

LADIES' DEPARTMENT.

COOKING MEATS.

If the steamer were used in the preparation of meat for the table we should have less that is poorly cooked, or half cooked. During the past summer we have had a great deal of mutton, which was raised and fattened on our own farm.

Place a large steamer upon the stove with plenty of boiling water in it, and also a deep tin or earthen dish to hold the meat and receive the juices.

When quite tender, remove the steamer from the stove. Have ready a dripping-pan with a little boiling water and flour to dredge the meat.

When quite tender, remove the steamer from the stove. Have ready a dripping-pan with a little boiling water and flour to dredge the meat. Place in this the leg and other parts suitable for roasting; put in a quick oven for a half hour, basting it.

Remove a nos moutons.—Portions of the meat not suitable for roasting can be used—sliced up cold for breakfast and tea, with any condiment preferred, and will be found very delicate.

Girl's Life in India—Children Doomed to Perpetual Widowhood.

The day of her marriage she is put into a palanquin, shut up tight, and carried to her husband's house. Hitherto she has been the spoiled pet of her mother; now she is to be the little slave of her mother-in-law.

Of her husband she sees little or nothing. She is of no more account to him than a little cat or dog would be. There is seldom or never any love between them; and no matter how cruelly she may be treated she can never complain to her husband of anything.

The little girls are married as young as 3 years of age, and should the boy to whom the child is married die the next day she is called a widow, and is from henceforth doomed to perpetual widowhood; she can never marry again.

She must wear any jewelry, never dress her hair, never sleep on a bed—nothing but a piece of matting spread on the hard brick floor, and sometimes, in fact, not even that between her and the cold bricks; and, no matter how cold they might be, she must have no other covering than the thin garment she has worn in the day.

It is estimated that there are 80,000 widows in India under 60 years of age.

Tasteful House-Furnishing.

Harmony of color is of the first importance in furnishing. Not that walls, carpet, curtains, chairs, etc., should be of the same color; that would make a room cold and uninviting.

A carpet for instance should not be purchased without considering what the color of the paint is; and so of the sofa and chairs, if they are upholstered.

There are now plain, ingrain carpets, in solid colors, called "filling," which are used around these centre rugs, instead of staining the floor.

A Good Sign.

A young man had declared love to a lady and asked her to be his wife. She hesitated, and he allowed her her own time to consider the matter.

Anecdotes of Tennyson.

Tennyson cannot say, as Byron said, "I awoke one morning and found myself famous." It was years before he was recognized as a poet by his countrymen.

When the poet was younger than he now is, he used to wander for days in the glades and woods, or take long walks at night.

Some people once told of meeting a mysterious figure in a cloak coming out of a glade, passing straight on, and looking neither to the right nor to the left.

"It was either a ghost, or it was Mr. Tennyson," said they.

A lady once asked a boy, who lived near the poet, if he knew Mr. Tennyson.

"What do you mean?" asked the amused lady.

"I don't know what they means," replied the boy, "but 'f'liceman often seen him walking about a making of 'em under the stars."

The poet's first verses were written upon a slate which his brother Charles put into his hand also giving him a subject—the flowers in the garden.

Tennyson was a pains-taking writer in his early years. He allowed only matured work to go to the press. He elaborated everything. A single perfect expression often cost him much time. His fame thus came slowly, but it is sure.

DOWN IN A COAL MINE.

A large portion of the State of Illinois, like our Canadian North-west, is underlain with a valuable seam of coal, which is tapped by mining shafts at various points throughout the State.

These mineral resources contribute in no small degree to the wealth, influence and prosperity of this State, and have been an important factor in the pre-eminence of Chicago, its commercial metropolis.

CHICAGO, WILMINGTON AND VERMILION COAL COMPANY.

I was permitted to examine by the courtesy of Mr. T. B. Corey, the energetic superintendent of the company.

LOWERED ABOUT ONE HUNDRED FEET into the mine as easily and pleasantly as in a hotel elevator.

The value of the land in the vicinity of Braidwood averages one hundred dollars per acre for the coal it contains.

UNDERGROUND COAL TRAINS.

The boy with lamp stuck in his cap and hands and face black with coal, looks from a distance like a spirit from the lower regions.

It extends about three feet into the coal, as far as the pick can reach.

The creaking and straining of the coal seam inspires the stranger with the fear that the whole roof is going to cave in.

Another room is then begun in the same way, by undermining the coal seam and the same process repeated.

THE WHOLE FACE OF THE MINE is being constantly extended, the several darters of miners being placed at regular

distances, so that the rooms run into one another. There is, in fact, instead of a series of rooms, one continuous chamber, circling the extreme edge of the mine.

THE VENTILATION OF THE MINE.

Besides the opening at the mouth of the pit, there is another about a mile distant immediately above the room where the work is presently carried on.

THE THREE MINERS in each room mine the coal and lead it into trucks.

THEY ARE PAID 75 CENTS per ton.

THEY ARE REQUIRED in addition to keep their room and roadway to first parting in order, and for this are allowed 15 cents per ton.

THEY ARE CONSIDERED a good day's work for three men, giving each \$2.40 per day.

THEY ARE PAID 90 CENTS per ton.

THEY ARE PAID 15 CENTS per ton.

THEY ARE PAID 75 CENTS per ton.

THEY ARE PAID 15 CENTS per ton.

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He Was No Thief.

"Gentlemen," said an Arkansas Colonel, as he stood under the limb of a tree from which suspended a rope, "I must pretest my innocence. I did not steal the mule. I am above petty theft. I know that you all have the interest of the community at heart, and I do not blame you; but there are times when we are all liable to be too rash.

"The mule was found in your possession," said the leader of the mob.

"Very true, my dear sir,"

"Did he jump into your lot?"

"No, sir, I conducted him to the confines of my premises.

"Did you buy the animal?"

"No, sir."

"Did you trade for him?"

"I did not."

"Then who stole him? Let down the rope, boys."

"Gentlemen, I hope you will give me a chance to explain. The mule in question was the property of one of our distinguished fellow-citizens, Major Rulesberry.

Some time ago the Major and I exchanged a few words of an uncomplimentary nature. I intimated that the Major's blood would be highly satisfactory to me, and the Major said that my gore would please him mightily.

Well, we separated thoroughly agreeing with each other. The next day the Major and I met. I got what is vulgarly called the drop on him, and relieved him of the top of his head.

He was riding a mule at the times and when he fell off I saw that he had no longer any practical use for such an animal so I took charge of him. Now, if I had dismounted in the way he did, I should have interposed no objection to the Major taking my horse."

"I hope, sir, that you will excuse us," replied the leader of the mob. "We thought that you had stolen the mule. Your explanation is most satisfactory, and I hope you'll excuse us. Let us all take a drink."

Electric Flannel.

A French scientific journal describes an electric curiosity which its editor has received from Dr. Claudet. The novelty is a specimen of electric flannel, which is claimed to be valuable in cases of rheumatism.

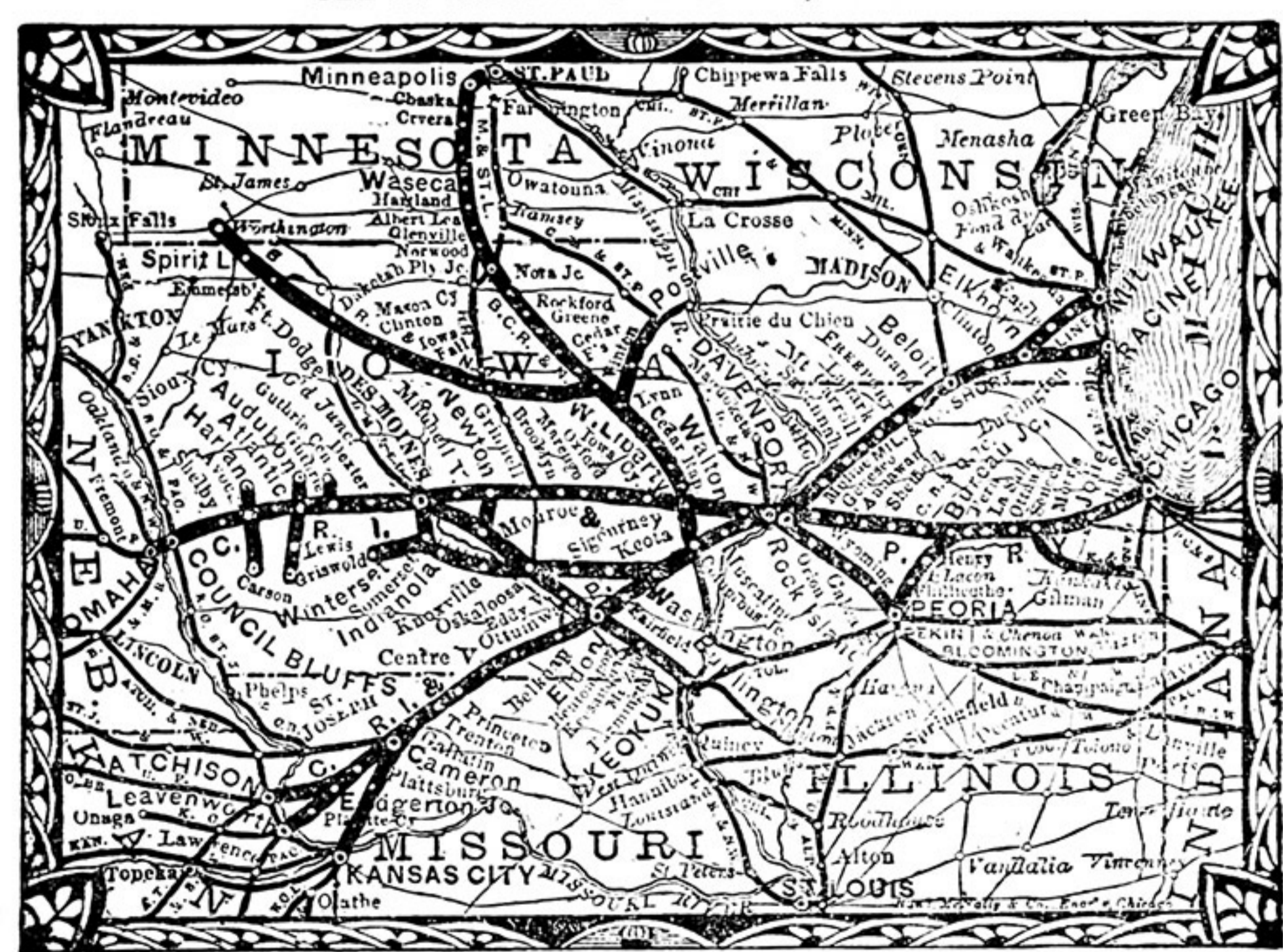
The value of the land in the vicinity of Braidwood averages one hundred dollars per acre for the coal it contains.

There are men who love only themselves; and these are men of hate, for to love one's self alone is to hate others.

How many signs and tears might be averted if kindness of hand, kindness of heart, and kindness of spirit were general.

THE MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC R'Y, being the Great Central Line, affords to travelers, by reason of its unrivaled geographical position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest.

It is literally and strictly true, that its connections are all of the principal lines of road between the Atlantic and the Pacific.

By its main line and branches it reaches Chicago, Joliet, Peoria, Ottawa, La Salle, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Keokuk, Knoxville, Oskaloosa, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic, Avoca, Audubon, Harlan, Guthrie Center and Council Bluffs, in Iowa; Callatin, Trenton, Cameron and Kansas City, in Missouri; and Leavenworth and Atchison in Kansas, and the hundred of cities, villages and towns intermediate. The

"GREAT ROCK ISLAND ROUTE," as it is familiarly called, offers to travelers all the advantages and comforts incident to a smooth track, safe bridges, Union Depots at all connecting points, Fast Express Trains, composed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UPHOLSTERED and ELEGANT DAY COACHES; a line of the MOST MAGNIFICENT HORTON RECLINING CHAIR CARS ever built; PULLMAN'S latest designed and handsomest PALACE SLEEPING CARS, and DINING CARS that are acknowledged by press and people to be the FINEST RUN UPON ANY ROAD IN THE COUNTRY, and in which superior meals are served to travelers at the low rate of SEVENTY-FIVE CENTS EACH.

THREE TRAINS each way between CHICAGO and the MISSOURI RIVER. TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL, via the famous

ALBERT LEA ROUTE. A New and Direct Line, via Seneca and Kankakee, has recently been opened, between Newport News, Richmond, Cincinnati, Indianapolis and La Fayette, and Council Bluffs, St. Paul, Minneapolis and intermediate points.