

Since the disastrous war with the United States the navy has been exceedingly unpopular in Spain, and has been the subject of all kinds of attacks in the press and in parliament.

The Legislature of Newfoundland has made a liberal appropriation for the installation of a cold storage system for the fisheries of the colony. By this means it is hoped to open up new markets for cod fish, salmon and lobsters.

Turbaned Sikhs in khaki have come to the United States to look after the selection and shipment of American mules for British military uses. The North American mule with the broad arrow on his left hip goes on conquering and to conquer.

Mr. Estruye is known as the Bismarck of Denmark. Cecil Rhodes was sometimes called the Bismarck of South Africa, and Li Hung Chang was called the Bismarck of China. How would J. Pierpont Morgan do for a Bismarck of business?

Russians have a project of creating in Central Asia a vast inland sea which would increase the area of Lake Aral some six or seven times, and at the same time double the area of the Caspian, while joining the two seas by a navigable channel.

The town authorities of Genoa and Bologna have decided to raze the ancient walls surrounding them to permit expansion, but archaeologists are loudly protesting against the act, partly because they say it is unnecessary, but chiefly because it will remove one of the most interesting landmarks of antiquity.

Judge Chytraus, of Chicago, has ordered two lawyers of that city to pay a client \$1138 and interest at five per cent. since December, 1896, and has disallowed \$400 attorney's fees claimed by the lawyers. He ruled that where a lawyer has collected money belonging to a client and does not account for it, he loses all claim to compensation.

Recently, at a dinner given in New York City, there was one toast responded to by a man in Chicago. The table had been wired so that each guest was supplied with a telephone receiver. When the toastmaster proposed the Chicago man's toast, all the receivers went up to the banqueters' ears, and a man over a thousand miles away raised his glass as they raised theirs and regaled them with pleasantries.

A writer in the New York Sun thinks that Cecil Rhodes scholarships are more likely to Americanize Oxford than Oxfordize America. The "superior" Oxford spirit was once defined as follows: "An Oxford man looks as if he owned the world, but a Cambridge man looks as if he didn't care who owned the world." It will be interesting to see how our boys affect Oriol and Christ Church and those who belong to these very stuck-up seats of learning, says this same writer.

Adna F. Webber, Chief Statistician of the New York State Department of Labor, in an address on public policy in relation to industrial accidents, picked flaws in the common law rules as to employers' liability. He said that this Government is twenty years behind England and seventy years behind Germany in legislation on industrial accidents. He urged that every State have incorporated in every contract for public works a provision that all artisans and laborers employed on public works should receive not only medical care in case of injury, but also a weekly benefit during disablement, and in the event of death from such injury, an indemnity to the family of an amount equivalent to at least five years' wages.

The typical university President today should be at once a scholar but no pedant, and a man of affairs but no bald utilitarian, observes the New York Independent. He should be a disciplinarian but no martinet, and resourceful in tact and diplomacy without being a mere politician. He should combine the humility of the scholar who realizes his ignorance with the assured authority of the natural leader of men. As much as any man in the world, and more than most others, he needs to embody within himself all high, efficient and noble qualities of mind and heart. If it be said that to say these things is to paint an unattainable ideal, the answer is that an ideal is something which may not be realized, but which at least is to be sought and striven for at every opportunity and with all the energy at our command.

THE WASHERWOMAN'S SONG.

In a very humble cot,
In a rather quiet spot,
In the suds and in the soap,
Worked a woman full of hope;
Working, singing, all alone,
In a sort of undertone,
With a Saviour for a friend,
He will keep me to the end."

Sometimes happening along,
I had heard the semi-song,
And I often used to smile,
More in sympathy than glee,
But I never said a word
In regard to what I heard,
As she sang about her friend
Who would keep her to the end

Not in sorrow nor in glee
Working all day long was she,
As her children, three or four,
Played around her on the floor;
But in monotonous tone she sang,
She was humming all day long,
"With a Saviour for a friend,
He will keep me to the end."

It's a song I do not sing,
For I scarce believe a thing
Of the stories that are told
Of the miracles of old;
But I know that her belief
Is the antidote of grief,
And will always be a friend
That will keep her to the end.

Just a trifle lonesome she,
Just as poor as poor could be;
But her spirits always rose,
Like the bubbles in the suds,
And though widowed and alone,
Cheered her with the monotone,
Of a Saviour and a friend
Who would keep her to the end.

I have seen her rub and scrub,
On the washboard in the tub,
While the baby sopped in suds,
Rolled and tumbled in the suds;
Or was paddling in the pools,
With old scissors stuck in spoons;
She still humming of her friend
Who would keep her to the end.

Human hopes and human creeds,
Have their root in human needs,
And I would not wish to strip
From that washerwoman's lip
Any song that she can sing,
Any hope that songs can bring;
For the woman has a friend
Who will keep her to the end.

—From "The Rhymes of Ironquill," by Eugene F. Ware.

THE ENGINEER OF NO. 97.

By Frederick E. Burnham.

GEORGE FLAGG was engineer of the fast freight that pulled out of Black River Junction at 4 o'clock every weekday afternoon in the year. Men of less ambition than he would have been satisfied with the position, for it was a fairly lucrative one, but Flagg saw ahead of him the accommodation train, and ahead of that the express and fast mail. Usually in railroad life the more responsible positions are secured only after years of gradual promotion, but sometimes the way is short, the engineer of the freight to-day controlling the limited express to-morrow. A moment's quick wit and a few minutes of daring work counts more with the management than years of uneventful service, and the coveted position is forthcoming.

Flagg's engine was standing on the main line at the Junction, one afternoon late in the fall, and Flagg was oiling it, preparatory to the regular trip north. It had been raining, and the engine was a gloomy, spluttering object, pleasant neither to the touch nor to the sight. Ahead were slippery rails that meant trouble for every engineer on the road; the heavier the rain, the greater the trouble, and Flagg, with the certainty of fifty-four loaded cars, was not in the most cheerful frame of mind.

He had just completed the oiling of his engine when the operator at the Junction appeared on the scene. He was coatless and hatless, and it was with extreme difficulty that he gasped the message which he had received over the wires:

"Get on to the siding, quick," he cried; "the 5 o'clock freight out of Vincent has broken away, with nobody on board. It passed Harrisville five minutes ago and is coming down on this track."

Flagg was aboard of his engine while the operator was yet speaking, and before he had finished he had decided what to do. He might have taken the operator's advice and made his quickest time for the nearest siding, thus saving his engine and getting out of harm's way himself, but he didn't. Instead, he threw open the throttle of his engine and started it up the grade toward Harrisville and the on-coming freight.

The operator stood for a moment staring after the receding engine in a helpless sort of way, which, were it not for the seriousness of the situation, would have been ludicrous. "Gone crazy," he muttered.

Flagg opened the sand valve the instant he started his engine, and as he sped over the rails, he left two white trails behind.

Strange thoughts enter a man's mind at such a time; ideas come quickly and oftentimes they are incoherent. Flagg wondered what the officials in the main office were thinking of his strange conduct, for he was confident that the operator at the Junction had already wired the facts. He wondered why the gates were not down at the crossings and the flagmen at their posts, and had serious thoughts of making wholesale reports at headquarters, scoring them one and all, for gross negligence. Once he thought he was insane; that was when a tiny black object appeared on the rails more than three miles away—an object that increased in size as it drew nearer. Flagg found himself staring at it, the while wondering what it was.

When the light came, he realized his own danger, and for an instant he

wondered what he was there for; then the thought which had actuated him at the start recurred. At once, he was all alertness. He reversed his engine and put on the brakes, and though to him it seemed hours, it was a very few seconds before his engine was backing down the grade which he had just climbed, gaining speed with every revolution of the wheel.

The dot where the rails seemed to meet had rapidly assumed the form and proportions of an engine, and it was not long before Flagg could hear above the racket made by his own engine the sound of escaping steam and the roar of the rapidly approaching runaway; it took very little imagination for him to feel the engine's hot breath.

This was the plan by which he meant to catch the runaway. He had hastened up the track to meet it. Then, as it drew near, he had started to run before it, gradually letting it gain on him. Now he proposed to make the engines come together, and then he would match the power of his own against the power of the other, thus getting both under control.

Flagg's engine and the freight were well matched, and as they tore through Porter's Station, the lone engine was a short distance in front of the freight. It was then that Flagg gently applied the brakes and brought the two engines together. He felt the jar as they touched, and at once bore down on the brakes, presently reversing his engine.

The long freight rebelled. The long string of cars shook and jangled at their couplings as they felt the restraining hand of the engineer. Assisted by the sand which he had turned on the rails, Flagg's heavy engine grudgingly yielded every length of rail, and finally, less than an eighth of a mile from the Junction depot, brought the runaway to a standstill.

At 4:30 Flagg started north with his regular train, half an hour late. At Myricks, the agent flagged his train, and as it came to a stop, a fellow-engineer joined the operator at the side of the engine.

"Flag No. 97 and tell Flagg that the superintendent wishes to see him this evening. Get MacArthur's to finish his trip," was the dispatch which the agent thrust into Flagg's hand.

Flagg read it, and mechanically stepped down from the cab, yielding his place to MacArthur's. Somehow a strange weakness seemed to come over him as he touched the ground, and he said something about the superintendent being a pretty shrewd man to guess so correctly as to his condition.

The superintendent of the road was in his office when Flagg entered late that evening, and as he noticed the engineer's haggard face, he quickly motioned him to be seated.

"We are going to lay you off for a month," said the superintendent briskly.

Flagg's jaw dropped as he looked at the official questioning him, wondering whether he had heard aright. He was thinking of the payment on a home mortgage that was due a month later.

"Yes," continued the superintendent, "we want you to go off into the country for a month's outing on full pay, and when you get back there will be a train put on which we have had under advisement for some time—the Northern Limited; consider yourself engineer of that train."

"I—I guess the rest would do me good," said Flagg, at last realizing how much that afternoon's trip had weakened him, "and the promotion, sir, I can only thank you for it, and do my best as an engineer."

"And that's enough," said the superintendent.—Forward.

The Education of the Parrot.

To teach a parrot to talk it is never necessary to place the poor bird in a darkened room or to starve him. Common sense would suggest that he should be made as happy as possible in his surroundings. Give him good food—hemp, maize, oats, biscuit. As a slice of fruit is always beneficial, a bit of apple, of pear, of banana, or of carrot will do very well. Also see that your pet has pure drinking water, a large cage, some soft wood to gnaw, with plenty of coarse grit on the floor of the cage, for he needs the small stones to aid his digestion. A parrot in these comfortable circumstances may then be left alone in a room while his teacher conceals himself in another. The teacher, who should be heard, but not seen, should repeat, with infinite patience, over and over again, the word or words he wishes his pet to learn. The female parrots do not talk.—The female of the song birds, it should be remembered, is not a singer—so that efforts of education in that line are quite thrown away.—Our Annual Friends.

The American Indian.

An article by Charles Hallock, on the American Indians, has been printed in the American Antiquarian, but some misapprehension has been created as to his conclusions; in order to correct any errors, the following syllabus of his article has been printed:

The Indians, or Indigenes, of both North and South America, originated from a civilization of high degree which occupied the subequatorial belt some 10,000 years ago, while the glacial sheet was still on. Population spread northward as the ice receded. Routes of exodus diverging from the central point of departure are plainly marked by ruins and titanic records. The subsequent settlements in Arizona, Mexico, New Mexico, Colorado, Utah and California indicate the successive stages of advance, as well as the persistent struggle to maintain the ancient civilization against reversion and the catastrophes of nature.—New York News.



The Little Children in Japan.

The little children in Japan
Don't think of being rude,
"O noble dear mamma," they say,
"We trust we don't intrude."
Instead of rushing in to where
All day their mother combs her hair.

The little children in Japan
Wear mittens on their feet;
They have no proper hats to go
A-walking on the street;
And wooden slits for overshoes
They don't object at all to use.

The little children in Japan
With toys of paper play,
And carry paper parasols
To keep the rain away;
And, when you go to see, you'll find
Its paper walls they live behind.
—Caroline MacCormack, in Harper's Magazine.

General Jackson.

Old Hickory was a sobriquet conferred upon General Andrew Jackson in 1813 by the soldiers under his command. The name was not an instantaneous inspiration, but a growth. First of all, the remark was made by some soldier, who was struck with his commander's pedestrian powers, that the general was "tough." Next it was observed that he was "tough as hickory." Then he was called "Hickory." Next the affectionate adjective "old" was prefixed, and the general thenceforth rejoiced in the completed

doubt pussy has good reason to go in fear of the dog. Still, there are many cats and dogs that are not only civil to one another, but positively friendly. There was one tabby which was so fond of the dog of the family that she could not bear to be separated from it. She would new in heart-rending fashion to get into the room where was the dog, and if no heed were paid to her cries she scratched and scratched at the door, trying to scrape admittance. When this failed it is said that she then raised herself up on her hind legs, turned the handle of the door and walked into the room. Her owners were so enchanted with her skill, as well they might be, that they used to get pussy to repeat the feat.

A Squirrel Afloat.

That gray squirrels are fast and long-distance swimmers was proved one day last fall to the entire satisfaction of a ferryman a Middle Haddam, Conn.

He heard two gray squirrels scolding on a tree near the bank of the river. Suddenly a fierce fight began, which was terminated by the larger squirrel leaping from the tree into the river.

The ferryman saw the dive taken and watched for the squirrel's reappearance with great interest. The squirrel, instead of striking out for the near-by shore, started for the opposite side. A strong current was running, and although the waves ran high, the little animal breasted them like a veteran. The man followed in his boat. When the middle of the river was reached and he had gained on the squirrel, he quickened his stroke; but the squirrel forged ahead, and gained the shore fifteen or twenty feet ahead



Cumulus clouds vary enormously in size, but so long as they remain of moderate dimensions in fine weather, they indicate a continuance of brightness. But, when, in hot weather, they grow exceptionally large, they give warning of storms, with a high temperature—and with great certainty when they assume a dome-like shape.

Bananas are, as a rule, planted out systematically in rows, the "suckers" being placed at an average of ten feet apart. The banana plant bears only one bunch at a time, but it is a quick grower, yielding its fruit in twelve to fourteen months. When the plant is about six months old a second "sucker" or shoot is allowed to spring from the root, a third after the ninth month, and so on, so that after the first year there is a continuous crop being reaped.

A healthy plant will not only add to the purity of the air but will restore life-giving properties to that which has become vitiated, for it will thrive, provided it has as much as seven to eight per cent. of carbonic acid gas. Too much carbonic acid gas, on the other hand, is injurious, even to plants. That which is called breathing, in a plant, is also a sort of digestion, the carbon being food that is built into vegetable tissue, and if too much is given the plant is gorged and suffers from a surfeit, while on the other hand it may be starved, and the whole plant shows the effect of the indigestion by looking sickly, for it has no stomach, but performs its digestion with its whole substance.

The epoch of the beginning of life on the earth cannot be carried back, according to the reasoning of F. J. Allen, further than the date of the appearance of water on the earth's surface. The powerful shocks of lightning which must have occurred continually in the damp, warm atmosphere then existing, led to the production of ammonia and the oxide of nitrogen, as happens to-day. These substances were carried down in solution by the rains, and on the surface of the earth met solutions of carbonic acid and the chlorides, sulphates, and phosphates of the alkalis and metals. This was then the first opportunity for the formation of varied nitrogenous combinations and for the coming into being of the first living substance.

Mr. Bovey has recently described in the transactions of the Royal Society of Canada, an extensometer for determining the longitudinal extension or compression of a horizontal beam, loaded transversely. It consists, in essence, of two parallel overlapping steel bars, the opposite ends of which rest, by knife blades, against two points of the specimen to be examined. Between the faces of the two bars is a small roller carrying a mirror. Any extension or compression of the specimen causes the roller to rotate through an angle and deflects a beam of light thrown on the surface of the small mirror. The motion of the beam of light can be read by a telescope of considerable magnifying power, and thus extremely small deflections can be accurately measured.

The force of gravity over the land is determined by counting the number of swings of a pendulum of known length that occur in a known lapse of time. Dr. Hecker, of Potsdam, has recently made an attempt to determine the relative force of gravity over different parts of the Atlantic Ocean between Hamburg and Bahia by means of a barometer and a hypsometer (a boiling-point thermometer). The barometric formula contains a term depending on the intensity of gravity at the place of observation. The hypsometer is independent of this influence. A comparison of the results of simultaneous observations by the two methods affords a means of determining the force of gravity approximately. The preliminary results indicate that gravity of the deep ocean is nearly normal and they confirm Pratt's hypothesis in regard to the isotactic arrangement of the masses of the earth's crust.

Immunity of Window Glass.

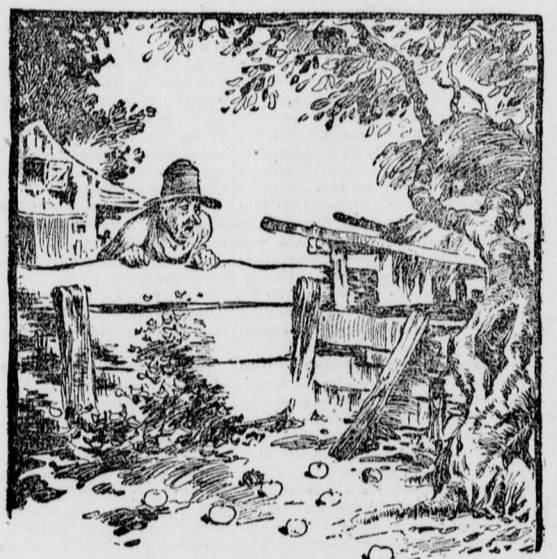
It was the man with the red mustache who said: "One thing that I marvel at daily is the rarity with which window glass is broken in moving furniture and other heavy articles along the outside walls of big buildings. Only this morning I saw two men hoisting great slabs of wood to the roof of a Nassau street office building. At every twist of the rope the plank swung perilously near to the windows, but so nicely was each movement guarded that not once did the dangling ends touch the glass.

"I spoke to one of the workmen about the performance, and he assured me that not once in a hundred times is a window glass broken in the passage from the ground to the top floor. This freedom from accident is of course due to the exceeding carefulness of the movers. In most cases they are held responsible for whatever damage they may inflict, and as the windows that light modern office buildings are very expensive it would be a costly day's work to smash one of them."—New York Times.

Youngest British Monarch.

The youngest monarch who ever ascended the British throne was Henry VI. He was eight months and twenty-five days old at his accession.

A Puzzle Picture For the Children.



"SOMEBODY HAS BEEN AT THOSE APPLES." WHERE IS HE?

nickname, usually the first won honor of a great commander.

Toad in a Passion.

In spite of the precious jewel which it wears in its head, the toad has few friends, although one which Professor Bell kept as a pet would sit on one of his hands while it fed out of the other. No doubt it is an ugly creature, but it cannot help that. Why, then, should it also possess a temper? A toad in a passion is really and truly very angry indeed. One was once caught in a snare that had been laid for birds. The moment it found itself a prisoner, its rage knew no bounds. It struggled furiously, and snapped at everything within its reach. Nor does it spare its brother toad, but often goes for it on land or water.

Habits of the Wild-Cat.

To say that a dog can "whip his weight in wild cats" is to pay about the highest tribute to his strength, courage and activity, and there are very few dogs that would care to earn such a tribute if they understood all it implied. Not that a wild-cat is of a specially aggressive disposition; on the contrary he would sooner mind his own business any time than fight. So anxious is he, as a rule, to keep out of trouble that he has often been accused of cowardice, but he has on so many occasions given evidence of the most desperate courage that it is doubtful if the accusation is a fair one. When wounded or at bay he is, perhaps as dangerous as any creature of his size.

Monument to the First American Baby.

United States Senator Simmons, of North Carolina, wants a monument erected to mark the place where the first English-speaking people landed and where the first Anglo-American woman was born—Virginia Dare. The historic spot is in Senator Simmons's State. It is Roanoke Island, N. C., and the date was 1584. The people who settled there had been sent over by Sir Walter Raleigh, and they wrote such glowing letters home and made such attractive maps that in 1585 and 1587 the colony largely increased. It was at Roanoke Island, in 1587, that Virginia Dare was born. She ought to have a monument, says Mr. Simmons, and he wants Congress to appropriate \$25,000 for this purpose.—Patriotic Review.

A Cat-and-Dog Tale.

Cats and dogs are supposed to hate each other, especially the cats. No

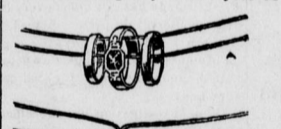
of his would-be captor.—Christian Register.

The Broken Cord.

Show the audience two pieces of cord and three rings. Then put the rings over the two pieces of cord, as shown in Fig. A, and give the two ends of the cord to somebody to hold.

Then cover the rings with your hands for a moment, and, " presto," the rings are free, while the cords are intact.

This surprising experiment is done in the following way: Before your ex-



hibition slice a thin fibre from one piece of cord and tie (as shown in Fig. B) the two pieces of cord, covering the place where the cords are tied with your hand until the rings are put over them, hiding the place of connection. Then you give the cords with the rings to somebody to hold carefully (as shown in Fig. C), and remove the rings with one quick pull. To show that the cords are intact, slip your thumb between the two ends, as shown in Fig. D.—New York Tribune.