

give way to a most passionate and expansive burst of joy. The surgeon thought for a moment that his poor patient had lost his reason.

"Senor! senor!" exclaimed Benito. "Blessed be God! A thousand blessings on you! Senor, I am a poor unfortunate fellow, but I wish I had the treasures of the Indies to reward you for such a benefit."

"But, man, have you taken leave of your senses?" exclaimed the surgeon. "Do you mean to tell me that you rejoice because I cannot save your eye? You are making game of me!"

"No, senor; no, senor," answered the conscript; "but do you not see that now I shall go home?"

(Concluded in our next.)

WESTPORT NOTES AND COMMENTS.

(BY "OLD IDENTITY.")

February 14, 1887.

ANNUAL ELECTION OF SCHOOL COMMITTEE.

At the annual meeting of St. Canice's Church congregation for the purpose of electing a school committee, the following gentlemen were appointed to manage the affairs of St. Canice's School for the ensuing twelve months:—Father Walshe (*ex officio*), Messrs. Organ, P. Kelly, J. J. Daly, T. Gallagher, T. James, and M. Quane. The annual report and balance-sheet, which, I am proud to say, showed a prosperous state of affairs, were read and adopted. Votes of thanks were passed to the secretary (Mr. Organ), and the teaching staff.

MISS KNIGHT'S SUCCESSOR.

Miss Heffernan, of Dunedin, I understand, has been appointed mistress of St. Canice's school, *vice* Miss Knight, resigned.

HONOUR TO WHOM HONOUR IS DUE.

I am requested to state that John Kennedy, of whom I made mention in my last as having most creditably passed the Junior Civil Service Examination, was for some time a pupil of Mr. Regan's, master of St. Canice's, evening class. All the more praise is due the young man when the fact is made known that he availed himself of the necessary tuition by walking a distance of eight miles (each way), to enable him to secure the honours above-mentioned.

THE LATE STORM.

The long spell of three months' sunshine weather was broken the week before last, when it rained in torrents and blew a hurricane. Much damage was done in this district, the principal of which were the large ships along the Westport-Reefton road, completely blocking wheeled traffic. About fifty men have now been engaged clearing away, and it is expected to take a fortnight yet before the mail coach will be able to resume its running on the road. The damage to the Westport-Reefton road alone will amount to £500, not including injury to Mountain Creek bridge (on the Addison's-Charlton road), and other damage to county roads and bridges of minor detail. The storm was the heaviest felt in the district for years past. Trees were uprooted, fences blown down, houses unroofed, and the telegraph wires down both between Westport and Reefton and Westport and Charleston, telegraphic communication being interrupted for three days.

WESTPORT HARBOUR WORKS.

The tender of Messrs. McLean and Son, of Wellington, has been accepted for the Buller Bridge. The contract price is £13,794 15s 6d, and the bridge is to be completed in 13 months. The contract was, I am informed, signed last week, therefore an early commencement with this important work is looked for. There were eleven other tenders received for the bridge. The following is a summary of the Harbour Board Engineer's report upon the works, presented at the fortnightly meeting of the Board held on Thursday last:—"The low level line is completed, and in eight or ten days they will be prepared to take up stone. Breakages in cranes are reported, but the Engineer does not recommend any more small cranes being obtained, pending the result of orders for the 20-ton cranes. The plate-layers have been too busy with the low-level line to lay the road for an additional crane in the Granite Quarry, consequently the output is not increased. In the Limestone Quarry stripping is being carried on, and three cranes are at work. The scour of the river has made the water very deep in front of the Breakwater, which increases the quantity of stone required, and makes the progress correspondingly slow. The Breakwater is now 870 feet long. If the Board wish the railway to connect with the bridge to proceed without waiting for the construction of the bridge, the Engineer recommends that it be let by contract in one piece, except the rail laying and ballasting. The Dredger is erected on the barge, and is being tested in the lagoon. Plans for extending the wharf 376 feet, at an approximate cost of £6000, are being prepared. To fit the wharf for coal-loading it must be provided with hydraulic cranes and trucks which can be lifted over the ship's hold, involving a further considerable expenditure. The cost of extending the staiths 200 feet and to provide it with storage for 150 tons, would be about £4500. The Board is advised to await the completion of the hydraulic lifting cranes at Greymouth before deciding on the relative advantages of the staiths as against the hydraulic cranes. The Engineer recommended calling tenders for the erection of 20 cent tip-trucks. He reported against the Gangers being paid for holidays. In regard to the many applications for employment, the Engineer reports that the time has arrived to put men off and not to take on. The punts will be tendered for when they are required.

SHIPPING CHANGES.

The Union S. S. Co. took over the Westport Coal Company's steam colliers—the Orawaiti, Kawatiri, and Wareatea—on the 1st inst.

For general debility and prostration Hop Bitters (American Co.'s) will do wonders. Prove it by trial. See

AMERICAN HUMOUR.

A PRETTY New York female thief disguised herself as a man, and the detectives were unable to find her because she had schooled herself to pass a millinery store without stopping to peep in the window.

During the cholera epidemic in Nashville, Tenn., the late Dr. Bowling attended an old blind negro, who eked out an existence by playing the flute at the street corners. He recovered, and with a heart overflowing with gratitude he took his flute and sat under the doctor's bedroom window and played it the whole night long.

"Who are the benefactors of the human race?" thundered the lecturer, as he brought his hand down upon the desk with a thump that made a water spout rise out of the pitcher; "who are the benefactors of the human race, I ask?"

"I guess I'm one of 'em," said a little squint-eyed man, rising in a back seat.

The lecturer was rather taken aback, but after a pause he managed to inquire:

"And what have you done—built a railroad?"

"No, sir, I've invented a bed-bug poison."

The lecturer smiled a sickly smile and the audience roared with laughter.

"Do you stay at home evenings?" asked a lady of a new girl she was engaging.

"Oh, yes'm. In every evening in the week except Sundays and Mondays, Tuesdays, and Wednesdays, and Thursdays and Fridays. Thank goodness, I'm no gad about."

She was not engaged.

"Say, Mister Conductor, I wish you'd let this train halt up a bit, we mus' be a gwine ten miles an hour, an' hits pow'ful danjus."

"At the present time," said the conductor, calmly taking out his gold chronometer, "at the present time we are going precisely forty-five miles an hour."

"F-f-forty-f-f-five?"

"Oh, that's nothing," said the conductor, "pretty soon we will be making fifty-five."

"F-f-fifty-five! Jewallikens! Le' me off! Le' me off, say!"

"Let you off—why?"

"Why—why? Well, wunst I heerd the keers was a carrolin' this'n way, an' they sid the track, an' ole Miss Jones whut lived next door to we'uns had her foot broke."

"Oh," said the conductor, "that was a——"

Just here the cars banged up against a freight train, and my Arkansas friend involuntarily left his seat and stood on his head in the aisle. Neither he nor anyone else was hurt; but he came scowling up to the conductor, gritted his teeth, and said—

"I kin whup yo'!"

"What for?"

"Fur that accident, b'gosh."

"Accident! Accident! Why, my friend, this is Albany. We always stop this way in big cities, Al-ba-ny!"

"What pretty children you have," said the new minister to the proud mother of three little ones. "Ah, my little dear," said he, as he took a little girl of five on his lap, "are you the oldest of the family?"

"No, ma'am," responded the little miss with the accuracy of childhood, "my pa's older'n me.—*St. Paul Herald.*"

Two tons of coal were dumped almost simultaneously yesterday in front of two lawyers' offices in Griswold-street, and one of the lawyers was speedily visited by a young man who solicited the job of bringing up the coal.

"How much?" was the cautious inquiry.

"Fifty cents."

"Too much."

"Well, say thirty-five."

At this figure he was set to work, but when he came up with the last basketful the lawyer said:

"See here, Mister, I've had a dozen offers since you began work to have that coal brought up for a quarter. Your figure is too high."

"I knew you'd say that," replied the man, "and so——"

"You'll make it a quarter?"

"And so, I've brought you up almost half the other pile to make things even!"

The lawyer looked out and saw that it was a fact, and he cheerfully handed over the the price agreed upon.

WELLS' HAIR BALSAM.—If grey, restores to original colour. An elegant dressing, softens and beautifies. No oil nor grease. A Tonic Restorative. Stops hair coming out; strengthens, cleanses, heals scalp.

Says *London Life*: "Lord Londonderry proved himself a true leader of men in a grand gallop with the Meath hounds. . . . His Excellency's great liberality of hand and heart, his personal prowess, and his frank cordiality are winning favour for him daily in Ireland in spite of demagogic diatribes." Whereupon the *Springfield Republican* drily comments: "This has been the trouble all along; the English leaders of men sent to Ireland have been too often followers of hounds."

Cincinnati has a lady engineer, probably the first and only one in this country. Her name is Miss Mary S. Brennan, and she is matron of a young ladies' seminary. There had been much trouble with the heating apparatus, when she took the matter in hand, studied up the science of steam-heating, introduced many improvements; then went before the board of inspectors and, after passing a first-class examination, received her license.