it doubtful as to who owed to attempting to capture the bear alive. On Tuesday last, as James Tuttrand was on his way through the woods, going toward Shokan, he was stopped by a bear, and had no but made for dear life. A stolen horse saved him from being killed. As it was he was pretty roughly handled.

A Southern Theological Term.

From the Oklahoma Echo.

"Gumlog" preachers is a term used in the M. E. Conference to designate a class of unmounted ministers not so community wants. They are "hard sticks," and are generally laid off on some mountain community, where they get a salary ranging from $50 to $200 a year.

EXPELLED FROM NICARAGUA.

The Jesuit Fathers who were Connected with the Outbreak in Leon.

PANAMA, June 16.—The steamer Costa Rica arrived here yesterday, bringing sixteen Jesuit priests, the advanced guard of a strong body who had been expelled from the republic of Nicaragua. The circumstances which led to this exercise of powers are these: In 1870 a number of Jesuit fathers, who had been expelled from Guatemala because they had taken part against the Government in the revolutions of that period, arrived in Corinto. They established themselves in Leon, where they were favorably received by the masses. Their numbers were soon increased by additions from other countries, and their leaders soon saw the advantages of establishing in this country the central camp of their organization in Central America. Matagalpa, a city remote from the capital, situated in the midst of a large Indian population, was selected as the capital of Jesuitism. Here they built a splendid convent, with chapels, cloisters, and cells. The inhabitants received them with open arms, and presented them with a magnificent sugar and coffee estate, which they have continued to work with great success up to the present day, the labor being performed by Indians, who received for their toil masses, confessions, absolutions, &c.

President Cundra, in a message to Congress in 1873, called attention to the presence of these fathers in the country, hinted at their hostility to free institutions, denounced them as dangerous to the peace of the republic, and asked instructions as to the course he should pursue with regard to them. The Congress declined to act, and intimated that the Constitution conferred ample power upon the Executive to deal with all such persons should the necessity arise. At the beginning of this year a curate was sent to take charge of the parish of Matagalpa, who was unfavorable to the Jesuits. The latter stirred up opposition to him and the Government which appointed him, and the result was the Indian revolt of March of this year, which was suppressed by the people of the city and surrounding country at a loss of about a dozen lives and the destruction of much property. Evidence obtained on the spot by a Government Commissioner clearly connected the Jesuits with this outbreak. An order was at once issued for the suppression of the Jesuit monastery at Matagalpa, and the removal of the fathers under guard to Granada.

In the meantime the hostility of the Jesuit fathers in Leon had been aroused against a Government college which was opened there under charge of two professors from Europe, one of whom in an inaugural address had insisted upon free speech and a free press, as necessary to the education of a free people. The anger at this declaration was already great when the news from Matagalpa arrived to increase it to open violence. They declared that their suffering brethren were about to be violently expelled from the country, and called upon the faithful everywhere to resist such an outrage upon religion. On the 8th of May an outbreak occurred in the city, in which 3,000 or 4,000 people resisted the police and the small military force there, and defied the Government. The mob was fired upon and a number of people were killed and wounded. The mob retired to the old convent "La Recollacion," and there barricaded themselves. Forces were sent from Managua, Granada, and Rivas, and the malcontents were forced to disperse only after a display of military force and the threat to bury them under the ruins of their place of refuge and defence.

Such acts against law and order impelled President Zavala to issue a decree expelling the Jesuits from the country, and they are flying in all directions.

LAYING IN FIREWORKS.

A Prospect of a Very Glorious Fourth of July Throughout the Country.

That the Fourth of July is to be very enthusiastically and very generally observed is shown by the statement of the manufacturers of fireworks regarding their sales. The leading manufacturers in this city say that their goods are going to more towns and penetrating further into the remote regions of the West and even of the South than they have done for many years. It is said that almost all the fireworks in this country are manufactured near New York with the exception of firecrackers, in the making of which American mechanical ingenuity has never been able to compete with Chinese cheap labor. The little torpedo is often made by machinery, but still large numbers are made by hand. No striking novelty has been brought out this year, but there is an endless variety of designs for pieces, and there are constantly being discovered new chemical combinations to produce brilliant coloring. Only in large cities outside of New York are there stores devoted exclusively to the sale of fireworks for any considerable portion of the year, and these stores are stocked from New York factories. Usually in the smaller places fireworks are kept for sale only for a short time in June and July, and then by only one or two toy dealers or confectioners. These men multiply their business by establishing sidewalk agencies for the smaller kinds of fireworks.

Mrs. Ossian E. Dodge Seeking to Get Control of her Children.

ST. PAUL, June 25.—Mrs. Dodge, wife of the late Ossian E. Dodge, who has just returned from England, where she went in search of her children, is here to obtain affidavits to be used before the English Court of Chancery in an application there pending permitting her to see her children and eventually to get them in her custody and control. Over one hundred affidavits, it is said, have been taken, the purport of which is to deny the allegations of intemperance made by the late Ossian E. Dodge just before his death, in which he is said to have made out a prima facie case against his wife for unchastity and immoral conduct. In 1875 Mr. Dodge settled a portion of his property on his children, and the reconciliation was effected, and they afterward lived together, apparently happy. Mr. Dodge induced her to sign deeds placing all the property, which was considerable, in his control, and then mysteriously disappeared, taking the children and the property. He went to Ireland, and left the children and property in the hands of friends, with the