THE NEW BABY.

Will any one have the hardihood to send a silver mug to Gray Gables?—New York Mail and Express.

In this country a third baby is better than a third term. There is no unwritten law against it.—New York Sun.

And Ruth's sister's name? Maybe Naomi; for "my home is thy home, and whither thou goest, I will go."—Boston Herald.

President Cleveland is now thrice blessed, but that is not necessarily an omen of a third term.—New York Telegram.

Well, it is pretty generally agreed that girls are a good deal less troublesome to bring up than boys.—Boston Globe.

Hon. Grover Cleveland, Buzzard's Bay: Three of a kind beat two pair. Congratulations!—Boston Traveler.

There are no mental reservations in the congratulations which everybody, whether friend or foe in politics, has for Mr. Cleveland over the joys of a happy family.—New York Tribune.

There is another member of the Cleveland family, but it can be confidently predicted that the newcomer will never have an opportunity to make the mistakes that her father has made.—Lowell Mail.

Our congratulations to Mr. and Mrs. Cleveland. Their three small daughters growing up together will be a sight in which the nation will always be interested. Mrs. Cleveland as a mother has always been a charming figure, and has won the hearts of all her fellow citizens. —Boston Record.

Mr. Clevelands girls were born "all along shore"—Ruth in New York city, October 9, 1891, Esther at the White House, September 9, 1893, and the latest at Gray Gables, July 7, 1895. We do not know where Mr. Cleveland will live in the summer and fall of 1897.—Springfield Union.

The nation with one voice extends its congratulations to the chief lady of the land, now at Gray Gables, and trusts that the pretty trio of daughters may so monopolize the attention of pater familias as to preclude any further thoughts of disturbing legislation. Wonder if the names of the trio will be Ruth, Esther and Naomi?—Woonsocket Reporter.

There is still an abundance of good Scripture names to choose from—Judith, which means praise; Abigail, the father's joy; Rebecca, prophecy of the beauty which may well be the little one's birthright, and Rachel. For Miriam there is no need. But, whatever her name, the country will wish her long life and happiness, and will feel a yet warmer interest because of her coming in the felicity of a home which has a soft corner in all our hearts.—Brooklyn Eagle.

Mrs. Cleveland has held the sincere admiration of the American public ever since she became the most conspicuous woman in the land. She has met the oftentimes exacting demands of her surroundings with the natural dignity and truly refined grace which one likes always to associate with the typical American woman. The entire country wishes her increased happiness upon the birth of another daughter.—Boston Journal.

"Three little maids" at Gray Gables now. What will the little sister of Ruth and Esther be named, since there is no other book in the Bible with a woman's name? Many wise commentators think that beautiful poem, "The Song of Songs" was written by a woman, but there are "no names named therein." But why not, to go with Ruth and Esther, Naomi?—Boston Transcript.

The remark has been made in several papers that President Cleveland was a little disappointed because the third Cleveland wasn't a boy. He probably was delighted to have a girl. There is a great future ahead for the girl babies and the man who feels for his sex ought to rejoice that there is not born into this world another man-child to occupy the place of subordination that will undoubtedly belong to the sex in the year 1916. Besides, apart from this, girls are vastly superior to boys in every way and the proud parent of three has reason to be elated. It is said, too, that girls resemble their fathers.—New London Telegraph.

A REMARKABLE CASE.

Utica (N. Y.) Servant Prepares Breakfast While Asleep.

Somnambulism has in all ages furnished many curious illustrations, and among them may be noted one that occurred in a West Utica residence a few days ago. The husband and wife were

SHE HAD STARTED THE FIRE.

aroused by the breakfast bell ringing in the middle of the night. They arose and discovered that it was two o'clock, but on hastily dressing and going down to the dining-room they found breakfast ready and waiting for them. They were greatly alarmed at the condition of things, for they at first imagined that the hired girl had suddenly gone insane.

After a few minutes, however, they discovered that she was asleep. She had got up, started the fire, prepared the morning meal and had it ready for serving, but was sound asleep all the time. The only unusual thing was her failure to put on her shoes. They were in a quandary as to what course to pursue, for the girl could not be awakened, and seemed to take it as an affront that they should insist that she was asleep. The gentleman was about to summon a physician, when the wife dashed a glass of cold water in her face and she awoke. She was badly frightened over the occurrence, but as this was the first time in her life she had ever exhibited somnambulistic tendencies, and as she has done no housework in her sleep since, the household has ceased to be disturbed.

CREW LIST

Of bark Sunbeam, Captain Daniel W. Gifford, which sailed from the port of New Bedford, July 23, 1895, for an Atlantic ocean whaling cruise:

Willard H. Childs, of New Bedford, mate; John T. Coakley, Hyannis, second mate; John Avilino, New Bedford, boatheader and watchheader; Antonio T. Pina, do., boatheader; Antonio Louis Gomez, Ned Kanaker, Antone Jesus and William Barror, do., boatsteerers; Emelio Cardoza, do., preventer boatsteerer; Nicholas Guerro, do., shipkeeper and boatsteerer; William D. Louzon, Tiverton, R. I., cooper, carpenter and shipkeeper; John Goncalves, New Bedford, steward; H. A. Chippendeel, Providence, cook; John Lewis, New Bedford, engineer and blacksmith; William Peters, Matthew Samuels, Francisco Gomez, Charles Williams, Antonio Reis, all of do., seamen; Joseph de Andrad, Michael Sylvia, John Peters, Henry Benjamin, Edward G. Obey, Joseph Barrows, Patrick Hill and Henry Croy, all of do., ordinary seamen; Manuel Jose Lomba, New Bedford, John A. Dolan, Newton, Charles Bartlett, Portsmouth, Va., and Charles Carr, Malden, green hands, and James Henry, New Bedford, boy.

A letter received by Thomas Luce & Co. from Captain Comer, of sch Era, of this port, and which was sent by a vessel of the Hudson Bay company, reports her working through the ice in Hudson's straits Aug 4th, all well.

Crew List

Of schooner Era, Captain George Comer, which sailed from the port of New Bedford, June 25th, 1895, for Hudson's bay:

Edward G. Hayward of Ballardvale, mate; Charles F. Howland, Dartmouth, second mate; Baddo Lopes, New Bedford, third mate and boatsteerer; Frank B. Borden, Fall River, boatsteerer and cooper; George F. Gray, Jr., and John Pimental, New Bedford, boatsteerers; Benjamin Fortes, do., steward; John Duarte, do., cook; Jose Pecho Sanchez Cardozo, Sam Lopes, Manuel Fortes and Joaquim Morte, all of do., seamen; Antonio Gonsalves, of do., H. M. Nason of Bedford, N. H., E. W. Mudge, Lynn, John Griffin and Daniel Crilley of Lawrence, Robie Darling of Somerville, Eugene H. Meegan of Shirley, Edgar Preston of New York, and Ned McInnis of Boston, green hands.

The Era Departs.

The topsail schooner Era, which will to Hudson bay, sailed from this port yes day. She started for sea in tow of the N lie shortly after 11 o'clock, her depart having been delayed by the late coming Mate Haywood, who had been out fo good time the night before. One other sa did not turn up. The Era will winter, pr ably, near Marble Island in company w the barks A. R. Tucker and Canton and i possible that during the winter a boat's c will go up to a native village above wh the vessels winter to do some shore whal If the predictions of some whaling mas come true the crews will make a good ca

CREW LIST.

Following is the crew list of whaling schooner Golden City, Captain J. B. Foster of New Bedford, which will sail today for an Atlantic ocean whaling voyage:

Richard Carter, New Bedford, first mate; Peter Lopes, do., second mate; Manuel Rosc and Cesar Edward, do., boatsteerers; Joseph Sands, do., steward; Antone Domingo, do., cook; Dudley Williams, Manuel Lobo, Feliciano Cruz Silva, Robert Benchman, Isaac Solomon, John Lema, William Sprott, Aborn Dunkric, John Marsdon, and Guego Swerz, all of do., seamen.

DEATH IN THE ARCTIC.

Captain Weeks of Steamer Thrasher Expired at Herschel Island.

A dispatch received in this city Wednesday evening by Joseph C. Knowles, from San Francisco, announced the death at Herschel Island, in the Arctic ocean, March 29th, of Captain Charles E. Weeks of steam whaler Thrasher, of San Francisco, Josiah N. Knowles, agent. The news was conveyed to Captain Weeks' mother and sisters in this city, and they are nearly prostrated with grief. Captain Weeks was born in Dartmouth, and was about 42 years of age. He went whaling in his early years, and followed the calling in vessels from this port till he reached the position of mate of bark Helen Mar. He went to San Francisco some 15 years ago, and from that port sailed as first mate with Captain Bauldry in bark Helen Mar and steamers Balaena and Orca to the Arctic ocean, making good voyages. Later he was master of steamers Narwhal and Thrasher, having been in the last named vessel four or five seasons. Captain Weeks was a very successful whaleman, possessed the full confidence of his owners, and was a man of sociable, genial nature, and had a wide circle of friends. Between seasons he often came to this city, which he considered his home, and where his wife resided till the last season, when she went to the Arctic with him, and was wintering at Herschel Island, where he died. Captain Weeks had no children. He was a member of Acushnet lodge of Odd Fellows, and also of the Iron Spoon club in this city.

Mrs. Perry.

FOR DIVORCE.

No. 655. Phebe M. Schumacher, libellant, vs. George A. Schumacher. This couple were married in Taunton in 1887. In July, 1888 Mr. Schumacher shipped on a whaling voyage of 13 months. The vessel belonged to William Lewis and he paid Mr. Schumacher $12 per month for 15 months. Then the payments stopped, Mr. Lewis telling Mrs. Schumacher that her husband had deserted the vessel. Mrs. Schumacher did not see her husband again until last September, when she met him at Mrs. Randall's house. She accused him of living with other women in San Francisco, and he didn't deny it. Mrs. Schumacher has one child, which she now supports without assistance from her husband.

Mrs Eliza Randall testified that Schumacher told her that he had lived with another man's wife in San Francisco for about two years.

Decree nisi for desertion with custody of minor child. E. L. Barney for libelant.

Crew List

Of ship James Arnold, which sailed from New Bedford Jan. 20th, for an Atlantic ocean whaling voyage, under command of Capt. John S. Reynolds.

John S. Layton, New Bedford, 1st mate; Joseph King Vargas, do., 2d mate; Paul Gomez do., 3d mate; Antonio Barros, do., boatheader; Verissimo P. Benton, do., boatsteerer; Henry Rodell, do., boatsteerer; Stephen Andrews, do., boatsteerer; Julius B. Perry, do., boatsteerer; William B. Jones, do., cooper and carpenter; Frank S. Nunes, do., steward; Samuel Brooks, do., cook; John B. Morse, Fairhaven, greenhand; George F. Gray, Jr., New Bedford, greenhand; Clarence S. Brown, Falmouth, greenhand; Jose Antonio, New Bedford, do., John Corea, do., ordinary seaman; Jose Andrade, do., do.; Sertain De Pena, do., greenhand; Julio Gomez, do., do.; John King, do., ordinary seaman; Fraddick Lablau, do., greenhand; Murray Johnson, do., do.; Joseph M. Fratus, do., cabin boy; Edward Wilson, Brooklyn, greenhand; Thomas O'Brien, New Bedford, greenhand; Henry Gonsalves, do., ordinary seaman; Henry Earle, do., greenhand; Joe Gonsalves, do., ordinary seaman; August Baumgartner, Brooklyn, ordinary seaman; Burt Wentworth, Whitman, greenhand; John Bowen, Boston, ordinary seaman; George M. Grainger, do., greenhand; Peter Larsen, Worcester, do.; Charles Semmons, Albany, do.

PORT OF NEW BEDFORD.

SATURDAY, May 10.

ARRIVED.

Steamer City of Fitchburg, Bibber, New York and returned.

Steamer Martha's Vineyard, Daggett, Nantucket and returned.

Steamer Island Home, Marshall, Edgartown and returned.

Sch Lottie Beard, Marquand, St Helena April 1st, consigned to J W Perry. She has the following freight:—8206 gallons sp oil from bark Greyhound, to John Medina; 36,753 gallons sp and wh oil, and 2400 lbs bone from bark Morning Star, to J & W R Wing; 4033 gallons sp and wh oil, and 13 bundles bone from bark Sunbeam, to do; 12 lbs ambergris and 900 lbs bone from bark Canton, to E D Mandell; 7607 gallons sp oil from brig D A Small to John Macool. Passengers, Mrs Mckenzie and daughter; Mrs B Avelemo; and L E Legg. Consul's men, Alexander Baskarill, Bertina Abrahamsen, Charles

COMMUNICATION.

ST. JAMES' EPISCOPAL CHURCH.

EASTER DAY.

To the Editor of the Standard:

As an interested and sincere advocate of thorough church music, I beg through your issue to say a few words of praise for the work done by the choir and its assistants of this church on Easter Day.

The music throughout was characterized by a dignity and beauty rarely heard in this city, and, above all, in strict adherence to pure church music—a thing wholly unknown in too many churches where much time and money are expended yearly in the production of music wholly unfit for church use. Mr. S. B. Whitney, in his very able and interesting article, "Boy Choirs in America," (*New England Magazine* for April,) says: "We have learned from our English cousins that distinctive church music naturally calls for a distinctive choir to perform it, a choir which one will not be likely to hear the next day in the concert room or Opera House." And again, "No one ought to mistake a church anthem for an opera chorus or a secular part song. Music written for the church should bear the church stamp."

An intelligent listener in attendance at Matins Easterday in St. James must have appreciated the fact that the choir was progressing in the right direction, which must be a source of great satisfaction to the people of the parish and to those interested in the advancement of true church music.

The orchestra rendered most admirable assistance, being well chosen and evenly balanced.

ONE WHO WAS THERE.

Crew List

Of bark Platina, which cleared from this port to-day on an Atlantic ocean whaling voyage, under commad of Capt. Thomas Mc Kenzie.

Charles T. Besse, Fairhaven, first mate; John J. Silva, New Bedford, watchheader and boatheader; Jacob T. Davis, Waldoboro, Me., third mate; Solomon dos Santos, New Bedford, boatheader and boatsteerer; Valentine Rosa, do., boatsteerer; David B. Reynolds, Dartmouth, boatsteerer and carpenter; Manuel Chios, Boston, seaman; Martin Sousa, New Bedford, cook; Alfonso T. Cordero, do., Manuel Sylvia, do., Luctro Fernandez, Emileo Cardogo, do., John Thomas, do., seamen; George M. Drake, do., carpenter and greenhand; Antonio da Crus, do., greenhand; William R. Lokhwallach, do., steward; Antone Lopez, do., greenhand; Jose Deas, do., seaman; Andrew De Grass, do., preventer boatsteerer; Joseph O. Silvia, do., greenhand, boy; Charles Stevens, do., seaman; Robert Brooks, do., Herbert Stevens, seamen; Charles Williams, do, ordinary seaman; Joseph Bannon, New York, cooper; John B. Morse, Fairhaven, seaman.

WICKED HUSBANDS

Receive a Lesson from Two Young Ladies at the South End.

There are two fly husbands at the south end who are, as the old saying goes, "sadder and wiser men" this morning. They are officials at one of the mills at that end of the town and under their control at the mills are two good-looking young ladies.

These same young ladies were the means of teaching the would-be wayward husbands a much-needed lesson. For some time the men have been trying to get these ladies to go driving with them. So great have been their importunings that at last the young ladies consented. But for what purpose the fly young men soon found out. The girls left the mill an hour earlier than usual last evening for the ostensible purpose of getting ready for the drive. Instead of doing this they visited the homes of their admirers and informed their wives of what was going on.

These estimable ladies were not averse to going out riding, and made preparations to do so. When their husbands left home that night with some old chestnut excuse the wives hustled and disguised themselves and went to the trysting place. Their husbands drove up in a carryall and unsuspectingly took them in under the impression that at last they had their fair charmers just where they wanted them.

They do say there was an awful time in that carryall soon after. The fur flew and some scratching followed, and it is safe to say that these husbands will stay at home evenings for a while.

COW. IN A STORE.

She Wanted to Buy a Coat for Fall Wear.

J. & W. R. Wing sell all kinds of coats, but they had a customer that stuck them this forenoon.

A cow belonging to Mr. Holcomb, which was being driven up Union street to pasture, walked into the store and turned to the right to have a look at her coat in the mirror, which is beside the window. The clerks were non-plussed. They hated to lose a sale, but they had no coats in stock to fit this particular cow.

Arguments were brought to bear on her cowship to induce her to leave the place, but Mrs. Cow refused to budge and was evidently stuck on her shape as displayed to her by the mirror, for she commenced to lick the glass with her tongue. Fears were entertained that her horns would come in contact with the aforesaid glass. Renewed attempts were made to induce her to go, and finally the aid of the New Bedford police force was invoked.

A squad of police, commanded by Captain Allen, arrived on the scene. Now, when a New Bedford policeman gets a hold on anything she's got to go, and that was the result this time. Two of the finest caught her by the head and three got a grip on her tail and, with the assistance of all the clerks in the store, Mrs. Cow was bounced.

No arrest was made and the cow was allowed to depart with her sisters, one of whom had attempted to gain admittance, but was stopped at the door by one of the clerks.

Whaling steamer Orca, which sailed from San Francisco 15th for a whaling cruise, in passing out of the harbor was swept by a strong ebb tide and came in collision with bark Oregon, lying at anchor off section three of the seawall, carrying away the steamer's mizzenmast, smokestack, boats and davits, deckhouse and every bit of rigging on her starboard side. The bark lost jibboom, stem, headgear and figure head. As the Orca was jammed hard against the Oregon the outwater of the bark struck the steamer's starboard quarter abaft the mizzenmast and cut the latter down to within two planks of the water's edge. The extra weight thrown on the bark's cable and anchors caused her to drift astern, and as she did so the steamer was carsened over until her port rail was under water, and it was expected she would sink. Tug Sea King went to the assistance of the Orca, and with the aid of two other tugs, they succeeded in separating her from the bark, and towing her to the oil works, and the Oregon relieved of the strain held fast to her anchors. Several New Bedford men are officers of the Orca.

REQUIEM SERVICES,

Held for the Eighteen Men who Perished on Bark Tamerlane.

On Sunday evening, 7th ult., a requiem service was held in the Hilo First Foreign church for the eighteen missing men of bark Tamerlane, wrecked on that coast. Shortly before 7 o'clock the bell commenced tolling, and gave eighteen stroke for the eighteen missing.

The nineteen saved attended the services, which began at 7 p. m. with a hymn for those at sea, followed by Scripture reading, "They that go down to the sea in ships," etc., prayer and another hymn. After the hymn the pastor gave a short account of the shipwreck, and then a requiem hymn was sung by the choir for the missing men.

Sleep thy last sleep;
Free from care and sorrow;
Rest, where none weep,
'Till th' eternal morrow;
Though dark waves roll
O'er the silent river,
Thy fainting soul
Jesus can deliver.

After a short prayer the pastor spoke a few words in a very earnest and heartfelt manner to the sailors, cautioning them not to make moral shipwreck of their lives, using their terrible experience as a simile to the voyage of life. The services then closed with a hymn and benediction.

Crew List

Of bark Morning Star, Capt. Thomas Mc Kenzie, which sailed from the port of New Bedford, Sept. 29, 1891, for the Atlantic ocean.

Robert F. Eldridge, Dartmouth, mate; George Silvia Perry, New Bedford, 2d mate; Henry M. King, Edgartown, boatheader; Joseph Smith, New Bedford, boatheader and boatsteerer; Antonio Baptisto, Mathew Gonsalves, Arceino de Lima and Victorino Silvia, all of New Bedford, boatsteerers; Antonio Gomez, do., preventer boatsteerer; John Armstrong do., cooper and carpenter; Peter Turner, do., steward; Mike Brown, do., cook; Alex D. Clifford, Newark, N. J., engineer and seaman; Kareme Antone Pena, New Bedford, seaman and preventer boatsteerer; Benjamin Cadoze, John Johnson, Thomas Garbitt, John Leo, Charles Yorr, John Brown, Maurice John, Edward Alley and Cantan Cabral, all of do., and August Brangarten, Brooklyn, N. Y., seamen; James Isaac and Joao da Pinas of New Bedford, ordinary seamen; Rufus J. Shaw, Rochester, Mass., Ernest A. Peck, do., Charles Erickson, Dartmouth, William H. Caulkins, Jr., Cleveland, O., and Thomas Samuel and Fred M. Post, New Bedford, green hands.