A Place For Each.

"Brewers should to "Malta" go,
Loggerheads to "Scilly,"
Quakers to the "Friendly Isles,"
And furriers all to "Chili."
The little brawling, squalling babes
That break our nightly rest
Should be packed off to "Babylon,"
"To "Lapland" or to "Brest."

From "Spithead" cooks go o'er to "Greece;"
And, while the miser waits
His passage to the "Guinea" Coast,
Spendthrifts are in the "Straits."
Musicians hasten to the "Sound,"
To some "Cape Horn" is pain;
Doctors should go to "Ohio,"
And sailors to the "Maine."

Gardeners should to "Botany" go,
Shoeblacks to "Japan,"
Bachelors to the "United States,"
And maids to the "Isle of Man."
Thus emigrants and misplaced men,
They would no longer vex us;
And those not here provided for
Had better go to—"Texas!"

ROMOLO GESSI.

The Strange and Stirring Story of an African Traveler's Life—His War Upon the Slave Chiefs.

Rome Cor. New York Evening Post.

Romolo Gessi, one of those Italian heroes of African exploration who have honored the Italian name, is dead. He was born at Ravenna, and pursued his military studies at Neuwienerstadt, but the news of his dreadful death was carried to his family, residing at Trieste. He had been absent from them three years, and the sole hope of his last days was, after infinite hardships and perils, to reach home. But that hope was not realized, as he died in the hospital at Suez. Gessi was the friend of the negro race and the enemy of slavery. Appointed by the English Pasha Gordon who was then in the service of the khedive, to subdue the rebel slave chief, Suleiman, his success in that enterprise was rewarded by his appointment to the governorship of Bahr-el-Ghazal. In two years and a half he disciplined and armed his own soldiers, and in twenty battles destroyed the army of Suleiman, which consisted of nearly fifteen thousand men, with eight thousand in reserve. Suleiman, who was the chief negro dealer in Africa,—Gessi calculating that he exported fifty thousand slaves annually—was killed, together with other slave-dealers.

"The trade has now become impossible," wrote Gessi to the Geographical Society of Rome in 1879. "I have armed all the negroes, and they can now defend themselves." In the decisive battle where he overthrew Suleiman he had two thousand well-armed rebels opposed to him, while his own force was only one thousand men, many of them being also slaveholders, and therefore not in sympathy with him. But he succeeded in defeating Suleiman and in

LIBERATING ONE HUNDRED THOUSAND SLAVES.

He made roads, opened schools, regulated the tax on ivory and gum, and tried to reduce that distant African possession of Egypt to order. But the Mussulmans there could not forgive the destruction of their trade in slaves, and they rendered his position so disagreeable that when Pasha Gordon lost his office Gessi also lost his and left Bahr-el-Ghazal.

Worn out with fatigue and mental distress he embarked on the Safia with his people, consisting of five hundred men, women, and children, in September 1880. But his voyage on the upper Nile was destined to become known as one of the most tragic events in African history. The vessel, which was not strong enough to force its way through the masses of aquatic plants which incumber that portion of the river, became tangled in them and remained there three months and a half. This sudd, an aquatic plant which grows in equatorial latitudes, transforms the stream into a vast impenetrable marsh and stops navigation as completely as the ice does in northern regions. All the efforts of Gessi, who set his men to work with hatchets and spades to liberate the Safia and the four barges attached to it, were unavailing. To the horrors of his strange imprisonment were soon added intense sufferings by famine. About half of the people with Gessi died from fever and famine, and many of the survivors who were rescued by another vessel which wen to their relief also died after reaching Khartoum, a city of about eighty thousand inhabitants, capital of the Egyptian Sudan.

The dead bodies of the women, the children, the weak, and the old, who first succumbed to these miseries, lay putrefying for weeks on the strong branches of the dreadful plants that held them in a giant embrace. Several of the dead bodies were devoured by the survivors, and Gessi relates in his report to the Italian Geographical Society that the moral effect of these scenes upon his own spirit was more dreadful than even his sufferings for want of food. The people, also, to alleviate hunger, cut up the skins in which their effects were wrapped into strips, soaked them in water over night, and then

BOILED AND ROASTED THEM.

The fruit of one of the plants near them, resembling the artichoke, was eaten, but could not be found in sufficiently large quantities. Added to the hunger and fatigue occasioned by working in the water to liberate the ship, was the torment of mosquitoes at night. Many of the sufferers walked the deck all night, and sometimes in turning put their feet on the sleepers, when groans and screams and often fighting succeeded. At one time in the early part of this period of torment the Safia was within half a mile of open water, and Gessi hoped in three days to be able to reach it, but a tempest, followed by two hours of hail, drove them back into the green wilderness of branches. After that they could not see the pure water even from the masts.

The night before the rescuing vessel arrived, Gessi wrote: "I felt myself dying; I felt languor and emptiness, and my strength was leaving me. I cannot describe what passed through my mind that night. I had escaped death in so many battles, from so many betrayals and conspiracies against my life, and I must die at last in the middle of a river from the same cause that had killed thousands and thousands in Niam-Niam or in the burning desert of Darfur." When his friend, the German traveler Marne, reached him on boaad the ship Bordeen, Gessi was reduced to a skeleton. The strong man whom his friends had always compared to a lion, the brave soldier who feared neither enemies nor death, was as weak as a child. He was lifted on board the other vessel and was soon partly restored, but the sufferings had been too great, and a fever ensued, which ended his life soon after.

The journal kept by Gessi during his imprisonment among the barrazzi was sent to the Geographical Society of Rome after his liberation. The intrepid spirit of this Italian traveller faces death with calmness as he nightly keeps the record of his suffering. "We are constantly laboring," he says, "at one plant about

TWELVE THOUSAND FEET LONG,

and every day the work is more difficult for my people, because they are half immersed in water. We are surrounded as if by a strong wall. It is as difficult to go back as to advance, and we can not send messenger or relief, as both the shores are populated by warlike and savage enemies who are not friendly to us." At the end of the second month he writes: "The moment is critical. There is no hope of salvation. All begin to abandon themselves to desperation, and, seated on deck with their heads down, wait for death."

On the lastday of December: "This is the most terrible day. I remember nothing like it in all my life. To-morrow is the new year—a sad day for me I think of my home, of my wife, my children, who in their play know nothing of the terrible situation of their father. So ends the year 1880, and I am led to this extremity because I was not fortunate in my campaign against slavery. The influential men of Khartoum had condemned the war against Sulieman as it injured their own interests."

New Year's day he greets with: "The day is dawning, and in thought I send best wishes to family, relatives, and friends." On the 4th he writes: "If help does not come tomorrow we shall be dead. Hunger has exhausted all the strength and every hope of my people." But on the 5th of January they hear guns and see the vapor from a steamer. "It is the Ismailia. Great God be thanked!" Tears fall from all their eyes, and the lion-hearted Gessi himself weeps as all of these suffering creatures go up one after another to kiss his hands and feet. "God be thanked, We are safe!"

Home, and wife, and children, and friends seemed near again to the weary traveler, who, after three years of African life, longed for rest with them. But the strain had been too great even for his iron constitution, and he died without seeing them,

Thus perished one of the noblest martyrs of the crusade against slavery, Victim of the cupidity of the Arabs of Khartoum, who saw the destruction of a chief source of their wealth, he was recalled by their influence from his work of liberation in Bahr-el-Ghazal and Darfur. He was accused of wishing to exclude the Arab element and make use of the negroes in his administration and of teaching them to assert their independence.

Bahr-el-Ghazal and the provinces adjoining were the centre of the African slave trade. Twenty thousand Arabs were occupied in his traffic, and at least eighty thousand slaves were captured and exported annually. This is the very lowest calculation, and the number was probably twice as many, if not greater even than that. Every Arab settled there had

FROM THIRTY TO TWO HUNDRED SLAVES,

and from Jessuf Pascia Gessi took three hundred. Even the poorest Arab kept about twenty huts made of straw and encircled with thorns, within which the slaves were kept fastened to each other by a long chain. Gessi destroyed all of these places of wickedness and let the slaves go free.

The neighborhood of Bahr-el-Ghazal was, not long ago, inhabited by two hundred thousand families of a tribe called Dgangey. The Arabs preferred to hunt for slaves here on account of the numerous flocks of sheep in the land, and the Dgangey were soon reduced to thirty thousand families. These moved to some land inaccessible to their tormenters on account of the pestilential air and the marshes, but only after the triumph of Gessi over Suileman were they persuaded to return to their own land.

The death of Gessi will revive this terrible scourge in that part of Africa, as even while he was there the Arabs only awaited his departure to revenge themselves on the negroes who had assisted him. He believed, however, that with four or five stations directed by honest persons slavery could be abolished.

Romolo Gessi was of medium stature, thin, with chesnut hair and beard. His vivid glance, quick speech, great activity, and indomitable energy early marked him as one adapted to great enterprises. The last will make his name forever remembered among the unhappy negroes of Central Africa as a liberator and benefactor. But he was known previously for his explorations in the upper Nile, and for his circumnavigation of Lake Albert.

This lake had already been discovered by Samuel Baker, but Gessi was the first to circumnavigate it, which he did in 1876. For this exploit, the honor of which Henry Stanley contests with him, he received a gold medal from the Italian Geographical Society.

"If the voyage were not perilous it would not charm me," he said, but this was dangerous enough even for his bold spirit. One of his companions was eaten by a crocodile; one died from fever which he himself had also: the white ants destroyed their goods: they were drenched with rain and at night tormented with mosquitoes. With the aid of one thousand men hired by the Egyptian government he transported three boats over very high mountains destitute of roads. The boats were thirty feet long and were manned by eighteen mariners and twelve soldiers. Gessi was accompanied by another intrepid Italian traveller—Carlo Piazza,—and although the season was unfavorable on account of heavy rains and the natives were hostile, yet he succeeded in exploring this lake. He considered it a great reservoir, but not the source of the Nile, which is Victoria Nyanza.

Here also were those growths of vegetation which four years later became the source of his death. "Numerous floating islands of vegetation of immense size move about on the waters and for days prevent navigation. The stalks rise twelve or fifteen feet in height, and sometimes the wind moves them as if they were sails. They go at the rate of four or five miles an hour, and the waters are continually changing their aspect."

The Hallucinations of Great Men.

Popular Science Monthly.

The number of great men who have been once, twice, or more frequently subject to hallucinations is considerable. A list, to which it would be easy to make large additions, is given by Brierre de Boismont ("Hallucinations," etc., 1862,) from which I translate the following account of the star of the first Napoleon, which he heard, second-hand, from General Rapp:

In 1806, General Rapp, on his return from the siege of Dantzic, having occasion to speak to the Emperor, entered his study without being announced. He found him so absorbed that his entry was unperceived. The General, seeing the Emperor continue motionless, thought he might be ill, and purposely made a noise. Napoleon immediately roused himself, and without any preamble, seizing Rapp by the arm, said to him, pointing to the sky, "Look there, up there." The General remained silent, but, on being asked a second time, he answered that he perceived nothing. "What!" replied the Emperor, "do you not see it? It is my star, it is before you, brilliant;" then animating by degrees, he cried out, "It has never abandoned me, I see it on all great occasions, it commands me to go forward, and it is a constant sign of good fortune to me."

It appears that stars of this kind, so frequently spoken of in history, and so well known as a metaphor in language, are a common hallucination of the insane. Brierre de Boismont has a chapter on the stars of great men. I can not doubt that fantasies of this description were in some cases the basis of that firm belief in astrology which not a few persons of eminence formerly entertained.

The hallucinations of great men may be accounted for in part by their sharing a tendency which we have seen to be not uncommon in the human race, and which, if it happens to be natural to them, is liable to be developed in their overwrought brains by the isolation of their lives. A man in the position of the first Napoleon could have no intimate associates; a great philosopher who explores ways of thought far ahead of his contemporaries must have an inner world in which he passes long and solitary hours. Great men are also apt to have touches of madness; the ideas by which they are haunted, and to whose pursuit they devote themselves, and by which they rise to eminence, have much in common with the monomania of insanity. Striking instances of great visionaries may be mentioned, who had almost beyond doubt those very nervous seizures with which the tendency to hallucinations is intimately connected. To take a single instance, Socrates, whose *daimon* was an audible not a visual appearance, was subject to what admits of hardly any other interpretation than cataleptic seizure, standing all night through in a rigid attitude.

Certain features of the new Tay bridge that shall supplant the one which went down with such frightful loss of life appear to have been exactly fixed upon. Its total length will be 10,000 feet, or about two miles, and calculations are made for double the wind pressure which the strongest gale will ever bring to bear upon the bolts. The wind pressure is put at twenty-one pounds per square foot, and allowance is made for fifty-six pounds. Each pier will be entirely independent of an old one, and will be placed in an opposite position. It is intended that there shall be a parapet of wrought iron, as a precaution in case a car should leave the rails.

Queen Victoria has received a gold axe as a present from the Ashantees.

News From the Arctic Sea.

Progress of the Corwin's Cruise in Search of the Jeannette—Indications of an Open Season.

Capt. Hooper Seeing no Reason Why the Jeanette Should not Reach Open Water if She is in Existence.

A private letter has been received at Washington by Major Clark of the Revenu Marine Service from Capt. Hooper of the Revenue Marine steamer Corwin, dated Plover Bay, June 14. Capt. Hooper says that he has already been further west than he succeeded in getting last year, and is confident that he will get much further before the season closes. There is every indication, he says, of its being an open season, and if the Jeannette is in existence there can be no reason why she should not come to open water this year, as it will undoubtedly open further than it has for years. Capt. Hooper had plenty of provisions, dogs, and fur clothing for winter use should the Corwin get shut in by the necessity of making a trip to the westward early in the fall, and says that should they remain during the winter they should do some exploring. He expected to order a lot of dog food at St. Michael's for use about Aug. 1, in case it was needed. They had a hard time getting coal, being obliged to haul it a mile and a half over the ice, which was beginning to melt on top and was soft all over, the water being in many places over a toot deep. All were well on board. This letter, with Capt. Hooper's official report, was sent by the whaling bark Tom Pope, which put into Plover Bay from the Arctic Ocean with a full cargo of oil and bone, and sailed for San Francisco two or three days afterwards, where she arrived a few days ago. In his report Capt. Hooper says:

"The Corwin sailed from Ounalaska on May 22, and touched at the Seal Islands on the 23rd, where we tound everything quiet. The seals were just beginning to arrive. The weather report at St. Paul's showed the past winter to have been a very mild one, with but little snow. No ice had been seen in the vicinity of the islands for nearly a month. We left the islands on the evening of the 23rd, and sighted ice the next day, which we passed in the south and west, and, following the Asiatic coast north, crossed the Anadye Gulf on May 27, and arrived at St. Lawrence Island on the evening of the 28th. Owing to the mildness of the past winter the natives of that island had been able to hunt and supply themselves with food, and were found to be much better off than last year. They had taken one whale and have quite a large amount of walrus, ivory, and whalebone taken from the wreck of the schooner Loleta, which ran ashore on the north side of the island last fall while en route to San Francisco under seizure by this vessel for violations of law. The natives here were lamenting the non-arrival of trading schooners with whiskey. We sailed for Plover Bay the same day, but could not get in on account of large quantities of ice outside. We spoke the bark Rainbow, Capt. Lapham, whaling off the bay, and learned that a story was in circulation among the Indians along the coast to the effect that a party of seal hunters, while on the ice near North Cape in November last, had fallen in with and boarded two wrecked vessels, supposed from their description to be the missing whalers Mount Wollaston and Vigilant. The same story, with slight variations, having been told at Marcus Bay, East Cape, St. Lawrence Bay, and other places, induces the belief that there may be some truth in it. I therefore determined to fit out a land party to follow the coast to the north and west, to investigate this report, and to make inquiries in regard to the Jeannette, believing that if accident had befallen the vessel her crew would endeavor to reach the Asiatic continent, and might now be struggling along that coast and be in need of assistance. At Marcus Bay, a few miles from Plover Bay, I engaged an interpreter to accompany the land party with his sled and six dogs, all I could get at that settlement. The following day we stopped at St. Lawrence Bay, but could neither hire or buy dogs. When told the object of the expedition they shook their heads and said, 'No use; all dead,' and would have nothing to do with it. At the Diomedes, where we arrived on the 30th, we were more fortunate, and succeeded in getting nineteen dogs and two sleds. At the Tapkun settlement, Cape Serdze, another native was engaged to act as driver. We also bought another sled, a very fine one. I intended to land the party at this place, but, finding open water, continued on our way in hopes of getting ashore west of Kolintchin Bay and save many miles of travel. All the bays were still full of ice, and a narrow belt, broken and piled up, lined the shore. Although thrown up in places to a height of thirty or forty feet, the ice sheet formed by direct freezing was found to be very light and not over four feet in thickness. The natives at every point report the past winter as having been very mild.

"We followed the coast to the northwest until 4 p. m. on June 1, when in latitude 68° 10′ north, longitude 176° 48′ west, we came to solid ice ahead and on the starboard bow. We had been running in a lead and came to the end of it. The weather had been thick and snowing hard most of the time since our entering the Arctic Ocean, so that we could not see more than a mile or two, and much of the time not further than the length of the vessel. After reaching the end of the lead, not being able to see the land or form a very definite idea of its distance, we stood to the eastward under sail, keeping the weather side of the lead, waiting for a light up to enable us to determine our position, and whether the shore ice was passable before landing our party. The wind was blowing fresh from the northward, bringing down large quantities of heavy ice, which, owing to the thick snow storm that prevailed, we could not see until surrounded by it. At about midnight in working out of an unusually heavy flow of old ice, our rudder came in contact with a large piece, breaking the stock short off and carrying away every pintle. We fortunately saved the broken parts, and after getting them on deck worked the vessel out of the ice, steering as best as we could with the sails, and when in clear water rigged a jury rudder, using our studding sail booms and swinging booms. It was worked by lines leading to the steam windlass, and answered its purpose nicely in open water. On the 2nd we steamed to the southward all day, following the edge of the shore ice, and keeping a sharp lookout for land. I was anxious to land the party as far west as possible, but we had to run up this lead between the shore ice and the northern pack over one hundred miles. The lead was rapidly closing behind us, so that any delay would expose us to the danger of being shut in, and, perhaps, crushed by the moving ice coming in contact with the solid shore ice. We therefore kept moving northward until about 4 p. m., when it stopped snowing for a few minutes, and gave us a view of Kolintchin Island, right abeam, and not more than six miles away. We stopped immediately and landed our party, which consisted of First Lieut. Herring, Third Lieut. Reynolds, one seaman, and two Tchuktchis. They have twenty-five dogs, four sleds, a skin boat, which can easily be drawn on a dog sled, and which will carry the entire party, with provisions and dogs, if necessary to cross open water. They have, also, two months' provisions, arms and ammunition, a drill tent, and plenty of deer skin clothing, charts, sounding lines, instruments, &c. They are instructed to go as far as Cape Jachin, if possible, and to make every effort to ascertain the degree of truth, if any, in the reports mentioned, and to make diligent inquiries in regard to the Jeannette, and gain all possible knowledge of the coast, character of the natives, &c., and to meet the vessel at Tapkun (Cape Serdze) on the completion of the duty. After seeing them fairly started we steamed to the southward, intending to come to Plover Bay, haul the vessel on the beach and repair and ship our rudder, or rather hang it with lashings of wire rope and chain. On the 4th we passed out through the straits, but, encountering snow storms and gales and large quantities of drift ice, did not reach this place until the 12th."

A Strange Crime.

One of the most audacious swindles in the history of crime is undoubtedly that of the stealing of the steamer "Ferret," the full particulars of which have recently come to light. The "Ferret," a vessel of 346 tons and the property of the Highland Railway Company, was chartered in October of last year by a man who gave the name of Walker, for a term of six months. Walker presented what seemed to be perfectly good references to the owners of the vessel in Glasgow, and, having concluded the transaction, arranged with a ship chandler of that city to store it with provisions, wines and other things to the tune of some $7,500, for which he gave a three months' draft. From Glasgow the steamer shipped for Cardiff, where coals were taken in, which were paid for in the same way by a worthless draft. Here they also took in their third engineer, James Francis Powers, who has made a clean breast of the vessel's doings after it was finally taken at Melbourne, Australia, as will appear hereafter. At Cardiff Walker was also joined by his confederate in the swindle, a Mr. Henderson. The "Ferret" left Cardiff on the 22d or 23rd of October, having cleared for Marseilles. She then passed close to Gibraltar, signalling there the name and number of the steamer. This was about 2 o'clock in the afternoon. The vessel then steamed slowly along the Mediterranean; but no sooner had dusk arrived than the crew were ordered to throw out a lot of life-buoys, buckets, barrels, and other movables of little value—but all having the ship's name on them—overboard. A small boat was made to share the same fate, in order to strengthen the impression that the "Ferret," after having signalled at Gibraltar, had come to grief in the Mediterranean. The crew, naturally puzzled at such a proceeding, began to growl and wanted to know what it all meant. But Henderson quieted them by saying he was the master of the vessel and would do with it what he pleased, and if any one should dare to utter another word he would blow that man's brains out. He next ordered the vessel to be veered around and steered back into the Atlantic. This was successfully accomplished, and the vessel was taken to the Island of San Jose, the whole ship having been new painted on the way and the name "Bantam" substituted for that of "Ferret." At San Jose more coal was taken in, and course then taken for Santos, where a cargo of coffee was bought and paid for in the usual manner by fraudulent drafts. The "Bantam," having left Santos, as her "owners" told the coffee merchants, for Marseilles, no sooner got out of sight than she was veered around again, her name once more changed—this time to the "India"—and her course directed towards the Cape, where her whole cargo was disposed of for some $70,000. This was towards the close of last January.

The "India" now steamed for the Mauritius, where she underwent repairs, and thence to Albany, where more coals were taken in: payment invariably being made in worthless drafts. Course was then taken for Melbourne, Australia, where the "India" arrived on the 20th April. Walker and his partner, Henderson, went on land, but the crew were strictly forbidden to leave the ship, and ordered to keep up the fires constantly so that steam could be got up at a few minutes' notice. Meanwhile, the strange disappearance of the "Ferret" had caused great commotion amongst the underwriters and shipowners in England, and descriptions of the steamer had been sent to all parts of the world where it was supposed the vessel might have been heard from. Now it so happened that a Melbourne policeman, McKenzie by name, had read in a Glasgow paper an account of the disappearance and a description of the "Ferret," and his notice having been attracted by the strange behaviour of the "India," he examined the ship registers of Melbourne. In them he found no such steamer as the "India," nor one bearing the number 77,942, which the "India" bore on her main-hatch, nor one having a capacity of 346 tons. But he did find that the "Ferret" was a vessel of 346 tons. These facts being made known to the authorities, a thorough examination of the "India" was made. The whole swindle was now laid bare. The number of the vessel had been changed as well as her name. A new log-book had been made. The names of all the crew had been altered. A plan for a new expedition had already been prepared, and the "India" was to be henceforth the "Raven." A complete code of private signals to be used as telegrams to confederates in London and other parts of the world was discovered. In short, the examination of the "India" revealed a gigantic conspiracy, carried on with unparalleled audacity, having members in the large seaport cities of every continent. The steamer itself was at once placed in the hands of the customs authorities, while the crew were allowed quietly to decamp. Warrants of arrest were then issued for Walker and Henderson, and on the 29th April Henderson was found in a country town, where he had given his name as George Bolton. The police were lucky enough to find in his possession moneys, consisting of coin, Bank notes and good drafts, to the amout of $41,-725. Walker was arrested some days later, but whether any of his share of the booty has been found the latest advices do not say. The steamer is still held at Melbourne, as there is some dispute or misunderstanding whether it ought to be handed over to the owners, or to the insurance companies who had paid up their losses when the destruction of the ship seemed beyond a doubt.

The Duke of Cambridge, while at the dinner of the London cabmen, the other day, received a somewhat equivocal compliment. One of the cabmen, in responding to the toast of the evening, described the joy which he felt at the first sight of the Duke. His Royal Highness, said cabby, had a presence and an appearance which, had he not known who he was, would have induced him to think that he was a cabman of thirty years' standing. The Duke looked glum for a moment, and then joined heartily in the laughter which followed.

In speaking of a newly-wedded pair, a gentleman said of the husband: "The trouble with John is, he has no mind of his own." "Oh, that will make no difference; Sarah will always be ready to give him a piece of hers!" responded a lady.

Brownson—Well, I always make it a rule to tell my wife everything that happens. Smithkins—Oh, my dear fellow, that's nothing. I tell my wife lots of things that never happened at all.

Various Causes.

Advancing years, care, sickness, disappointment, and hereditary predisposition—all operate to turn the hair gray, and either of them inclines it to shed prematurely. Ayer's Hair Vigor will restore faded or gray, light or red hair to a rich brown or deep black, as may be desired. It softens and cleanses the scalp, giving it a healthy action. It removes and cures dandruff, and humors. By its use falling hair is checked, and a new growth will be produced in all cases where the follicle are not destroyed or the glands decayed. Its effects are beautifully shown on brashy, weak or sickly hair, on which a few applications will produce the gloss and freshness of youth. Harmless and sure in its operation, it is incomparable as a dressing, and is especially valued for the soft lustre and richness of tone it imparts. It contains neither oil or dye, and will not oil or soil or colour white cambric; yet it lasts long on the hair, and it keeps it fresh and vigorous. For sale by all dealers.

Time Tries all Things, and after ten years success the great Medical Pile Remedy to-day commands a large and increasing sale, together with a most enviable reputation. $1.00 per package, post paid. Ask your druggist for it, or send to Hugh Miller & Co., Toronto.

A Few Facts About Tea Not Generally Known.

To the Editor:

Tea, the dried leaves of Chinese shrubs belonging to the genus *Thea*, nat. ord. *Ternstræmiaceæ*. They are natives of China, Japan and Tonquin, flourishing most in valleys, the sloping sides of mountains, and the banks of rivers exposed to the southern rays of the sun. There are two species of the tea plant, *Thea viridis*, with broad leaves, and *Thea bohea*; the former being considered by some as the source of green, and the latter of black tea.

There is also a variety termed *Thea Assamensis*, which seems to resemble both the others. The names given in commerce to the different sorts of tea are unknown to the Chinese, the Imperial excepted, and are supposed to have been applied by the merchants of Canton. The black teas are Bohea, Congou, Campoi, Souchong, Caper and Pekoe; the green teas are Twankay, Hyson skin, Young Hyson, Hyson, Imperial and Gunpowder.

The quality of tea depends very much on the season in which the leaves are picked, the mode in which it is prepared, and the district in which it grows. Green tea is said to owe its color to an extract of indigo, to Prussian blue, and gypsum; and the *flowering kinds* their rich tint to the leaves of the *Olea fragrans* and other plants.

The most remarkable substances in teas are *tannin*, an essential oil to which it owes its aroma, and an alkaloid named *theine*. 100 parts of dried tea contain, on an average, about 6 parts nitrogen; the largest amount, by far, that has been detected in any vegetable.

Tea taken in moderation is beneficial to the body; but in most constitutions, if taken in excess, produces considerable excitement and wakefulness. Tea and coffee owe their energy to two substances, *Theine* and *Caffeine*, which differ in name but are identical in nature. The tea plant is the growth of a particular region situated between the 30th and 33rd degrees of north latitude.

The trees are planted four or five feet asunder; they have a very stunted appearance, and are not allowed to grow higher than is convenient for men, women and children to pick the leaves.

When this is done the leaves are put into wide, shallow baskets and placed on shelves in the air, wind, or mild sunshine, from morning till noon. They are then placed on a flat cast iron pan over a charcoal stove, ten or twelve ounces being thrown on at a time, and kept stirred quickly with a hand broom. After this they are brushed off again into the baskets in which they are equally and carefully rubbed between men's hands to roll them and then are again dried over a slower fire. The tea is next laid upon a table to be drawn or picked over.

The smallest leaves are called by the Chinese Pha-ho, the second Pow-chong, the third Su-chong, and the fourth or largest Tay-chong.

In 1677, the East India Company imported 4,713 lbs. of tea, which glutted the market for SEVERAL YEARS.—The Li-Quor Tea Company, in 1881, are selling upwards of 40,000 lbs. PER WEEK, because they understand the great principle of selecting their teas for the amount of *tannin* and *theine* they contain.

Yours faithfully,
Pro. the Li-Quor Tea Co.,
Geo. Clarke.

[We call attention to the above letter from the Li-Quor Tea Company. We understand this is the pioneer company of the book-bonus system, and their English manager is now in Canada for the purpose of establishing agencies throughout the Dominion. We hear that quite a few have already secured what appears to be a most valuable agency.]

An Astonishing Fact.

A large proportion of the American people are to-day dying from the effects of Dyspepsia or disordered liver. The result of these diseases upon the masses of intelligent and valuable people is most alarming making life actually a burden instead of a pleasant existence of enjoyment and usefulness as it ought to be. There is no good reason for this, if you will only throw aside prejudice and skepticism, take the advice of Druggists and your friends, and try one bottle of Green's August Flower. Your speedy relief is certain. Millions of bottles of this medicine have been given away to try its virtues, with satisfactory results in every case. You can buy a sample bottle for 10 cents to try. Three doses will relieve the worst case. Positively sold by all Druggists on the Western continent.

Ask your dealer for "Castorine" Machine Oil and see that the barrel is branded "Castorine," as none other is genuine

An Eminent Divine says, "I have been using the Peruvian Syrup. It gives me new vigor, buoyancy of spirits, elasticity of muscle." Seth W. Fowle & Sons Boston, will send free a phamphlet of 32 pages, containing a full account of this remarkable medicine, to any one sending him their address.

Use "Castorine" Machine Oil for all kinds of machinery. It is also excellent for harness and leather, making it water and weather proof. For sale by all dealers.

What's in a Name?

The virtue of most of the patent medicines with which the market is flooded, lies in the name, but the virtues of Burdock Blood Bitters lie in the *fact* that they cleanse the blood of impurities, and cure dyspepsia, biliousness and indigestion. Price $1.00, trial bottle 10 cents.

Toronto Oil Company are sole manufacturers of "Castorine" Machine Oil. Infringements will be prosecuted

Burdock Blood Bitters

Cures all diseases of the blood, liver and kidneys, female complaints, nervous and general debility, and builds up the entire system when broken down by disease.

Are you getting up a Lacrosse Club? Get Cooper's striped under-vest; Blue Navy, and Red Stripes, 60cts and 65cts each. Cooper's, 109 Yonge St, Toronto.

Have You Tried It?

If so you can testify to its marvellous powers of healing and recommend it to your friends. We refer to Dr. Fowler's Extract of Wild Strawberry, the grand specific for all summer complaints, diarrhœa, cholera morbus, dysentery, cramps, cholic, sickness of the stomach and bowel complaints of infants or adults. Let its merits be known to all who have not used it.

Cholera Infantum.

That terrible scourge among children may be speedily cured by Dr. Fowler's Extract of Wild Strawberry. All forms of bowel complaint, nausea and vomiting, from an ordinary diarrhœa to the most severe attack of Canadian cholera, can be subdued by its prompt use. It is the best remedy known for children or adults suffering from summer complaints.

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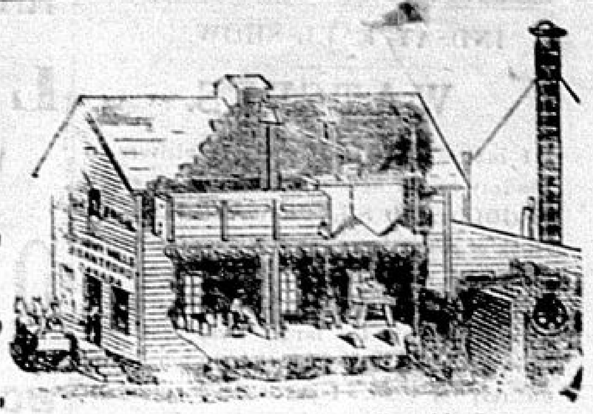

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MONEY TO LOAN
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