

NEWS OF THE WEEK.

The railing supporting the gallery in the People's Theatre, in Youngstown, Ohio, gave way on the evening of the 18th, just as the curtain was about going down, precipitating the occupants to the floor below, a distance of fifteen feet. The people underneath heard the cracking in time to nearly all escape, but Mrs. James Turley was caught by the debris and so badly injured about the head and chest that she may die. Two boys had their arms broken, and many persons received painful injuries. A panic was only averted by the presence of mind of members of the Baldwin Theatre Company, which was playing at the place.

The ice in the Susquehanna river at Wilkesbarre, began to move at five o'clock on the morning of the 22d. At six o'clock it gorged between Plymouth and Nanticoke, and an hour later the water at Wilkesbarre was 18 feet above low water mark. The ice in the Susquehanna at Harrisburg broke on the afternoon of the 22d and began to move down without doing any damage. The river was ten feet above low water mark. The ice at Columbia began to move on the evening of the 22d, but soon afterwards stopped and the river rose slowly. A gorge has formed at Chickies, and another dangerous gorge is indicated at Turkey Hill. The ice broke in the Delaware river at Port Jervis, on the evening of the 22d, with a moderate freshet, and became gorged at Rose's, four miles below. The gorge gradually extended to the upper end of Port Jervis. The ice also broke in the Navesink river, and that river is also gorged, flooding all the lowlands for eight miles up from the mouth to Port Jervis. All the conditions are favorable for a dangerous gorge similar to that of 1875. The river is slowly rising.

Work was resumed at the Reading collieries on the 24th. Many individual colliers are also preparing to resume upon an agreement with their men to pay the same rate of wages as may be established by the Reading Company. It is thought this sudden and extensive revival of activity is likely to be followed by an early reaction, owing to the glutting of the market, and it is reported that already a number of colliers are preparing for temporary suspension, for lack of orders. Furnaces at Lebanon, Cornwall and Columbia, which had gone out of blast because of the scarcity of coal, have resumed operations.

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50th CONGRESS.—First Session.

SENATE. In the United States Senate on the 20th, the bill establishing a bureau of animal industry was reported and placed on the calendar. After an executive session the Senate adjourned. In the U. S. Senate on the 21st, Mr. Sherman from the Finance Committee, reported adversely the bill authorizing the Secretary of the Treasury to overrule and reserve decisions of his subordinate officers in relation to matters of account. The bill was indefinitely postponed. Pending action on the bill to incorporate the Washington Cable Electrical Railway, the Senate went into executive session and when the doors were re-opened adjourned. In the U. S. Senate on the 23d, the bill to license railroad conductors was reported adversely. A bill was reported favorably to aid the Valley Forge celebration. The bill to carry into effect the international convention for the protection of submarine cables was passed. The Senate bill for an international marine conference to secure greater safety for life and property at sea was passed; also the bill to extend the laws of the United States over the unorganized territory south of Kansas, known as "No Man's Land." The Cable Electrical Railway bill for Washington was passed, and the Senate adjourned. In the United States Senate on the 24th, Mr. Cameron, from the Military Committee, reported the House joint resolution for the appointment of a board of three army engineers to examine and report as to the removal of islands, shoals and other obstructions in the Delaware river, between Philadelphia and Camden. A resolution offered by Mr. Callom was adopted, asking information of the President in regard to the prohibition of the importation of American products into France, and what steps, if any, have been taken by our Government to procure the rescinding of such prohibition; also whether correspondence had taken place between the two Governments prior to the President's message of January 12 recommending acceptance of the invitation to take part in the Paris Exposition next year. The bill to incorporate the Nicaragua Canal Company was taken up, and was advocated by Mr. Edmunds. After remarks by Messrs. Hoar, Sherman, Vest and Morgan the bill went over, and the unfinished business was taken up, the bill granting pensions to ex-soldiers and sailors who are incapacitated from the performance of manual labor, and providing for pensions to dependent relatives and deceased soldiers and sailors. Messrs. Manderson and Turpie advocated the bill. Without action the Senate went into executive session and subsequently adjourned. HOUSE. In the House on the 20th, a number of bills and resolutions were introduced and referred under the call of States. Mr. Culberson, of Texas, on behalf of the Judiciary Committee, moved to suspend the rules and pass the floor joint resolution, proposing a constitutional amendment changing the date of inauguration day, and extending the term of Congressmen until April 30th. After debate, the motion failed for want of two-thirds in the affirmative, the yeas being 129, nays 128. The House then adjourned. In the House on the 21st, Mr. Culberson, of Texas, on behalf of the Judiciary Committee, reported a joint resolution proposing an anti-Polygam amendment to the Constitution of the United States. It was placed on the calendar. The bill authorizing the consolidation of certain customs districts was also reported and placed on the calendar. Bills were passed appropriating \$125,000 for a public building at Allentown, and \$100,000 for a public building at Lancaster, in Pennsylvania. The House adjourned. In the House on the 23d, the speaker being absent, S. S. Cox was unanimously elected Speaker pro tempore. Mr. McAdoo, of New Jersey, offered a resolution, which was referred, requesting the President, if not incompatible with the public interests, to send to the House all documents and correspondence between our Government and the Governments of Great Britain and Venezuela, or either of them, in relation to the disputed boundaries between Venezuela and the British colonies. Several bills for the erection of public buildings were passed, among those for the erection of buildings at Allentown and Lancaster, Penna. Adjourned. In the House, on the 24th, the Senate bill to carry into effect the International Convention of March 14th, 1854, for the protection of submarine cables, was passed. The Senate bill to increase the pensions for deafness was reported favorably and placed on the calendar. Some time was spent in Committee of the Whole on private bills. Mr. Cowles, of North Carolina, introduced a bill to repeal the tax on fruit brandy. Mr. Springer, from the Committee on Territories, reported adversely the bills for the admission of North and South Dakota as separate States, and Mr. Baker, of New York, presented a minority report on the same measure. Adjourned. NEVER place a picture or a bit of decoration where it does not serve some artistic purpose. If a picture is intended to be seen in a strong light do not put it in an obscure corner, and, on the other hand, if it be painted in a high-color key, do not bring it within the direct influence of a brilliant sunburst.

Courting for the Captain.

There was probably no more youthful bearer of a colonel's commission in the civil war than myself. Born in a family of soldiers, educated and drilled from infancy as a soldier, I gained high rank as a boy, and was able to perform its duties to the satisfaction of my superiors. But, aside from duty, I was "larky" as any young college chap in the world. A box of goods, made by the kind hands of loyal women, reached my regiment through the United States Christian Commission. The quartermaster who superintended distribution of the comforts brought me, one evening, a note he had found pinned on a pair of woolen stockings. Some fun-loving girl wrote that she would, through charity, correspond with the soldier receiving those foot coverings. The latter was signed Dolly Miller, and the post-office address was given. I took the slip of paper, and, when the quartermaster had departed, indited a note in the best style to the young lady. The name at the end, though, was not my own, but that of Captain T. B. Reid, in command of one of my companies. A fine fellow, handsome, brave, and young, was Reid, — a great favorite also with the ladies. He won his rank by gallant service, and was a soldier all through. Though he could always keep his end up in conversation, yet his early education had been neglected; he wrote a villainous fist, and all his ideas froze up before they reached the point of his pen. I added a V to the initials of my comrade so as to identify the answer (if one came) when it reached the adjutant's tent, where all mail matters were delivered. Three weeks after there was a note for Captain T. B. V. Reid from a town in Ohio. Of course the scree was delivered into my hands. A very sweet, modest, little letter it was; the contents told that some girl chum had written the original and signed Miss Dolly Miller's name thereto; but the real young lady said that "the letter she received was so gentlemanly in tone, so interesting in contents, that she, patriotic in the extreme would carry out the promise made in her behalf, and if Captain Reid could find amusement or pleasure in corresponding with her, she was willing to do what she could to cheer him in his duties and dangers." Of course I answered and "spread myself." No fool's letter would do for this bright, honest Miss Dolly, and, being flattered by her high estimate of my early work, I "put in my best ticks." It was not long before letters came and went by each mail. I was really interested in the true, kindly maiden I had never met, and had it not been "for the girl I left behind me," might have explained my first deception and gone in for myself. As it was I felt rather conscience-stricken when I found to what extent my gush and romance had taken hold on the dear young lady's feelings. But I kept it up all the same. As I "piled up the agony" on the miseries of a soldier's life, and gave utterance to a longing for some tender, loving woman to reconcile me to the world and its trials, Miss Dolly's letters became more and more affectionate and suggestive. She wrote that she was an orphan, had considerable money in her own right, and that she could love a brave soldier and honest gentleman such as she conceived Captain Reid to be from the tone of his letters. I sent her Reid's photograph, taken from my album, and received her own in return. A very sweet, innocent, confiding face it was; good girl written in every feature. Reid spied it soon after I placed it among my collection, and he admitted it hugely. I did not hint that it had really been sent to him, but I felt more ashamed than ever. Still I continued the correspondence, and, forced to reply in kind, I dare say that I wrote many words that conveyed great affection, and used much language that could easily be construed into almost direct proposals of marriage; though these were always qualified by remarks showing how unwilling I was, or would be, to bring a young wife to share the privations and hardships of a life in the field. This interchange of words, growing continually more tender, was kept up until after the capture of Mobile; then my regiment was sent to a point on the Mississippi river. During the stirring times of action and the confusion of change of station, our letters were, in many cases, miscarried or failed to reach us. I had not heard from Miss Dolly for nearly six weeks, and earnestly hoped she had dropped the correspondence, for it had grown entirely too warm for my comfort and peace of mind under the circumstances. One day it happened—as things coincident do happen in this world—that I was sitting in the provost marshal's office at the landing when a large steamboat came down the river. It stopped at port, as all boats had to, in compliance with military orders. I saw several passengers land, among them a lady. These were left standing on the levee while their passes and baggage underwent examination. In a few moments the lieutenant commanding the provost guard came to me. "Colonel, there is a young lady here asking for Captain Reid, of your regiment." Of course I was all attention and activity in a moment. I never doubted but that it was one of Reid's sisters (I knew he had several) who had foolishly come to pay him a visit. I was sorry for it, because our camps were no place for a lady, and there were rather strict orders against her admission. I buttoned up my coat, gave my cap a cant over my right ear, and made my way toward the lovely damsel, who stood among most uncongenial surroundings. "Thunder and Maral! I recognized Dolly Miller (from her likeness in the photograph sent me) the moment I laid my eyes upon her. Here was a fix—of my own manufacture, too. How was I to get rid of her?"

REID'S LETTERS.

I went forward and introduced myself, with all the courtesy of which I was possessed, as Captain Reid's colonel and his friend. I had mentioned myself in some of the letters I had written, purporting to come from T. B. V. R., and a blushing look of pleasure came over the girl's face. "Captain Reid has often written of you, colonel, and while I fully expected to find him here to meet me, I am glad he sent a substitute I can feel in some way acquainted with." "Did Captain Reid expect you?" "Why, certainly. I wrote him three weeks ago that if certain matters did not change for the better I would come to join him here, in spite of all the discomforts he so vividly pictured. The matters did happen. I was tormented out of my life by my guardian and his son. The latter wished me to marry him in order to secure the fortune now due me, that has for ten years been in his father's hands." "I know, colonel, that you are aware of my correspondence with Captain Reid, and I determined to trust my future with him of whom I knew little, rather than tempt fate with one I could not like, of whom I knew everything, and all to his discredit." "I had to have time for thought and plans." "Miss?—Miller,—thank you. Well, Miss Miller, I know that the captain never received your letter. We have been busy at Mobile and have just arrived here; have had no mail for fully twenty days. Our camp is all in confusion as yet, and there is much to be arranged. Will you try and content yourself for an hour or two while I go to camp and notify Captain Reid?" "She consented to wait; the postmaster's private office was given up to her. It was a pretty but distressed face I left behind me as I rode off, considerably worried about my own part and penalty in the affair." "I went straight to camp, sent for Reid and there was a full hour's confab, a good deal of hard swearing on his part, and a power of persuasion on my own before the matter was settled." "I knew the captain well. He had money, a good heart and no entanglement. He was calculated to make a loving husband for any woman. I put the case strongly to him. Here was an honest but unsophisticated maiden, with money of her own, ready to become his wife. I had saved him all the trouble of courtship, won his bride for him and had her safely housed and waiting." "What more could he want? Would he be so ungrateful as to let all my earnest endeavors on his behalf go for nothing?" "Besides, he had always vowed he was in love with the girl, though he had never seen her picture." "My eloquence gained him over even as my literary skill had secured the lady. I exhibited all her letters, told, so nearly as I could, the contents of those I had written her, and before two hours I led my gallant comrade to his happy, willing sweetheart." "That evening they were married by the chaplain of the — Massachusetts." "Reid at once tendered his resignation, and was given leave of absence pending its acceptance. The next morning our young couple took a boat for Cincinnati." "Mr. and Mrs. T. B. Reid (no V in the name now) are happy, rich and contented in Wisconsin. I hear from them often, but neither has ever given me a hint that any explanations have taken place between them regarding their wooing by correspondence." "So my lark in that line turned out O. K. for all parties, but it might have been a terrible matter for every one concerned. I have never since been interested in any courtships but my own, and in these I learn how serious such things are."

BECOMING A WRITER.

The Initial Experiences of P. Marion Crawford, the Novelist. "I had not the slightest intention of writing a novel; in fact, I did not think I could write one until I wrote 'Mr. Isaacs.' Lord Beaconsfield was accustomed to say that it is the unexpected that always happens. It is an accident that makes or mars a man's destiny. Had I not succeeded in my newspaper enterprise in India, 'Mr. Isaacs' would not have been written. Native of the land of song, my first idea was to become a singer. I tried to fit myself for a musical career. My teacher at length told me that I was wasting my time and money; that nature had not given me a voice suitable for the public stage. I accepted his decision as final and next tried journalism." "Your 'East Indian experience'?" "Yes; when I returned from the East, my uncle, Sam Ward, was in Rome, and became greatly interested in my adventures out there. He said I could turn them to account in a novel. I laughed at the idea, for I was on the point of becoming a professor of classical philology. My uncle insisted, until at last, just to please him, I wrote a novel founded on my Oriental adventures and called it 'Mr. Isaacs.'" "Of course it was accepted at once?" "Indeed, it was not; I sent the manuscript to Macmillan & Co., London. Weeks and months passed away, and not hearing from them I thought it was forgotten, when one day I received a letter from the publishers, offering to publish the novel upon the usual royalty of ten per cent. I gladly accepted the offer. 'Mr. Isaacs' was published, and—"

A Pointer for Street Car Men.

The gripmen and conductors of cable cars adopt a novel means of keeping their feet and legs warm during the cold weather. A thick layer of paper is wrapped around the foot underneath the sock, and an ordinary paper foot sack, open at both ends, is slipped up to the knees, next to the skin.