

Erin Good Bye.—Two Thousand People Leaving Ireland in a Week.

Judging from its present appearance, the tide of emigration to America this year promises to be greater, or at least equal to any that has taken place for many years back. That is indicated not only by the numbers that embark at Queenstown but also by the thousands that come over from Liverpool in the outward-bound steamers, which, in consequence, have but limited accommodation when they arrive in Cork harbor. To make up for the deficiency, additional steamers are brought into requisition, notwithstanding which, large numbers are still left behind in Queenstown. The Cunard steamer *Abyssinia* sailed from Queenstown yesterday, after embarking 200 passengers there, leaving 100 behind. The Inman steamer *City of Antwerp* also left for New York yesterday, having on board a full complement of passengers, leaving hundreds behind for want of accommodation. A large number of people were awaiting the arrival of the Allen steamer *Peruvian* which was to sail for Halifax. The Guion company will dispatch a steamer to-day, and one on Saturday. The new steamer *Adriatic*, of the White Star Line, is to start to-morrow, besides, which, an ordinary boat from the Inman line and an extra one of the Cunard line will sail, and will surely be fully freighted. The ordinary steamer of the National line sails to-day. Hundreds of intending emigrants, of all ages, from children in arms up to men and women of sixty, arrive daily by the Great Southern and Western railway, and thence betake themselves to the Cork and Queenstown railway station, without much delay, each one appearing anxious to out-run his neighbor, so as to be first at his destination if possible. At the railway stations an almost continual scene of confusion prevails throughout the day, between booking and the removal of luggage at the arrivals and departures of the trains. In Queenstown the emigration offices are regularly besieged. Some of the managers are obliged to keep their doors closed at intervals to admit of their transacting business, without being continually molested for application for tickets and births. The people generally appear to be of the family class and in good circumstances. They are principally from the counties of Tipperary, Limerick, and the north of this county. They are, almost without exception, comfortably clad, and even the fair sex patronize the fashions to an extent, in some cases, really surprising. It is a matter of astonishment to a good many that such people should be at all leaving the country, but of course it is to be presumed that they do so for reasons best known to themselves. With those already shipped during the week, and the others who will have left up to Saturday, the numbers might safely be put down at 2,000 at least, for the present week.—*Cork Examiner*.

The "Nuisance of the Day."

The New York *Times* regards the New York rough as the "nuisance of the day," and remarks that the "trail of that particularly undesirable reptile renders practically useless the many attractive places for healthful recreation with which the city is surrounded.

"No excursion steambat leaves this city without its freight of shoulder-hitters, and the sort of female congenial to them. These persons insult decent passengers either openly or directly, or, to an extent hardly less endurable, by their drunkenness and their obscene conversation. He invades the quiet and pleasant retreat within easy distance of the city. He converts Hoboken and Staten Island into a pandemonium on Sundays, and is always liable to be met with in force at either locality on any other day of the week.

"As a remedy for all this, it is suggested that steambat captains employ the police to prevent any disreputable person from entering their boats, in order to prevent what might be a pleasant excursion from falling into a scene of riot and debauchery. * * * Let him be made to understand that he is not to be permitted to sully the pleasures of decent people, and we shall soon find that the natural advantages for health and relaxation offered by the suburbs and waters of New York will no longer be neglected."

Road Agents.

Highwaymen have literally ridden rough shod over the mountains, through the gulches and across the plains

of California, ever since and before it was a State. Here was their harvest home, affording them at different periods, an undisturbed field of operations. First, the Territory, immense in extent, and sparsely settled, enabled them to waylay and rob the luckless traveler with impunity. Again, the thousands of traders and miners and expressmen, who came down from the mountains to the low lands and cities, were fat geese to be plucked. For years they nearly all had greater or less quantities of gold dust, which fact was invariably known to the sharpers who followed and fleeced them most mercilessly. These fellows whom Mark Twain first dubbed as "Road Agents," are the veriest renegades and rascals in existence. Many of them first drew breath in the purlieus of St. Giles, or the Five Points, some are "ticket of leave men," hailing from New South Wales, while not a few graduated from the classic precincts of San Quentin. During the last three years or more, these Road Agents have received several severe lessons. Emboldened by success, and escaping detection after taking desperate chances, they commenced attacking stages laden with moneyed passengers, and plenty of the *oro* stowed away in the boxes of the express messengers. Stimulated by liberal rewards, the highway freebooters were generally either captured or killed on the spot while making resistance. A few escaped from the State, and quite a number are at present serving out their time in the Penitentiary. Still there is left as their successors as reckless a band of ruffians as ever went unhung.—*Oakland Transcript*.

SHOPPING.

Persons in limited circumstances are always tempted to buy cheap fabrics. If a calico at ten cents a yard looks about as well as one at twelve or fifteen cents, the prudent purchaser will often think it economy to choose the low-priced goods. As it is low-priced, she may indulge in a yard or two more for ruffles or bias folds, flattering herself that cheap ornamentation is an equivalent for fine quality. This mistake may be seen permeating the entire wardrobe of many quite sensible people.—The result is simply this—they never have anything of really good quality, are always shabby, and always buying. — We say again, what has been reiterated in this column—none but rich people can afford to buy poor goods. A day or two since, a clergyman remarked in our hearing, "My last suit of clothes cost me \$60, and I wore it five years, and it looked well to the last; this one cost me \$65, and it will last me for five years to come." Suppose he had bought, instead, broadcloth of inferior quality, with linings and trimmings to match, and the making up corresponding with the price; in one year his black would be brown, his facings worn, and the whole "seedy," with no other way to do than to buy another outfit or go shabby. The same process of reasoning applies to muslins, to dress goods of all sorts, to carpets and table linen. We grudge the time we see women spend in making up muslins of low grade for underclothing. There are so many stitches in a shirt! And when it lasts one year instead of two, as it should, there is just twice as much work done as need to be. Better make three shirts of New York mills, or Wamsuita, or Williamsville, or Tuscarora, than six of a lower grade of muslin. Just so in flannels. A 50 cent all wool Shaker flannel will wear two or three times as long as your flimsy cotton and wool stuff a few pennies cheaper. Especially in a family of children, fabrics should be chosen for service, that when made up they may descend from one child to another, thus saving the mother time to stitch into her brain a little embroidery of thought and culture.

In selecting fabrics it is well to think what secondary purpose they may serve when they have accomplished the immediate object for which they were procured. Some garments may have as many lives as a cat, and transmigrate from one form to another till they reach that *summum bonum* of Hindoo felicity—that blankness—of white paper, or that final apotheosis of woolen fabric—a rag carpet. But whatever we buy of dress goods, do let us be content to wear it in simplicity, and not cut and slash and twist and torture it into every conceivable shape that ever haunted the crazy brain of an insane fashion inventor. Westward agape on Broadway at the toilettes displayed there, and grow ineffectually weary at thought of the endless ruffles and bias folds and bows and fringes, and deformed panniers, the scallops and flounces and overskirts, the infinite toggery that goes to make up the toilette of a Broadway belle. What will these women do with the ready-made clothing that the saints above wear? One or two rules with regard to shopping may not be out of place. *First*: Have a list of articles to be purchased made out in black and white. By this means you will be saved from sudden temptation to buy what is not really necessary, and forget nothing that you require. *Second*: Deal only with merchants in whose business integrity you can confide. *Third*: In the long run one always does better to buy at one

and the same place than to run about for purpose of hunting up bargains. A regular customer can often get favors denied to an occasional purchaser. *Fourth*: Never buy what you don't want, simply because it is cheap.—*N. Y. Tribune*.

An Event of the Age.

One of the most remarkable events of the age we live in is now taking place in Peru. For two years past work has been progressing in the giant struggle of enterprise to gain the mastery of the Titan Andean chain. Last July work was commenced on the eastern terminus of the Lima and Oroya Railroad, which is being constructed under a contract for 27,000,000 soles by Harry Meiggs. This road, which commences virtually at Callao, on the coast, is destined to cross an altitude of over 15,000 feet and terminate at Oroya, a little Indian town, at an altitude of 12,200 feet. Old Californians are prominent in all these new works. Jesse L. Wetmore, Esq., who was well known in this city during the "flush" times as a contractor, has assumed the great responsibility of superintending the construction from Oroya westward. The Inca Indians, commonly known in that country as "Cholos," are employed, being the only ones who can successfully operate at such high altitudes, where the rarity of the atmosphere prevents those who have been raised in lower places from working. The head camp and centre for supplies is now at Yauli, a small mining town, at about 14,500 feet altitude. Eighteen miles of *terreplein*, or grading, have been finished, and this month the work of making a tunnel through the crest of the Andes has begun. It will be worked from both ends, with a force of 1,500 Indians engaged on it and in the vicinity. The tunnel will be 3,000 feet in length, and elevated above the sea higher than the summit of Mont Blanc. In an air line it is distant from the western terminus on the Pacific Coast only about sixty miles. The gradient is for the most part two hundred and eleven feet to the mile, or what is there called a four per cent grade. Many expedients have been adopted in order to surmount the great engineering difficulties and to so lengthen the road to the best advantage for the purpose of continually gaining altitude. At one point above San Bartolome, about forty-two miles from Callao, it has been necessary to resort to a V—which is simply a turn table and switch, whence the road takes an up grade in reverse direction for several miles, and again returns, forming in its course almost a figure 8. The difficulty experienced in working at the eastern end may be at once comprehended when it is remembered that the mule trail, by which all tools and provisions, with the exception of what may be obtained in the interior, passes over an altitude of 16,500 feet amid a cluster of peaks covered with perpetual snow. It is hoped by this road to develop the mineral wealth of the Cordilleras, which consists of silver ore. Coal has also been discovered in the vicinity of Oroya and Yauli, which must eventually prove a valuable resource in a country which is totally destitute of timber. With the exception of some coal, which is rudely taken out and transported on the backs of llamas to the principal camps, at a cost of \$20 per ton, nothing can be obtained for fuel excepting dried turf, "buffalo chips" (25 cents a sack), and dried llama dung. The latter is preserved by the ton for use in rude smelting at the mines. Thousands of sacks have been bought up for the railroad work, for burning lime, which abounds in that vicinity, etc. Such items as these will enable those who are unacquainted with the peculiarities of the country to appreciate the fact that this work, which has been begun, is one of the great events of the present age.—*Alta California*.

GOOD ADVICE TO YOUNG MECHANICS.

Mr. Thomas Hawksley, President of the British Institution of Civil Engineers, has just delivered his first address from the presidential chair. Young engineers among your readers may appreciate the following nine maxims ending with an epigram which has a wholesome point. Mr. Hawksley remarks, "To the students, then, I would say: 1—Of all things, don't attempt too much. 2—Keep up and augment your knowledge of mathematics and the applied sciences, especially of those sciences which are most needed in that walk of the profession which you have selected for your own path; but, again I say, do not attempt too high a flight, for if you do you will never become a practical man. 3—Do not let your French grow rusty, and acquire German, if your leisure and aptitude are sufficient for the purpose: because your future avocations may be in countries in which these languages are either habitually spoken or in considerable use. 4—Acquire in the office, and by the study of esteemed works, a knowledge of form and design. 5—But bearing in mind that you will never become a practical engineer on theory alone, take every opportunity which presents itself of becoming apt in surveying and levelling, and in the methods employed in the setting out of work; learn the uses and application of tools; make yourselves able to distinguish a good material from a bad material, good workmanship from bad workmanship, sound ground

from treacherous ground, good puddle from bad puddle, good mortar from bad mortar, and a good workman from a bad workman. This knowledge is not to be obtained in a school, a college, or an office, and cannot be learned from books. 6—Make yourselves acquainted with every description of plant, and all the appliances and contrivances which an experienced contractor employs for the purpose of rendering a paper design into a substantial construction. 7—Keep brief treatises on geology and chemistry always on hand, for some acquaintance with these sciences cognate to engineering is, in the present day, almost essential. 8—Practice as much as possible the art of mental computation, for this will give you the means of almost intuitively arriving at determinations on questions of cost, and of at once seizing on the best of several alternate plans or methods. 9—Be not afraid of soiling your hands or dirtying your boots, but be in every other respect—in thought, feeling and conduct—a gentleman."

How to Construct a Fashionable Lady.

Take ninety pounds of flesh and bones—but chiefly bones—wash clean, bore holes in the ears and cut off the small toes; bend the back to correspond with the Grecian bend, the Boston dip, the kangaroo droop, the Saratoga slope, or the bullfrog break, as the taste inclines; then add three yards of linen, one hundred yards of ruffles, and seventy-five yards of edging, eighteen yards of dimity, one pair silk cotton hose, with patent hip attachments, one pair of false calves, six yards of flannel, embroidered, one pair of balmoral boots with heels three inches high, four pounds of whalebone in strips, seventeen hundred and sixty yards of steel wire, three-quarters of a mile of tape, ten pounds of raw cotton or two wire hemispheres, one wire basket to hold a bushel, four copies of a New York paper (triple sheet), one hundred and fifty yards of silk or other dress goods, five hundred yards of point lace, fourteen hundred yards fringe and other trimmings, twelve gross of buttons, one box pearl powder, one saucer of carmine and a hare's foot, one bushel of false hair frizzled and fretted *a la maniaque*, one bundle Japanese switches, with rats, mice and other vermin; one peck of hairpins, one lace handkerchief, nine inches square, with patent holder. Perfume with otto of roses, or sprinkle with nine drops of the "Blessed Baby" or "West End." Stuff the head with fashionable novels, ball tickets, play bills and wedding cards, some scandal, a great deal of lost time and a very little sage; add a half grain of common sense, three scruples of religion and a modicum of modesty, season with vanity and affectation and folly; garnish with earrings, finger-rings, breastpins, chains, bracelets, feathers and flowers to suit the taste; pearls and diamonds may be thrown in if you have them; if not, taste and pinchbeck from the dollar store will do.

Whirl all around in a fashionable circle, and stew by gaslight for six hours.

Great care should be taken that the thing is not overdone.

If it does not rise sufficiently add more copies of a New York paper.

This dish is highly ornamental, and will do to put at the head of your table on grand occasions, but it is not suitable for every day use at home, being very expensive and indigestible. It sometimes gives men the heartburn, and causes them to break, and is certain death to children.

If you have not the ingredients at hand, you can buy the article ready made in any of our large cities—if you have money enough.—*Ec*.

Fifteen years ago President Buchanan said, in a message to Congress,

"Ever since the origin of our government we have been employed in negotiating treaties with Great Britain, and afterward in discussing their true intent and meaning."

A choral association, forming in Danbury, wants somebody to lead them. The *News* says:

"The people who live next door to where they rehearse are equally anxious for somebody to lead them, and the further he leads them the better will these outraged people feel."

The origin of the custom of distributing gloves at funerals is uncertain. Dr. Doran suggests that they were given originally as a challenge from the doctor defying all who should dare say that he committed murder contrary to the rules of art.

Chief Justice Chase is said to be the best scholar that has ever presided over the Supreme Court. As a Latin scholar he is not surpassed by any man in the profession. While he was Governor of Ohio he read through the Greek Testament during his first term. He reads French as readily as English. He can translate "Faust" into his own strong and vigorous tongue; and reads Italian and Spanish like the natives of those sunny lands. While he is not a poet he is fond of "Evenings with the Poets," and has a high appreciation of Chaucer, Shakespeare, Milton, Dante, Goethe and others. He has made some good translations of the Latin poets for his own amusement. In mathematics he is a worthy pupil of Euclid. He is, in the broadest sense, an elegant and accomplished scholar.