

HOUSEHOLD.

Tomatoes.

Tomatoes, scarlet, plump and round. Fry many thin slices in oil. To add so much to the table's grace. That some suggestions are in place.

If raw tomatoes you select. Pick out firm spheres, seasoned well. Scald the skins loose, and slice crossways; Serve in a dish with mayonnaise.

They make a pretty salad, too. Small, perfect globes of scarlet dew. Placed in the midst of palest green—Crisp curling lettuce foamed between.

If in fried tomatoes you'd excel. Cold's sweet tomatoes, seasoned well. You'll take for this; add cracker rolled. Enough the cakes to lightly mould. Fry them in butter till light brown. They'll be the nicest in the town.

Or fresh tomatoes take and slice. And salt and roll in crumbs. Quite nice They are, if cooked as just above.—Fried in hot butter on the stove.

Soup of toma to cream will please. An epicure. 'Tis made with ease. Take in a quart canned tomatoes, strain. Add just a pinch of soda, then. Boil next a quarter of an hour; Take one quart of sweet milk, and of flour. One tablespoon, then butter, salt. And pepper fill 'tis without a fault. Turn in and stir it to a boil. Then taste reward for all the toil.

Then baked tomatoes are quite nice. If cored, their centers filled with spice.

Some of these dishes ought to please. And give the busy housewife ease. So she will cry, in winter's rain. "O for tomato time again!"

—Good Housekeeping.

Our Daughters.

Many mothers entertain the erroneous opinion that girls do not meet with the temptations that a boy does and therefore do not require such close care and attention. Even though it is true that girls are not tempted by so great a variety of snares as boys, still, the temptations which assail them are just as serious and in many cases far more so.

But aside from this, if we stop to consider the vast amount of influence which woman, as wife and mother (especially the latter) has upon the men of our country must we not give greater heed to the training of our daughters?

Even as little children, girls exercise a surprising control over their boy playmates and so it goes on to the end of their days; therefore, dear mothers (for you especially are responsible for the future of our girls), train your daughters wisely that they may become faithful wives and noble mothers.

Although many girls, through force of circumstance or other causes "paddle their own canoe," so to say, and go through life in "single-blessedness," still a large majority enter woman's natural path and become wives and mothers. That they may faithfully fulfill the many duties this state demands it is necessary that they receive a most careful training and "as the twig is bent so the tree inclines," we must begin in early infancy to lead a daughter in the right path that she may become a pure and lovable girl and a noble, faithful wife and mother who "looketh well to the ways of her household," and whose "children rise up and call her blessed, her husband also, and he praiseth her."

No matter how young a child may be, strict obedience must be enforced if we wish to successfully lead our girls aright. So many parents labor under the false impression that as very young children cannot understand the difference between right and wrong we ought not to demand compliance to our wishes. The child may not understand why it is required to do so, but if you are patient and quietly determined in your manner, baby will very soon instinctively feel that Mother's orders are to be obeyed and as she grows older will not think of disobeying.

A beautiful trait which every woman ought to possess is consideration for others, and this, too, we must begin to teach in infancy. We have many opportunities in our daily experience to teach, both by precept and example, consideration for others and by being thus early taught it becomes easy for children to be so; this will also crush out selfishness, an abominable trait which must be destroyed in the germ. Teach the girls to look to the comfort of those about them, and thus they will acquire that which makes some women such charming companions, who do not fail to make home the sweetest spot on earth for husband and children and a haven of rest and peace for whose good fortune it is to enter there.

It is natural for little children to come to Mother with all their trials and troubles, this is the time when a mother should show sympathy in all mishaps and troubles, and interest in baby's pleasures and pursuits. If your little girl comes to you crying because she has had a fall, don't send her away with the exclamation, "Oh, don't be such a baby," but lay aside your work and devote a few minutes to soothing the little darling; if she comes to you with her toys and wants assistance don't tell her she "shouldn't bother" you, but give her a few minutes of your time and you will never regret it. In this way you may gain the confidence of your dear child.

As she grows older continue to take a deep interest in her affairs, thus keeping yourself posted in all matters pertaining to her and in advising and counseling her aright. If you follow this plan your daughter, no matter how old she may become, will consider you her best counsellor and friend and will naturally come to Mother for advice and guidance in all matters. And who is so able to lead, guide and direct a girl in woman's ways as the dear, good mother who is a model woman herself? Making your daughter your confidant will bind you more closely together and she will not be apt to confide her secrets to her girl friends or many daughters foolishly do, to their own subsequent sorrow and regret.

As she arrives at womanhood she requires wise guidance, and this is the time when a true mother should especially interest herself in her daughter's pleasures and associates, advising when necessary and assisting her in a wise selection of her companions, particularly those of the opposite sex.

Teach your daughter to be truthful; as much of her life's success and happiness depends upon this trait. This, too, should be taught from infancy. Instill good common sense, as a sufficient amount of that article will help a woman over many hard places. Impress upon her that fine, high-bred manners and a low voice are charms every girl should possess. Teach her that man is not infallible and she should make due allowance and be patient with the slight short-

comings of others. In short, give her from babyhood on a good moral and religious training and always set her a good example. The latter is the most important part of our training.

Hints to Brides.

Here are a few rules, positive and negative, for the brides that will blossom this summer:

If you want to be fashionably married choose Thursday at noon or at 4 in the afternoon.

Your bouquet must be white—orange blossoms if the express company deliver them in time and in fit condition. White orchids have the second places of honor and white roses the third.

White carnations are the proper favors for the heads of the horses.

The wedding party, with the exception of the bridegroom and his best man, assembles in the waiting-room at the entrance to the church. The procession starts when the clergyman has entered the chancel and the bridegroom and his best man have taken their places at the clergyman's left. The ushers, two by two, walk first, followed by the bridesmaids, two by two, the maid of honor walking alone behind the bridesmaids and in front of the bride. The bride walks with her father or whoever is to give her away, and if there are pages they finish the procession.

When the party reaches the lowest step of the altar it halts and the bridegroom steps down, and taking the bride by the hand leads her to her place. The ushers file to the left, the bridesmaids to the right, and her father stands directly behind the bride.

In approaching the altar the bride and bridegroom kneel a moment, the rest of the party standing with bowed heads.

The best man has charge of the ring and gives it to the bridegroom at the proper moment.

The bride removes her glove, which she hands with her bouquet to her maid of honor.

The maid of honor adjusts the bride's veil before she leaves the altar. The veil should be worn over the face before the ceremony, and thrown back afterward. This is the only correct rule, and if it is violated the veil had better be entirely discarded.

The procession is reversed going back, the bride and bridegroom leading, the maid of honor next, the bridesmaids following, the best man, with the bride's father, coming after and the ushers last.

The wedding dress should never be low cut. The train is from one and three-quarter yards long to two and one-quarter. It should be perfectly plain.

The veil should be as long as the train, rounding in front so as not to touch the floor.

Reliable Recipes.

To make a cottage pie chop fine remnants of cold roast beef or mutton, and to every teaspoonful of meat add a little salt and pepper, and if onions are unobjectionable a teaspoonful or more of finely chopped onion and a teaspoonful of the roast meat gravy or some stock. Place the meat with its seasonings and gravy in a deep pudding dish and cover with fresh mashed potato; bake in the oven to a delicate brown.

Swiss Buns.—Cream together one egg, two teaspoonfuls of sugar and one of butter; sift two teaspoonfuls of cream tartar with two cups of flour, and stir one teaspoonful of soda, light measure, in one cup of sweet milk until thoroughly dissolved; mix in enough extra flour, if needed, to mould into biscuit, or long buns, shaping with the hands, as they are better so than if rolled out. Bake in a quick oven. These are very nice for tea and for the children's lunch basket the next day.

Graham Gems.—One egg, one teaspoonful of baking powder, two teaspoonfuls of sugar, one cup of milk, one cup of graham flour, pinch of salt. Stir all together briskly and thoroughly, bake in a hot oven about fifteen minutes, in tin gem pans of eight cups. This amount will make eight gems.

White or Lady's Cake.—Two cups sugar, three-fourths cup butter, half a cup milk, two and one-half cups flour, the whites of six eggs, one and one-half teaspoonfuls baking powder, flavor with a teaspoonful extract of almond or lemon. Beat butter and sugar to a cream, add the milk, flavoring, flour with the baking powder sifted with it and lastly the whites of the eggs beaten stiff. Bake in not very thick loaves, in square pans, frost; cut in squares.

Cream Puffs.—Melt one-half cup of butter in one cup of hot water, and while boiling stir in one cup of flour. Remove from the stove to cool. When cold stir in three eggs, one by one, without beating. Drop on tins and bake. Cream: One-half pint of milk, one egg, three tablespoonfuls of sugar, two large tablespoonfuls of flour. Boil same as mock cream, and when cool flavor with lemon or vanilla. When puffs are baked, which will take 20 or 30 minutes, open side of each puff and fill with the cream. This recipe will make ten or twelve puffs.

A Quick Dessert.—Put a quart of sliced apples, peaches, pears (or two cups of any nice canned fruit) in a pudding dish and set it on the stove to heat, while a batter is whisked up to pour over it: Two beaten eggs, a pint of sweet milk, two tablespoonfuls of melted butter, two and a half cups of sifted flour, a little salt and a heaped teaspoon of baking powder. When the fruit is bubbling hot, pour the batter over it and bake in the oven until it is thoroughly done. Served warm with cream and sugar it is more palatable and more wholesome than pies.

Dressing For Cold Meats.—Put three large teaspoonfuls of ground mustard into a bowl, and pour on enough warm water to make a stiff paste. Rub smooth, add half a cupful of vinegar, a pinch of salt and the beaten yolks of two eggs. Set the bowl in boiling water and stir constantly until the mixture thickens. Then add butter the size of an egg, and continue the stirring until it is dissolved.

The mistletoe, which has so long been shipped every year in such large quantities from France to England, will be more difficult to find next winter. That which was sent across the Channel came almost exclusively from the orchards of Normandy, where it flourished on the apple trees. The Government have decided that all the mistletoe must be cut off the apple trees at once, on the ground that it sucks the sap of the trees and impoverishes them.

THE COAL OF THE WORLD.

Last Year an Important One in the Trade.

A Chance for Inventive Genius—The Nova Scotia Syndicate—Pennsylvania's Great Deposit.

Mr. Frederick E. Seward, editor of the Coal Trade Journal, has recently published his annual book of valuable information relative to coal production, prices, transportation, &c., both at home and abroad. It contains, says the New York Times, many facts of great interest, not only to trade, but to the general public. Great Britain is credited with an output of upward of 85,000,000 gross tons per annum, while Germany produces 91,000,000 gross tons, and the United States has a yearly product of 140,000,000 gross tons. The coal area of the United States is estimated at 192,000 square miles, of which 120,000 can be profitably worked at present. Its coal area is more than three times that of the rest of the world combined. The output in the anthracite district of Pennsylvania, the largest single source of supply in the country, keeps up its proportion of the whole, shipping, in 1892, 41,893,320 gross tons, as against 40,448,336 tons in 1891. Last year was one of the most important in the history of the anthracite coal trade. The tonnage was the largest in its history, and the price also ranged much above that of recent years. The growth of the use of small sizes of anthracite coal at the expense of the larger has continued to be a feature of the business and accounts for a portion of the increase in the sum total.

In proportion as the motive power of the railways of the country is augmented, and it must ever remain the steam fuel of nearly every part of the country, and the domestic fuel of a wide area, while anthracite is for domestic uses in the Eastern and Middle States, and to a degree in a portion of the central west. The imports of coal into the United States are not great, and the exports are but 2½ per cent. of the total output. Importations of coal are principally from British Columbia and Australia to supply the Pacific coast demand. Shipments of Alabama coal to Gulf ports, as well as to foreign ports, are increasing encouragingly. Those districts in central Pennsylvania which send coal to the seaboard have found an increased demand in the last year. This, in view of the largely increased tonnage in 1891, is of interest to the coal trade at large.

In Ohio, Illinois, and the other central states, the output of coal was larger last year, and prices were in the main better for the producer. In Indiana there was an increased output, and some of the coal brought large advances over the preceding year's value. A comparison shows an average gain of 20 cents a ton. Iowa, Kansas, Missouri, Colorado, Utah and Wyoming all figured up a larger output than in previous years, and sold at better prices than during 1891. In Central Ohio the operators found that there had been such unprofitable competition for business that they concluded an armistice and formed a corporation to handle coal for the year. Recent events have drawn attention to the coal of

NOVA SCOTIA AS A POSSIBLE COMPETITOR

with American bituminous coal in the New England States. The greatest production in Nova Scotia of which there is any record was for the year ending December 31, 1891, when there was produced a total amount of 2,044,784 tons, of which Nova Scotia sold 1,849,915. Of these sales only 25,000 tons were sent into the United States ports in the immediate vicinity of Nova Scotia. Canada uses about 5,400,000 tons of coal, of which she buys from Nova Scotia about 1,700,000, and the balance is largely derived from the United States, for the official figures show that during the fiscal year ending June 30, 1892, there went from the United States to Canada, 1,390,037 tons of bituminous coal, on which she levied a duty of 60 cents per ton, and also received of American anthracite coal, 1,617,108 tons, on which she levied no duty.

In speaking of the Nova Scotia syndicate, Mr. Seward says: "Mr. H. M. Whitney, of Boston, in connection with others—some Canadians and Americans—intends to take over a number of mining properties. The underlying idea of the whole scheme is to bring into one large organization with ample capital a considerable number of properties, no one of which, operated separately, has been able to make the large expenditure necessary to the most economical production and transportation.

"The saving over the old and imperfect method now in vogue, simply by the adoption of the best known processes and appliances, by a large and systematic system of working will enable them to extend the coal trade of the country enormously. They contemplate the extension of the coal trade to the West Indies, and even to South America, and believe that the enterprise will have an important bearing on the extension of the general trade of Canada in that direction.

"One of the largest savings will be in improved transportation facilities in the Gulf and the River St. Lawrence. For instance, the steamers now in use for bringing Cape Breton coal to Montreal are mostly 'tramp' steamers, but with no especial reference to the work, and with a carrying capacity of 2,000 tons or thereabouts.

"A steamer carrying 3,000 or 4,000 tons can be run nearly as cheaply as one carrying 2,000, and if such a steamer had the power and necessary equipment for towing one or two large barges of equal capacity, it is easy to see that a good business can be done without at least any increase in the present cost of coal to the people of Montreal. By means of the best and most ample facilities for transferring coal at that port they expect to be able to distribute Cape Breton coal through the country west of Montreal far beyond any point reached in the past.

"The methods now in use in Canada are very much behind the times as compared with those in use elsewhere. This is partly due to the small output of individual mines, which is again, in part, due to the fact that the present mining leases leave it to the discretion of the provincial Government to change the royalty from year to year and impose new conditions. This, of course, has effectively prevented the development of these properties.

"The present term for coal leases is to be eighty years. The term for the new lease is to be ninety-nine years. The Government gives absolute right to transfer, but this only applies to Cape Breton county,

where Mr. Whitney and his associates are confined, they not being allowed, under their lease, to touch any coal mines outside Cape Breton county.

"While the present leases impose no penalty for shutting down the mines excepting a rental of \$30 a year for each square mile in the new lease, the Government has taken care to impose an effectual check against the possibility of this. They require the lessees to work the mines effectively, and if they attempt to shut down they have to pay the full royalty for the output in the highest year of the productive history in Nova Scotia, 1891."

There are twenty-seven states and territories in the United States which produce coal. In 1892 the total output was 164,996,666 tons, against 149,752,418 tons in 1891. The greatest known deposit of anthracite coal is that of Eastern Pennsylvania, in which locality it occurs over a region containing about 1,700 square miles, though the area which is actually underlain with workable beds does not exceed 483 square miles.

THE PRESENT ANNUAL CONSUMPTION

of anthracite is about 40,000,000 tons, and this consumption has been for some years increasing at the rate of 4 per cent. per annum. If the limit of annual production is placed at 60,000,000 tons, the United States should have coal at this average rate for about 100 years, though this period may be somewhat prolonged by the diminution of the output as parts of the field cease altogether to produce. The production of coal in the world in 1891 was 519,083,731 tons, against a total output in the preceding year of 499,416,396 tons. During the last twenty years there has been a marked increase in the consumption of coal, which was, no doubt, the author thinks, commensurate with increased industrial activity. Thus, comparing the European countries alone, the average annual output for the period of 1881 to 1890 was upward of 62,000,000 tons greater than during the previous decade, and that rate of interest bids fair to be maintained, so that the world's consumption of coal will soon reach well over 50,000,000 tons. In an investigation made by a royal commissioner as to the ascertainable sources of coal in Great Britain it was found that not more than 146,783,000,000 tons were available at depths not exceeding 4,000 feet from the surface, a reserve which, at the present rate of increase of population and of coal consumption, would be practically exhausted in less than 300 years. Industrial activity is not only multiplying the demands of consumption, but has a widening area of use, to which the map of the two hemispheres is the only limit.

Wonderful deposits of coal are being constantly discovered in various parts of the United States. Within the last few years a particularly valuable field has been discovered in Washington, the extent of which is estimated at from 650,000 to 675,000 acres. In Wyoming, too, a new company, of which ex-Gov. Campbell, of Ohio, is one of the leading spirits, is doing much to develop the valuable coal fields. The extent of these new fields is so great that nobody has yet attempted to follow the example of the Royal commissioner and figure out in how many hundreds of years the coal supply of North America will be exhausted.

Halifax and Nickel-Steel.

Mr. J. H. Biles, the designer of the steamers Paris and New York, expresses in The North American Review the belief that within 10 years a vessel can "leave New York at noon and arrive at Southampton at noon on the fourth day out."

Among the agents that will be instrumental in realizing the truth of this prophecy none is more important than nickel-steel. A great source of gain in speed will be in the lightning of the engines and other paraphernalia of power through the use of a lighter metal, such, for example, as nickel-steel. This now costs much more than mild steel, but is forty to fifty per cent. stronger; it also costs no more now than that steel did in 1875. Other methods for increasing speed will be the use of oil for fuel, the building of more economical boilers and the lengthening of the vessels. "In fine," says the writer, "should nickel-steel be cheap enough for use in engines, and should a light boiler be secured for long voyages, the speed may be increased by two knots, while oil as fuel would carry the gain to three and a half, which would reduce the time record between Sandy Hook and Queenstown from five days fifteen hours to four days sixteen hours. Increase the length of the vessel to 1,000 feet, its width to 100 and its draught to 30, and it will make 30 knots an hour and be capable of crossing the Atlantic in a little over four days.

Halifax is just 788 miles nearer Queenstown than New York is. It will take just a full day for one of these nickel vessels to travel that distance. This would make the trip from Halifax to Queenstown a matter of three days!

Canada is on the ground floor in this deal. Halifax is ours. The nickel is ours. The nickel ship cannot develop too quickly for us.

She Was Mistaken.

A lover and his lass were seated in one of the public parks in Glasgow, and were talking, as lovers will, the little nothings which render life endurable. "No," said she, sweetly, "I could never marry under £500 a year. When poverty, you know, comes in at the door, love flies out of the window." "When love comes to the door you ought not to look for the skeleton, poverty!" "Do you know how love should come to the door?" she inquired. "It's natural for love to come to a door," he replied. "I'll tell you, wicked one," she playfully said, "love should come to the door with a ring!" "Yes, my love," he answered, with his hands in his pockets, "that's how I come to the door of your heart—with a ring, but without a rap!" The park ranger came to close the gates, and the "lover and his lass" went out at different entrances. She had thought he had £500 a year.

Prince Bismarck is determined to never grow bent. When taking his daily walk he carries a stout cudgel across his back, held between his elbows; this helps him to keep himself erect.

The natural configuration of many mountains suggests the human face, and such physiognomies cut out of the rocks on a gigantic scale are commonly regarded by savages as objects of worship.

SLEEPY MARSHAL BAZAINE

Overpowering Somnolence of the Man Who Gave Metz to the Germans.

A curious and apparently original anecdote about the late Marshal Bazaine is related to-day. It refers to the sleepy habits of the man who delivered Metz to the Germans. The author of the anecdote is Lieutenant Eymard, who was permanent officer of the guard in the house at Versailles where the Marshal was under arrest while awaiting his court-martial.

One day Madame Bazaine, a Mexican by birth, came to M. Eymard and asked him to be good enough to receive Queen Isabella of Spain, who was expected in the afternoon. Her Majesty intended, it appears, to pay a visit to the prisoner. At about a quarter past one o'clock, the Queen arrived, accompanied by her son, afterwards Alfonso XII, and her two daughters. M. Eymard went to meet the royal party, and, as he says himself, not having been brought up in courts, but camps, he committed the awful offence of shaking the Queen's hand à l'Anglaise, instead of kissing it respectfully. The Queen uttered a cry of discontented astonishment, but she had another surprise in store for her. The lieutenant of the guard went in to apprise Marshal Bazaine of the royal visit, expecting to find him ready for it. The Marshal was however, having his forty winks, and although violently shaken by the officer, still snored on heavily.

Eventually M. Eymard, being utterly unable to arouse the sleeper, had to inform Queen Isabella of the semi-comatose condition of the Marshal. The Queen, evidently annoyed, returned with her children to her carriage and departed. Almost immediately afterwards Mme. Bazaine entered. The officer told her about the fatal siesta. She did not express astonishment, but anger, and rushing to where her husband was, upbraided him as he awoke in the most withering terms. She told him that his soporiferous habits were deplorable and detestable, and that in order to mask them people had to be allowed to say unchecked that he drank. Mme. Bazaine thus scolded her husband for several moments within the hearing of the lieutenant, who went away wondering if the Marshal's extraordinary habit of suddenly falling asleep had not contributed to bring about greater disasters than the disappointment of her most Catholic Majesty and the anger of Mme. Bazaine.

HE HAD THE "HORRORS"

A Yankee Peddler Hangs Himself to a Bed Post in a Quebec Hotel.

A Quebec special says:—A Yankee peddler, after a prolonged spree, was found in his bedroom at Lawler's hotel with a handkerchief around his neck, hanging to the post at the foot of his bed. There was blood around the floor, and the man's hands were cut. The coal oil lamp was still burning and the room was full of smoke, the chimney of the lamp having been smashed. When and how all this occurred is unknown. From papers found on him his name is supposed to be William J. Bail-y, from Pittsfield, Maine. He is a man of about 30 years of age. He arrived at Bernier's hotel, Commercial street, on Thursday morning. He said he had been on a prolonged spree and wanted to continue drinking. On Friday night it was evident the man was in the "horrors," and wanted a knife to stab some imaginary man who was pursuing him, and otherwise acted in a most outrageous manner. The demented man was ordered to keep quiet or leave the house. He left at 3 a.m. on Saturday and went to the police station, and was subsequently taken to Lawler's hotel. He continually craved for drink. Notapparently noon yesterday his room was forcibly entered, and the man found in the position above described, dead. The coroner was notified and ordered the body to be taken to the morgue, where an inquest will be held tomorrow morning. High Constable Gale is working up the case and has telegraphed the mayor of Pittsfield to notify the man's friends if he has any there. The U.S. consul here was also notified. Some \$3 in cash and a silver watch were found on the body.

How Ships are Insured.

An underwriter is a man who undertakes a proportion of risk upon the hull or the cargo of certain ships on their voyages from port to port, in precisely the same manner as a life insurance office undertakes, for an annual consideration, to run the risk of a policy-holder's death. It will become apparent that all kinds of factors go to determine the exact premium of rate which has to be paid for insuring the sum of £100. A short or an easy voyage, the time of the year, the age, condition, and officering of the ship or steamer, the nature of the cargo and the number and reputation of the ports at which it is proposed to call on the way. To put an illustration into very simple terms, let us suppose that the owner of a new steam yacht wished to insure against loss in a voyage round the world, the full details of which have been mapped out. They would, in all probability, employ an insurance broker (himself a member of Lloyd's), who would settle the rate to be paid with one or two of the underwriters of the large marine insurance companies. He would then get their names upon a slip of paper for, say, a line of £500 each, and would afterward, "in the room," get other underwriters each to put his name down on the slip for £100 or £200. In this manner, supposing the value of the yacht to be £10,000, the entire sum would be insured, and the risk spread over nearly a hundred different persons. If the yacht, like the Wasp and the Naronic, should go down in a typhoon, or after collision with an iceberg, without leaving a trace of anything to save or to sell, then each and everyone of the underwriters becomes liable for the full amount written, and must pay up the £100 or £200 as the case may be. If the yacht in question reaches London again without any mishap then those who took the risk of her took a clear profit on the premium paid. Like many other business transactions, this is very much akin to betting.

Japanese doctors never present bills to their patients. They await the patient's inclination to pay, and then thankfully accept whatever sum is offered.

The German Emperor prides himself on being a good whip, and proved it by driving the other day a four-in-hand coach from Berlin to Potsdam in an hour and five minutes.