

THE HOME.

A Table for Boarders.

The week's bill of fare which follows has been arranged by an expert and experienced cook for the benefit of farmers' wives who take summer boarders and desire to give their patrons a good variety of wholesome country fare and to make a reasonable profit after charging about five dollars a week for the board and lodging. For those who do not care to follow this program closely, it will be helpful as offering suggestions for variety and quality and it furnishes a good idea of the range and kind of food which summer boarders like.

The menu has been arranged with special reference to a small country town, and although at first glance it may seem more elaborate than can be easily managed, it will not be found so after a little study. The Coburg pudding is simply a variation of creamed rice. The soufflé, croquettes and beef rolls are to be made from the bits left from the first service of the fowl and roast beef; bean soup from the remnants of baked beans. Judge Peters' pudding is simply a form of lemon jelly containing layers of walnut meats and served with soft custard. Squash pie is of course made from the canned squash. The cottage pie on Friday can be made from the remnants of cold beef à la mode. For the vegetable salad, save a few of the beets from the greens to give color.

It has been taken for granted that eggs and cream, together with a garden well filled with young vegetables, are part of the outfit of the house. As the season advances give an abundance of vegetables, but do not give many at one time; vary from day to day the fresh fruit in every way, and cream as commonly as you can. People desire daintily served, well-prepared food in variety.

SUNDAY.

Breakfast: Wheatlet, baked beans, fish balls, radishes, brown bread, coffee.

Dinner: Potato soup, broiled steak, roast fowl, mashed potato, creamed asparagus, rhubarb pie, blueberry pie, caramel ice cream.

Supper: Potato salad, sandwiches, wafers.

MONDAY.

Breakfast: Rolled oats, meat hash, scrambled egg on toast, rye muffins, coffee.

Dinner: Roast beef, creamed potato, canned corn, lemon shortcake, Coburg pudding.

Supper: Chicken soufflé, bread, preserves, gingerbread, cake.

TUESDAY.

Breakfast: Gerned wheat, minced meat on toast, ham with poached eggs, lyonnaise potato, raised biscuit.

Dinner: Baked bean soup, chicken croquettes, beef rolls, potato puffs, macaroni and cheese, mock mince pie, Judge Peters' pudding.

Supper: Egg salad, rolls, preserves, ginger snaps, chocolate cake.

WEDNESDAY.

Breakfast: Cracked wheat, liver and bacon, creamed cod, hashed brown potato, baking powder biscuit.

Dinner: Ragout of veal, beef à la mode, stewed potato, scalloped tomato, custard pie, apple pie, lemon jelly.

Supper: Veal and potato salad, bread rhubarb sauce, roll jelly cake.

THURSDAY.

Breakfast: Rolled avens, broiled mackerel, fried beef, French fried potatoes, graham muffins.

Dinner: Tomato soup, roast lamb, mashed potatoes, green peas, squash pie, blanc-mange.

Supper: Cheese fondue, bread, strawberries, gingerbread, cocoa, vanilla wafers.

FRIDAY.

Breakfast: Germea, cottage pie, bread omelet, toast, coffee, griddle cakes.

Dinner: Baked bluefish, fish turbans, scalloped potato, asparagus on toast, strawberry shortcake, caramel custard.

Supper: Scalloped fish: brown bread, sponge cake, jelly, cocoa.

SATURDAY.

Breakfast: Fish soufflé, creamed lamb, creamed potato, raised biscuit (entire wheat), doughnuts, coffee.

Dinner: Beef patties, beef stew, beet greens, jellied bananas, whipped cream, apioea cream.

Supper: Vegetable salad, rolls, strawberries, spice cake, chocolate.

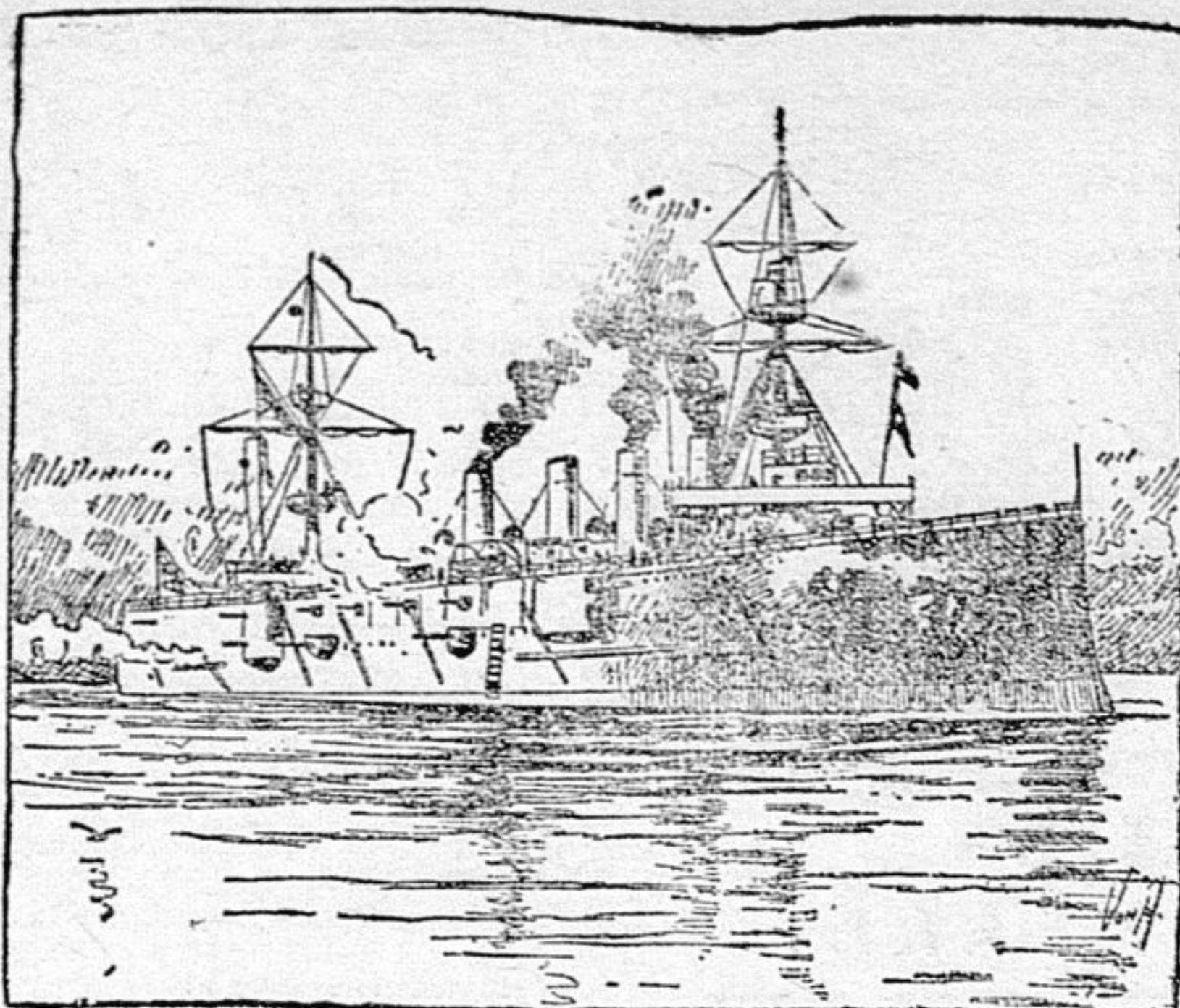
Hot Weather Recipes.

Iced tea is one of the necessities of comfortable summer life, and here is a delicious recipe which was tried recently with great success. In the first place, do not use any left-over tea that has been standing for hours on the leaves. Be careful to make fresh tea after breakfast with freshly boiled water. When it has steeped long enough to be strong pour off the liquid into a large pitcher and set in a cool place. When ready to be served put numerous pieces of ice in a goblet with a little powdered sugar and two thin slices of lemon, over which pour the tea. For luncheon or seven o'clock supper there is nothing more refreshing than to have a glass filled with iced tea at each cover.

To Cook Bananas—Bananas are being more and more used in cookery and make delicious sweets. An excellent recipe for a compote of bananas is to peel and slice the fruit and lay it in a dish; have ready a thin syrup, made by boiling half a pound of loaf sugar with a gill of water, flavoring this to suit taste with liquor, wine, rum, lemon or orange juice; pour this syrup while quite hot on the fruit, and stand the latter aside until cold; then leave it on ice till nearly frozen, and serve plain or with whipped cream.

Green Salad.—Get the best head of lettuce you can, properly headed and white with as few green leaves as possible. Wash it, pull it entirely apart, and then place in a large bowl of ice water. Put this in an

Largest Cruiser in the World.



H. M. S. Terrible, the latest addition to the British navy, which was launched at Messrs. J. & G. Thompson's yard at Glasgow recently, is the largest and most powerful cruiser yet built. She has a length between perpendiculars of 500 ft., or 538 feet over all, is 71 feet broad, and 43 feet 4 inches in depth to the upper deck. Her displacement at the load draft of 27 feet is 4,250 tons. The cruiser has a very large coal capacity, having space for about 3,000 tons of coal. The total displacement of officers and men will be about 900. The armament will consist of two 92-in. twenty-two ton guns, twelve 6-in. quick-firing guns, and a number of smaller quick-firing machine guns, besides four torpedo tubes. The collective horse-power of the two engines is intended to be 25,000, which, it is expected, will give the vessel a speed of twenty knots continuously. The boilers will be of the Belleville type, forty-eight in number.

extremely cold place for at least four hours before serving. When needed shake off every particle of water and put in your salad bowl. A French dressing should be used for it, with the salt, vinegar, pepper and oil regulated by the size of your head of lettuce. Do all this properly and no other salad will ever suit you for hot weather.

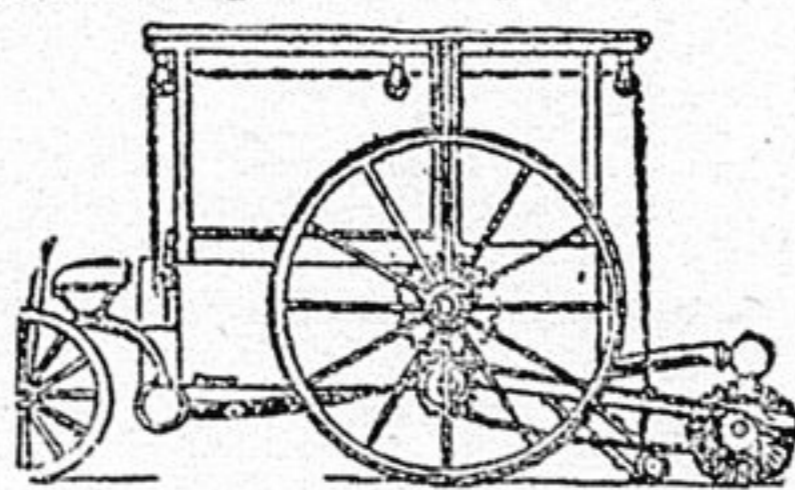
Flowers in the Shade.

It often happens that there is a spot in the yard so shaded that many varieties of flowers will not do well. The pansy is a lover of shade, and, like the iris, it takes on a depth of richness and color that one would hardly think it possible to obtain without the assistance of sunshine. In a shady place the flowers will not only be much larger than those grown under full exposure in the sun, but they will last longer. But do not make the mistake of planting this flower in a place where the air is not free to come and go at will. In such a place, especially if there is much shade, the plants often fail to do well. The pansy will stand severely cold weather quite satisfactorily, but a close covering of litter, or snow, will do it great injury, and quite often kill it. It smothers if it cannot have all the fresh air it wants in winter, and it will not do well in summer unless it has a free sweep of air about the bed in which it grows.

A NOVEL STREET SWEEPER.

A Machine Which Carries Its Own Sprinkler and Saves Work.

A new and novel street sweeping machine was put into actual work on Philadelphia streets the other night. It is called the Philadelphia sweeper. The decided novelties of the machine are that it carries its own sprinkler—the rear part of the tank holding the water—that, instead of sprinkling the street to keep the dust down, the revolving brush is kept dampened all



STREET SWEEPING MACHINE.

the time, thus avoiding the mud and water on the streets necessary in the old methods; and the most important of all that the dirt taken up is thrown directly upon the endless carrier which takes it up and empties it into the tank composing the front of the machine. The tank is removable and when filled is lifted out and an empty one substituted, while the filled one is carted away, dispensing with all shovelling and dust. The machine weighs but 1,300 pounds, and in its trials has demonstrated its merits in a way very gratifying to those interested.

Lord Frederick Roberts, V. C.



COMMANDER-IN-CHIEF OF THE BRITISH ARMY IN INDIA RECENTLY RAISED BY THE QUEEN TO THE RANK OF FIELD MARSHAL.

Citizens—"I wonder how it is that so few women start when they talk?" Witticisms—"They haven't time."

SLIDING AFTER A SNOW-SHOE.

The Remarkable Ride of a Young Englishman in Colorado.

John Gladwyn Jebb, known by his friends as Jack, was a young Englishman who had lost his patrimony and had gone to Colorado to seek his fortune in mining. Winter had set in, and he was living in a log cabin, from which, on snow-shoes, he went alone to visit the three mines of which he had the charge. He usually travelled at night, partly to get an extra day at the mine, and partly because the snow was then in a better condition, with fewer chances of an avalanche above timberline. One of the liveliest of the three solitary adventures is thus described by his biographer:

Jack started at one o'clock in the morning, and blessed with a good moon made capital time, so that he reached the crest of the range by daylight. The snow was in excellent condition, just soft enough to make his twelve-foot Norwegian shoes bite well. All the lower branches of the pines were covered, and in the gulches the snow must have been twenty feet deep.

On the crest the wind had swept the ridges clear, and Jack had to carry his shoes for half a mile or so, till he came to a long valley. Here he fastened them on again, and started downward; slowly at first, then faster and faster as the grade grew steeper.

Suddenly, at the top of his speed, he found himself in the air, and came down with a force that nearly stunned him. He had struck a sheet of ice, his shoes had lost their hold, and down he had gone on his back.

Both shoes came off. He clutched at them instinctively, but caught only one. The other was instantly beyond reach, sliding down the mountain-side. As Jack watched it disappear he felt sick. If the shoe was gone, he might reckon on his fingers the number of hours he had to live. There were four or five miles of snow, from ten to thirty feet thick, between him and his destination. To wade through it was impossible.



Before him were twenty miles of mountain and valley to the nearest camp. To stay where he was meant to be frozen to death in a few hours. He must recover that shoe or he was lost. It would of course slide down the steepest grade, and would pass into the lower valley by the way of a rocky gorge, which Jack could see from where he stood, and which was a breakneck place, with mountains of snow in and around it, whence it would be impossible to climb, should the search be unsuccessful.

Any chance was worth trying in so desperate a case, and Jack thought that, as the shoe he still had would naturally follow its mate if placed on the same grade, his best plan was to lie down upon it, start sliding, and trust to its being stopped by whatever had arrested its fellow.

Of course, the odds were that the first shoe had gone over a precipice, or splintered on a point of rock, and that the same fate would overtake the second together with its burden; but if a man must die, a quick death is better than slow torture, and Jack decided to risk his fate. He found the spot where the accident had happened, put the remaining shoe on the track, lay down along it, rounding his chest as much as possible, and steering with his elbows. Down they went, sometimes sliding through the soft drift, on and on, it seemed to the anxious traveller, interminably. He kept a sharp lookout for any trace of the lost shoe, and also for any ghastly header that might be in front of him.

At last he came to a turn in the gully, and could scarcely believe his eyes. There was the lost shoe sticking out of a drift in front! Slowly and anxiously he extricated it, fearing to find that the toe had struck a rock and splintered. No, it was all right; and in a moment more he was safe, and sweeping down into the timber.

A Power Loom Run Electrically.

The running of textile machines by electricity is gradually, but certainly superseding the old, costly and troublesome shafting, pulleys, etc. A German firm has put upon the market a power loom actuated entirely by electricity. The loom is of the "Bradford" form, which is much used in Europe for light woolen and cotton weaves, and has a six-drop box motion on one side. The medium size has a breadth of reed of 6-4, and makes in the neighborhood of 145 picks per minute, using something like one-third of a horse-power. The electrical connections are so made that the stopping and starting of the loom are regulated automatically, and should the filling break or the spool become empty, the loom ceases work in the usual manner. There is by this arrangement a great saving of labor, and the weaver can superintend a large number of looms.

Fishing at the Dinner Table.

The summer home of Prof. Bell, the telephone inventor and millionaire, is on an estate of 15,000 acres in Cape Breton, on the Bras D'Or. The professor seems to have all the instincts of the true fisherman. On one of the neighboring lakes he has a houseboat, propelled by a steam launch, with a trap-door cut in the floor of his dining room so that he can fish, if the fancy strikes him while at table.

ABOUT THE FIJI ISLANDS.

REMARKABLE CHANGE FROM CANIBALISM TO CIVILIZATION.

The Present State of the One-Time Most Savage of the South Sea Island Groups—What Gov. Thurston Has Accomplished.

The sudden and remarkable transformation in national life and manners which has caused Japan to cast aside its traditional inertness and conventionalism, and assume a high place among the leading Powers of the East, has been paralleled, in a minor degree, in Fiji, where the cannibalistic propensities of a past generation have become replaced by tastes and habits more in harmony with the principles of modern civilization, although traces of the old savage times yet linger in the more secluded portions of the Fijian archipelago; for Fiji is not a single island, but a group of about 150, of which about eighty are inhabited, many of the others being mere rocks. Suva, the seat of Government, is on Na Viti Levu (Great Fiji), the largest of the islands, embracing an area of about eighty-seven miles in length by fifty-four in breadth. Levuka, the former capital, is on Ovalau, one of the smaller islands, being only eight miles in length by seven in width. On these two islands the white population is concentrated and the progress of industrial arts most apparent.

The material progress of Fiji dates from the time that it became a colony

UNDER THE BRITISH FLAG.

in September, 1874, little more than twenty years ago. One of those largely instrumental in affecting this change, who transferred the supreme power from an ex-cannibal monarch to a British official representing her Majesty's Government, was Mr. (afterward Sir) John Bates Thurston, at present Governor of Fiji and High Commissioner for the Western Pacific. Mr. Thurston, who is the eldest son of the late John Noel Thurston, of Bath, and belongs to one of the oldest families in the United Kingdom, was born January 31, 1836, and in early life went to sea, reaching Australia in 1853, when he was 17 years of age. In Sydney, young Thurston heard a great deal concerning the romantic and then little known Pacific islands, the scenes of some of Louis Becke's most fascinating narratives and the future destinies of which were so largely affected by Mr. Thurston's action and policy.

In 1863 Mr. Thurston arranged an exploring expedition to several groups of islands, but in 1864 his vessel was wrecked during a hurricane off the coast of Rotuma, now a British crown colony, and the whole of his botanical collections, photographs, journals, etc., lost. After a delay of several months, no vessel being procurable, Mr. Thurston reached Fiji, where he was invited by the British Consul, Capt. Henry M. Jones, V. C., to join the consular staff, with a view to becoming acting Consul. In 1867 Lord Stanley appointed Mr. Thurston British Consul in Fiji. It was about this time that British settlers, attracted by the high prices obtained for Fijian cotton, began flocking into Fiji, where they endeavored to set up a law for themselves. For about four years the time themselves. Mr. Thurston was fully occupied in maintaining order in a land where there were no laws and no law courts. He accompanied Cakaubau—the name is variously spelled—when the latter, then the most powerful chief in Fiji, with a strong force invaded Na Viti Levu for the purpose of

PUNISHING THE MURDERERS

of a missionary, the Rev. Thomas Baker, and his native followers.

In 1871, during the absence of Mr. Thurston, who had relinquished his consular duties in order to become a cotton-planter, Cakaubau was induced by a number of white settlers to proclaim himself King of Fiji, and establish a government. This step, however, instead of securing law and order, resulted in riot and confusion, during which it was threatened to burn Levuka, which had become the Fijian capital. Mr. Thurston lost no time in returning to Fiji, where he was invited to take charge of the native administration, the next greatest chief in Fiji promising to join Cakaubau in supporting him. But it was found impossible to control the white population, eager to gain possession of the soil and reduce the natives to a state of slavery; and, finally, he made such strong representations to the British Government that Fiji, with the full consent of the leading chiefs, was made a crown colony. Since then, the history of Mr. Thurston (who was made a K. C. M. G. in 1887) has been that of Fiji. He was several times intrusted with the Government of Fiji before being appointed Governor, which office he now holds, with that of High Commissioner and Consul General for the Western Pacific, his appointment dating from 1887. Lady Thurston is the daughter of a leading New South Wales colonist, and has come on a visit to England with her husband.

A Fair Inference.

It is undeniable that actions often speak louder than words. An usurious money-lender, who had for some time collected an extortionate interest from a debtor, sent his collector to the man as usual one day. The collector returned and reported to his employer that he could not collect the money.

Do you mean to say that the man declared to you that he wouldn't pay the interest? the usurer demanded, furiously.

He didn't declare so in so many words, but he gave me to understand so.

How did he give you to understand so?

He kicked me down three flights of stairs!

His Disposition.

Brown—Old Miserleigh tried to pass a counterfeit dollar this morning.

Jones—I'll bet he didn't succeed.

Brown—No, but how did you know anything about it?

Jones—I know Miserleigh. He couldn't pass a cent without breaking a blood vessel trying to take it along with him.

Losses from Lightning.

A report just issued by the United States Weather Bureau brings the statistics of the question of losses from lightning up to the end of 1894. In that year 336 persons were killed by lightning in the United States and 351 severely injured. In the few years covered by the bureau's reports the fatalities have been increasing. In 1893 the number of deaths from lightning was 209; in 1892, 251; in 1891, 204; and about 120 in 1890. In 1894, 268 barns, fifty-five churches and 261 dwellings and a number of oil tanks, elevators, etc., were struck by lightning and damaged or destroyed. It appears that the risk is about five times greater in the country than in the city. Ordinary dwelling houses in the cities need little protection, but the bureau's experts are of the opinion that all barns and exposed buildings should have lightning rods. Sheets of iron are as good or better for this purpose than rods of iron or copper. It appears that the Southeastern or Southern States are the most frequently visited by thunder storms, the area of maximum frequency being about Louisiana; while the area of least frequency is on the New England coast. The most dangerous places for persons during a storm are stated by reports to be under trees, in the doorways of barns, close to cattle and horses, and by chimneys and fireplaces. Any one who keeps note of the location of people killed by lightning will have observed that the places named above are the most dangerous and will embrace probably three-fourths of the fatalities. As an agency of destruction the statistics show that lightning is not so seriously to be considered as it is; but the dread of it is nevertheless so general and acute among mankind as to make a study of the ways to avoid danger by electricians of some importance.

AN AFRICAN RAILWAY.

Abandoned By the East African Company, Now to Be Built By the British Government.

The Central African railway from Mombasa to Lake Victoria, which the British East African Company began and dropped, has been taken up by the British Government and sanctioned by the Imperial Parliament as a public undertaking. It is five hundred miles as the crow flies from Mombasa to Lake Victoria, and the route is a very difficult one from an engineering point of view. The railway seems necessary, however, if the British are to be in a position to hold the Nile Valley against the French and Belgians, who are trying to establish themselves in it. With a railway to Lake Victoria it would be comparatively easy for Great Britain to gradually extend her power down to Khartoum and Berber by way of the Nile. There is clear navigation in high water from Gondokoro, in the equatorial province of Khartoum and even Berber, and with a railway between the east coast and Lake Victoria it would be comparatively easy to build, equip and man gunboats on the Nile which would convey barges with forces to which no effective resistance could be offered. The effect upon central Africa of such a railway can hardly be estimated. The people of Uganda are among the strongest and most intelligent of all the African races; what the Japanese are to the Chinese, Mr. Stanley says the Waganda are to the other peoples of central Africa. Railway transportation would go far to abolish the slave trade between the great lakes and the east coast, for the slave traders rest primarily upon the need for transportation.

Heading Him Off.

Gusset—By Jove, I've eaten such a hearty dinner that I guess I'll have to go upstairs and sleep it off.

Hotel Clerk—In that case we'll have to charge you with a meal taken to your room.

Particular.

He—Does your mother ever let you go to the theatre by yourself?
She—Dear me no; not unless I have a young man with me.