Kent News

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WM. B. USILTON'S SONS, Publishers.

Fred. C. Usilton. - - Wm. B. Usilton, Jr.

Fire-Proof Cement.

A mixture of white of eggs, cheese and quicklime will make a cement which, when thoroughly dry, will stand both fire and water.

Cretonne Appliques.

Appliques cut from cretonne on moire goods, in very attractive shades of old rose, blue and green, are among the newest and smartest hangings. Either to form a border all around or in a medallion or Empire wreath in the upper centre of the curtain.

Exquisite Table Coverings.

The most exquisite table coverings this season are made of sheepskin. Three lovely ones recently seen were made of leather, one of soft old reed, another Nile green and a third mode color. The skins are pierced along the ends and are laced together by means of narrow strips of the material making a very ornamental joining.

Household Sanitation.

In housecleaning the intelligent woman of to-day is not content with scrubbing, sweeping and dusting, with polishing brasses and scouring floors even to snowy whiteness. She knows that cleanliness does not consist in these things alone. In the new light of science housecleaning means the actual, as well as the apparent, cleaning of the house. It means household sanitation, the application of knowledge and science to the purification of the home from all impurities seen and unseen, from subtle, dangerous germs that affect the health as well as from more apparent uncleanliness, which is simply matter out of place and comparatively harmless.—New York Tribune.

Cleaning Gloves With Naphtha.

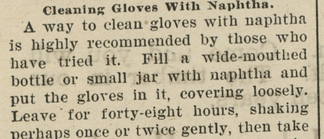
A way to clean gloves with naphtha is highly recommended by those who have tried it. Fill a wide-mouthed bottle or small jar with naphtha and put the gloves in it, covering loosely. Leave for forty-eight hours, shaking perhaps once or twice gently, then take out the gloves and hang in the air. The odor of the naphtha disappears as quickly after this long bath as when the liquid is applied less generously with a bit of silk. As no rubbing of the glove is needed, the objectionable streaks left sometimes after rubbing are done away with and, most important of all, the absence of all friction during the operation lessens any dangerous possibilities in the use of this easily exploded liquid.—New York Post.

Wall Paper Don'ts.

Don't have the woodwork of a room painted two colors, or even two shades of one color. One plain color is much more artistic. As a rule, white paint is far better than any other. It can always be made to look fresh and clean if it is washed with soap and water, and will keep in good condition for many years if the final coat is of a good ivory enamel. But when it does grow shabby it is a very easy matter to give it one fresh coat if it is white.

With colored paint there is often a great difficulty in matching the shade. The only other color which is universally useful for woodwork is brown. This can well be used for halls or dining rooms in a tint of oak, mahogany or walnut.

Don't put a cheap wall paper in a bath room. It should be a thick, sanitary paper, highly glazed, and ought to have a final coat of clear varnish when it is on the wall. A thin, unglazed paper peels off and gets quite discolored in a few months with the steam arising from the hot water. A washable distemper is excellent for coloring the walls of bath rooms.—Home Chat.



Bean Croquettes—Soak two cupfuls of beans over night in plenty of cold water; in the morning pour off that water and cover with boiling water and cook until tender; rub the beans through a colander; return the pulp to the fire; add one tablespoonful of molasses, one tablespoonful of butter, half a teaspoonful of vinegar, salt and cayenne to taste; mix thoroughly; turn out to cool; when cold shape into balls; roll them in egg, then in bread crumbs.

Peach Dumplings—Use two halves of canned peaches for each dumpling. Make a dough of one pint of flour in which is rubbed a walnut of butter and one dessertspoon of baking powder, adding enough milk to mix soft. Pat out in five little circles and punch up around the peaches. Bake in a brisk oven for about half an hour in sirup made of a half cup each of sugar water and peach juice. Serve with cream.

Apple Cup Custards—Pare and core four good-sized apples, steam them until tender; press through a colander; add while hot a tablespoon of butter, the yolks of four eggs, four tablespoons of sugar and one cup of milk. Turn this into baking cups and bake for twenty minutes. Beat the whites of the eggs until stiff; add sugar, beat again, heap over the tops of the cups; dust thickly with powdered sugar and brown a moment in the oven. Serve cold.

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 guile,
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 monotones the song
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 anodyne 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 clothes,
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 duds;
Or was paddling in the pools,
With old scissors stuck in spools;
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 MacArthurs 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 MacArthurs. 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 questioningly, 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 word 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 Animal Friends.

The American Indian.

An article by Charles Hallock, on the American Indigenes, 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 lithic 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

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