

A TALE OF SOUTH SEAS.

Romantic Affair with a Disagreeable Legal Ending.

Sumner Princess Married to a New Yorker Sued by Her Uncle Who Gets Judgment for \$5,000.

A tale of the South seas which deeply interested the romantic in New York and Brooklyn at the time has seen its conclusion in Samoa recently. Word has reached New York city that Consul General Churchill, of Apia, Samoa, has given a decision in favor of David Stout Parker, an uncle of Princess Harriet of Samoa, who is now Mrs. Harriet Burdick, of Brooklyn, happy in her American home, but astonished at the fortunes of law. The decree against the Samoan princess amounts to \$5,000. Many years ago, as the story goes, a Yankee skipper and a German nobleman visited Apia and there fell in love and married two princesses. The German disappeared in a search for wealth and promised his wife that when he secured it he would send for her and their child. The mother died and Harriet was adopted by her Uncle Parker, the skipper, whose wife had also died, leaving him childless. Parker had become wealthy. He adopted Harriet and sent her to Brooklyn to be educated. There she met Edouard Bourdois and became betrothed. He promised to follow her to Samoa when she went home and he kept his word. But Bourdois and Parker did not agree and thereupon Harriet ran away and married Bourdois. Then Parker learned that Bourdois was well-to-do and he invited the young pair to return and re-celebrate their marriage. Again a quarrel occurred and Bourdois and his wife returned to this country.

Parker had given his niece two notes of \$2,000 each as part of a marriage gift and she sued him to recover the value of them. He set up a counterclaim of \$50,000 for libel and defamation of character. The case for Princess Harriet was conducted by Cernow & Coyer, of New York city, taking the testimony of the plaintiff before Judge Benedict. This testimony was sent to Samoa and Mr. Caruthers, an English barrister, was employed by Parker.

The case was finally heard on August 10. The plaintiff not being present, a judgment by default was asked, but denied. The testimony of Mr. and Mrs. Bourdois was then read and finally judgment was given in Parker's favor for \$5,000.

Mr. Bourdois, as well as his counsel, was surprised at the verdict, but the latter said in explanation: "Mrs. Bourdois had papers signed by the uncle that made her case as solid as anything I have ever taken hold of and I cannot understand how judgment could have been given against her. As yet I have not received full report of the trial and I do not understand all that has taken place. I have not yet been able to see my clients."

Mr. Bourdois is not at present in business. His father is a stock broker.

ONE MISSING AFTER A COUNT.

Olson Roused from Bed to Find an Even Dozen of Children.

A policeman from the West Chicago avenue station pounded vigorously upon the door of John Olson's house, 32 Temple street, at ten o'clock the other night, and, after much delay, Mr. Olson appeared as a second-story window, attired in white.

"There is a little girl up at the Sheffield avenue station," said the policeman, "who says her name is Olson, and that she lives at 32 Temple street."

"Mistake," said Olson. "Ours is all here."

"But she says she lives here, and she says her father is John Olson. That's you."

Mrs. Olson here appeared.

"I counted nine of 'em," she remarked, "and I'm sure they and the rest is all in bed."

"We'll go and look," said Mr. Olson.

One by one they counted the curly heads. There were only 11. One was missing.

"It's Janie," commented Mr. Olson. "She's gone."

An hour earlier A. Georges, 701 Belmont avenue, picked up the little girl near his house. She said she had been away since afternoon and was lost.

Mr. Olson put on his clothes and about midnight he arrived at the Sheffield avenue police station and got Janie.

SELLS HER HUSBAND.

St. Louis Woman Parts with Her Liege Lord for \$4,000.

According to the St. Louis Post-Dispatch John A. Truitt, a conductor of the Northern Central electric street car line, was sold by his wife for \$4,000 to a woman who declares that she loves the man more than his wife does. The deal was the sequel to the following remarkable statement made to Mrs. Truitt by a Mrs. Stephens, who lives in this city with her father:

"Mrs. Truitt, I love your husband and I want him. I have traveled the world over and he is the first man I ever loved. I will give you \$4,000 cash for him if you will give him up."

Truitt, who is the father of four children, seems to agree to the deal.

It is stated that last Tuesday Mrs. Truitt, knowing that her husband loved another, attempted to take her life by swallowing a big dose of morphine.

Hungarian Gypsies Illiterate. Hungary, as is well known, is the chief home of the gypsies. According to the published results of the last census undertaken by the government there are 185,000 gypsies in that country. Two-thirds of the members of the various tribes are without names and only about 8,000 can read or write.

Statistics of Wrecks. The average weekly loss of vessels on the seas throughout the world is 12.

RAILWAY LIFE-SAVER.

Wonderful Little Contrivance That Will Prevent Accidents.

Substantial Expenses Reminded of Train Orders and Told Where to Stop—Will Prevent Collisions.

A very ingenious and valuable contrivance for the saving of life by preventing railroad accidents through carelessness of trainmen has been invented. The machine has just stood a very severe test on the Great Northern railroad, after having been previously operated successfully on the St. Paul & Duluth road. Practical railroad men in this section have given strong endorsements to the device after seeing its work. The object of the device is to provide an accurate and reliable reminder signal and distance indicator for locomotives, by means of which engineers are prevented from forgetting their train orders as to stopping or meeting points. The mechanism is simply but positively connected with the forward trucks of the engine, thereby accurately measuring the distance traveled, the dial, placed in front of the engineer, showing correctly the distance traveled. Above the smaller of the two dials are placed 15 triggers or dogs, pivoted at equal distances around the center. When the engineer receives his orders he sets one or more of these triggers to a point one mile short of the distance to be traveled before reaching stopping place. The mileage indicator, on reaching such point, releases the trigger, which starts a signal whistle blowing. This continues to blow for one-quarter of a mile, promptly warning the engineer of the near approach to stopping place. If the engineer is inattentive and fails to stop when this last mile has been run over, the machine sets the air brake and stops the train for him. A train similarly equipped coming in the opposite direction would be stopped in the same manner and a collision prevented. The device can be made to run forward or backward. For foggy or stormy weather, or for dark nights, the device is considered especially valuable for ordinary road use, although its life-saving feature was the point at first sought for by Mr. Wallace.

After a trial on the St. Paul & Duluth, and repeated trials on the Fergus Falls division of the Great Northern, the new invention was given an unusual test on the recent trip of President J. Hill to the coast and back. For this trip the new scheme of one engine, No. 663, with Engineer John Kilbane for the entire trip, was tried, and the new life-saving device was on the engine. For the 1,820 miles to Seattle on the Great Northern, 197 to Portland on the Northern Pacific, 450 to Spokane on the Oregon Railway and Navigation company and through Montana back to St. Paul, the new device measured all distances with accuracy and by other tests completely demonstrated its ability to do all claimed for it. President Hill has approved it with considerable enthusiasm, as have other officials on his road. During the past few months this new device has been used successfully on over 7,000 miles of road. A peculiar feature of the test is the fact that it has been made with the inventor's working model.

WHITE HOUSE SPIDERS EVICTED.

Pests Driven from the Presidential Mansion by Fire Engines.

The white house has been relieved of a plague of spiders. Early pedestrians in the vicinity of the executive mansion heard the humming and saw the movements of a fire engine in the white house grounds the other morning. The presumption was that firemen were engaged in putting out a blaze, but this was erroneous.

For months the spiders—big, little, old and young—have been making their nests on the ceilings of the big portico in front of the white house. They have raised families and increased their population to such an extent that their webs practically covered the ceiling and all convenient corners and crevices. They had laid in a large supply of winter provisions, consisting of flies, mosquitoes and other insects, and were congratulating themselves on the cozy time they would have this winter.

Expectation, however, was not realization. The white house authorities did not like the bad looks of the ceiling. They arranged with an engine company to clean the portico by playing a stream over the ceiling and columns. This was done early the other morning, and now the ceiling and columns look white and clean. The bodies of the spiders, some big, vicious looking fellows, are lying all around.

ANOTHER RAILWAY PROJECTED.

Canadian Promise to Develop the Roseland (R. C.) Mines.

It is announced that the Canadian Pacific Railway company intend, without delay, to extend their railway into Roseland, B. C., and that capital that is closely identified with the railroad company have partly completed arrangements for the erection of a large smelter on Columbia river, which will treat the Roseland ores practically at cost, and that the shipping mines will be connected with the smelter by an aerial tramway. The Canadian Pacific also proposes adopting similar methods in the Slooan country. This action will reduce the cost of treating ores in the Roseland district about one-half and enable a large number of low-grade properties now idle to be profitably developed, thus providing immense tonnage for the railway company.

Temperature of the Cucumbers.

The temperature of the cucumber is one degree below that of the surrounding atmosphere. It is, therefore, apparent that the expression "cool as a cucumber" is scientifically correct.

NO EVIDENCE OF CANNIBALISM.

Lieut. Peary Talks of His Recent Trip to Cape Sabine.

The New York Herald prints an interview with Lieut. Peary, in which he says: "I found no evidence of cannibalism at Camp Clay, on Cape Sabine. I have said this repeatedly. I didn't look for proofs or indications or evidence of anything which would again open this terrible episode of arctic adventure. I did not go to Camp Sabine to obtain proof that the men with Greeley had their natural feelings overcome by the agonies of starvation."

"It seems to me, however, that this talk of cannibalism is unnecessarily revived. I think that it has been conceded that the tragedy of Camp Sabine forced the men into conditions which could not have existed under other circumstances. It seems to me that the violation of the laws of nature would have been to have the living to perish when their existence might have been sustained by the 'food' which was put before them. It would be, it seems to me, only a matter for the individual to decide—whether he would partake of the dead or die."

"It would be different if lots were drawn and the unfortunate being made the victim of the lust of appetite of his living murderers. Nothing of that sort has ever been even imagined of the tragedy of Camp Sabine. The living, in order to maintain life, may have been tempted—in fact, I believe it was decided that they had preserved their lives in this manner. But as for taking any part in any ghastly search, that I did not, nor will I do so."

JOKE ON THE SENATOR.

Squaws Embraced and Kissed Him with Enthusiasm.

The old senator was a great storyteller and related many interesting and humorous accounts of what he had seen in public life, says the Boston Herald. One of his favorite stories was at the expense of Senator Fessenden, a warm personal friend. The judge and Senator Fessenden had been appointed on a commission, and several others, to treat with the chiefs of the Sioux nation on an important Indian question of the day. It was long before railroads had been introduced into the far west, and the members of the commission had to travel on horseback. Judge Doolittle was chairman of the commission, but at the conference shifted that duty to the shoulders of Senator Fessenden. The latter was highly pleased at the honor conferred on him and much "puffed up" in consequence. The judge had method in his madness, however, for he had heard of the peculiar reception tendered by the Indians to the spokesman of any party of visiting whites.

At the appointed time the two parties to the conference congregated. There were probably 200 Indian chiefs present with their wives. Senator Fessenden advanced to do the honors for the commissioners, when, to his dismay, the whole body of Indians—squaws and all—advanced and, after embracing the chairman, gave him, according to their custom, a welcoming kiss. Judge Doolittle often said he thought Fessenden never quite forgave him for the trick.

NAVAL DOCKS ARE DISABLED.

Engineers Make a Discovery That Is Causing Apprehension.

A special meeting of the naval dock board was held at New York the other day at the Brooklyn navy yard to consider the reports as to the disabled conditions of all but one of the timber structures owned by the government. A complete examination by the engineers has revealed the above startling information. The only exception is the timber dock on Puget sound. As the timber docks practically do all the work of the navy, the stone structures being used for the smaller vessels, the department regards the existing conditions with considerable apprehension, and it will be the duty of the dock board to report on the subject and suggest the best way for repairing docks. None of the members of the board would talk for publication, but it is understood that an estimate of the cost of repairs, together with the recommendation to proceed at once with the work, will be forwarded at once to the department.

Engineers have estimated that it will cost at least \$500,000 to put the timber docks in condition, and the dock board is expected to recommend that this money be spent on the structures of New York, League Island, Norfolk, and Port Royal. There is a separate appropriation for dock No. 3, at the Brooklyn yard.

EMPEROR HELPS A THIEF.

Vienna Youth Appeals to Him to Help Him Restore Stolen Money.

A dispatch to the London Daily Mail from Vienna says: During the visit of Emperor William to Buda-Pesth a cafe errand boy named Karl Kleindienst stole three pence from his employer, who threatened to dismiss him unless he replaced the money, whereupon the lad wrote the following letter to his master:

"My Dear Emperor: I am a poor errand boy and have stolen three pence from my employer. Now, I must pay it back, but I have no money. Please send me a few dollars. With best thanks and greetings to yourself and children, yours respectfully, KARL KLEINDIENST."

The next day he received a letter telling him to call upon the German consul. He called and the official gave him ten shillings from Emperor William.

Elbe Belle Found.

A small water keg covered with barnacles and bearing the name of the steamer Elbe, lost two years ago, has been brought into Grimsby by the smack Rescue. It was trawled up from the bottom of the sea about 55 miles from where the vessel sank. This is accounted for by the set of the tide.

Sign of a Cold Summer. Every winter with excess of west winds is followed by a cold summer.

COMPAGNIE D'ASSURANCES DES MARCHANDS DE LA NOUVELLE-ORLEANS. BUREAU: RUE DU CANAL, 622. PAUL CAPDEVIELLE, Président; JULES MONTREUIL, Secrétaire. CONSEIL D'ADMINISTRATION: MM. D. A. Chaffraix, M. W. Smith, W. H. Bofinger, Paul Capdevielle, J. P. Baldwin, Hy. O. Boucher, Jayme Magi, J. S. Zacharie, A. Xiqués, U. Koen et U. Marinoni.

L'ABELLE DE LA NOUVELLE-ORLEANS. JOURNAL QUOTIDIEN FRANÇAIS. Politique, Littéraire, Artistique et Scientifique. FONDÉE LE 1ER SEPTEMBRE 1827. Trois Editions distinctes: EDITION QUOTIDIENNE, EDITION HEBDOMADAIRE, EDITION SPECIALE DU DIMANCHE. DERNIERES NOUVELLES LOCALES ETRANGERES. DEPECES TELEGRAPHIQUES. PRESSE ASSOCIEE. Depeches Spéciales.

NOMS Des Rues Qui ont été changés. PREMIER DISTRICT: Fischer, (commencement à Peyton), maintenant Combes. Martin, maintenant Willow. Doland, maintenant avenue Howard. Ford, maintenant Pav. DEUXIEME DISTRICT: Wilson, maintenant Serentine. Oak, maintenant Oréhid. Fort, maintenant Mon. St-Jean, maintenant Bell. Washington, maintenant Bouquette. Chemin du Bayou, (de Nord Emparte à Nord Claiborne), maintenant Hôpital. Chemin du Bayou, (commencement à Nord Claiborne, au lieu de Nord Emparte). Calhoun, maintenant Arthur. Clay, (Nord de Chemin de la Métairie), maintenant Emmett. Goussin, maintenant Gormain. Gérald, maintenant Freeman. Hôpital, (commencement du Seave à Nord Claiborne, puis au lac). Avenue Jackson, (commencement avenue Van Buren), maintenant avenue Chalmette. Avenue Monroe, maintenant avenue Mond. Webster, maintenant Volain. TROISIEME DISTRICT: Livaudais, maintenant Buchanan. Pope, maintenant Home. Romani, maintenant Escallin. Warsaw, maintenant République. Adams, maintenant Alaba. Alexander, maintenant Kentucky. Bagatelle, maintenant Bourbon. Delaronde, maintenant Douglas. Dryden, maintenant Dinamore. Champs-Elysées, maintenant avenue Champe-Elysées. English, maintenant avenue Lafayette. Gérald, maintenant Grant. Girod, maintenant Villard. Boss-Esfaute, maintenant St-Clasde. Hunters, maintenant Kadi. Josephine, maintenant Japonais. Jeanville, maintenant Fontaine. Lonsdale, maintenant Lombard. Livingston, maintenant Mandala. Monroe, maintenant Tapala. Patis, maintenant Dubreuil. Patis, maintenant Avenue St-Roch. Salomon, maintenant Salomon. Soles, maintenant Soles. Union, maintenant Teore. Washington, maintenant Avenue St-Roch. QUATRIEME DISTRICT: Harmond (fait maintenant à Chouart). Avenue de rue Jackson (maintenant Avenue Jackson). Lové, maintenant Teopitoclan. CINQUIEME DISTRICT: Bartholomy, maintenant Bernades. Avenue Canal, maintenant Avenue Whitney. Chouart, maintenant Belleville. Chouart, maintenant Teba. Decatur, maintenant Dison. Franklin, maintenant Hues. Hancock, maintenant Harmon. Jackson, maintenant Avenue St-John. Jefferson, maintenant Riviere. Lafayette, maintenant Lamarque. Madison, maintenant Avenue Brooklyn. SIXIEME DISTRICT: Lové, maintenant Teopitoclan. Louisa, maintenant Irma. Green, maintenant S. Liberté. Chouart (au-dessus de Parc), maintenant Ardubon. Market, maintenant Meador. St-Patrick, maintenant Saratoga. Washington, maintenant Hampson. Arendt, maintenant Magnolia. Bartholomy (4e Upperline à Calhoun). Estepo (de S. Broad à Foyensse-Hagan). SEPTIEME DISTRICT ET NOUVEAU CARROLLTON: Architect, H. C., maintenant Apollo. Bernades (de Droussin au Agricult à E. Line), maintenant Protection. Canada, maintenant Symmes. Clay, maintenant Cherry. O'Brien, maintenant O'Brien. O'Connell, maintenant O'Connell. The Avenue (commencement à l'Hotel de la Nouvelle-Orléans). ASSURANCES. BUREAU DE LA Compagnie d'Assurances des Marchands. N 621 rue du Canal. Nouvelle-Orléans, 10 Janvier 1897. La Compagnie publie le bilan annuel pour l'année terminée le 31 décembre 1896: Primes reçues... \$178,004 23 Sur risques de mer... 1,454 78 Sur risques de rivière... 2,878 78 A ajouter... \$183,827 79 Primes non acquies 1896... 54,011 00 \$237,839 79 A déduire: Forfait payé... 4,945 68 Intérêt... 89,769 00 Loyé... \$14,714 63 \$158,125 09 Déduits: Forfait payé... \$74,796 00 Sur risques de mer... 351 32 Sur risques de rivière... 1,178 28 \$76,325 60 Réservé pour pertes non ajustées et non payées de 1896... 7,692 24 \$164,800 29 Primes remboursées... \$36,020 92 Réassurance... 15,439 44 Commissions... 1,454 78 Dons et honoraires... 6,196 78 Agence générale... \$7,699 00 \$164,800 29 Réservé pour primes non ajustées et non payées de 1896... 17,146 04 \$181,946 33 ACTIF—31 DECEMBRE 1896: Bénéfice à recouvrer... 7,319 00 Bénéfice garanti sur maintenance... 14,450 00 Primes en voie de collection... 36,873 11 Comptant en main... 23,731 22 Propriété foncière... 159,259 10 Actions d'assurance... 48,450 00 100 actions de la N. O. Gas Light Company... 34,130 00 117 actions de la Orleans Canal... 7,000 00 7 actions French Opera Ass'n Ltd. 700 00 12 actions de la Provident Savings & Trust Co. 640 00 12 actions de la Citizens Bank of Louisiana... 4,000 00 848 bonds à prime... 80,285 00 25 bonds à prime de la... 28,280 00 30 (millie) Louisiana State Canal... 28,280 00 Libératie et mobilier... 3,600 00 \$360,011 00 FORTIF: Fonds capital... \$300,000 00 Primes non acquies de 1896... 48,728 00 Forfait non ajustés et non payés... 7,265 00 Dividende non remboursés... 18,000 00 \$474,013 00 L'Etat de Louisiane est une seule unité, sans division territoriale. (Signé) PAUL CAPDEVIELLE, Président. Assurances et signés devant moi le 10 Janvier 1897. J. P. LABATUT, Notaire.

L'ABELLE DE LA NOUVELLE-ORLEANS. Est très répandue en Louisiane et dans tous les Etats du Sud. Sa publicité offre donc au commerce des avantages exceptionnels. Prix de l'abonnement, pour l'année: Edition quotidienne, \$12 00; Edition hebdomadaire, \$3 00; Edition du Dimanche, \$2 00.