

THE CACKLE OF THE HEN.

I love to hear the Robin. The harlinger of Spring. As he sits upon the apple tree And gleefully doth sing: I love to see him flitting And hear him, too, but then, There's no song so expressive As the cackle of the Hen.

Overland by Automobile From Philadelphia to Rushville, Nebraska.

August 12th we broke camp at 2:15 p. m. after having mended tires, washed, bathed and cleaned up in general. We stopped a short time at Clyde for oil and again at Napoleon for provisions. It was getting late so we determined to camp at the first available place. About two miles out we saw a small grove and went in and asked some grown boys if we could camp there. They said, "certainly," and opened a couple of gates for us to go through. We made camp and were just ready to eat. I went up to the house to get some water, and I thought I would see if they had any eggs or butter to sell. I saw a small boy and asked him. He disappeared into the house and I went ahead and got my water then waited for some time but he did not come back, so I went up to the back door to see if he was coming. I rapped but no one appeared, and I could see no one about. At last I started back to camp and when I got about half way there I was met by a man who immediately started in to lecture me for camping there. He wanted to know if I did not know that I was on his ranch? What did I mean by coming in there without permission and starting a fire? Was I trying to burn his place down, etc. I explained that we had asked his son. He said, "Oh that boy is too easy to know anything." He had more to say about it, but I told him to shut up and we went out. He was very much under the influence of alcohol. I told Mr. Beck, the farmer, that he was the only person who had not shown us the greatest courtesy, and that, rather than be near such a mean person, we drove off at once. So we went out and ate our supper, which was all ready, and then, although it was dark, we packed up our stuff and left Fairview farm. We proceeded on down the road about five miles through Midville and asked another farmer to let us camp in one of his fields, and at the same time told him about the other case. He said of course we could and at the same time told us that Mr. Beck was the only man he knew of who would act like that. He did not seem to be very highly thought of about there. So we camped under a large tree and the place was really better than where we had camped at Fairview farm. The next morning I fixed the speedometer and reset it at 691.2, the distance we had traveled so far. It was 10:45 when we got under way, but we made good progress, stopping at Bryans for gas and oil and at noon stopped 1 1/2 miles inside of Indiana, for lunch. While we were preparing lunch Helen was running around the place enjoying herself and when we were ready to sit down she was nowhere to be found. A few minutes before we had heard the farmer call her and she had gone to him. When we started to look for her the farmer told us she was in the house eating her dinner. There she was sitting in a high chair, as big as you please, eating her dinner. The farmer's wife begged us to let her there as she was enjoying herself. That is the way most of the people treated us. They seemed glad to have us about and to talk to us and it made us feel very good after the experience of the night before. After lunch we continued on and camped at a very nice place, about a mile east of Goshen. The roads were paved along here and the farms were well kept up. That night a farmer came up to our camp to talk to us. During the conversation I asked him why it was that the farms looked so much better along the paved roads. He said that it made the hauling better and that more people passed and saw the places and took more pride in them and did more fertilizing and therefore raised better crops and made more money. It certainly was so; the places were all well kept up, the school houses looked as good as in the city, although smaller; the fences were in repair and the farmers were driving about in autos. Good roads do make a difference. August 14th, we broke camp at 9:30 and ran into Goshen, where I decided to have new bushings placed in the steering connections, as the front wheels were getting very loose. This took until almost noon during which time we got our daily provisions and had grease placed in the differential. We then started on our way again, the machine steering very hard, due to the new bushings. We made good time but had a bad blow-out just as we were entering South Bend. I had a spare tire on the rim so it did not take us long to change and we reached the city at 3 p. m. There we got "Dad's" letter, telling us where we would find Jim Wilson. We looked him up and they invited us to stay all night which we did. Here we had a chance to clean up and sleep in a good bed. No one who has not

been in a similar condition can appreciate how thankful we were for that great kindness. August 15th, we left at 9:50 a. m., after having had a lovely time. They were making new roads out of South Bend and we had been given very explicit directions how to get around the blocked road but we missed the mark somewhere and got into a peppermint swamp. When we had finally returned to the road we found that we had traveled twenty-five miles to make fifteen. Soon after getting back on the cement road we stopped at a farm house to eat our lunch. I went in after water and although I saw a savage looking bull dog I thought that I was avoiding him. I had just turned away to ask permission to get water when suddenly I heard a growl right at my feet. Naturally I lost no time in getting away from the dog, but then I saw that he was tied by a short leash to a wire which permitted him to run between the house and the barn. I got my water but you can bet that I went well around that dog when returning to our camp. That night we pitched camp on a sand dune covered with trees. This was 22 miles from Chicago, and right back of a saloon, but on account of the swamps around Chicago this was the only available place. This was the worst place we found on the whole journey to camp, although the people treated us very nice. August 16th, meter reading 932.3, we broke camp at 10 a. m. and reached the city at 11:50. There we had to wait some time to get the muffler, which I had blown off, fixed, as well as to get two tires adjusted. These were American tires, and I swore never again to buy any of that make as I had not only had trouble all along with them but when I asked them to change them for me they were surly about it and then in putting them on, their so-called mechanic, pinched a new tube for me and then put on a cold patch. I was thoroughly disgusted and told them if they ever sold tires on account of my recommendation it would be a great surprise to me. We also got route books to sell, as well as provisions and left the city at 3:55, meter reading 957.4. We stopped at Downes Grove for some additional provisions and then pitched camp at 7 p. m. at a lovely school-house, surrounded with trees. There was a pump there and the yard was covered with trees. It was a fine place except that we had to leave the car outside and go back and forth through a gate, made by winding back and forth through a number of posts set upright in the ground. August 17th, meter reading 995.1, we broke camp at 9:15 and reached Aurora at 9:50, leaving at 10:50. We wanted to stop at Sulphur Lick Spring, but the people seemed so inhospitable and attempted to put so many restrictions on us that we went on about a mile. Here the people were very nice to us. We stopped at Wyanet Station for provisions and pitched camp two miles east of Sheffield at 6:30, in a lovely country school-yard up on a hill overlooking the country all around. We were able to drive in the yard and pitched our tent under the trees. These yards are the best place to camp through Iowa, because they have all one needs and no one to bother you. August 18th, meter reading 1105.3, broke camp at 9:05 and started for Sheffield. We found a fair dirt road from Sheffield almost to Rock River, but we made good time over it until we got to the river, there our coils gave us so much trouble that we were compelled to stop in the midst of a very dusty road and repair them. We then crossed over the river and stopped from 12:30 to 2:50 for lunch. The farmers came out and talked to us and wanted to know why we did not come in and make ourselves at home on their lawn. They also gave Helen a cake which pleased her very much. We reached Moline at 3 p. m., and Davenport at 4 p. m. There we stopped for some time to have that coil repaired and also to get a check cashed. Although the garage men worked for some time on the coil they did not seem to have very much luck with it. Then, when we went to get the check cashed we again had trouble, although it was a traveler's check. We finally went to one of the hotels where they cashed it. We then filled up with gas and oil and secured some pennants, and left the city at 5:30. We next stopped at Durant for provisions and pitched camp at 8 p. m., about three miles out from Wilton in a shady grove. The farmer took the trouble to walk about two blocks across the road, in his stocking feet, to show us the best place to camp. This was the best camp we found on the entire road. The grass was short and the trees on all sides of us furnished plenty of shade. We stayed there all morning, washing and tuning up the car. We had bent the radius rod and I took the trouble to turn it over which made it steer very much better. During the morning a little girl came over and played with Helen. She brought her dog along and that pleased Helen very much. Then some chickens and geese came over to see her and she had a great time trying to catch them. August 19th at 1:10 p. m., we finally were ready to start and had to leave this delightful spot. We stopped at Marengo for provisions and finally pitched camp off the road a short distance at a school house next to a field of timothy seed, which interested Eve very much. The next morning she got up at 4:30 to care for the baby and stayed up until 5:30 to see sun come up, not having seen that sight more than three or four times in her life. August 20th we broke camp at 8:50, the earliest we had gotten away so far. We stopped at Victor and had some wires soldered on the spark coils. We then started on but not far when our radiator ran dry and the pistons stuck. We wasted some time there getting them loosened up again. We reached Des Moines in the early afternoon, but on account of its being Sunday we could not get a new spark coil, which I was very much in need of, but finally found a master vibrator, which we thought at the time was a compromise, but it proved to be the best thing we have done as other coils were almost gone. It was late when we got this fixed however so we start-

ed out looking for the nearest place to camp. We got on a dirt road and finally to the top of a steep hill. We were disgusted so I got out to look around and found that we were right alongside of a golf course. We pitched camp right there and I went up to the club house and got permission to camp and also water. We found that we were on the public golf course, and were told that we could camp. It was a long tramp for water but the care taker came back with me and showed me where we could get water much nearer. If we had known about it we could have had a dandy place they had fixed up for picnickers right at the well. We did not pitch the tent this night but slept in the open. (Concluded next week.) Trophies of War. In the auditorium of the academic building at the United States Naval Academy at Annapolis are 15,000 square yards of flags, most of them trophy flags. The capture of these tattered banners helped to make the stars and stripes respected by the nations of the earth and reflect undying glory on the men of the United States Navy. They are living proofs of the heroism and courage of the soldiers and sailors who fought to maintain the flag when the nation was struggling for independence and later when they were fighting to establish firmly the foundations of the greatest republic of the world. From 1847 to 1901 this collection of flags which should be one of America's most highly prized treasures, was kept at the Naval Academy and exhibited in the old naval institute hall. In 1901, when it was decided to tear down this building, the flags were packed in iron boxes and stored away. Being in a dilapidated condition when they were taken down to be packed grave fears were entertained that they would be further damaged by moths. During the ten years they remained in storage repeated efforts were made to have the government take some steps to put them in a permanent state of preservation, but without success. In 1912 Congress appropriated \$30,000 for the work of preservation. About three months later Mrs. Amelia Fowler, an expert on flag preservation obtained the services of forty needlewomen, who began the arduous task of sewing over by hand every inch of the 15,000 square yards in the flags, as the natural decay of age as well as the almost hopeless ravages of moths made any ordinary method of preservation seem impossible. A special process was originated by Mrs. Fowler, which is described as "spreading the tattered remnants of each flag upon a backing of heavy Irish linen of neutral color." The delicate work was guided by the original measurement of the flag, by a knowledge of its design and by placing in vertical and horizontal line the warp and weft threads in the fragments of the original flag. What remained of the original flag was then sewed firmly to the linen backing by needlewomen under Mrs. Fowler's instruction and guidance. Less than a year after the labor of repairing was begun, on May 16th, 1913, the flags were completed and put on exhibition at the Naval Academy. The ceiling of the academic building is one of the most interesting of the trophy flags. It is a British royal standard taken from the parliament house at New York, now Toronto, then the capital of upper Canada, when the place was taken by the squadron under Commodore Isaac Chauncey and a land force under General Zebulon Montgomery Pike, April 27, 1813. The squadron, with about 1,700 soldiers aboard effected a landing at York under cover of a fire of grape from the ships, cleared a way through the Indians and sharpshooters that the English had formed to oppose them and stormed the batteries. The capture of York resulted in the acquisition of the royal standard, the only British royal standard captured and held by any nation. The flags captured by Admiral Dewey at Manila Bay are in this auditorium and some of them are exquisite. The Spanish cruiser Don Antonio de Ulloa is a reminder of the plucky captain of that cruiser, Enrique Reibou, who refused to surrender at the battle of Manila Bay on May 1, 1898, so the Ulloa sank with its guns blazing defiance and all flags flying.—Boston Globe. Different Kind of Spring. Jaynes—"Do you remember Jinks, who used to spend all his time writing poems about spring?" Baynes—"Yes and he nearly starved to death doing it." Jaynes—"Well, I met him today and he's looking well fed and prosperous." Baynes—"What is he doing now?" Jaynes—"He's still in the same business, only now his poems are about motor car springs, and he gets a good price for all he can turn out." Where He Belonged. The recruit was not very robust, and during a trying route march had to fall out no fewer than five times. The sergeant, an Irishman, got exasperated. "You are in the wrong regiment," he shouted. "It's not this one you should be in at all." The recruit looked puzzled. "It's in the flying corps you should be," continued the sergeant, "and then yer would only fall out once." Implied Disaster. A lady who refused to give alms to a man heard him mutter: "There! I must resort to my first resolution." Judging that he contemplated suicide, she called him back and gave him some money, and at the same time asked him what he meant by his remark. "Oh, ma'am," said he, "you are very good. I had almost resolved to go to work."

SWEETS AND FAVORS. Little Things With a St. Patrick's Day Flavor. Entertaining is a pleasant and easy task these days when the "bakers and candlestick makers" and the rest of the shop-keepers keep tabs on the calendar and try to outdo each other in the elaborateness and variety of their holiday offerings. There are numbers of such delicious looking little cakes this year that will be of special help to the hostess. Little sponge cakes are cut in the shape of shamrocks and iced a delicate green, or plain white. If they are white they are decorated with a touch of green. To remind us of the "Harp that once through Tara's Halls" are small cakes about three or four inches long, cut harp shape, with icing strings and decorations and the whole cake covered with green. Potatoes of cake are very new—little round balls—not always just round, either, covered with cinnamon, with taste very good when eaten with a green ice or an ice-cream Son of Erin. Yes, the ice cream makers will help you, too—you may have your ices in the shape of miniature Irishmen. The candies will help carry out the color scheme beautifully. Of course, green chocolate straws—nice shiny green sticks with delicious chocolate tucks under their crisp green covers. White and green bonbons, too, you may have with frilly green paper cases to set them off. And pipes also—chocolate and white ones, that you may use for favors and your guests may afterward consume in unique fashion. Harp and heart-shaped boxes are covered with green paper and many shamrocks and will hold sweets. Then there is a book that looks like a "best seller" with a green paper cover and a suggestive title. But it won't bore the recipient one bit, for when she lifts the cover she'll probably find her own particular kind of bonbons. You probably never saw such green pigs with long hair such as the ones the sweet shops are showing, but that doesn't matter! They never grew that color, but if you want to add the right emerald hue to your feast they will be just the necessary bit of greenness. And snakes—we almost forgot them! Green, glistening, wiggling, affairs that aren't specially pleasing, but have a connection with the day. Saint Patrick and the Shamrock. The 17th of March, 465, is generally given as the date of Saint Patrick's death, his burial place Downpatrick, where the remains of Saint Columba and Saint Bridget were laid beside him. The authentic records of Saint Patrick's life are fairly numerous and of great age. They include the writings attributed to him, and the Book of Armagh, written in 812 by the scribe Fermach. This famous manuscript book contains the "Confessions of Saint Patrick," written by him in his old age. The miracles attributed to Saint Patrick are many and varied. How the Saint drove all the snakes out of Ireland is told in many stories, both serious and humorous. It is said that he made a wondrous drum, the sound of which caused the serpents to plunge themselves into the ocean. On Saint Patrick's day the shamrock is the universally worn emblem. The Saint, in expounding Christianity to the followers of the Druid priests, is said to have used the shamrock in symbolizing the Blessed Trinity. And for fifteen centuries the memory of the brave and faithful Saint who planted the Christian religion in the Emerald Island has remained as green as "the dear little, sweet little shamrock of Erin." The glory of Ireland's past clusters about him.—Selected. The First-Class Man is Wanted. The first step on the ladder that leads to success is the firm determination to succeed; the next is the possession of that moral and physical courage which will enable one to mount, rung after rung, until the top is reached. One can hardly imagine a boy saying: "I am going to be a second-class man," says a writer in "Success." "I don't want to be a first-class man, and get the good jobs, the high pay. Second-class jobs are good enough for me." Such a boy would be regarded as lacking in good sense, if not in sanity. You can get to be a second-class man, however, by not trying to be a first-class one. Thousands do that all the time, so that second-class men are a drug on the market. Second-class things are wanted only when first-class cannot be had. You wear first-class clothes if you can pay for them, eat first-class butter, first-class meat, and first-class bread; or if you do not, you wish you could. Second-class men are no more commodity. They are taken and used when the better article is scarce or too high-priced for the occasion. For work that really amounts to anything, first-class men are wanted. Many things make second-class men. A man menaced by dissipation, whose understanding is dull and slow, whose growth has been stunted, is a second-class man. A man who, through his amusements in his hours of leisure, exhausts his strength and vitality, vitiates his blood, wears his nerves till his limbs tremble like leaves in the wind, is only half a man, and in no sense could be called first-class. Lively Agent—Well, sir, can I sell you an encyclopedia? Native—No, I guess not. I'm getting purty old to ride around much.

FOR AND ABOUT WOMEN. DAILY THOUGHT. If common sense has not the brilliancy of the sun, it has the fixity of the stars.—Fernan Caballero. Pennsylvania suffragists are jubilant over victories recorded for their cause in the last few days. Successes include the granting of primary election franchise for the women of Arkansas and the enfranchisement of the women in the Province of Ontario, Canada. The Arkansas partial suffrage bill was passed by the House of Representatives by a vote of 54 to 27, and has been signed by Governor Brough. The bill empowers women to vote at party primaries. Proponents of the bill say this is virtually Kansas at the primaries always mean election. The enfranchising of the women of Ontario leaves practically only one large province, Quebec, in Canada where women do not vote. Suffragists of the State and of the National Suffrage organization also are elated by the telegram of President Wilson to Speaker W. R. Crabbtree, of the Tennessee State Senate, expressing his hope that that body will reconsider its action in rejecting legislation extended to women. In reply to a message from Speaker Crabbtree asking for an expression on the situation in Tennessee, President Wilson in his answer stated "that since the measure is one of the party pledges, the moral obligation is complete." President Wilson's telegram follows: White House Hon. W. R. Crabbtree, Speaker of the State Senate, Nashville, Tenn.: May 1 express my earnest hope that the Senate of Tennessee will reconsider the vote by which it rejected the legislation extending the suffrage to women. Our party is so distinctly pledged to its passage that it seems to me the moral obligation is complete. WOODROW WILSON. County chairman of suffrage organizations throughout the State have received from their headquarters in Harrisburg a detailed report of the plan adopted by the executive council of the National American Woman Suffrage Association, which met recently in Washington, D. C., to devise methods of assisting the various States and the Federal Government if the United States engages in actual hostilities. Prefacing their offer of service to the President and the National Suffrage leaders expressed the following sentiment: "We devoutly hope and pray that our country's crisis may be passed without recourse to war. "If, however," the suffragists declare, "our nation is drawn into the maelstrom, we stand ready to serve in the zeal and consecration which should ever characterize those who cherish high ideals on the attitude and obligation of citizenship." It was also made plain that there was no intention of laying aside their constructive, forward work to secure the vote for women. Specifically the offer of service contained the suggestion that a national central committee be formed at once to be composed of a representative from each national organization of women willing to aid in war work if the need arises as a clearing house between the government and women's organizations. It was suggested that the central committee undertake to establish a department consisting of employment bureaus for women, another to increase the food supply by training women for agricultural work and the elimination of waste, a third to direct co-operation with the Red Cross society, and another having as its object the Americanization of foreigners. If the need arises a council of county chairmen will be called to discuss the details of State-wide plans. If the Pennsylvania Legislature fails to pass the woman suffrage amendment now in the Committee on Constitutional Reform of the lower branch it will be in a minority among the States where similar bills have been introduced. Already, in 1917, the North Dakota Legislature has passed a bill granting the women of that State the right of Presidential and Municipal franchise. The bill has been signed by Governor Frazer. In Ohio, too, both the House and Senate have passed a bill granting the women of the Buckeye State the right to vote at Presidential elections. In other Legislatures from Maine to Texas, where bills have been introduced, they, for the most part, have been advanced steadily toward the point of granting a referendum or Presidential or Municipal suffrage. The Democrats are preparing to strengthen themselves for the next national campaign. To this end plans are under way for the establishment of permanent headquarters in California. The leaders said it was necessary to consider the West and the women voters. A special committee was appointed to consider headquarters and the formation of a permanent women's headquarters. Women attired in overalls, employed as machinists and working side by side with members of the male sex, have become such a common thing in the great factories of the East that the International Association of Machinists has submitted to a referendum vote of its affiliated locals a resolution making women eligible to membership in the Union and entitling them to all the privileges and benefits of that organization. Over 900,000 women are now doing men's work in Great Britain. Compulsory national service in Great Britain will include women. Each of the divisions of the German army has a woman attached to it as adretress of the division for women's service. The Prussian Minister of Education announces that 10,950 public school teachers have been killed during the war and that their places have been taken by women.

Government Crop Report. Washington, D. C.—A summary of the March crop report for the State of Pennsylvania and for the United States, as compiled by the Bureau of Crop Estimates (and transmitted through the Weather Bureau), U. S. Department of Agriculture, is as follows: WHEAT ON FARMS. State—Estimated stocks on farms March 1 this year 4,700,000 bushels compared with 8,612,000 a year ago and 5,462,000 two years ago. Price on March 1 to producers, \$1.76 per bushel, compared with \$1.13 a year ago and \$1.42 two years ago. United States—Estimated stocks on farms March 1 this year 101,000,000 bushels, compared with 244,448,000 bushels a year ago and 152,903,000 two years ago. Price on March 1 to producers, \$1.64 per bushel, compared with \$1.03 a year ago and \$1.34 two years ago. CORN ON FARMS. State—Estimated stock on farms March 1 this year 47,000,000 bushels, compared with 21,652,000 a year ago and 21,762,000 two years ago. Price March 1 to producers, 112 cents per bushel, compared with 79 cents a year ago and 83 cents two years ago. United States—Estimated stocks on farms March 1 this year 789,000,000 bushels, compared with 1,254,000,000 bushels a year ago and 910,894,000 two years ago. Price March 1 to producers, 101 cents per bushel, compared with 68.2 cents a year ago and 75.1 cents two years ago. CORN OF MERCHANTABILITY QUALITY. State—The percentage of the 1916 crop which was of merchantable quality is estimated at 81 per cent., compared with 80 per cent. of the 1915 crop and 83 per cent. of the 1914 crop. United States—The percentage of the 1916 crop which was of merchantable quality is estimated at 84.0 per cent., compared with 71.1 per cent. of the 1915 crop and 84.5 per cent. of the 1914 crop. OATS ON FARMS. State—Estimated stocks on farms March 1 this year 18,628,000 bushels compared with 12,000,000 a year ago and 12,754,000 two years ago. Price March 1 to producers 65 cents per bushel, compared with 50 cents a year ago and 59 cents two years ago. United States—Estimated stocks on farms March 1 this year 394,000,000 bushels, compared with 598,148,000 a year ago and 379,369,000 two years ago. Price March 1 to producers, 56.9 cents per bushel, compared with 42.7 cents a year ago and 52.1 cents two years ago. BARLEY ON FARMS. State—Estimated stocks on farms March 1 this year 47,000 bushels, compared with 45,000 a year ago and 45,000 two years ago. Price March 1 to producers, 76 cents per bushel, compared with 65 cents a year ago and 80 cents two years ago. United States—Estimated stocks on farms March 1 this year 32,800,000 bushels, compared with 58,301,000 a year ago and 42,889,000 two years ago. Price March 1 to producers, 59.6 cents per bushel, compared with 59.6 cents a year ago and 67.7 two years ago. Coaling Ports for World's Ships. There are about one hundred and forty coaling-ports scattered over the seven seas, from Panama, lying in strategic position at the Canal of Apia, but there are none so essential to shipping, and none so celebrated on the water-fronts of the world, as Gibraltar, Port Said, Colombo, Singapore, and Nagasaki, on the main trade route to the Orient. For ships London bound on the long, eleven-thousand-mile voyage from the far East, necessary stops are regularly made at these ports by both cross-sea liners and plodding cargo carriers. Port Said was unheard of, and Nagasaki was unvisited by the seafaring men of the full rigger age, for trade routes and ships had changed since the tea-clipper left Whampoa and made London without calling it a port. The present-day mail-steamer, making eighteen knots an hour, is unable to carry sufficient coal for an eleven thousand-mile passage without renewing the supply in way port; and the modern tramp steamer, built to carry as much cargo as can be stowed, and barely enough coal to drive the engines from one coaling-port to the next, is in the same predicament. Huge supplies of coal are kept in all these ports for the needs of arriving shipping. At Port Said for instance, a million tons of coal are landed each year from colliers which daily arrive from England to supply the shipping which passes through the Suez Canal. Wherever there is a coaling-port, there the trade routes gather. On the "Tract Chart for Full Powered Steam Vessels," published by the Hydrographic Office, Washington, the trade routes which cross the great expanse of the Pacific radiate in all directions, like the spokes of a gigantic wheel, from each of the island ports of Honolulu, of Asia, and of Tahiti. Shoreward they are directed to San Francisco, to Panama, and Valparaiso, and on the Asiatic side of the Pacific all routes lead to Nagasaki in the north, and to Sidney in the south. Similarly, in the south Atlantic Ocean there are established for the use of steamers plying the routes of those waters, coaling-stations of large importance to the otherwise remote ports of Santa Cruz De Tenerife, at the Cape Verde Islands, at Ascension Island, and at St. Helena, all of them island ports lying well from the African coast. Tenerife, is a regular coaling port on the route to all African ports from the Ivory Coast to Cape Town; and the Cape Verde Islands—where four thousand steamers call for coal in a single year—are on the main route from the English Channel to the ports of South America. These ports are on the cross-sea highways of the world's commerce; from them stretch the by-paths and to them come the coast wise routes.—George Harding, in Harper's Magazine. Wealthy Japanese capitalists among whom are some of the most prominent business men in Japan, have organized a company for the manufacture of egg products in Tsingtau, China.