

A GREAT FRESHET.

THE MONONGAHELA RIVER RISES A FOOT AN HOUR—PEOPLE SEEKING THE HILLS FOR SAFETY.

PITTSBURG, Pa., July 11.—The freshet in the Monongahela river is almost unprecedented, and great damage has been done to the river craft and property all along the river from the headwaters to this city. The suddenness of the rise took the river men entirely unawares, and they were not prepared when the great volume of water burst upon them. Millions of feet of lumber, scores of coal craft, fences, outhouses and coal tips have been floating down the swift current for the last 18 hours. The river at this point is still rising, with 21 feet 9 inches on the marks at 9 o'clock, but it is reported as stationary, with 45 feet, at Greensboro, a hundred miles above this city. At every point between Greensboro and Pittsburg the lowlands are under water and the residents have been compelled to live in the upper stories of their houses, and in some cases to seek the hills for safety. Many had not time to remove their goods, as the water rose at the rate of a foot an hour, and at Greensboro 23 feet of a rise was recorded in less than 24 hours. The damage to property cannot be estimated at present, but it will reach away up into the thousands.

A solitary barge, which broke away yesterday, caused over \$5000 damage, and this is but one little item. So far but one life has been reported lost, that of a man named George Getter, who was struck by a part of cable and instantly killed. The scene along the river front this morning was one of great excitement. The banks were lined with people, watching the debris as it was swept down the swift current. The river and coal men were on the alert, fearing that their craft would be torn from its moorings, and as fast as the cable would snap in twain it would be replaced by another. Occasionally a floating boat, barge or tippie would strike one of the piers of the Smithfield street bridge, and with a loud, grating sound sink from view. Again, the helpless craft would pass the bridges in safety and continue on its journey to Cincinnati. The greatest damage to river craft occurred between 1:30 o'clock this morning and daylight. Shortly before 2 o'clock a large number of barges belonging to Jenkins & Co., came down the river from the second pool and struck the Smithfield street bridge, the barges turning end over end, and breasting the towboat Barnard in against the steamer Jacobs.

Later the steamer George Wood broke her moorings, above the Tenth street bridge, and came drifting down the river, but was finally caught and towed to a safe harbor. The ropes that held the half-sunken Cincinnati wharf boat, which the owners had been struggling for 12 hours to save, parted about this time, and the cumbersome craft was quickly swept away. A few minutes later a lot of O'Neill's barges and 26 pieces, belonging to Joseph Walton & Co., were cut from their moorings and carried down stream.

Williamsburg, Beck's Run, portions of McKeesport, California, Monongahela City, Belle Vernon, Brownsville, Fayette City and other towns along the river are reported partly submerged this morning. The water in some places is above the first floor of the houses, while piles of lumber, timbers and drift in many cases are jammed against the doors and windows. At various points along the lines of the Pittsburg, Virginia and Charleston and Ohio Railroads the tracks are under water, and great difficulty is experienced in running trains.

About 11 o'clock a saw mill, including all machinery, passed down the river. It was swept from Belle Vernon, Pa., 60 miles south of this city, and was owned by Captain Cox, who valued it at \$7000. Early this morning a man with a wagon and team of horses attempted to cross the Ohio river, below Saw Mill run, on a flat. When in the middle of the river he lost control of the flat, and it was carried down the stream. It is not known whether the man was rescued or not.

The latest estimates of the damage put the total loss at over a million of dollars.

At McKeesport all the mills are closed, and hundreds are homeless and destitute. The Chariters natural gas main, crossing the river at that point, was broken during the night, and an immense pressure of gas forced into the air. Mr. Knight, the watchman of the Pittsburg, McKeesport and Youghiogheny Railroad, crossed the trestle at Salsburg a short time after and his lantern ignited, the gas causing a tremendous explosion. Knight was fatally burned and the bridge set on fire, but the flames were extinguished before it was destroyed.

A despatch from California says: During the highest point of the flood, the long trestle works of the Pittsburg, Virginia and Charleston Railroad spanning Pike Run creek turned over from one end to the other, submerging the Western Union telegraph wires. Mr. Laird, the section boss, was on it at the time, but he escaped without injury.

The county bridge spanning the creek just below the trestle was lifted from its abutments and drifted ashore. An effort will be made to drop it back as the river recedes. The damage to gardens and crops and to property along the river cannot be estimated. Two passenger trains are now blocked at this place. The damage to the railway company and the inconvenience to the business men and traveling public will be great, as it will be at least ten days before the trestle over Pike run can be rebuilt.

Not less than 50 bridges are gone in Marion, Harrison, Taylor, Wetzel, Wood, Wirt, Ritchie, Lewis and adjoining counties, and hundreds of houses have been swept away or are badly damaged. In Taylor county the loss is \$250,000, in Harrison as much more, in Wood county, \$100,000, and in like proportion all through the flooded districts.

The Damage in West Virginia. WHEELING, W. Va., July 11.—The

rise in the Valley river at Grafton yesterday morning from the rains of the past two days was unprecedented, and the result to the lumber interests of this section is disastrous. At about 3 o'clock yesterday morning the Valley river boom, in which thousands of logs had lodged, gave way, carrying destruction in its path.

The pluing mill of Morgan & Magill was swept away, as was the Fetterman bridge about two miles below this town. At 7 o'clock the river had risen fully 20 feet, and was 29 feet in the channel. It was momentarily feared that the railroad bridge at Grafton would be swept away, which would have resulted had the water risen a foot higher. Several buildings including saw mills, etc., were washed down the river and were crushed to atoms when they struck the strong iron railroad bridge here.

A large number of dwelling houses in South Grafton and West Grafton were flooded to a depth of ten or fifteen feet, and the losses are severe. Michael Barrett lost a kiln of brick valued at \$2500; G. W. Curtin & Co., loss in logs, etc., about \$4000 to \$5000; Blatchley & Co., pump factory, about \$12,000 to \$15,000. The Grafton and Greenbrier Railroad is completely flooded and trains delayed. It is thought their loss will not be heavy.

The flood, so far, is more disastrous to Grafton than the fire of a year ago, and the loss to this town and section will not fall far short of \$250,000. The damage at Rowlesburg will reach \$125,000. Seventeen houses, one saw mill, one planing mill, one Pullman patent iron railroad bridge are washed away. Five families have lost all that they possessed, while a majority of our people are heavy losers.

In addition to washing away the Little Kanawha bridge at Parkersburg, the flood has done other severe havoc. All the Baltimore and Ohio trains are stopped from the east. Two tunnels between Parkersburg and Grafton are caved in. The new Zanesville and Ohio Road is reported to be badly damaged. The Ohio River Road was damaged to some extent below Parkersburg. Great losses of ties and timber are reported. The destruction of property all along the Little Kanawha and Ohio rivers is greater than in 1884, when the great flood came.

The farms are flooded, and hundreds of acres of growing crops and harvested grain are deluged. Millions of feet of timber are afloat in the swift current going to destruction. The loss in the vicinity will be \$15,000, and in this and adjoining counties will be more than \$100,000. Every stream is out of its banks. Numbers of families have had to move to higher ground. A family, named White, had retired last night, when the flood reached their home, coming to nearly the top of the bed covering before they got out.

A later despatch from Wheeling says: From reports received from the flooded district of West Virginia, it looks as if the money loss by Monday's rains would reach nearly \$2,000,000. At least three lives have been lost. The water is now falling rapidly at all points, and it is becoming possible to get detailed reports from small towns and villages in the mountains.

NEWS OF THE WEEK.

—By the spreading of rails on a trestle 10 miles west of Cameron, Missouri, on the evening of the 8th, a Chicago, Rock Island and Pacific construction train with 17 men on board was precipitated to the ground at a distance of 30 feet. Richard Jones and Engineer Wilcox were killed, and Brakeman Cummings fatally injured.

—Heavy rains in Western Pennsylvania, on the 9th, did considerable damage to growing crops. It is thought that at least 25 per cent. of the apples and pears were beaten from the trees. Two children named Morris were drowned in Butler county. A violent storm visited the section between Parkersburg, West Virginia, and Athens, Ohio, on the 7th, and caused a great deal of damage to houses and crops. John Thompson, a farmer, was killed by lightning, and Howard James was drowned while trying to ford a swollen stream. A wind and hail storm, followed by rain, passed near Montpelier, Indiana, on the evening of the 7th. The corn crop was badly damaged.

—A battle occurred at Laurel Fork Meeting House, in Whitley county, Tennessee, on the morning of the 8th, between the Rose and Fuston factions. After the shooting had ceased it was found that Ewell Lawson and his son John, aged 13, belonging to the Rose faction, were dead, and that three of the Fuston boys, Tom, John and Enos, and John Porter, belonging to the other side, were badly wounded. A dozen of others, whose names could not be learned, were slightly wounded. On the South Mountain, near Carlisle, Penna., on the morning of the 10th, Isaac Fishel's hogs got into the corn field of a neighbor, named Krysher. Fishel's children went to drive the animals out, when Mrs. Krysher ran after them with a gun and shot one of them dead. Mrs. Fishel going to the rescue of her children, the Kryshers beat her in the head with a hoe, inflicting fatal injuries. The bodies of a man and woman, with their heads crushed, were found on the morning of the 10th in the river at Louisville, Kentucky. Each had a heavy stone tied to the ankles. Their is no clew to their identity.

—While Frank S. Livermore, his wife and child, of Brattleboro, Vermont, were being taken to South Londerderry Railroad station by his father, Austin Livermore, on the 10th, the horse ran away, and the wagon was overturned, killing the child and probably fatally injuring the senior Livermore. Mrs. Livermore is thought to be injured internally, but may recover. Her husband escaped, but with severe bruises.

—Farmers along the line of the Lake Erie and Western Railroad in Indiana are alarmed over the appearance of Texas fever among the cattle. A carload of Texas cattle passed over the road a few days ago and several of the animals died and were buried in Tipton county. Since then a number of valuable cattle have died in the neighborhood.

—The rains in Central Illinois have

caused heavy damages. In Douglas county it is stated that about 20,000 acres of corn are under water, and that the oat crop is so badly damaged that it will scarcely pay to cut. At Decatur, Oakland, Champaign, Monticello, Lewiston, Paxton and Verona wheat and oats were badly damaged. At Tolono nearly a quarter of the town is flooded and a number of the farms in the surrounding country are wholly or partially destroyed.

—A slight earthquake shock was felt in Frederick Maryland, on the morning of the 10th. Three distinct vibrations, lasting several seconds, were felt, and a low rumbling sound was heard.

—Timothy Sullivan, aged 60 years, and Mrs. Kate Young, aged 45, quarreled some time ago in New York, and remained enemies. On the afternoon of the 11th, Mrs. Young was about to enter a house while Sullivan was sitting on the stoop. She accused him of obstructing the entrance, and they came to blows. The woman gave Sullivan a push that sent him headlong down the steps into a street, where he fell. A truck was driving by, and the wheels passed over Sullivan's chest, crushing him to death. Mrs. Young was arrested and so was the truck driver. Miss Hattie de Baun, aged 18, was shot and fatally wounded by her aunt, Mrs. Mary Junkins, at Tecumseh, Indiana, on the evening of the 9th.

The de Bauns and Junkins have not been on friendly terms for several years. On the evening of the 9th, Miss de Baun went to the Junkins orchard with two other girls to get some apples. Mrs. Junkins ordered them away, and during a parley of words, Mrs. Junkins's 14-year-old boy ran out with a musket, which Mrs. Junkins took and fired at the girl, inflicting fatal wounds. Mrs. Junkins gave herself up. She is 33 years old. Dennis McCarthy, a variety actor, shot, and it is feared, fatally wounded his wife at their boarding-house in Buffalo, New York, on the 11th. Jealousy is supposed to have been the cause of the shooting. Joseph H. Chase, colored, convicted of manslaughter in having caused the death of Professor E. A. Paul, of the City High School in Washington, was on the 11th sentenced to 30 days' imprisonment and payment of a fine of \$200. Professor Paul was riding a bicycle on one side of the street near his own house, when he was run over by Chase, who was riding a spirited horse and leading another. The application for a new trial for Henry Evert, the wife-murderer, has been denied by Chancellor McGill, of Jersey City, New Jersey. Ebert is to be hanged on the 18th inst.

—Clifford Phinney, a brakeman on the Brooklyn Elevated Railroad, was shot and probably fatally wounded at his home in Brooklyn on the evening of the 10th. He said two burglars entered his room, and while he was grappling with one he was shot by the other. The robbers afterwards escaped, and a large amount of Phinney's property is missing. The police have failed to find any evidence of the burglars gaining an entrance to the premises, and are inclined to doubt the truth of Phinney's statement. Detectives are trying to unravel the mystery.

—The fire in Alpena, Michigan, on the evening of the 11th, destroyed over 200 buildings and rendered 1339 persons homeless. The loss will exceed \$200,000. Mrs. Ann McLean lost her life and three other women were badly burned.

—Passengers who arrived in Pittsfield, Massachusetts, from the West, on the evening of the 12th, report that a cyclone on the 11th, created terrible devastation between Pittsfield and Albany, "sweeping a clean path from the State line to East Chatham, leveling three paper mills and many houses, barns, etc." It is supposed there has been some loss of life, but it is impossible to obtain particulars. A despatch from Monongahela and its tributaries are again falling into their natural channels. From Pittsburg to the mountains of Randolph county West Virginia, towns have been inundated, boats sunk, crops damaged and families obliged to go to the hills for shelter. The losses are estimated at \$3,000,000. A despatch from Oswego, New York, says the wind blew sixty miles an hour on the lake on the evening of the 11th, and sent vessels scudding for shelter in all directions. The rainfall was very heavy. Much anxiety is felt for the steam yacht Mary Stewart, of Rochester, which left for St. Lawrence a few hours before the storm broke. Several sailors were swept over the eastern part of Oswego county, doing considerable damage to crops. During a heavy storm at Boston on the evening of the 11th nearly a dozen yachts, large and small, were sunk, and several persons sleeping in them were drowned. Many trees were blown down, obstructing travel. The two-masted schooner Fawn, with coal for Boston, is ashore at Quick's Hole, and full of water. A large number of yachts, fishing boats and other small craft were driven ashore on the Massachusetts coast during the storm on the 12th.

—The smoker, mail, baggage and express cars and two passenger coaches of an express train going south broke through a trestle bridge two miles south of Orange Court House, Virginia, shortly before 2 o'clock on the morning of the 12th. The engine followed the other cars. Two sleepers remained on the trestle. Two persons were killed and about twenty-five injured, four or five dangerously. The trestle was 48 feet high, and "was known to be weak." The railroad company was having it filled in. At the time of the disaster the train was crossing at a speed of six miles an hour. A later despatch says that three more dead bodies have been found in the wreck, making the number of killed eight. It is feared that several others were drowned in the swollen creek under the trestle bridge.

—The wife and five-year-old son of William D. Levy were overtaken by a forest fire near Barker's Mills, Michigan, on the 11th, and burned to death.

—Mr. Randall continued to improve during the morning of the 13th, and his physicians and family expected a speedy recovery. The family have received messages of sympathy from all parts of the country, and in such numbers that individual acknowledgment has been impossible. They express through the press "their cordial thanks for the touching evidences they have experienced of the public and private respect felt for the sick man." In the evening Mr. Randall had a relapse, two or three slight hemorrhages occurring and causing some anxiety. A despatch dated 12:30 on the morning of the 14th says Mr. Randall had had four hemorrhages and lost 16 ounces of blood. It was doubted whether he would be able to withstand a recurrence of the attack.

—A. M. Bruce, while traveling to his home at Wirt, Iowa, from Mount Ayr, on the 12th, was attacked by four highwaymen. He was shot in the abdomen and fatally wounded, and then robbed of nearly \$2000.

—The post-office at Concord, Massachusetts, was robbed of money and stamps to the amount of \$1000 on the evening of the 12th.

—Lafin & Rand's powder factory near Cressona, Penna., blew up on the afternoon of the 13th, killing three men, George Gilman, Charles Reed and Henry Birch. The shock of the explosion was felt for a distance of ten miles.

—An explosion occurred in the Stirling colliery at Shamokin, Penna., on the morning of the 13th, by which Anthony Rudski, Joseph Ciarnac, Joseph Flory and an unknown driver were terribly burned. It is doubtful if the two first named will recover. The mine, which is badly damaged, is owned by the Reading Coal and Iron Company.

—While Mrs. James Crusan and her 9-year-old daughter, Annie, were gathering coal on the Pennsylvania Railroad track near Latrobe, Pa., on the 13th, they were struck by a train and killed. Mrs. Crusan was the mother of six small children.

—At Red River, Kentucky, on the evening of the 10th, Harvey Pike shot and killed a man named Everhard, a timber buyer from Philadelphia, and Mira Haskins, and then committed suicide. Pike was engaged to be married to Miss Haskins and was jealous of Everhard, who was attentive to the girl. Everhard and Miss Haskins were out walking together when the tragedy occurred. Ebenezer Stanyard, who killed his sweet-heart, Alice Hancock, in Youngstown, Ohio, in 1887, was hanged in the penitentiary annex in Columbus at 1 o'clock on the morning of the 13th.

—A despatch from Wheeling, West Virginia, says the citizens' committee that visited the district devastated by the floods, found 125 families, aggregating over 500 persons, suffering and in need of the necessities of life. The country through Northern Chateaugay, New York, was visited by a cyclone on the evening of the 11th. Buildings and fences were blown down and trees uprooted. A man and boy were killed at Westville and Archibald McCoy was severely injured at Chateaugay.

50th CONGRESS.—First Session SENATE.

In the U. S. Senate on the 9th, the bill to amend the Inter-State Commerce Act was considered and passed. After an executive session the Senate adjourned.

In the U. S. Senate on the 10th, 19 pension bills were reported adversely and indefinitely postponed. About an equal number were reported favorably and placed on the calendar. Mr. Sherman offered a resolution, which was adopted, directing the Finance Committee to inquire into and report such measures as it may deem expedient to control or prohibit trusts. Mr. Vest introduced a bill to amend the act for the punishment of postal crimes. He said the act for the same purpose passed by the Senate last month was intended to prohibit a species of blackmail, collecting agencies using an envelope endorsed "bad debt." The same agencies had since resorted to the use of a transparent envelope showing the enclosure legibly. This bill was intended to stop that evasion of the law. Mr. Hoar then spoke for four hours in opposition to the Fisheries treaty. A conference report on the District of Columbia appropriation bill was agreed to, and the Senate adjourned.

In the U. S. Senate on the 11th, the conference on the Post Office Appropriation bill presented a report. No agreement had been reached on the subsidy clause. After debate it was decided—28 to 16—to insist on the subsidy amendment. The Seacoast Defence bill was considered, pending which the Senate adjourned.

In the U. S. Senate on the 12th, a resolution to print extra copies of the report of the Committee on Pensions in the case of seven vetoed pension bills gave rise to a political debate. Finally the matter went over. Mr. George spoke in favor of the ratification of the Fisheries treaty. The Fortification bill was postponed until after the passage of the Army Appropriation bill. Senate bill was passed to give \$5000 to Mrs. Sarah L. Larimer for important services rendered to the military authorities in Wyoming in 1864, by giving information of hostile purposes of Sioux Indians. The bill referring to the Court of Claims the claims of Government workmen under the eight-hour law was considered, pending which the Senate adjourned.

In the U. S. Senate on the 13th, Mr. George completed his speech, begun on Thursday, in favor of the Fisheries Treaty. Mr. Dolph spoke in opposition to the treaty. Mr. Pugh gave notice that he would speak on the same subject on the 10th. A bill was passed for the appointment of three police matrons by the Commissioners of the District of Columbia, at a salary of \$600 per annum, whose duties shall be to search, examine and care for female prisoners and take charge of lost and abandoned children. House bill appropriating \$50,000 for a public building at Brownsville, Texas, was reported and placed on the calendar. Ad-

HOUSE.

In the House, on the 9th, Mr. Adams, of Illinois, offered a resolution, which was referred to the Committee on Rules, directing the Committee on Manufactures to investigate trusts, and make immediate separate reports, with or without recommendation, of the evidence taken by it in regard to the Sugar and Standard Oil trusts. The Tariff bill was considered in Committee of the Whole, and the amendments offered by the Republicans being rejected. An amendment offered by Mr. Mills was adopted, making the duty on molasses, testing not above 55 degrees, 2½ cents per gallon. The tobacco paragraph was left open for future action. Pending a motion to strike out the starch provision the House adjourned.

In the House, on the 10th, the Tariff bill was resumed and the pending amendment, one by Mr. Nutting, of New York, to restore the existing duty on rice flour and rice meal was agreed to at 15 per cent. ad valorem. Amendments restoring the existing duties on raisins, cotton fabrics, flax, hemp and jute yarns, etc., were rejected. Mr. Phelps moved to increase from 25 to 40 per cent. ad valorem, the duty on flax and linen thread, twine and pack thread and manufactures of flax. Pending a vote, the committee rose and a recess was taken. The evening session was devoted to the consideration of a bill granting the right of way to railroads through Indian reservations.

In the House on the 11th, a conference was ordered on the Land Forfeiture bill. Mr. Hatch reported disagreement on the Agricultural Appropriation bill, the point of disagreement being the Senate amendment appropriating \$100,000 for sorghum sugar experiments. Mr. Ryan moved concurrence in the Senate amendment. The motion was agreed to—126 to 96—and the bill was passed. The conference report on the District of Columbia Appropriation bill was agreed to. The Tariff bill was resumed in Committee of the Whole. The pending amendment, offered by Mr. Phelps, of New Jersey, fixing at 40 per cent. ad valorem the duty on flax or linen thread and all manufactures of flax was rejected. An amendment, offered by Mr. Beckridge, of Arkansas, was adopted, changing the rate of duty on bags and bagging from 15 per cent. ad valorem to ½ of a cent per pound. Amendments making the duty on manufactures of hemp or manilla, not enumerated, 40 per cent., instead of 25 were rejected. The section relating to wools and woolen manufactures being reached, it was read entire without objection. Mr. Caswell, of Wisconsin, offered an amendment to the wool sections, substituting the schedule of 1867. The committee rose and a recess was then. The Census bill was considered in the evening session and passed. Ad-

In the House, on the 13th, Mr. Ford, of Michigan, from the Committee on Military Affairs, reported back his resolution for the appointment of a special committee to investigate alleged evasion of the Contract Labor law, and it was agreed to. The Tariff bill was resumed in Committee of the Whole, it being agreed that no vote should be taken on the pending wool question today. After much debate the committee rose. An evening session was held for the consideration of private pension bills. Adjourned.

In the House, on the 13th, Mr. Blount, of Georgia, submitted the conference report on the Post-office Appropriation bill. An agreement was reached on all the amendments except that known as the subsidy amendment. The report was agreed to, and then Mr. Bingham, of Pennsylvania, moved to concur in the subsidy amendment, with an amendment reducing the appropriation from \$800,000 to \$450,000, authorizing the Postmaster General to increase the mail facilities between the United States and Central and South America, Japan, China, the Sandwich Islands and Australasia, and providing that American ships carrying the mails shall be allowed four times the rate of compensation they now receive. After a long debate, without action, the House took a recess. The evening session was for the consideration of private pension bills. Adjourned.

THE WHITE CZAR'S LAND.

An American Traveler's Impressions of Russia.

When, a few weeks ago in New York, I determined to visit Russia, and called upon some acquaintances for information on the subject I was to investigate, I was told that my trip would certainly be one of great pleasure and supreme delight; that the stories concerning the despotism in Russia were false; that I need have no fear of dungeon horrors and Siberia, and that I should proceed with the same deliberation and uninterrupted I would traverse any other portion of the continent. At London my English friends looked aghast, and declared that I took my life in my hands when I entered Russia, and remonstrated against it. The English know more of the country, the customs and the alleged laws, I find, than the Americans; but being more excitable and prejudiced, they are less likely to do justice to the subject. The English have said and done so much against Russia that, as a general rule, they do not receive the few civilities and privileges granted strangers.

I thought it quite exacting to have my passport vided by the Russian minister at Washington, or the consul at the point where I entered the country, before I could see Russian soil, when a passport, plain and simple, is required in no other country a man visits in all Europe; but when I learned that even the natives of Russia must take out a passport every year and have it regularly vided by the local offices before they are exempt from contempt of the emperor, I concluded that strangers were quite as well favored as the czar's own subjects. The object in requiring natives to have passports is revenue, while aliens are put to this trouble and expense for the purpose of inducing them to stay out of Russia. All Russians must be naturalized if they remain in the country, and their pas-

ports, which cost them ten roubles a year (about \$4.50), is evidence of their naturalization.

At the frontier the stranger encounters little in the forms different from other countries. The modes of inspecting baggage and withstanding personal scrutiny do not vary greatly from the usual. But as everything in Russia is distinctly Russian, and therefore exceedingly strange, the most experienced traveler is possessed of a sense of concern, if not fear. The three popular points of departure for Russia land one on the frontier at night. The place is small, and the station swarms with Russian officers, big, bruly fellows, with swarthy, unintelligent faces covered with long, flowing beards, and all dressed in the most elaborate uniforms. There is a clanking of swords, a rattle of spurs, a din of voices and a rushing hither and thither that is appalling. Timid women traveling alone have been overcome with fear or lost their heads in this bustle.

The gendarme in charge is the first officer who approaches the incoter. This is the highest ranking military official, and he takes up the passports. He is arrayed like a Napoleon—a broad topped cap of red, white and black; dark green frock coat, trimmed with white and decked with brass epaulettes weighing pounds; a huge belt and a sword, which is hung to strike the ground at every step and rattle like musketry; pantaloons with a deep white stripe and tucked in knee top boots; spurs of enormous proportions, and a revolver of sufficient size to gun for a buffalo. The passports and documents disappear in the direction of the office of the Russian consul, where the documents are examined.

On the heels of this diplomatic officer comes the customs lackey, who, without ceremony, or invitation, pick up the satchels, bags and bundles, exclaim in Russian, "Custom house!" and put out. The traveler follows. He finds his trunks already on the counters inside the station, and if they are unlocked they are open and the contents are being dumped on the floor. The terror of the Russian government is printed matter. Every newspaper, circular or book found is taken out and sent to the gendarme and the consul. If anything about free government, free schools, or other free institutions, criticism of Russia or her form of government is found it is retained; and should it appear among the possibilities that the bearer has any design upon the Russian way of doing things he or she is detained for examination. It does not appear in history or tradition that persons "detained" have ever proven their missions clear. They simply have been heard of no more.

Trains entering or emerging from Russia do not pretend to respect their time card, for the reason that they are often detained on the fronties. Two hours are always taken, however, being the time required for examining baggage and passports, long or short. On this occasion the train was light and the baggage was soon inspected. But the passengers were not permitted to resume their place in the train. As soon as they escaped the customs officers they were led into the adjoining restaurant, men, women and children, where were all classes of people in every condition. All outer doors were locked, and were guarded by officers. Timid, delicate women hovered in the corners and waited for the end of the two hours, while half intoxicated Russians crowded about, smoking nasty cigars or drinking steaming tea at the tables. In all the multitude of Greeks, Slays, Persians, Swedes, Russians, Germans, not an English voice was heard; and seldom did one see a man who could interpret even a sign. The women were more ready and bright and divined the wishes of travelers more readily.

Finally a Russian rushed like mad from the station and began ringing a bell. There was commotion inside. The bell ringer moved up and down the long platform and made much unnecessary noise. The doors were unlocked and the passengers passed out, an officer being ready to see that each parcel bore the stamp of the custom house. An hour and a half of unnecessary, disagreeable waiting made one appreciate the atmosphere, chilly even in August. Just before the train started a jingle of spurs and sabers was heard and two gendarmes appeared. They entered the carriages and handed out the passengers. Each passport bore a simple and short signature—that of the consul or governor—and the seal of the officer. Two or three passengers did not receive their passports because the documents were not vided and they were obliged to remain and explain. As the train rolled on from the frontier toward Warsaw and St. Petersburg the proverb, "The gates of Russia are wide to those who enter, but narrow to those who go out," lingered in my mind.

A Gentleman's Salutations.

A gentleman walking with a lady in the street raises his hat to those persons whom she salutes in passing, though they may be strangers to him. When escorting a lady across a drawing room a gentleman bows, but does not speak, to those whom his companion salutes.

A gentleman raises his hat to a lady when he meets in a hall or corridor, provided it is not a public thoroughfare; but he does so without allowing his gaze to rest upon her.

When driving, a man's hands may be too much occupied to permit of touching the hat; in that case a cordial bow will satisfy the most exacting acquaintance; as the reason is obvious. When in the saddle a gentleman may lift his hat or touch the brim with his whip, as he prefers.

An establishment for testing dynamos and electrical appliances generally has recently been inaugurated at Vienna in connection with the Industrial Museum of that city. A provisional scale of charges has already been published, and in this the fee for a complete test of a dynamo is put down at from \$1 to \$5, according to the size of the machine, while the rates for photometric tests of the candle power and efficiency of arc and glow lamps range from \$1 to \$5.