The Golden Isles.

BY EDMUND W. GOSSE.

The poet sits and smiles,
He knows the golden isles,
He never hopes to win their cliffs, their marble mines,
Reefs where their green sea raves,
The coldness of their caves,
Their felspars full of light, their rosy corallines.

All these he oft has sought,
Led by his travelling thought,
Their glorious distance hides no inward charm from him;
He would not have their day
To common light decay,
He loves their mystery best, and bids their shapes be dim.

They solace all his pains,
They animate his strains,
Within their radiant glow he soon forgets the world;
They bathe his torrid noons
In the soft light of moons,
They leave his lingering evenings tenderly empearled.

As one who walks all day
Along a dusty way,
May turn aside to plunge in some sequestered pool,
And so may straight forget
His weariness and fret,
So seeks the poet's heart those islands blue and cool.

Content to know them there,
Hung in the shining air,
He trims no foolish sail to win the hopeless coast;
His vision is enough
To feed his soul with love,
And he who grasps too much may even himself be lost.

He knows that, if he waits,
"One day the well-worn gates
Will ope and send him westward o'er the wave;
Then will he reach one night
The isles of his delight,
But they must float until they anchor in the grave.

The Tay Bridge Disaster.

A Horror Without Survivors and with only Few Details Known.

LONDON, Dec. 27.—The manager of the North British Railway, telegraphing from Leuchars at four o'clock this morning, says: "Several large girders, along with the last train from Edinburgh, were precipitated into the river last night. There were nearly three hundred passengers, besides the company's servants, all of whom are believed to have perished." Brief as this despatch is, it tells about all that any living person knows concerning the nature of the Tay bridge disaster. At the awful moment of the calamity darkness surrounded the bridge and the train, and the most that any living man saw was a shower of sparks blown at an angle down to the water and the trailing of the train's lights through a perpendicular fall of some eighty feet. Then utter darkness followed, and the men who had seen the falling lights, unable to comprehend such a calamity as had actually befallen the train, fell to wondering whether they had really seen anything. The most that any living person heard was the uninterrupted roar of the firth and of the wind through the braces of the bridge. The stopping of the noise made by the moving train, or the crash that accompanied the calamity, would have been drowned on any ordinary night, when the roar of the firth can be heard for many miles.

The brief despatch from the manager of the railway contains sufficient as to the extent of the calamity to give it a place alone in the annals of railway disaster, even if no additional fact could ever be known—"All of whom are believed to have perished!" There is no other record like this. It is probable that the number of persons lost is overestimated in the first official despatch, and that it will be underestimated in the announcements put forth by the company later. A despatch from Dundee to the Press Association at half-past four this afternoon says that the number of lives lost does not exceed ninety. A later despatch from the same place states that only fifty-six tickets were taken up at the last stopping place before running into Dundee. These figures do not cover the number of young children requiring no tickets, nor the number of passengers for Broughty Ferry, whose tickets were not taken up, nor the number of railway employees.

The scene at the bridge to-day was the saddest that has been witnessed in Scotland for years. The approach to the structure swarmed with sight-seers, and among them were wives, husbands, other kindred, and lovers, all despairing. Many steamers and small boats were near the scene, though the hope of finding any survivor has been abandoned. Six bodies have been recovered. Divers will shortly be brought to begin the work of removing the debris of the wrecked bridge and train and removing such bodies of the victims as may be found in the submerged coaches. The excitement in Edinburgh is hardly less than that in Dundee.

It was through the anxiety of the group of men who stood near the telegraph signal box on the Dundee side of the bridge, and saw the shower of fire while speculating as to whether the train would venture upon the bridge on such a night, that the fact of the disaster was ascertained. Standing where they were, the curve at the north end of the bridge was at their right, and there was nothing to obstruct the view for a considerable distance towards the middle spans of the structure. The feeling grew upon them that they had seen the train's lights go down into the water, and they appealed to the signal man to ascertain the truth for them. He told them that he only knew that at nine minutes past seven the train had been signalled to him from the south end of the bridge. The train did not come. The signal man became alarmed and endeavoured to get telegraphic signals from the other side, but there was no response. Communication had ceased. Then the wildest alarm possessed those who had gathered on the Dundee side. The interruption of communication strengthened the impression that something terrible had happened. This fear spread like wildfire through the city, and great throngs of persons hurried out towards the bridge. The sea wall was black with the multitude that gathered to peer over the roaring firth, and the suspense while awaiting tidings of what had occurred was painful. Somebody sought the master of the Tay bridge station, James Smith, and he and the locomotive superintendent of the road said that they would venture out on the structure and learn what had occurred. It was a perilous undertaking. The tracks rest on top of the girders, and there was nothing to break the force of the wind. As the men advanced the gale seemed to increase in fury. They were nearly swept from their footing, and they got down and crawled along the track, clinging to the rails with fingers almost benumbed. Eighty or ninety feet below them the firth flung its angry waves against the bridge supports. Proceeding slowly and with great exertion they made their way out to where the superincumbent girders began—half a mile or more from the throng at the end of the bridge. Here, to their inexpressible horror they found that the structure came to an end. Looking ahead into the darkness they saw that about one-third of the bridge had gone down. There was not a vestige of it in sight, save portions of the support upon which the superstructure had rested. There was nothing for them to do but to turn back with the awful tidings they had found.

The excitement in Dundee was intense. As soon as the gale had moderated a little the Provost of the city, accompanied by several other prominent men, went in a small steamer to the scene of the calamity. Their return was eagerly awaited in the hope that some survivor would be found who could tell the story of the calamity. But all that those on board the steamer saw was what had been seen by James Smith and James Roberts when they peered over the edge of the broken structure—the supports on which the girders had rested, licked by the waves of the firth. Later, vast quantities of wreckage appeared on the surface, such as doors of coaches, pieces of the bridge, baggage, hats and other articles of apparel. Numerous small boats floated among the supports of the bridge. No trace of any survivor was found. The water is about 22 feet deep where the train sank.

It is not yet known, and it probably will never be, whether the girders were blown down before the train ran on them, or they and the train went into the firth at the same time. The train consisted of a locomotive, four third class coaches, one first class, one second class, and the brakesman's van. It drew out of Edinburgh at half-past four o'clock in the afternoon. At this season of the year, when the hunting in the north is attracting many sportsmen, and holiday travellers are passing to and fro, the passenger traffic on the North British Railway is very heavy. To those may be added the many merchants, manufacturers' clerks, and commercial agents who frequently journey between Edinburgh, the second city of Scotland in point of population, and Dundee, which ranks next, and is also the seat of the Scotch linen trade.

The London *Standard*, in an editorial this morning, says: "When the first feeling of horror which hangs over the country shall have subsided, a strict and severe investigation into the causes of the accident will be demanded by the people, and nothing short of a complete answer will be accepted. The gale to which the bridge succumbed was not exceptionally violent, the train of cars having apparently nothing to do with the accident, which had occurred before the cars reached the broken portion. The national reputation is at stake, and the investigation must be searching indeed."

LONDON, Dec. 30.—The Government has sent two inspectors to ascertain the particulars of the Tay bridge disaster, and has directed a formal enquiry into the occurrence.

Divers have thus far been unable to discover the wrecked train. They will make another effort to-day.

The place where the train sank is full of quicksands, and, if the bodies of the drowned are not recovered within a few days, they will be embedded with the cars beyond recovery.

The Bridge Described.

The plans for the great iron bridge across the Tay, and the novel and ingenious methods by which the engineers contrived to execute their project, excited universal interest in Europe. The *Engineer*, the leading periodical devoted to such subjects in England, in its issue of April 4, 1873, contained no other illustrations than those pertaining to this work, and in commenting upon this unusual fact said that no apology was necessary, in view of the importance of the project. The picture of the bridge gives an accurate idea of the boldness of the undertaking, because the width of the Tay is shown to be very great at that point, and the height of the bridge roadway above the water seems to be as unusual as that of New York's High Bridge. The other impressions that are formed from looking at the engraving are that the structure is exceedingly slender, and that it is not at all ornamental. It looks very much like a long section of the Third avenue elevated railway spanning a broad sheet of water.

Dundee's growing importance as a manufacturing city increased the need its people felt for a bridge across the firth by which the North British Railway system in Fife could reach that city. All the freight and passengers had to be transferred by boats across the Tay at great expense and with frequent delays, occasioned by the magnitude of the traffic and the frequency of storms. The completion of the bridge connected London with Dundee and the northern Scottish towns by a direct route, which was a continuation of the Northeastern and Great Western Railroad systems. Twenty-six miles was saved between Edinburgh and Dundee, and Dundee became the shipping port for the immense coal fields of Fifeshire.

In 1871 Charles De Bergue an experienced London bridge contractor, entered into an agreement with the North British Railway Company for the opening of the Tay. De Bergue died soon afterwards, and Hopkins, Gilkes & Company, of Middleboro, took his place. The engineer was Sir Thomas Bouch. The *Scotsman* of New York dwells upon the peculiar plan of a manager named Austin, who levelled off the shore of the Tay on the site of the southern end of the bridge, and covered the ground with concrete flooring. On this everything was made before it was put in place in or under the bridge, and the usual scaffolding was done away with. On the other hand, the *Engineer* lays especial stress on the fact that huge artificial foundations of iron and stone were utilized by the contractors, as has since been done with the East River suspension bridge, and that when some cylindrical piles were sunk to support one portion of the structure, they were imbedded by forcing water through them to displace the sand as they worked down into it. This method was adopted in building the ocean piers at Long Branch and Coney Island last spring.

The bridge crosses the Tay one mile and a quarter west of Dundee. On the south side it joins the North British Railroad near Leuchars, and on the north side it is connected with Dundee by means of a tunnel and a short line of rails. The construction of this tunnel was looked upon as a considerable undertaking. It passes near Magdalen Point, running along the great docks, and partly through one of them—the Earl Grey Dock—besides passing beneath one of the main streets of the city. The bridge had three spans of 60 feet, two of 80 feet, twenty-two of 120 feet, fourteen of 200 feet, sixteen of 100 feet, twenty-five of 66 feet, one of 160 feet, and six of 27 feet. The first three spans (60 feet) on the south side are on a descending gradient of 1 in 100 feet. The two 80 feet spans are level. The bridge then rises with a gradient of 1 in 353 feet to the centre of the 200 feet spans. Finally it descends with a gradient of 1 in 73.56 to the north shore. On the south side the rails are on top of the girders, as on the New York elevated railroads, and are 78 feet above high water. In the 200 feet spans, 88 feet above the water, the rails were beneath the girders, as is the case with the New York Central Railroad Bridge across the Harlem River, and, indeed, with a majority of the iron railroad bridges in this country. When the 120 feet spans on the northern end of the bridge are reached, the rails again run on top of the girders. It was at the series of 200 feet spans, where the cars were nearly 90 feet above water, and ran beneath the trusses, that the breakage occurred.

From the south side the first five spans are on a curve of twenty chains' radius. The line of the bridge is then continued directly north and south as far as the end of the 120 feet spans; thence the whole of the 66 feet spans, the 160 feet bowstring spans, and the 27 feet spans are on a curve of twenty chains' radius, forming nearly a quadrant of a circle. The length of this northern curve is nearly 2,000 feet. The bridge was northward, and would not enter the town except for this curve, which brings it into the city alongside the Caledonian Railroad line.

The bridge was building nearly five years, and at times as many as 2,000 persons were employed in the work. Its construction consumed 3,600 tons of iron work, 2,600 tons of cast iron work, 35,000 cubic yards of brick work, and 87,845 cubic feet of timber. The contractors estimated the cost at about ten millions of dollars. The builders found the bottom composed of rock in some places, of a hard material resting on silt in other places, and of sand covered with shingle and great boulders along the remainder of the route across the stream. The stream is about 25 feet deep in the channel. Storms hindered the work. Notherly and southwesterly winds sweep with terrific force down the river, and because of its great width and strong tides the sea is often very heavy. Once a gale blew for three weeks, and all work was suspended until the storm ceased. It was on account of these disadvantages that so much of the work was done on shore. There the great piers were built, and from there they were floated out into the stream and lowered in position by great hydraulic rams. These piers were formed of immense double cylinders of iron, which were let down upon the river bottom. Workmen inside of them excavated the ground beneath and inbedded them in their places. Then they were filled with broken stone and liquid concrete, and the columns of the bridge were built upon them. Near the shore a huge brick wall connected these piers. The brick work of the piers was held together with cement, and this and the concrete became so strong that when two piers, that capsized in the early part of the work, were dragged ashore, they could be broken up only by blasting. The girders spanning the columns were put together on shore, and floated out to their places in the bridge. These girders are of heavy wrought iron, braced with angle iron. The roadway is carried by cross sleepers, 12 by 9 inches, placed 3 feet apart. Where the roadway runs below the girders it is carried by iron cross girders 5 feet apart, the rails being laid upon 14-inch longitudinal sleepers. There are double cylindrical columns under most of the spans, but on the Dundee end of the bridge, at the curve, the 66-foot spans are upheld by three cast iron piles, two of which are vertical, while the third is a "raker," with a batter of one foot in three, and is placed outside the curve.

When it was built it was the longest iron bridge in the world. Throughout the kingdom many expressions of doubt as to the wisdom of building such a long and slender bridge found their way into the newspapers, and were noticed in the parliamentary debates of the time.

Taking Care of the Bed.

Some General Ideas of Bed-Room Hygiene.

As, under ordinary circumstances, one-third of human existence is passed in sleep, it may be worth while to direct some attention toward the bed and its furniture. The period when a bed was made as a representative of luxury, when the little Marquise received her visitors in bed, ("*en ruelle*,") has passed away, and with it all those heavy hangings which were draped around it. No one with any ideas of common sense ought to sleep in a curtained bed. Such hangings are nothing more than traps, likely to hold the germs of disease, and they act as human extinguishers. What more absurd than to hive around the sleeper the air which he has breathed, which naturally in the process of respiration becomes tainted and overcharged with carbonic acid gas? There are no temptations which should induce any one to sleep within a curtained bed. If a room is cold or drafty, let curtains be placed on the windows, but never on the bed. Somewhat of the same positive rules in regard to having nothing above one's bed, holds good as to extending the bed-covers so that they shall fall to the floor. It may be æsthetic, but it is not clean. The ventilation of the bed from above and below should be precisely the same. There is a habit of parade as to beds, which drapes them with "valence," an upholstering invention which should not be encouraged. It is not worth while to descant particularly on the mattress of a bed. American ingenuity has devised innumerable mechanical appliances which do away with other methods. It should be remembered, however, that curled springs, interlaced wires, never prevent the introduction of vermin, though patentees declare immunity from bugs. As to coverings, very few persons are aware how prejudicial it is to sleep even in a cold Winter's night with too much on one. Imperceptible perspiration always takes place, it is true, but an excess of covering induces an over-perspiration which, though it may not actually disturb sleep, is weakening in its effects. People laugh very much to-day at what were the antiquated ideas of making a bed comfortable in cold weather, and such an instrument as a warming-pan, has been relegated, with the flint and steel and the tinder-box, among the rubbish of the past. Still, it has its use, and might even be employed to-day, or its substitute—a hot-water bottle—in many beds. It is the first shock of getting into a cold bed which often is of serious consequence to persons of weak constitution. People past a certain time of life do not react rapidly. Hours of good, wholesome sleep are often curtailed, and in order to get warm and keep warm, recourse is had to immense piles of coverlets. If however, artificial methods are used to warm a bed, the ice is broken, not in a figurative sense at all, and often great benefit ensues from it. The German usage of elder-down coverlets is not recommended. Though warm and light, "it is insidious in its action," says a leading authority, "and in the case of invalids should be watched, for it is apt to throw the sleeper into a violent perspiration." It would seem almost unnecessary to advise the airing of beds, as all good housewives are supposed to have it done; still, as it is something which depends entirely on servants, it is safe to say that this, the most important point of all in regard to health, is often neglected, no one ever possibly would think of washing his face in the same water twice, unless there was no more water, but it is quite as disgusting, and much worse for health, for a person to sleep twice in a bed which has been fully imbued with the effluvia of his body. Air and light are the great purifiers, and the work in a bed-chamber is worse than neglected when beds, pillows, coverings, and mattresses are not thoroughly aired.

PERSONAL.

THE Prince of Wales' income will probably be diminished some $100,000 a year by the hard times, while they make no difference to his mother, whose $5,000 a day come in quarterly in hard cash. This does not include large revenues from other sources.

MISS MARY STANLEY, who died a few days since in London, was conspicuous for charitable works of various kinds. She took out a detachment of nurses to Constantinople during the Crimean war, and was the originator of what are known as "flower missions." She was the eldest sister of Dean Stanley, and daughter of Bishop Stanley, of Norwich.

PRINCE METTERNICH'S autobiography, edited by his son, the present prince, is to be issued within the month, and is expected to create a flutter of excitement in the political and social world abroad. Another biographical work, the memoirs of Kossuth, edited by himself, to be published simultaneously in five European languages, will also appear in January.

THE Comte de Grimbergen, one of the wealthiest noblemen of Belgium, who died recently, had to invoke the intervention of the public authorities to be disembarrassed of relations who wished to compel him to die with the rites of religion. He left a fortune of about $4,000,000, and among his legacies is one of $100,000 for the construction of a sea-side residence for the children of the public schools.

GUSTAVE DORE is at present engaged in illustrating Shakspeare. He is so completely absorbed in the study of the great poet that he can think and talk of nothing else but Shakspeare, and is putting forth his whole artistic power in the endeavour to interpret him in a worthy manner. He has already made a number of drawings both large and small of various scenes, and in particular has utilized some of the sketches he made last year during his tour in Scotland for his illustrations to "Macbeth." It is believed that this work will be one of the greatest achievements of his life.

AT the wedding of Miss Millais, who is a niece of Mrs. Lester Wallack, with Mr. James, son of Lord Justice James, all the noted beauties of London were to be seen—"none in fags and none in tags, but all in silk attire." The bridesmaids, all pretty and young, wore red "tongues," making the effect rather theatrical. Mrs. Langtry wore a scarlet, tight-fitting costume, which, when she let her black mantle descend, reminded one of a certain character in "Faust." The church was made brilliant by a number of lighted gas burners. Mr. and Mrs. Wallack sent handsome presents.

A SKETCH OF THE STYLES.

HOME DRESS-MAKING.

The great test of the manner in which a dress is made in what dressmakers call its "set." The costliest materials look shabby if bodices are ill-fitting and skirts hang awry. Therefore, in cutting care must be taken that pattern and goods are laid as true and straight as the carpenter's rule and plumb in basting, that neither side is stretched nor yet held unduly full, and in stitching that the tensions of the sewing machine are exactly right. On those three points the success of the work chiefly depends.

In this day of perfectly fitting paper patterns it is easy to fit a dress; indeed, if the pattern is properly selected, it will fit the first time without alteration, if the printed directions which come with it are followed. To look well the dress should be easy across the bust. Nothing looks worse than to see a dress pulling at the button-holes. A strip of the dress-material should be stitched down the front, on the edge where the buttons are to be set. This will come under the button-holes when the dress is fastened, and prevent the unsightly glimpses of white underneath, which are apt to appear when this is not done. In order to insure the perfect fit of a dress across the bust, the best dressmakers usually place a fold of wadding inside when fitting it. The inside belt fastened to the back of the bodice at the waist line is of the greatest importance, since it holds the back in place and prevents any possible slipping. The best test of a well-fitting dress is that while it displays the figure to the best advantage and shows neither crease nor wrinkle, it gives perfect ease to the wearer. To use the words of an experienced and successful modiste, "it fits like a glove—yet you could make a bed in it."

The favourite collar of the season is the English collar. An excellent mode of making this is to take a bias strip of the material two inches wide, and line it either with the same or silk, if the dress is trimmed with silk, and an interlining of wiggin to give the required stiffness. This band must be rounded at the corners and put in standing. Another, the revers collar, is often added to this. Many dresses are made with separate vests, which may be removed, leaving a V-shaped opening, to be filled in with lace when desired.

Basques with points in front and coat-shaped backs are very popular. Others have a broad bias band added around the bottom, giving the effect of a Louis XV. coat, a fashion which affords an easy method of remodeling last year's dresses.

Very few dresses are now made with separate overskirts. The foundation of the skirt is of cambric or calico, alpaca or foulard silk. This is faced for a few inches from the bottom with the dress material; trimmed with flounces or plaiting as far up as desired, and the material is then draped to form a simulated tunic. Shirred fronts are very fashionable. Plaited ones are still worn, although less liked than a few weeks ago. Most of the trains are square, and some of them are made to take off at will, thus making of one and the same dress a handsome short suit, or a trained dinner-dress as emergencies require.

If possible, a dress should always be draped either upon the person who is to wear it, or on some one else as near her size as possible. The scarf drapery is still much used for evening dresses. To drape this properly pin up one end in two loops, one falling over the other, where the fulness of the train commences behind, and thence carry it across the front, putting in pins here and there, taking care not to pull it, and fasten the other end with loop and end below the drapery of the train. The scarf should be arranged in irregular graceful folds rather than in a set, flat style. The new paniers are more scarfs than paniers, and are arranged quite low down. They are put on directly at the belt, extend over the hips, and often hang in sash ends low down on the train. Shirred trains, with the fulness at the waist drawn into a broad cluster of closely-gathered shirring and thence hanging plain, are a new feature this season. Very many tabs and tongue-like points are seen on imported dresses. These are often made of satin doubled, and sometimes of velvet bound with satin. Full box-plaitings, or tiny knife-plaits, are set underneath them, showing in fans between the tongues. A new and stylish shell-trimming is of velvet, lined with satin and set on in full double box-plaits, caught through the centre like a like a ruche. The top of the plait then has the upper and lower edges fastened together, forming a sort of shell trimming and showing both the satin and the velvet. This may be made as well in simpler fabrics—say of cashmere and silk.

A great deal of brioche goods is used for dress-trimmings this season. Very dark materials, camel's-hair, cashmere and silk are used with it. It is almost impossible to give a clear idea of how dresses are made in mere words. No two are alike, and changes are rung in every possible combination of colour and material. Kilting continues to be the trimming most generally used. This fashion has lasted longer than any other, yet there are few dresses made into the composition of which it does not enter. Very narrow kilting, known as knife-plaiting, and wide folds are alike popular. Much of it is done by steam by regular machine plaiters, at great saving of time and trouble. For ordinary fabrics this answers very well, although some risk is always run. The heat used is apt to be too great, and the material is sometimes scorched. Silk, however, should never be steam-plaited, for it robs it of its beauty and gloss and makes it look as though it had been dyed or cleaned, while satin and velvet are literally ruined by steam plaiting, and when done by hand should never be hot pressed. The hand machines which come for plaiting are excellent and save much trouble. In using these for handsome goods it is well to put the machine under press instead of ironing the plaiting. If you do not wish to stitch your kilted flounce down upon the dress, put a tape underneath and stitch upon that, then sew to the dress by hand. For a flounce it is always well to set a second tape about a third of the depth from the lower edge and stitch or tack it underneath before putting it upon the skirt.

Folds to set well should always be cut exactly upon the bias, and lined with wiggin. To border a flounce or tunic with a silk fold, place the wiggin and silk together and stitch them to the dress on the wrong side. Then turn the fold over and baste carefully. Turn in the upper edge of the silk, which should be cut wide enough to allow of this over the wiggin. Baste again on the right side, and sew with blind stitches on the wrong. Folds of velvet or satin or brioche must be put on in the same way; neither of them should ever be machine-stitched. In hemming bias flounces great care should be taken not to stretch the flounces. A leading firm who pride themselves on the exquisite manner in which their suits made to order are finished never suffers a hem, straight or bias, to be turned by machine, every hem being carefully basted by hand.

The set of dress skirts depends much upon the scoop given them in front at the top of the gore. French dressmakers leave the side breadths two inches longer at the top than the front gore in order to secure this, and most paper patterns are deeply scooped out on the hip. Care should also be taken that the skirt is sloped evenly at the bottom. In order to do this spread it out on the floor and slope both sides at once from the front. The facing should be cut to fit each gore, then stitched together, sewed to the bottom of the skirt, and turned up and sewed again at the top. Skirt-braids should always be shrunk before putting them on. Then stitch by machine on the right side, and turning over hem by hand on the wrong.

MILK SAUCE.—Into a saucepan put one pint of milk, four spoonsful of sugar, one of flour, and four yolks of eggs, and beat well; set on a quick fire and stir constantly till it begins to thicken, when it is ready to serve.

A Baby Medium.

A 2-Year-old Child that cannot Walk or Talk, but is Possessed by Spirits.

(From the Buffalo Commercial Advertiser.)

About a year ago a Mr. and Mrs Markee, who claim to be mediums, were made so unhappy by the interference of Rochester reporters and officers that they quitted that city, and settled near Richmond Station, in this county. They were visited Friday evening by a reporter of *The Watertown Times*, with others, who found them in a rude but cozy house about a hundred yards south of the depot. At the front is the parlour, which will accommodate ten or a dozen persons, and has a centre-table in the middle of the floor. The wall is ornamented with spirit photographs. These pictures are ordinary photographs, and at the side of the face is plainly visible the outlines of some departed friend—generally a child, mother, or father. *The Times'* visit is described as follows:

"We rapped and were admitted by Miss Hattie, a blushing damsel of about sixteen. She introduced us to Mrs. Markee, her mother, who sat holding a babe. The lady of the house bade us be seated. After conversing a short time, Mrs. Markee informed us that the child she held was older than it looked. She asked us to guess on its age. Some guessed a year, some eight months, some ten, and so on, and all felt surprised when Mrs. Markee said the child was over two years old. The little thing had a strange look, and could not talk or walk. It was the most singular looking child any of the party had ever seen, and, therefore, we all became interested in it. Mrs. Markee informed us that the child was a medium. She told us that she was the mother of seven or eight children, and that only one other besides this babe was a medium. The other one was a young lady who lived in Pulaski now. She was a first-class medium, but as the spiritual business was not popular just now, the young lady would not allow the spirits to communicate with her only once in a great while. The influence the spirit had had over the little babe had stunted its growth, and hence its dwarf-like appearance. Mrs. Markee stated that ever since the baby could sit up to a table and put its hands upon the same she had been a medium. Mrs. Markee regarded this as wonderful, and stated that this was good evidence that there was no trick about the rappings. The baby could be taken into any home and could be held in the lap of any skeptic, when the manifestations would be as complete and satisfactory as those produced by any medium in the world. Mrs Markee then told Hattie to bring the large round table from the kitchen into the parlour and she would show the gentlemen what baby could do. Hattie obeyed, and in a few minutes we were all sitting around the table amid death-like silence. Baby's hands were placed on the table, as were the hands of all present. After a minute of silence Mrs. Markee asked if there were any spirits present, when three distinct raps were heard under baby's hands. The lady of the house explained that three raps meant yes, two raps, did not know, and one rap meant no. She also told us that, now that there were spirits present, any of the party could call for any spirit he desired and those present would go and get them. One of the party called for the spirit of his uncle who had been dead ten years. The uncle came and answered all questions asked. The conversation was very pleasant, but it was hard on the baby who by this time had become restless and completely worn out. Hattie was then asked to put the little one in bed. Mrs. Markee then said she thought the spirits would talk through her."

Conservative.

A French paper prints the following: Lady (to new girl)—I pay $40 a year.

Girl—That is not enough.

Lady—But besides, you will get presents they don't give everywhere; $10 at Easter, a new dress at Christmas, and $2 every time there is a baptism in the family.

Girl—But I can not depend on getting the last item every year for a certainty.

Lady—When I say a thing I mean it. It has been the custom of our family, and as long as I live it will not be abolished.

Good Advice.

Now is the time of year for Pneumonia, Lung Fever, &c. Every family should have a bottle of BOSCHEE'S GERMAN SYRUP. Don't allow for one moment *that* cough to take hold of your child, your family or yourself. Consumption, Asthma, Pneumonia, Croup, Hemorrhages, and other fatal diseases may set in. Although it is true GERMAN SYRUP is curing thousands of these dreaded diseases, yet it is much better to have it at hand when three doses will cure you. One bottle will last your whole family a winter and keep you safe from danger. If you are in consumption, do not rest until you have tried this remedy. Sample Bottles 10 cents. Regular size 75 cents. Sold by your Druggist.

"TEABERRY," the new powder for whitening the teeth, stimulating the mouth and purifying the breath; the brightest, neatest, most perfect toilet gem extant. Ask your druggist for "Teaberry." Price 35 cents.

FARMERS feed your Horses, Colts, Cows, Fat Cattle, Calves, Sheep, Pigs and Fowl *Thorley's Horse and Cattle Food*, sold everywhere. More agents wanted. Manufactory, 48 John St. S., Hamilton.

What is Expectoration?

"Expectorants," as Dr. Good says, "true Expectorants are those medicines which rather promote the separation of the viscid phlegm with which the bronchial tubes are loaded." Hagyard's Pectoral Balsam is manufactured with this object in view, and when used according to directions will separate or break up the phlegm and removes it from the bronchial tubes, leaving free respiration. It is also a valuable medicine in all cases of Coughs, Colds, Influenza, Croup, Hoarseness and complaints leading to Consumption.

AN old smoker declares that he has been using "Myrtle Navy" tobacco ever since the second year of its manufacture and that during that time he has never suffered from a blistered tongue or parched tonsils or any other of the unpleasant effects which most tobaccos will leave behind them. His experience, he says, is that no other tobacco which he has ever tried is quite its equal and that in value for the money "no other comes anywhere near it."

Hagyard's Yellow Oil combines in such an eminent degree all the healing, curative and extracting qualities known to medical science, that it is truly a family medicine that cannot be dispensed with. When applied to any Swelling, Sore, Burn, Chilblain, Frostbites, Skin Eruption, etc., its effects are magical. It is highly esteemed wherever known, and its enormous sale annually is the best certificate of its merits.

SEWING MACHINES.—The Wanzer machines are now taking the lead in Canada. The great interest they created at the exhibitions at Toronto and Ottawa this fall on account of their light running, noiselessness and simplicity is proof alone. The factory is running night and day to fill orders. Venders of American machines are giving them up preferring the Wanzer to all others.

Time never sets so heavily on the aged as when they are ill and depressed. A heavy per centage of old people suffer from kidney complaints, etc., brought on by derangements of the secretory organs, who will hail with joy the great remedy prepared expressly to meet their cases—Victoria Buchu and Uva Ursi. It can be recommended with confidence. For sale by all dealers.

FOR gents' underwear in fine Scotch and Canadian goods at prices as low as the lowest, go or send to Cooper's great American shirt factory, 109 Yonge st., Toronto.

Nervous Debility.

Vital weakness or depression, a weak exhausted feeling, no energy or courage, the result of mental overwork, indiscretions or excesses, or some drain upon the system, is always cured by Victoria Hyphophosphites. It tones up and invigorates the system, dispels the gloom and despondency, imparts strength and energy, stops the drain, and renovates the entire system, purifying the blood, increasing the appetite, and giving the stomach a healthy tone for food. Sold by all dealers.

A NEGRO boy in Memphis, when asking for a ration the other day, told the following story: "Ise got a brudder, and he's got free ribs broke an' de spine and his leg, and 'less he gits something to eat he's bound to die." He got it.

AGENTS.—Gen. Grant's Tour Round the World; fastest selling book now offered; exclusive territory; for terms address at once, Oberholtzer & Co., Berlin.

Business Directory.

TORONTO

Brush Manufacturer.
Machine Brushes Jas. Wilson, 56 Sherbourne St.

Barristers & Attorneys,
Watson & Haggart, 21 Adelaide St. East.

File Manufacturer.
Files Recut. Thos. Graham, 22 Sherbourne.

Furniture.
Oshawa Cabinet Co., 97 Yonge street.

Rossin House.
Palace Hotel of Canada. Mark. H. Irish, Prop.

PICTURE MOULDINGS, FRAMES, CHROMOS, Mottoes, Mirrors, etc. Dealers send for wholesale list. H. J. MATTHEWS & BROS., Toronto.

FOR LIST OF VALUABLE PROPERTIES in the County of Oxford, Ont., finest country in Dominion. Apply to JOHN BEARD, Woodstock.

TRY IT. Devonshire Cattle Food BEST IN USE. John Lumbers, Manuf., Toronto.

SHEEP MARKS supplied by M. H. YOUNG & CO., 64 King St. E., Toronto.

BUY ONLY Ontario Baking Powder.

Tingley's Patent Lightning Stamp. Self-inking, with changeable Rubber Dies, the best selling Stamp made. Agents wanted. Box 1557. C. C. STEWART, & CO., Toronto, Ont.

ARTIFICIAL LIMBS OF PREPARED LEATHER Durable, Light, Elastic, and Cheap. First Prize at Provincial Exhibition, London. Testimonials on application. Satisfaction guaranteed. Address, J. DOAN & SON, Drayton, Ont.

Free Ticket to the NORTH-WEST. For 6 old used 1/2d. Canada Postage Stamps or enough old Provincial issues U.S. English or Foreign. List 3c. stamp. Map with Belts 30c. Information free. Dominion Bazaar Co. Toronto, Ont.

WATER, WATER. Star Auger for well boring—best in the world for quicksand, hard pan clay, etc. Never was beat; try it. Send for circular to manufactory, 66 Mary st., Hamilton.

A [illegible]

LADIES Desiring an experienced physician of their own sex can have accommodation secured on application. Specialty, Diseases of Women. Enclose stamp and address Dr. EMILY H. STOWE, Physician and Accoucheur, 111 Church St., Toronto.

BEES AND HONEY. Those interested send for my circular of apiary supplies for 1880. Address, M. RICHARDSON, Box 215, Pt. Colborne, Ont. ☞ Say what paper you saw this in.

The Canadian Air Gas Machine. This machine is for lighting private dwellings, mills, factories, churches, public halls, hotels, etc. Call and examine the machine in operation at JOSEPH PHILLIPS', sole manufacturer, plumber and gas-fitter, 156 York Street, Toronto. Send for circular and price list.

Youth and Middle Age, have you tried every means to cure yourself? Ignorance of Physiological Law is lamentable, but if violated carries in its train mental and physical weakness, which if neglected often results in hopeless imbecility, insanity or early death. To avoid this or to be restored to a sound manhood. DELAY NOT ONE HOUR, but send your name and address (write it plain) also send stamp and you will receive full particulars in sealed envelope. HEREIN LIES YOUR ONLY SAFETY. Address, PROF. EGAN, Toronto, Ontario.

Iowa Farms. Over 1,000,000 Acres of Choice Farming Lands in the Near West. For sale by the Iowa R.R. Land Co. Cedar Rapids, Iowa. Branch Office, 92 Randolph St., Chicago, Ills.

SILVER PLATING. SPOONS, FORKS, CASTORS, ETC. REPLATED TO ORDER. W. MILLICHAMP & CO. (Established 1859.) 29 to 35 Adelaide St. East, Toronto.

EMPRESS HEEL PLATE, OR "ANTI-SLIP," Patented 1879. Prevents slipping in snowy or frosty weather; no nails to tear carpets; prevents the heel wearing down; never in the way, and need never be taken off; can be worn inside rubbers if desired. H. Goodchild, sole manuf., 106 King St. W., Toronto. For sale by all dealers in boots and shoes. Agents wanted. Send 25cts. for handsome show card, 14x21, illustrated price list and samples, the whole worth 75cts.

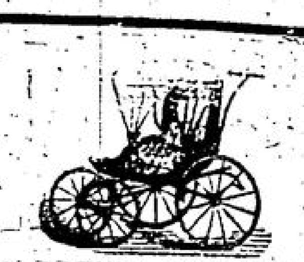
HALIBURTON. TERMINUS OF THE VICTORIA RAILWAY. C. J. BLOMFIELD, Manager Canadian Land and Emigration Co., Haliburton, or near W. & C. Baines, Toronto st., Toronto.

$10 AN ACRE. Land for Sale IN THE COUNTY OF LAMBTON. S½ of 24 in 2nd concession of Enniskillen, 100 acres. N½ of 21 in 5th concession of Dawn, 100 acres. W part 34 in 14th concession of Dawn, 100 acres. E½ and E½ of W½ 34 in 13th con. of Dawn, 76 acres. Lots 10, 11, and 12 in 6th con. Brock, 003 acres. Lots 10 and 11, in 7th con. Brock, 400 acres. Apply to VAUGHN & FAIRBANK, Bankers, Petrolia.

HURRAH FOR MANITOBA! The First Excursion Train for Manitoba WILL START ON Wednesday, 3rd March, 1880. For particulars apply, enclosing 3 cent stamp, to R. W. PRITTIE, MANITOBA LAND OFFICE, 64 KING ST. EAST, TORONTO.

SOHO FOUNDRY. Steam Engines, and Boilers, Saw Mills and Grist Mills FITTED THROUGHOUT. Shafting, Hangers, Pulleys, &c., Also the latest improved STEAM PUMPS. J. NEILL & SONS, Esplanade Street, Toronto.

TO FARMERS. YOU CAN KEEP YOUR HORSES AND CATTLE FAT AND HEALTHY BY USING THE YORKSHIRE CATTLE FEEDER, AT LESS COST THAN THEY CAN BE KEPT IN POOR CONDITION WITHOUT IT. It has been tested by the most successful stock-raisers during the last ten years and proved to be *thoroughly reliable* and superior to all others. Price 25c. 50c. and $1.00 per box. A dollar box contains 200 feeds. HUGH MILLER & Co., TORONTO.



CHILDREN'S CARRIAGES, Cradles, Sleighs, Express Waggons, etc. Babies' Cradles from two dollars up. EDWIN WILBY, manufacturer. Factory and Show-rooms, Nos. 119 and 112 Richmond Street West, Toronto, Ont. All repairs promptly attended to.

Lyon & Alexander, 128 Bay Street, Toronto, FOR Christmas & New Year's Cards, Fine Velvet Frames, Chromos, Mottoes, Mouldings, and a great variety of other Holiday Goods. N. B.—All former quotations cancelled.

DIAMONDS WILL CUT. AND THE Improved Diamond and the Hanlan Cross-cut Saws will cut faster and stay in order longer than any other saw in the world. They are manufactured only by R. H. SMITH & Co., St. Catharines, and Sold by the Hardware Trade everywhere. Take no other. We also make the Lance Tooth, Lightning, Improved Champion, Eclipse, in short, all kinds and patterns, including the New Improved Champion. "St. Catharines Saw Works."

Sawing off a Log. Easy and Fast.

Our latest improved sawing machine cuts off a 2-foot log in 2 minutes. A $100 PRESENT will be given to two men who can saw as much in the old way, as one man can with this machine. Circulars sent free. W. GILES, 741 W. Lake St., Chicago, Ill.

CAUTION.—We are stopping all infringements upon our Patents, and have sued W. W. Bostwick and Farmers' Manufacturing Co. for making machines like ours. We have also sued W. H. Clark, of Star City, Ind., for using and selling said machines.

THE "BELL" ORGAN.

The following is what MR. HAGUE says about the "BELL" Organ:

To J. Hecker, Esq., Agent for Bell's Celebrated Organs at Montreal.

DEAR SIR,—In handing you cheque in payment for the Bell Cabinet Organ I purchased from you, I cannot but say that the instrument is of a style and quality which I did not suppose capable of being produced in Canada; the tone is pure, rich and deep, and the effects that can be produced by combination of the stops are charming.

Messrs. Bell & Co. are to be congratulated on their success in developing the manufacture to such an extent as is manifest in the instrument you have sent me.

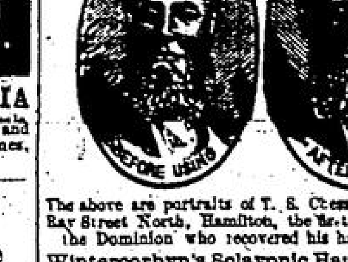
Wishing them large and remunerative sales, I remain yours truly,

Signed. G. HAGUE, General Manager Merchants' Bank of Canada. Montreal, January 24th, 1879.

Received Silver Medal and Diploma at Provincial Exhibition 1871
Received Silver Medal and Diploma at Centennial 1876
Received International Medal and Diploma at Sydney, Australia 1877
Received Only Medal for Parlour Organs at Provincial Exhibition 1878
Received Only Medal for Parlour Organs at Industrial Exhibition, Toronto 1879

W. BELL & CO. GUELPH.

BALDNESS.



The above are portraits of T. S. Cheesum, Esq., 22 Bay Street North, Hamilton, the largest woman in the Dominion who recovered his hair by using Wintercorbyn's Solavonic Hair Restorer, after a baldness of nine years. This can be testified to by thousand of witnesses.

☞ Mr. W. claims and can prove he is the only person on this continent who has succeeded in restoring hair to those who were entirely bald.

☞ The Restorer is put up in bottles at $1 per bottle, or 6 for $5.

For testimonials, address Charles Maitland Wintercorbyn. 144 King Street West, Toronto.

THE Imperial Clothes Wringer, (PATENTED 1879.)

This Machine has no equal in the following points:
1.—The Rolls are of the best White Rubber, and are vulcanized to the Shafts. They will not come loose or crack.
2.—It is self-fastening when on the tub, and can readily be adjusted to any style or size of tub.
3.—The amount of Spring pressure can be regulated according to the work to be done.
4.—There is no pressure upon the Rolls when the Wringer is removed from the tub, which is a great saving of time.
5.—The bearing lever and fulcrum causes the springs to close as the rolls are opened, giving pressure proportioned to the thickness of the goods.
6.—It cannot get loose on the Tub in working, as the double leverage tightens it when working.
7.—It is provided with an Apron for carrying the clothes clear of the Tub.
8.—It is simple, strong but light, and easily operated,—in short, it is all that can be desired of a Clothes Wringer.
☞ Buy no other before you see the Imperial. Liberal discount to dealers.

THE Hamilton Industrial Works, 86 Merrick Street, HAMILTON, ONT.