

NEWS OF THE WEEK

Letters have reached the American Board of Commissioners for Foreign Missions, in Boston, picturing a terrible condition of affairs among the starving, and the source of food supply has been almost exhausted. About 1500 families are now being fed. The Board has decided to make an appeal for funds with which to alleviate the distress. Numbers of people are kept alive by eating grass, roots, berries and small fruits. Families will need aid to enable them to live until next harvest. Funds will be forwarded by L. D. Ward, No. 1 Somerset street, Boston, Treasurer of the Board.

The Atlantic express on the New York, Pennsylvania and Ohio Railroad, while running 45 miles per hour, on the afternoon of the 12th, collided with a locomotive that was standing on the track at Peoria, Ohio. Norman Gregg, engineer of the passenger train, was instantly killed, and his fireman had both arms broken. John Haley, engineer of the single locomotive, was fatally injured. No passengers were hurt. Both locomotives were completely demolished, and the track was torn up for some distance. A passenger and freight train collided on a trestle on the Pan Handle Railroad at Benwood, West Virginia, on the 11th. Five freight cars went over the trestle, and John Braddock, a brakeman, was injured. Subsequently the engine assisting to remove the wreck started to wheeling, but encountered a cow at a trestle and was thrown into a train of freight cars on a siding, and blocked the road by tearing up the trestle work.

Chief of Police Harris of Wichita, Kansas, received a telegram from Caldwell to arrest Charles Brown, aged 17 years. The complaint was horse stealing and burglary. The officer met a boy at the depot whom he took for Brown, and when he attempted to arrest him the boy fled. The officer fired four shots at him, the last taking effect and resulting fatally. The boy proved to be A. H. Ford, of Meridian, Texas. A despatch from Killeen, Texas, says that as Fayette and John Barnelle were returning home from Galesville, on the evening of the 18th, they were fired upon from a thicket and John was instantly killed. One of the ambushers, Newton Blackwell, was killed also. It is not known how many persons were in ambush. Newton Blackwell was a brother of Rev. Richard Blackwell who was waylaid and killed three weeks ago. Ellsworth Anderson, a desperado character, was shot and fatally wounded by Mrs. Sarah Meadows, after he had forced his way into her house in Bloomington, Indiana, on the evening of the 18th. Thomas Facy shot and fatally wounded his son at Bristol, Dakota, on the evening of the 18th. The father says at the time "he was laboring under a fit of temporary insanity."

Two passenger trains on the Chicago, Milwaukee and St. Paul Railroad collided on a curve about two miles from Dubuque, Iowa, a few minutes before seven o'clock on the morning of the 19th. Both engines were smashed and five trainmen—Charles Fales and Elmer Winchester, engineers; William Richmond and Edward Cummings, firemen; and John Pernitz, brakeman—were killed. The express messenger, a postal clerk and seventeen passengers were injured, but not dangerously. The disaster is charged to the negligence of the train dispatcher at La Crosse. Near Forest, Ohio, at four o'clock on the morning of the 19th, the first section of freight train, Chicago and Fort Wayne freight train broke down and the second section ran into it, killing John Bouch, fireman. Several cars of oil in the second section caught fire, and a car loaded with dynamite exploded, destroying several cars, tearing up the track and injuring the engineer of the second section and a tramp. James Dolan and a companion, supposed to be William Banks, of Wyandotte, while drunk, went to sleep on the Lake Shore tracks, near Detroit, Michigan, on the 19th, and were run over by a freight train. Both men were killed.

A passenger train on the Chicago, Milwaukee and St. Paul Railroad, on the morning of the 19th, both engines were smashed and five trainmen—Charles Fales and Elmer Winchester, engineers; William Richmond and Edward Cummings, firemen; and John Pernitz, brakeman—were killed. The express messenger, a postal clerk and seventeen passengers were injured, but not dangerously. The disaster is charged to the negligence of the train dispatcher at La Crosse. Near Forest, Ohio, at four o'clock on the morning of the 19th, the first section of freight train, Chicago and Fort Wayne freight train broke down and the second section ran into it, killing John Bouch, fireman. Several cars of oil in the second section caught fire, and a car loaded with dynamite exploded, destroying several cars, tearing up the track and injuring the engineer of the second section and a tramp. James Dolan and a companion, supposed to be William Banks, of Wyandotte, while drunk, went to sleep on the Lake Shore tracks, near Detroit, Michigan, on the 19th, and were run over by a freight train. Both men were killed.

A gale from the northeast on the evening of the 17th, caused great damage at Fortuna, Cal., Newfoundland. Many boats were driven ashore from their moorings, and others were dashed against the cliffs and destroyed. At Placencia several craft were driven seaward. At Bonavista all sorts of wreckage is strewn along the shore. Twenty boats were driven ashore and seven sunk at their moorings. The loss will be heavy. A man named Learned was blown into the water from a wharf and drowned.

A despatch from New Orleans says the easterly winds which have prevailed for several days have forced the waters of the Gulf against the embankment all along the Louisville and Nashville Railroad, between Lookout Station and Micaud, and several washouts have occurred, delaying traffic. Mails and passengers are transferred by steamer from Kigolets to Mineburg.

A despatch from Wilkesbarre, Penna., says two freight trains collided on the north branch of the Pennsylvania Railroad, near Monacaun, on the evening of the 19th. Four box cars loaded with giant powder exploded, tearing up the tracks and ties and wrecking about 25 cars. The latter caught fire, and with their contents were destroyed. Lewis Metz, Ellwood Swank and James Kean, all brakemen, were fatally injured. Some of the cars were blown into the woods, several hundred yards distant. It is said the loss to the railroad company will reach \$100,000.

An express train on the Indianapolis and St. Louis Railway was, on the 19th, wrecked near Fern Station, Indiana, by the breaking of a wheel. The engineer and fireman—father and son, named Reddington—were killed, and the passengers were badly shaken up.

Two four-year-old boys—Frederick Hulett and Bernard Moore—while playing near their homes on Washington street, New York, on the afternoon of the 19th, were run over by a wagon driven by Michael Holmes.

Frederick was killed, and Bernard dangerously if not fatally injured.

There was a collision on the elevated railroad in Brooklyn on the evening of the 19th between an east-bound train and a "wild" engine ahead of it. Edward Cooper, fireman of the first engine, had his leg fractured and was badly scalded, and Conductor Henry Beiden and several passengers were bruised and cut. The rolling stock was badly wrecked.

In Chicago, on the morning of the 20th, John J. Love, Dock Superintendent and book-keeper of the Delaware and Hudson Canal Company, confessed in Court that he had embezzled upwards of \$100,000 from the company. He was sentenced to two and a half years in the penitentiary at hard labor. Homer Overmeyer, Western agent for the Eureka Huller Company, of Ashland, Ohio; C. Aultman & Co., of Brockport, New York; and Easterly Harvester Company, of Michigan, has confessed to being a defaulter to the amount of about \$11,000. He is in Canada. Fourteen of the policy gamblers arrested in Wilmington, Delaware, pleaded guilty in Court on the morning of the 20th. E. T. Stroud and L. G. File were each sentenced to pay a fine of \$2000 or in default be imprisoned for one year. George Beckley and John A. Parker were sentenced to \$1000 fine each or one year's imprisonment. Ten others were given the option of \$300 fine or imprisonment for three months. The rest of the gamblers will stand trial. In Chicago on the 20th, the Grand Jury found a true bill against J. W. Sykes for issuing fraudulent warehouse receipts. Sykes failed eighteen months ago for about \$75,000 most of the losses being sustained by the banks at which he had hypothecated warehouse receipts.

William Thompson concealed himself near the house of J. J. Thompson, eight miles from Louis, Kentucky, on the 19th, and shot three members of the family, one of them fatally. He also shot a school-teacher. His victims were his own consins. He escaped arrest. Thomas J. White, a colored porter on the Wisconsin Central Railroad, shot and killed Henry Woodson, alias "The Black Diamond," in Chicago, on the morning of the 20th. The quarrel was about a white woman with whom White had been living. The woman is 20 years old, and claims to be the daughter of a late Judge of the Criminal Court in Louisville. There was a general fight among colored railroad laborers near Wilton, Botetourt county, Virginia, on the 19th. Many were wounded, and one of them, named Ross, is not expected to recover. N. P. Sawyer, a retired merchant, was murdered in his house, a few miles from Pittsburgh, about half-past 3 o'clock on the morning of the 20th. He was awakened by a violent blow on the back of the head, and, jumping up, confronted a tall man, whose face was hidden by a mask. Sawyer grappled with the villain and cried for help, until his friends appearing, the would-be assassin was frightened off. Mr. Sawyer was painfully injured in the struggle, but his wounds are not considered dangerous.

A passenger train on the Chicago, Milwaukee and St. Paul Railroad, on the morning of the 19th, both engines were smashed and five trainmen—Charles Fales and Elmer Winchester, engineers; William Richmond and Edward Cummings, firemen; and John Pernitz, brakeman—were killed. The express messenger, a postal clerk and seventeen passengers were injured, but not dangerously. The disaster is charged to the negligence of the train dispatcher at La Crosse. Near Forest, Ohio, at four o'clock on the morning of the 19th, the first section of freight train, Chicago and Fort Wayne freight train broke down and the second section ran into it, killing John Bouch, fireman. Several cars of oil in the second section caught fire, and a car loaded with dynamite exploded, destroying several cars, tearing up the track and injuring the engineer of the second section and a tramp. James Dolan and a companion, supposed to be William Banks, of Wyandotte, while drunk, went to sleep on the Lake Shore tracks, near Detroit, Michigan, on the 19th, and were run over by a freight train. Both men were killed.

A bridge over a chasm, fifty feet high, at Killar, Illinois, on the Chicago, Rock Island and Pacific Railroad, was burned on the 20th. The fire was discovered by a foreman. He flagged a passenger train on one side, and his wife stopped a train on the other.

At Novi, Michigan on the 20th, A. Senter, keeper of a hotel, and his wife, daughter and two boarders were poisoned by eating corned beef bought from a peddler. Senter is likely to die, the others to recover.

An attempt of two union sailors at Milwaukee, Wisconsin, on the 22d, to compel a non-union man to stop work on the barge Michigan, resulted in a shooting affray, in which Frederick Pagle, one of the aggressors, was fatally shot by Andrew Biemel, one of the colored men, arrested on suspicion of murdering the Woolfolk family, at Canton, has according to a despatch from Atlanta, Georgia, confessed his guilt. His motive was revenge for alleged ill-treatment by Captain Woolfolk. He claimed that three accomplices killed the family while he watched outside. He says he saw "Tom" Woolfolk jump from a window and run for his life. "Tom" who is under arrest for the crime, will doubtless be released. During a dance at the residence of W. L. Prowell, in Clinton, Missouri, on the evening of the 21st, James Atkins, made his appearance, although uninvited. A quarrel ensued between Atkins and H. B. Mitchell, when the former was shot dead.

E. S. Wheeler, the iron merchant of New Haven, who recently failed for \$2,000,000, with about \$180,000 of assets, was arrested on the 23d on the charge of obtaining money under false pretences. The arrest was made at the instance of the Phoenix Bank, which discounted a note of \$2914 for Wheeler two days before the failure. H. M. Mastet, an alleged forger, was arrested at Three Rivers, Michigan, on the 22d, at the instance of L. S. Waters, of Philadelphia, whom he defrauded in 1886.

John Shadle, of Weatherford, Texas, was arrested on the 22d on suspicion of being one of the gang of robbers who plundered the Texas Pacific train on the evening of the 19th. Shadle ridicules the officers for arresting him and claims that he has been sick.

A courier arrived at Florence, Arizona Territory, from Sheriff Fryer's posse at Dudleyville, early on the morning of the 22d, and reported the arrest of Eskiminzin and his entire band of Indians without any trouble on the 21st. All fears of trouble are now allayed.

A despatch from Tucson, Arizona, says citizens who have returned from San Pedro state that all the crops of the bottom lands between Mammoth and Benson, have been entirely destroyed by the recent floods. It will take several years before the ranchers can recover from their loss.

An engine and a construction train collided on the Gulf division of the Southern Kansas Railroad, at Guthrie, four miles south of Purcell, Indian Territory, on the 21st, and ten persons were killed or injured.

An explosion of natural gas at Oil Centre, Wood county, Ohio, on the evening of the 21st, caused a ten thousand dollar fire among oil tanks and machinery, and badly burned several persons, one perhaps fatally.

A despatch from Altoona, Penna., says a freight and passenger train on the Hollidaysburg branch railroad on the 22d struck two cars, near Stuffer's siding. The engine and three freight cars were thrown from the track. Engineer Howard Tames was killed, and fireman C. W. Ferry badly injured. Two express trains from the Pittsburgh, Fort Wayne and Chicago Railroad collided near Lima, Ohio, on the 22d. The tender of one engine was driven through a mail car. An engine named Glenn was dangerously injured by jumping off. Two freight trains on the Reading Railroad collided near Shamokin on the 22d. An engine and ten cars were wrecked, and the roadway was torn up. G. W. Jones, agent of the Pan Handle Railroad, at Springfield, Ohio, was killed on the 22d. An express train struck a baggage truck standing on the station platform and knocked it against Jones.

A despatch from Brainerd, Minnesota, says the forest fires, which were supposed to be under control in the eastern portion of the county, have broken out again. The fire has burned down to the roots of the grass, and a heavy rain is needed to extinguish it. The paper warehouse of Dobler, Mudge & Co., in Baltimore, was burned on the morning of the 22d. The loss on stock is estimated at \$90,000, partially insured. The building owned by John King, Jr., in damage to the extent of several thousand dollars; covered by insurance. The grinding mill and flour and feed store of L. L. Lukens & Co., in Chester, Penna., were burned on the evening of the 22d. Loss, \$20,000, nearly covered by insurance. John Welde's machine shop was damaged to the extent of \$5000, partially insured. The firemen worked against great odds, as the only hook and ladder company was in Allentown attending the Firemen's Convention.

A cyclone struck Brownsville, Texas, on the evening of the 21st, and continued for 35 hours. So far as known no lives were lost. The village of Santa Cruz, opposite Brownsville, was entirely submerged for several hours. The Rio Grande rose rapidly and the backwater overflowed many miles of fertile country. The wind reached a maximum velocity of 78 miles an hour, and the rain fell nearly ten and a half inches. The floods did almost as much damage as the wind. Hardly a tree was left standing in the vicinity of Brownsville, and several hundred acres of sugar cane were blown flat to the earth. The roof of Masonic Hall was carried away, Scanlon's large oil warehouse was demolished and many private residences were unroofed and their contents ruined by the heavy rain. The telegraph wires were prostrated and the extent of the damage south and west of Brownsville, along the Rio Grande, is not yet known. In Brownsville seventy small houses were blown down and three hundred others were unroofed and rendered unfit for occupancy. In Matamoras a dozen houses of the better class and from one hundred and fifty to two hundred small houses were prostrated by the wind, while from four hundred to five hundred others were unroofed. In the country on the American side of the river countless heads of cattle and sheep were lost, and the crops of cotton, corn and sugar-cane were completely prostrated and destroyed. The damage in that section is estimated at \$1,000,000.

William Showers, who was arrested in Lebanon, Penna., several weeks ago, on the charge of killing his two young grandchildren, made a confession on the 23d. He says Elizabeth Seagraves, his house-keeper, held a light in the children's bedroom while he committed the deed. He was arraigned in Court on the 23d and pleaded guilty. The trial of Adam Volkovitz, at Wilkesbarre, Penna., for the murder of John Bloski, was concluded on the evening of the 23d. A verdict of murder in the first degree was rendered. John M. Schuyler, who murdered his infant child at Morris, Otsego county, New York, about two years ago, by dashing out its brains, was on the 23d sentenced to be hanged at Cooperstown, on November 10th.

At Sylvania, Ohio, on the 23d, Godfrey Anderson, 14 years of age, while carelessly handling a shotgun, accidentally shot and killed his sister Maggie, aged 11 years. He "has been in convulsions since the accident, and is not expected to recover."

Every business place in Gravenhurst, Ontario, was destroyed by fire on the evening of the 22d. The loss will exceed \$150,000. The insurance is small. There are no provisions in the town. Fish & Connell's barb wire mill in Joliet, Illinois, was burned on the evening of the 21st. Loss \$25,000, fully insured.

J. H. Abbott, a widower, 48 years old, shot and killed his daughter, Mrs. Annie E. Cummings, in Haverhill, Massachusetts, on the evening of the 23d, and then shot and killed himself. He was drunk.

Henry Richter quarrelled with a party of colored men in Lawrence, Kansas, on the evening of the 22d, and was seen to fall. When picked up he was dead, his throat being cut with a razor. Thomas McKenna, 67 years old, murdered his wife at their home in McKeesport, Pa., on the 23d. After his arrest he said he had been contemplating the deed for years, but had refrained until his children had reached an age when they could care for themselves. He claimed that she was unfaithful to him. Rev. Alfred Beddington, a missionary to the Chickasaw and Choctaw Nations, in the Indian Territory, was shot dead by a man named Glassmore, at the latter's house on the line between the two Nations a few days ago. The

men had been close friends until Beddington began to "pay attention" to Miss Glassmore. He was warned to keep away from the house, but did not heed the warning, and was shot dead by Glassmore as he was clamouring at the gate.

The feature of the Blue and Gray reunion at Evansville, Indiana, on the 23d, was a sham battle, which, it is estimated, was witnessed by 75,000 spectators. "The battle lasted an hour and wrought the feelings of the veterans up to the highest pitch. The battle was declared drawn when 20,000 rounds of ammunition had been exhausted. Two men were injured in a hand to hand conflict over the possession of a battery. One Hodgson was knocked senseless with a clubbed rifle, and John Lyman was burned in the face by powder, but not seriously."

The Chinese residents of San Francisco had a parade on the 23d, "in honor of a great idol known as 'Tan Wong,' recently brought from China." The parade was of Oriental magnificence. The costumes, banners and Oriental weapons, an incident of the parade, were brought from China especially for this occasion. There were one thousand Chinamen in line and numerous Chinese women on richly caparisoned horses. The entire column presented a blaze of color.

Among the passengers by the steamer City of Richmond, at New York on the 22d, was the shipwrecked crew of the fishing schooner Lillian Baxter, of Gloucester, Massachusetts, which was abandoned. One of the sailors, Randall Pyche, was struck by the mast when it was snapped off, and was killed. The vessel was thrown on her beam ends by a hurricane. The men were rescued by the Umbria and taken to Liverpool, where the United States Consul shipped them to this port. A despatch from Sheboygan, Michigan, says the propeller Messenger, sighted the schooner Orkney Lass in distress, on the evening of the 21st, near Spectacle Reef, drifting down Lake Huron. The Messenger offered to tow her into port for \$100, but the captain of the vessel would not pay it. Nothing has been heard of her since.

Wealth of American Gypsies. The advancement and prosperity of American gypsies are real. When it is remembered how few know anything at all about these people, it is not strange that mere assertion of their gainings and belongings is met with disbelief and ridicule. But the very life principle of the gypsy is repression, secrecy and an assumption of humility. We have one or two other races among us that are making money much faster than we bloviating Americans, by assuming the same policy of apparent humility and poverty.

In St. Louis there are gypsy companies, unknown to their fellows, attending to their business, saving money and building homes. In Chicago I know of a clergyman and a German songster, who is paid the highest price for solo work at concerts and in the church choirs, who are gypsies, while in the trades there are several hundred. A German member of the Pennsylvania Legislature, thought to be the "Pennsylvania Dutch," is a gypsy. In Canada I know of more than fifty fairly eminent professional people, including several Episcopal clergymen, who belong to the despised Romany. One of the most prominent civil engineers of a southern railway is a gypsy. In New York city I can give you the names, streets and numbers of half a hundred gypsies, many of whom are most successful in their various vocations, and several whom I know to be worth upward of \$100,000 in property. A Boston lawyer of good repute and practice is a gypsy. In San Francisco a leading cafe is owned and conducted by a gypsy, who is very rich. Many of the shopkeepers of New Orleans, thought to be Spanish or French creoles, and laid great stress upon as such by a transplanted writer and "authority" on creoles, I know to be pure blooded gypsies of Spanish and French descent.

Colonel F. D. Curtis suggests that "more 'come bossy' and less 'get around there,' will fill the pail."

Comparative anatomy in the University of Berlin has been elevated to the dignity of one of the philosophical sciences and incorporated with the department of zoology. An official report by Colonel Majendie, Colonel Ford and Captain Candill, British Inspectors of Explosives, states that within the past year the dynamite trade in Great Britain had grown considerably, four new factories for explosives having been erected, that the number of licensed storage magazines had increased from 320 to 329, and that the total number of registered premises for explosives in the United Kingdom was 19,386. During 1883 there were 170 explosions, causing the death of 30 and the injury of 109 persons.

THE MARKETS. PROVISIONS— Flour, fair to choice, 8 00 8 50 Hams, 12 00 12 50 Pork Meats, 10 00 10 50 Prime Mess, B.W., 15 00 15 50 Sides smoked, 10 00 10 50 Shoulders smoked, 8 00 8 50 No. 1 White, B.W., 20 00 20 50 Smoked Beef, 14 00 14 50 Lard Western, 6 50 7 00 No. 2 Mixed, new, 21 00 21 50 FLOUR— West, and Pa. 89, 3 50 3 75 Pa. Family, 4 50 4 75 Minn. Super, 4 00 4 25 Pat. Wm. White, 4 25 4 50 No. 2 Super, 3 50 3 75 GRAIN— Wheat No. 1 Red, 85 00 90 00 No. 2 Red, 80 00 85 00 No. 3 White, 75 00 80 00 No. 4 White, 70 00 75 00 No. 5 White, 65 00 70 00 No. 2 Mixed, new, 21 00 21 50 FISH— Mackerel, large, 10 00 10 50 No. 2 Shore, 12 00 12 50 Herrings, Lab., 6 00 6 50 SUGAR— Powdered, 6 00 6 50 Granulated, 6 10 6 60 Coffee, A., 6 00 6 50 HAT AND SHAW— Timothy, choice, 15 00 15 50 Mixed, 10 50 11 00 Cut Hay, 10 00 10 50 Wheat Straw, 5 00 5 50 WOOL— Ohio, Penna. and W. Va. Floor XX and above, 33 00 34 00 Common, 28 00 29 00 Unwashed medium, 21 00 22 00

TOPOLOBAMPO.

The Socialist Colony Pronounced a Failure and Abandoned.

Charles Woolrich, British Vice Consul and for many years agent of the Pacific Mail Company at Mazatlan, arrived in San Francisco August 20, by the steamer San Jose. During the afternoon Mr. Woolrich was seen by a reporter and questioned regarding the condition of the Topolobampo colonists still remaining in Mexico.

"The condition of those who have not gotten away," said he in reply, "is most deplorable. There are about thirty still remaining, most of them in Guaymas, and all are in the most deplorable circumstances. The Topolobampo scheme was about the biggest fraud ever gotten up, and no one endowed with common sense and the slightest acquaintance with Mexico could have entertained a hope for its success. "In the first place, A. K. Owen, its chief promoter, is a crank, whose imagination has run to seed on Utopian schemes of various sorts for years past, as was also the case with his father whom I well remember. The tract which Owen obtained from the Mexican Government is utterly worthless and as unfit to settle a colony upon as could well be conceived of, and the poor folks who went there to find homes have paid the penalty of their rashness in not informing themselves of the character of the country they were going to until it was too late. I first went to Mexico in 1852, and I am thoroughly familiar with almost the entire country down to the Isthmus, and all of the unfavored spots the site of that colony is about the worst." John Bull, a civil engineer in the employ of the Mexican International Company, which has a contract with the Mexican Government for making the surveys of the States of Sonora, Sinaloa, Lower California and Durango, confirmed the statements of Mr. Woolrich regarding the Topolobampo colony to a great extent, as did also several of the officers of the steamer San Jose. Some of these unfortunates were now in Mazatlan, penniless and awaiting the first opportunity to make their way to the United States and they unanimously declare that the colony was a thing of the past. Regarding mining interests, Mr. Bull said that the Tarco mine, at Rosario, showed richer developments and promised better than any other with which he had recently been in contact. Many Americans and Englishmen were interested in mines in Mexico, and some of them would, he thought, be well paid for their investments, if they were not robbed either by the agents of the road or by those who should be their protectors and guardians, the government officials.

Head-Inlaying.

There is a very curious and effective style of ornamental or decorative art, which—though occasionally practiced in Turkey and other Eastern countries—is by no means very common even where it is best known. It may be called head-inlaying, and it is so easy that any boy or girl ten years old can achieve excellent results in it by following these simple directions: Take a piece of wood, let us say beech or mahogany or pear-tree or, indeed, any of the fine-grained kinds. Let it be half an inch in thickness and twelve inches in length by six in breadth. Draw on it your design. This done, follow the pattern with a series of holes, bored in the wood with a straight roundawl or a drill or a gimlet, as close together as possible without splitting the wood between them. Then put the beads into the holes so that their perforations will show. To secure the beads in place, the holes may first be filled with glue or varnish. The work then will be very durable. If you choose, the holes in the beads may be filled with a mixture of fine transparent glue and any coloring matter, such as umber or chrome. The beads should be sunk rather deeply into the wood. When the wood splits easily, or it is desirable to make the holes very close together, the holes may be bored with a hot iron rod. It will often add to the effect if a line, or fine groove, be cut with a penknife or a parting, or V, tool around the edge of the bead pattern. The ground may also be stamped, or indented, with a wood-carver's stamp.

When a very small, brass-headed pin or tack is passed through each bead, the appearance of the whole is very much improved. Such tacks may be obtained with convex, or half-round heads not larger than those of pins.

Of course, work of this kind need not be strictly limited to beads. The different kinds of the marbles used by boys may similarly be set in wood; and they are made in an endless variety of color. A cabinet thus studded would be increased in value far beyond the cost of the marbles, though they were the most expensive agates. Marbles and beads may be set together. To make the holes for the former, a center-bit or auger should be used. Long, straight beads may be used with good effect. To set them, make grooves with a gouge, and coat the grooves with mastic or Turkish cement, or with strong varnish, and press the long beads, or bugles, into the cavities.

The willow, elm and poplar figure among the most troublesome of trees for filling up drains with their roots.