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AMONG THE SCIENTISTS.

Subjects Interesting Specialists Throughout the Entire World.

The Natural History Museum had a spring opening, which took place about the middle of May. The most noted among the new exhibits, and which created considerable attention on the opening day, was a collection of birds, consisting of eighteen groups, each representing a pair of birds—with their nests and the eggs or young—of the different varieties found within fifty miles of New York. It is the first collection of its kind in this country.

An interesting series of experiments has been made by Dr. J. W. Fraser on the influence of our common beverages on digestion. Among these drinks he finds that water is usually the best. Of infusions, tea or cocoa acts most favorably when bread is eaten, and coffee is the best for use with meat or eggs. Eggs are the best animal food with infused beverages, and should be soft boiled when tea is the beverage and hard boiled with coffee or cocoa.

Charles Brush built some time ago a powerful dynamo for use in Cowles, Ala., for disengaging aluminum from clay so economically as to make the metal an article of commerce. A contemporary says this dynamo weighs 22,000 pounds, requires 500-horse power for its operation, and has an armature of forty-seven inches diameter, in the making of which 6,250 pounds of copper wire were used.

The New York Electrical Society are to make a grand display at the American Institute Exhibition next autumn. The exhibition will include all that is newest, and a special and interesting feature will be the storage of electricity and its application to the transmission of power. This promises to be the best electrical exhibition ever held in this country.

A substance resembling ivory of creamy whiteness and great hardness is made from potatoes washed in diluted sulphuric acid, then boiled in the same solution until they become solid and dense. They are then washed free from the acid and slowly dried. This ivory can be dyed and turned and made useful in many ways.

A temperature of 570 degrees will produce a dark blue color on polished steel, and 590 degrees a pale blue. The temper for lancets is obtained at 430 degrees Fahrenheit, axes at 500 degrees, swords and watch springs at 530 degrees, small saws at 570 degrees, and large saws at 590 degrees.

A new discovery is that by the use of citric acid or citrate of silver seawater may be made drinkable. By this means chloride of silver is precipitated and a harmless mineral water is produced. An ounce of citrate makes a half pint of water drinkable.

Geo. E. Doering, Ph. D., says that an alcoholic solution of oil of wintergreen rubbed on the marble slab of a soda fountain will keep the flies away and not prove disagreeable to customers. It is well known that all essential oils are poisonous to insects.

A San Francisco concern is making handsome pressed bricks out of coal ashes and cinders. These bricks have stood the severest tests for strength, and are made without baking or burning.

It is a curious scientific fact that all the elements of the poison found in a rattlesnake are inherent in the common Irish potato.

CARRIER PIGEONS FOR WAR.

The Military Dove-cotes of Germany, France and Russia.

The Germans were among the first to establish military pigeon-lofts, and their system is now the most complete in Europe. The larger fortresses like Metz, Cologne and Strasbourg each has from 400 to 600 well-trained birds; and the annual vote of credit for pigeon purposes in the military budget is $8,500. The commandant of the place is responsible for the birds being properly cared for and trained, and they are in charge of a non-commissioned officer, who has under him two private soldiers and a keeper. Registers are kept giving full particulars concerning all the birds—the numbers stamped on them, their age, sex, color, distinguishing marks, and the different places from which each has flown, together with notes on their rapidity and reliability. Among the fortresses which were early stocked with birds were those near the Russian frontier—Posen, Thorn and Konigsberg; and others were gradually attended to, until at the present time it may be said that every part of the country is in communication, either directly or indirectly, with the capital by means of pigeons. The northern coast is, in fact, studded with lofts, they having been established at Tonning, Dantzig, Stettin and Kiel. On the western frontier Cologne is in direct communication with Berlin, a distance of 300 miles, and is a transmitting station for Metz and Mayence. Strasbourg and Metz also communicate with the capital through Wurzburg.

In France the vote of credit for the pigeon-lofts is $20,000. Ten stations have birds trained from Paris, and important towns at great distances communicate with the capital by intermediate stations. Thus Lyons transmits to Paris by way of Langres, which likewise communicates with Marseilles and Perpignan. The military authorities have power to requisition all lofts of trained pigeons belonging to private persons, and a census is regularly made of their number. The census taken last year showed that in Paris alone there were 2,500 birds available, of which 1,788 had been well trained, and might be relied upon as likely to "home." Were Paris, therefore, ever again in danger of being besieged, these, together with the birds kept at the various outside stations about Grenoble, the Pyrenees, the Alps and the important towns in the north and south of the country, would form a means of communicating with the armies outside that might play an important part in turning the tide of the campaign.

Russia has recently voted a sum of $20,000 for the maintenance of military pigeon-lofts, it being thought that in Afghanistan and other distant parts pigeons might, under certain circumstances, be the best means of securing the maintenance of communication. The Austrian authorities appreciate the usefulness of these messengers in mountain districts, and at the present time they have under consideration the question of establishing pigeon-lofts, in order to secure rapid communication between the fortresses of the frontier and the mountain passes.

An Actress and Her Rage.

Actress—Well, go ahead, you heartless wretch. Levy on the goods if you want to. I shan't pay the bill. So, there!

Constable—Sorry, mum. But I'm afeard you'll have to.

Actress—Well, I won't. That bill was contracted when I was a minor. It can't be collected now.

Constable—You must be thinking of some other bill, mum. This claim is only twenty-seven years old.

Actress—Oh, well, I'll pay it then. I thought it was a relic of one of my early tours.—*Omaha Herald.*

And a Sweet Girl Graduate!

At the graduation exercises of the Cincinnati Wesleyan college one of the sixteen young lady graduates deliberately stole ten or fifteen of the handsome floral pieces intended for classmates. The affair caused such a rumpus that the girl was compelled to give back some of the flowers, although she still has several designs not belonging to her.—*St. Paul Pioneer-Press.*

Too High Feeding.

Sam—Uncle Esom, I don't know what's de matter wid dis hoss; I'se sartin I feeds him high ernuff.

Uncle Esom—Dat's jist what's de matter. Yo feeds him so high dat he can't reach it.—*Texas Siftings.*

Araby Pasha, who is a British prisoner of war in Ceylon, has a bungalow near Colombo and the companionship of his eldest

GREAT SHIP CANALS.

ENTERPRISES FOR WHICH THIS CENTURY WILL BE FAMOUS.

Denmark to be Converted Into an Island by a Canal from the North Sea to the Baltic—Ancient and Modern Waterways Across the Land—Immense Undertakings.

Among the things for which the present century will be noted is the building of great ship canals.

Recently the German Emperor laid at Kiel the foundation stone of the great ship canal which is to connect the North sea with the Baltic, piercing the peninsula occupied by Denmark. Although the work presents but few difficulties, it will, from its very magnitude, be one of the most remarkable engineering achievements of the century, while its effect upon German commerce cannot but be very important. The object in view in constructing it is both commercial and strategical. At present every vessel, unless it be of exceedingly small tonnage, going from the German ocean to the Baltic—say from Hamburg to Kiel—is compelled to make a very long detour, to double the northernmost point of Denmark, and to thread the dangerous straits between Jutland and Sweden and the even more dangerous Skager Rack. Every year a large number of vessels are wrecked in these perilous waters; and it is computed that of German craft alone one every fortnight is lost between Cape Skagen and the Baltic. The capital importance of the canal which is now commenced is indicated by the fact that every year 35,000 vessels journey from the North sea to the Baltic, that 17,000 of them are obliged by their tonnage and their draught of water to go by long sea. The other 18,000 craft, mainly small sailing vessels of the coast class, proceed through the existing Eyder canal, which runs from Wilhelmshaven on the North sea to Kiel on the Baltic. This canal is very narrow and very shallow, and is only navigable for vessels of insignificant tonnage. The saving of time which will result from the use of the new canal will be very considerable; for while the distance from Hamburg to a given point on the Baltic coast is 646 marine leagues by long sea, it will be only 221 leagues by the canal. The distance from London to the Baltic will be abridged by 239 marine leagues by the construction of the canal.

The canal will run from Kiel to the estuary of the Elbe below Hamburg, and it will be wide enough and deep enough to admit the largest ironclads in the German navy, of the type of the Kaiser Wilhelm, with 8,345 horse-power and a displacement of 9,575 tons. Upon the banks great docks and warehouses and several barracks are to be erected; for, despite its obvious commercial advantages, it is doubtful if the canal would have been undertaken had it not been for the strategic facilities it promises. Its existence will render warlike operations against the German Baltic ports exceedingly hazardous, and will make it almost impossible for a hostile fleet to blockade that sea, since German ironclads and gunboats will be able to dart from one coast to the other with great rapidity and in perfect security from attack by the way. The entire cost of constructing this important waterway is estimated at $39,000,000, of which about one-third will be paid by Prussia and the remainder by the other German states. The annual cost of maintenance is fixed at $275,000. For a long time public opinion in the Fatherland hesitated in face of this heavy expenditure; but the commercial and strategic advantages of the canal appeared to be so great that, after years of discussion, it was at last recognized that the money would be thoroughly well spent.

It is only three years short of five centuries since the Duke of Holstein first proposed the making of a canal between the two seas. Two centuries later, in 1571, Maximilian II took the matter into serious consideration; but nothing was done. In 1784, the Eyder canal was made, and for a time it served its purpose fairly well; but for the last forty years it has been sadly inefficient, although it was not until after the annexation of Schleswig-Holstein that the German government took the matter up.

On a terrestrial globe, said to have been constructed in 1520, and still preserved in the public library at Nuremberg, the Isthmus of Panama bears a peculiar mark, which is supposed to have indicated the most favorable line for cutting it through. Eight years afterward a complete scheme for that purpose was proposed by Antonio Galvao to Charles V. Cortez was instructed (after the conquest of Mexico) to search for a natural strait "which would render the King of Spain master of so many kingdoms that he might consider himself Lord of the World." In 1551 Gomara, the author of the "History of the Indies," proposed three different routes for a canal, including that by way of Nicaragua. To explore the latter an expedition was sent out by Philip II in 1567. The majority of American engineers have given the preference to this line. The Panama canal actually in progress is less than fifty miles long, and when completed (if ever it is completed) it will share with that of Suez, and presumably with the Holstein canal, the distinction of being a true geographical strait in which the water finds its own level. It is to be hoped that time will declare itself on the side of M. de Lesseps. Since the year 1520 some fifty expeditions have been organized for the purpose of reporting upon the feasibility of such an undertaking.

The great canal of the Old World has a much higher historic record. Mention is made by Herodotus of a proposal for cutting a waterway between the Mediterranean and the Red seas, and it is probable that some channel did formerly exist between them. Whether this was a natural or artificial communication it is impossible to determine. In either case it must have gradually silted up. Through many ages the thoughts of the Western world were naturally directed to a short cut to the East. In Marlowe's play of "Tamburlaine" occur these lines:

And here, not far from Alexandria,
Whereas the Terrene and the Red sea meet,
Being distant less than full a hundred leagues,
I meant to cut a channel to them both,
That men might quickly sail to India.

But though not 100 leagues, the Isthmus of Suez was 100 miles broad, and the project had naturally to wait for its fulfillment. It was not till the year 1847 that the idea, long entertained, of a great difference in level between the two seas was proved to be erroneous; and from this time it was plain that a canal was possible.

The scheme for cutting the Isthmus of Corinth is as old as the days of the Cæsars; and both Julius Cæsar and Caligula devoted considerable attention to it. But Nero was the first to take active steps toward its accomplishment. He excavated more than 3,000 feet on the Corinthian, and twice that length on the Saronian side of the isthmus. But it is not till nearly 2,000 years afterward that we see the Corinth canal actually approaching completion. It is estimated that it will shorten the route from Trieste to Athens by about forty hours for sailing vessels and fifteen hours for steamers.

British waterways—with the exception, perhaps, of the Caledonian canal—have no pretensions to be regarded as true ship canals. Even the Caledonian is constructed with locks, which takes it out of the class here spoken of. It is, however, an "interoceanic" passage, being a cut between the North sea and the Atlantic; and it was expressly designed to save vessels the dangerous circuit by the Pentland Firth. Nor was the security it might afford to merchantmen from privateers in time of war lost sight of; in spite of which valuable national service the Caledonian remained for a long time in the "report stage."

Like Manchester, Paris is now talking of its possible conversion into an inland port, as were Norwich and Birmingham at the beginning of the century, and some other commercial centres not so long since. Among the more important "artificial straits" now contemplated, and which will some day probably have a history of their own, are the canals proposed to be cut through the Isthmus of Kra, in the Malay peninsula, and of Perekop, in the Crimea.

ABOUT WOMEN.

Miss Braddon is about to publish her fiftieth novel.

A beautiful full-length portrait of Queen Kapiolani has been received at the State Department.

Miss Kate Field is now visiting California and will go to Alaska on a sight-seeing tour before her return to the East.

Josie Franklin and Victoria Byrnes, two American girls, have been licensed as telegraph operators at San Luis Potosi—the first in Mexico.

Senator Blackburn, of Kentucky, has two daughters, one of whom usually spends the winter with him in Washington. Their names are Therese and Corinne. The latter, who is the younger, was with her father last winter.

The only child of Senator Sherman is a daughter named Mary, to whom he and his wife are very deeply attached. She has had every advantage in education, including a sojourn in Europe with Mrs. Sherman a few years since. She finished her studies and made her debut this winter. She is a blonde, with a modest manner and a gentle disposition.

Mme. Duplessis Kergomard, editor and author, has gained an important victory for her sister women in being elected a member of the Superior Council of Public Instruction in France. This is important from the difficulties that had to be conquered and for the completeness of the victory. She is the first woman to whom this honor has fallen, and it is a high honor.

Miss Daisy Hampton (daughter of Senator Hampton, of South Carolina) has accompanied her father to Washington for three successive winters, and her mother being dead, has represented the family in society. Though very young when she first began, two years ago, Miss Hampton showed herself fully equal to the occasion. She is a brunette with very bright gray eyes, veiled by long, dark lashes, and a clear skin with rosy cheeks.

Mme. Dieulafoy, who received the Cross of the Legion of Honor for the help she gave her husband in his explorations among the ruins of Susa, shocked Paris the other night by appearing at the theatre in masculine dress, with the Cross of the Legion of Honor on her breast. The papers are now recalling instances of other celebrated French women, from Joan of Arc to George Sand, who discarded the usual dress of their sex. Unless she be armed with a physician's certificate to show that she does it for the good of her health she may be arrested.

Mrs. Frances E. W. Harper as a lecturer and writer is probably the most prominent woman of the negro race. Born free, and self-educated, she began lecturing under the auspices of the Anti-Slavery Commission in New Bedford. After the war she lectured throughout the Southern States to the freedmen on the subject of education, at her own expense. She wrote a book of poems, of which over 50,000 copies were sold, and was for some time a regular contributor to the *Independent*. She now lives on a farm in Ohio purchased with the result of her labors, and although sixty-two years of age, devotes much of her time to temperance work.

GOLDEN THOUGHTS.

Death is the beginning of a life which does not end in death.—*Rev. E. Mead.*

Things are sullen and will be as they are, whatever we think them or wish them to be.—*Cudworth.*

Time is infinitely long, and every day is a vessel into which much may be poured if we fill it up to the brim.—*Goethe.*

Cannot God who first gave life to matter give resurrection to a body from which life hath departed?—*Athenagoras.*

Every fancy that we would substitute for a reality, is, if we saw aright, and saw the whole, not only false, but every way less beautiful and excellent than that which we sacrifice to it.—*Sterling.*

The proud man hath no God; the envious man hath no neighbor; the angry man hath not himself. What good, then, in being a man, if one has neither himself nor a neighbor in God?—*Bishop Hall.*

Fight like a good soldier; and if thou sometimes fall through frailty, take again greater strength than before, trusting in thy more abundant grace; and take heed of vain pleasing of thyself and of pride.—*Thomas a-Kempis.*

We may say that, partly from our own badness and partly from theirs, all mankind, kindred and strangers, are a trial to our patience in some way or other. When we are engaged with others in any kind of work, or are constantly in society of others, our patience is often exercised. We encounter stupid, ill-tempered, or importunate people, and we do not remember to look at each such meeting as a gift from God, who is going to watch how we behave, and visit us accordingly.—*F. W. Faber.*

Deceived.

A man from Shady Bayou went into a bar-room, and, seeing an Italian playing on a harp, he turned in great astonishment and thus addressed the bar-tender:

"I've seen a heap uv makeshifts, but this one beats 'em all."

"What?"

"I say, that fellow over thar beats 'em all. Ef er fellow had er told me that a man could snatch up the bottom uv a ole bedstead an' snatch music offen the corps, I wouldn't er b'l'eved him, but I'll be blamed if this feller aint-a-doin' uv it."

"W'y man, that's a harp."

"Er harp!" he exclaimed. "Wall, I'll agree that I ain't got the best eyesight in the world, but I'll be dinged ef I didn't think it wuz the bottom uv one uv these here bedsteads that's got cords."—*Arkansaw Traveler.*

A Clincher.

Miller's son just returned from college—Father, do you believe the centre of that shaft is turning? pointing to a revolving shaft.

Miller—No, I know it isn't.

Son—(somewhat disconcerted)—Er—but can you explain *why* it doesn't?

Miller—Certainly—it is hollow.—*Detroit Free Press.*

Then Preachers Would Starve.

A Lowell minister preached last Sunday on "Why Do the Wicked Live?" We don't know surely why they do, but we might suggest mildly that if the wicked didn't live it would be a cold day for the ministers.—*Somerville Journal.*

Keep Your Powder Dry.

When praying to God to punish your enemies it is well to ascertain what your enemies are doing in the meantime.—*Whitehall Times.*

A TERRIBLE WRECK.

LOSS OF THE EMIGRANT SHIP NEW ERA ON THE JERSEY COAST.

The Wild Scenes of Grief and Terror on the Doomed Craft—People Lining the Beach Unable to Do Aught to Save the Passengers from a Watery Grave.

[Copyrighted, 1887.]

No one can have a half hour's conversation on beach lore with one of the older inhabitants of the Jersey coast anywhere between Sandy Hook and Shark river without being asked:

"Ye've heerd of the 'New Eery,' hain't yer?" And then if you chance to reply in the negative, you will get the following story, but told in Jersey vernacular:

In the early morning of November 2, 1854, the German packet-ship "New Era" stranded on the outer bar, a short distance south of Great pond, now Deal lake, and the northern boundary of Asbury Park. A fearful storm was raging at the time and the waves were literally "mountain high." A life-saving station is just north of Great pond, and its crew soon reached the scene of the wreck. But this service was then in its infancy, and with its primitive equipments, the chances of giving any help, in the teeth of those waves, were very slight. The men looked at the ship with white faces. They could see that

the deck was crowded with human beings, and in the lulls of the wind they could plainly hear their piteous cries for help. What could they do? It was impossible to launch a boat, but finally, after many failures, they succeeded in shooting a line to the ship, on which a life-car was sent out. Owing to the high surf, it was very difficult to operate this, and the danger of being drowned on the passage to the shore was almost as great as that of staying on the ship. But after much hard work and trouble some of the people were safely landed, and from them it was learned that there were 600 souls on the vessel. This was appalling news. The landing by the car was so slow, not more than one or two being brought at a trip, that it was manifestly impossible to save one-fifth of them that way, and unless the ship should hold together until the surf went down sufficiently to send boats out, nearly all would be lost.

The veteran surfmen shook their heads as they spoke of this chance, for they well knew that oak and iron could not long withstand those terrible blows from nature's battering ram. And only too soon their fears were realized and the ship began to break up. Then a climax of horror was reached that in its reality of terror outshadowed Dante's blackest fancy. The shrieks and wails became maddening. Men and women fought their way into the rigging, where they hung, swaying and begging for help till numbed by cold and exhaustion they would drop to death into the seething abyss below. And all the while each wave as it swept over the deck took with it a struggling human freight. The demoralization on the ship was so complete that the life-car was abandoned, and the would-be savers on the beach could do nothing but stand idly by and watch the terrible work of death.

The vessel began to break up about noon, by which time news of the disaster had spread far and wide, and crowds came flocking to the beach. The writer, who was then of very tender years, can distinctly remember how the "family coach" was "hooked up" in haste to go to the wreck, the bitter tears she shed on being told she was "too little to go to such places," and also the "envy, hatred and malice" she felt for an older and more fortunate sister. A thousand people soon collected on the shore; but a thousand were as futile to save as one, and the despair of their helplessness but perfected the picture of general desolation. Men rushed blindly over the heavy wet sand, some cursing, some praying, many sobbing aloud. Women shrieked and fainted, and not a few attempted to rush into the sea; and meanwhile this terrible sea kept on its terrible, pitiless work. The ship was iron-hearted, and slowly one by one she yielded her limbs to the destroyer. But the fight was too unequal. Suddenly a wilder, more terrific shriek rose from the deck—a shriek which the crowd caught, and sent wailing back again a scarcely less wild echo. The vessel had parted midship, and the stern with all its load of human life was swallowed by the waves. That shriek was the death-knell of only the last great day will tell how many.

It seemed as if this wholesale sacrifice appeased in a measure the demon of the storm, for soon after the surf began to fall and in a few hours boats were sent out to what was left of the ship, and the few half-drowned creatures who were still clinging to the rigging were rescued. These, added to those already landed in the life-car, made but a few over 100 in all who were saved of the 600 on the ship. At least this is the number generally accepted as correct, although many people claim that one of the officers who was saved put it at between 800 and 1,000. Be the number either, the "New Era" claims and is justly entitled to the distinction of being the most terrible wreck of the Jersey coast. At that time there was not a house on the beach between Great pond and Shark river. (Look at Asbury Park alone to-day and try to realize that. Also try to realize that a man willing to give fifty cents an acre for the land then would have been considered demented.) The station-house was quite near the creek, but the accommodations there were both meagre and scant, and many of the rescued would have suffered sadly and possibly have died but for the noble-hearted generosity of Mr. and Mrs. Abner Allen, whose hospitable home stood then, as now, a short distance north of the station-house. Here most of the sufferers were taken, and here they received every care and comfort those two true old-fashioned Quaker hearts could give them. Mr. Allen and his wife have both been gathered to their rest, but the story of their ministrations to those brothers in their dark trial will long be a bright and shining monument to their memory.

The sight that met the men who first went out to the ship is said to have been a study of horrors. Among the debris on the decks and in the rigging were corpses in every conceivable condition—some stark and stiff, others twisted and doubled out of shape and not a few with limbs forcibly torn off and otherwise mutilated. I remember one case particularly ghastly. A woman was seen in the rigging. Her eyes were wide open and the swaying of the mast made her seem to be motioning for help. The men hurried to her and found her stark dead. This is but one of many incidents that happened then and afterward. For, although the destruction of the ship closed the first chapter of the tragedy, a second soon opened in the casting up of the bodies. This began almost immediately, and the beach, from Sandy Hook to Barnegat inlet, was strewn with them; the greater number, however, being found between Seabright and Great pond. Near these places nearly every available building was converted into a morgue. At the "Pavilion" Hotel, now the "Atlantic," the bowling alley was actually filled with bodies. They would be collected as they washed up, taken to one place, and then buried from there. The visitor to the Branchburg cemetery will now have two long, dreary-looking trenches pointed out to him, in which over two hundred of the victims lie. None were ever identified or claimed by friends. The ill-fated people were mostly Germans of the better class who had come to the new country provided with money to buy themselves homes. Nearly all the bodies had jewels and other valuables on them, and some large sums of money. These of course were secured and kept to be "called for." It is said that in one house on the coast there was a room packed "solid full" of clothes and other things taken from the bodies. What ultimately became of these is not known, but we will prefer thinking that they were turned over to the proper authorities rather than to believe the ugly stories that are still told around the grocery stores on stormy nights. The cargo of the vessel was a very valuable one, consisting of fine dry goods, fancy articles, and toys. These kept drifting up during the winter, and whenever a storm made fresh inroads in what was left of the hull, the beach would be strewn with merchandise. On these occasions the intrepid "beach comber" would be seen armed with hook and line, watching eagerly for a chance to catch something. I distinctly remember being the owner of a doll that was picked up by some member of my family. It was headless; but attached to a wire, where the head had been, was a pair of staring eyes that possessed a horrible fascination for me. I was afraid to be left alone with it. The old hulk worked over the bar a short time after the wreck and lay in sight quite near the shore till a few years ago, when, during a heavy storm, it was loosened from the sand and washed into the mouth of Great pond. Whether it broke up entirely there or has again drifted away, I know not, but it is seen no more.

MRS. S. B. MCINTYRE.

Convicted of Plagiarism.

Some time since Professor de Ruyter Bangs, an honorary member residing in Columbus, O., sent in the following poem to contest for the annual spring prize voted by the Lime Kiln Club. The committee thought they discovered the fine Italian hand of plagiarism in it, and it was laid aside for further investigation. Waydown Bebee now reported that the committee had indisputable evidence that the poem was stolen bodily from the work of the Sweet Singer of Michigan. Here are three of the twenty-seven verses:

One night when I sought my couch,
All tired out and forlorn,
An angel appeared to me and said:
"You'll marry a man named Henry Smith Rogers."

The days rolled swiftly past,
And I was almost discouraged,
When father hired a new man,
And he was the one of my dreams.

And so you see how fate
Will sometimes woo us on,
And how no girl should despair
Because she has no beau.

On motion of Trustee Pullback the matter of expelling the professor was put to vote, and he was expelled at the rate of forty miles an hour.—*Detroit Free Press.*

Of Corset is.

A Southern lecturer says the ladies in that part of the Union "wear starched collars and corsets." Southern ladies must be mighty "stuck up." From what we have seen of the corset, at a distance, we should say it was stiff enough without being starched.—*Norristown Herald.*

"Where Can I Get Good Tea?"

In order to give an intelligible response to the inquiry "Where can I get good Tea?" it is only desired to know that the article of commerce which we call tea is simply the leaves of the tea-plant passed through a process not more difficult than the making of good butter. The difference between good tea and poor tea in a large measure depends upon the age of the leaf—that is, the young and tender leaves which sprout in the spring are full of juice and sap. It is these that make good tea. After the same leaf may have grown for say three weeks, it will be much larger of course, but will not produce that delicate flavor and rich strength that the same leaf when young would.

Many teas imported into this country are made from the matured leaves because they make more teas. They are almost worthless, the leaves after infusion being dark, insipid and flat to the taste, while on the contrary the young leaf of a fine tea like He-No is soft, tender, fragrant and pungent to the palate, and it is just because He-No is made in the early spring, and before the leaf has attained its full growth, that it has the quality which we claim for it. One pound of tender young leaves possesses more real tea extract than two or three pounds of old leaves. If you will look at a sample of He-No tea, you will find it is a small leaf and much broken, as the storekeeper would say, "Dusty and ugly, no style or appearance," and it is just because it is young and tender that it is broken up. The question may be asked why are not all leaves for tea making gathered when they are young and juicy. Simply because a bush, for instance, that will yield say a quarter of a pound of young leaves, if these are permitted to remain on the bush for two or three weeks longer they will make one or two pounds of leaves. It is the same old story of "quantity not quality." He-No tea is no longer an experiment, but an assured success, and this is attested by the attention it has attracted at all the large expositions held in the South and West for the past five years.

Imitation is the Sincerest Flattery.

The best proof that He-No Tea has extraordinary merits and that it has found unusual favor with the public is that it is so largely imitated and counterfeited. These imitations resemble He-No in appearance and style of packing only; they lack the purity and general excellence of the genuine. This notice is necessary as so many imitations liable to throw discredit upon the genuine are often substituted for He-No tea, because they pay a larger profit. The price of He-No tea is as low as is consistent with the cost of such high grade tea, while it is sold at a less profit per pound than any tea in the country.

Consumers have simply to insist upon having the genuine tea; if any substitute is offered it is for the advantage of the seller.

HOW TO GET HE-NO TEA.

If you are a DEALER, write to Martin Gillet & Co., Baltimore, Md., and they will send you trade prices and terms.

If you are a CONSUMER, and your dealer or grocer does not keep it, then send to Martin Gillet & Co., Baltimore, Md., in postage stamps or otherwise, 75 cents for 1-lb. package, 40 cents for ½-lb. package, or 20 cents for ¼-lb. package. This is the retail price, and they will send you, prepaid by mail, the quantity ordered, with full instructions.

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