

Crewel Work.

She taught me to appreciate
Her Kensington wrought lilies,
And also to discriminate
Embroidered daffodils,
To tolerate the hollyhock,
On portiere or panel,
And promise nevermore to mock
A sunflower made of flannel.

I sought the origin of each
Ecclesiastic symbol,
And lauded in poetic speech
Her needle, thread, and thimble;
But now alas she turns from me,
By nature made athletic,
And gives herself entirely up
To something more æsthetic.

I weary of this long-haired youth,
The latest art invention,
Adorned with lily buds, forsooth,
His willow dimension.
For whether worked in applique,
Or herring-boned with yellow,
He still is lacking, in a way,
Invertebrated fellow!

He revels in eccentric dress,
On table scarf and tidy,
And claims my fair embroidress,
From Saturday till Friday,
How can a maid with countless charms,
Herself so plump and comely,
Admire such inefficient arms,
And face that simpers dumbly?

If I must worship at the shrine
Of any bard of beauty,
And languish till I grow supine,
To do my lady duty,
Fain would I quench, in self-defence,
A flame that needs such fuel,
And utter, ere I grow intense,
"Oh, this is too, too cruel!"

A POLAR PARADISE.

Supposed Existence of a Fine Land Beyond the Arctic Circle—The Lost Tribes Probably There.

A Superior Climate in which Sickness and Disease are not known—Let us annex it at Once.

In view of Commander Cheyne's endeavor to interest the people of Canada in the work of Polar exploration and his opinions regarding the existence of a splendid country beyond the region of ice, the following letter written in San Francisco on the subject of Symmes' Theory cannot fail to be interesting. First it may be well to remark that some sixty years ago Captain John Cleve Symmes, of Newport, Ky., promulgated a theory of the earth, in which he claimed that the earth was globular, hollow, and open at the poles. The novelty of his idea caused his theory to be ridiculed and stigmatized as "Symmes' Hole." In opposition to the Newtonian doctrine he maintained the theory of concentric spheres with regard not only to the earth, but also to all other planets. The San Francisco correspondent calls renewed attention to Symmes' theory, saying:—

I will state in brief some of the main points of his doctrine as I understand them to have been promulgated by him in his later years. He died in 1829. His principal lectures, it is said, were delivered during the winter of 1826-7, before the faculty and students of Union College, and it is said they commanded the profound attention of the learned and venerable Doctors Nott and Wayland. He claimed that the earth was globular, hollow, and open at the poles, that the diameter of the northern opening was about 2,000 miles, or 4,000 from outside to outside, and that the southern opening was somewhat larger, and that the planes of these openings are parallel to each other; but that they form an angle of twelve degrees with the equator, and that the highest point of the northern plane is directly opposite the lowest point of the southern plane. He claimed that

THE SHELL OF THE EARTH

is about 1,000 miles thick, and that the edges of the shell of the openings, called verges, measure, from the regular convexity within to the regular convexity without, about 1,000 miles, the verges occupying twenty-five deg. Delinated on a map, only the outside half of the verge would show. All the polar region of the present maps would be out of sight. I need not go into all the scientific details to prove the truth of Symmes theory, but will cite from some Arctic explorers facts and statements that tend to establish the plausibility and the truth of the same. Travellers state that the Indians in latitude 60° north are in the regular habit of migrating north or north-west on the approach of winter to seek a milder climate and desirable winter quarters. The great Yukon river is on the verge of the northern opening, and its mouth is much warmer than it is 600 miles up stream. In high latitudes the inhabitants commonly speak of the south as being colder, and

THEY MIGRATE NORTH

at the approach of winter, to seek a warmer climate. Captain Ross in high latitudes speak of the Arctic sea as calm and clear of ice, while all the south was a wide belt of ice, and that currents of air from the north warm and melted the ice. Captain Parry makes frequent mention of warm currents of air coming from the north and north-east, which doubtless came from the interior of the earth. Dr. Kane also claims that in the far north the climate is warmer. All Arctic explorers state that above and beyond 68 deg. to 70 deg. north latitude there is a milder climate than at a lower degree. Large herds of deer, white bear, foxes, and other animals are in the habit of migrating north in all high latitudes on the approach of winter. Those that live on the northern side of the verge go north, and those on the southern side travel south in winter. When there is a warm winter in England it is usually cold in Spitzbergen, because the winds passing over the ice-bound verge fall on Spitzbergen cold and lower its temperature, while winds blowing from the north or from the interior fall on the island warm, but after passing over the cold verge they lower greatly the temperature of England.

THE OPEN POLAR SEA.

It is certain that far to the north of the frozen regions of the verge there is a milder climate and an open sea. And recent explorers all testify that such is the fact, for they have gone where it is warm and where the water is not frozen. Captain Ross states that in the polar regions the horizon from north to south is very limited, but that east and west is greatly extended. The apex of the verge is in Lapland, about 68° north; in the Fox islands 56° north; in the Ural mountains, 58° north, and extends through

the south part of Kamschatka. On the north side of the island of Spitzbergen there are lodged vast quantities of drift timber of different species from any known to naturalists and many plants have been found drifted there that are entirely unknown to botanists. They are of tropical growth, but could not have floated from equatorial regions. The distance is too great and the gravity of the plants would not have allowed them to drift so far. They must have come from some warm region to the north. Besides the currents of the ocean there are from the north, and consequently, the drift could have come from nowhere else. The Gulf stream passes around northern Europe and Asia and to the south of Spitzbergen, but the current that washes the northern shores of the island is from the Arctic regions.

ETERNAL SUMMER AT THE POLES.

Another reason for the belief in a warm climate in the Arctic regions is the fact that the wild geese at the latitude of 82°, where Dr. Kane wintered, were seen flying north at the approach of winter, and in the spring were seen to return with their young and looking fat and sleek. They must have passed the winter in some warm region where the grass grows to subsist upon. The nest of the grey goose has never yet been found by man, and it must be in some region in the far northern extremities of Greenland, or in some country still beyond it, where there is a tropical climate, a very paradise for the feathered creation. Common reason tells us that such must be the case. Some of Dr. Kane's crew in his Arctic explorations travelled in sledges drawn by dogs to a very high latitude, and discovered an open sea full of birds and feathered creatures. The water was warm, and waves were rolling as though they came a long distance and over an extensive sea. I need not dwell further on these points; the ancient idea that the poles of the earth are snow and ice-capped is antiquated and unworthy of belief under the light of modern science and Arctic travel and explorations. We talk of Columbus having discovered a new world when he found the West Indies and America, but what should we say if De Long penetrated the ice belt of the North and found a new country, and perchance a new people inhabiting that country; and who knows knows but

THE LOST TRIBES OF ISRAEL

are hidden away behind that ice wall of the impenetrable north. A people may be there, with splendid cities, more civilized and enlightened than we. They may have a more highly cultivated land, finer roads, better houses, magnificent ships, and all that befits a more enlightened people. Or perchance the country is uninhabited by humanity, but a far superior locality for man than on the outside of this mundane sphere. The all-wise Being may have reserved it for the settlement upon man in this nineteenth century, when he is somewhat elevated by the various agencies of civilization and education. There may be on that other side wide seas, grand rivers, noble inland lakes, wondrous mountains, vast areas of fertile, productive land, and the inner earth may produce spontaneously all the food necessary for man's subsistence and pleasure. Sickness and disease may be unknown in that superior climate. Or that inner land may be the abode of huge and terrific monsters that inhabit the land and water and fly through the air. In the prehistoric ages the outside surface of this earth which we now inhabit was the abode of animals and fish, and birds of gigantic size; in that inner surface of the earth the animal and vegetable life may be of enormous proportions—far greater than that that geology brings to light.

PEARLS OF TRUTH.

PRINCIPLE is a passion for truth.

SINCERITY is the basis of every virtue,
He who talks, sows; he who listens, reaps.

You should forgive many things in others,
but nothing in yourself.

CONSTANCY in continuing is as useful as boldness in beginning.

FEW men get their life labor accomplished without some sore heart-aches.

Go slowly to the entertainments of your friends, but quickly to their misfortunes.

MEN with the weightiest brains are not always the best swimmers in the sea of life.

He is unreasonable who quarrels with events which happen from natural necessity.

By trying to kill calumny it is kept alive; leave it to itself, and it dies a natural death.

The greatest friend of Truth is time; her greatest enemy is prejudice; and her constant companion is humility.

GREAT efforts from great motives is the best definition of a happy life. The easiest labor is a burden to him who has no motives for performing it.

As the tree is fertilized by its own broken branches and fallen leaves, and grows out of its own decay, so men and nations are bettered and improved by trial, and refined out of broken hopes and blighted expectations.

QUIET.—Endeavor to take your work quietly. Anxiety and over-action are always the cause of sickness and restlessness. We must use our judgment to control our excitement, or our bodily strength will break down.

KNOWLEDGE, economy, and labor are virtues of a civilized man; they form the most durable basis of society and the surest spring of individual welfare. Riches, consequently, are the fruits of knowledge, economy, and labour.

"I MAKE it a point of morality," said a writer, "never to find fault with another for his manners. They may be awkward or graceful, blunt or polite, polished or rustic; I care not what they are if the man means well, and acts from honest intentions, without eccentricity or affectation. All men have not the advantages of good society, as it is called, to school themselves in all its fantastic rules and ceremonies, and if there is any standard of manners, it is well founded on reason and good sense, and not upon these artificial regulations. Manners, like conversation, should be extemporaneous and not studied."

THE "army" of the Prince of Waldeck, whose daughter the Duke of Albany is about to marry, consists of a company in the Eighty-third Prussian infantry regiment.

RAILWAY AFFAIRS.

What is Transpiring in Railway Circles—A Trainload of Facts.

Mr. George Mikel has been appointed Trenton stationmaster on the P. E. railroad. Six hundred railroad employees have been discharged at St. Louis during the past week.

Mr. Hogg has resigned his position on the survey staff of the Toronto and Ottawa railway.

The Vanderbilt lines have raised the grain rate between Chicago and the east to 15c. per hundred.

General Manager W. C. Van Horne, of the Canadian Pacific, announces that he will let contracts for building 600 miles of road next season.

The Grand Trunk Company are going to erect large car works near the lighthouse at Fort Gratiot. They will give employment to 3,000 hands.

The Great Western railway has raised the freight on wood on the main line \$3 per car, and reduced the number of cords per car from eight to six.

The Great Western railway car shops are so crowded with work that the employees have been notified to work over-time from this date until further notice.

A number of Grand Trunk trains were delayed through the breaking of a wheel on a freight car Sunday night, as a portion of the track was badly damaged.

One hundred and fifty-seven cars of freight arrived at the Halifax station of the Intercolonial railway last week, and two hundred and twenty-eight were forwarded.

At Callander there are at the present time about 150 men at work on the C. P. R., and more laborers are constantly coming in. Anyone willing to work can get employment there now.

The Messrs. McMillen, proprietors of the Prince Edward railway have entered into a contract with a Pennsylvania iron company to deliver 450,000 tons of iron ore by December next.

Mr. J. Moore, formerly assistant general freight agent for the Grand Trunk at Detroit, has been appointed freight agent of the Eastern district with headquarters at Montreal.

It is reported that a plan for the settlement of the railroad war has been agreed upon by the trunk lines, which will secure harmony for five years. The basis is said to be a money pool instead of a tonnage pool.

The Kingston and Pembroke railway have about completed negotiations for the purpose of two Blood engines from a railway company who change their smaller engines for Moguls. The engines will be delivered May 1st.

The Toronto, Brantford, and Port Dover railway is to be the name of a new company running from Port Dover to Brantford, and thence to Toronto, or to some point on the Credit Valley, thus connecting with Toronto.

The London Board of Trade has passed a resolution to be forwarded to Mr. Meredith in Toronto praying for the granting of a charter to the London Junction railway in order to give connection with the Canada Southern.

The engineers upon the Sault Ste. Marie division have been dismissed, the work having been fully completed. Plans of the right of way have been filed, and plans of bridges and other structures are now in the draughtsman's hands.

A. H. Taylor, the Grand Trunk immigrant man, furnishes the Ottawa Citizen a statement of his business last year, which aggregates as follows in the twelve trips made to Manitoba:—Twelve trains, 319 carsload of freight, and 3,671 passengers.

The London and Port Stanley Railroad Company apply to the present session of the Legislative Assembly for an Act authorizing them to arrange and consolidate the debt of the company, and to issue new mortgage bonds or debentures therefor.

The company who have control of the projected railway through the Ottawa phosphate country have appointed a geologist and a mineralogist to go over the route. They start this week from Buckingham, and will probably be absent several months.

A Chicago paper says railway contractors complain of prospective scarcity of labor for the coming season. The Northern Pacific alone will need 12,000 men in order to do anything like what is expected, and the North-west calls for 20,000 more.

The regular monthly meeting of the fast freight lines will be held at the Tiff House, Buffalo, on Wednesday and Thursday of this week. A programme giving the time and place for the meetings to be held the remainder of the year will be adopted.

Five hundred locomotives were built in the three Paterson establishments during the past year, worth upwards of \$5,000,000. This is the largest number ever turned out in Paterson in any one year, and the business was conducted on an entirely cash basis.

Cattle-guards are now being put in at Niagara, Man., where the South-Western railway crosses the Assiniboine, and the railway bridge at this point is nearly completed. This is the first principal station after Winnipeg, and a boom in real estate is expected.

The New York World's Washington special says that the adoption of a resolution calling upon the Interior Department and the Department of Justice for information regarding the Northern Pacific land grants promises to lead to a long and interesting discussion in the Senate.

Major Rogers, the engineer who discovered the new pass in the Rocky mountains for the Canadian Pacific railway, has been in Montreal for some days past in conference with the directors of the company, but left yesterday morning for the North-West. He expects the new route will shorten the line to the Pacific about 150 miles.

The Prince Edward County Railroad Company will ask the present Legislative Assembly for power to change its name, and to amalgamate with other chartered railway companies, or lease the lines of the same; and where amalgamation is effected, to increase the bonded indebtedness of the amalgamated railway to a sum not exceed-

ing twenty thousand dollars per mile of such line."

Two rival fast trains on the Pennsylvania and New York Central railway made the trip from New York to Chicago in a little over twenty-four hours. There is so much competition between the two roads that the meals on the dining-cars of the "Pennsylvania" are given for less than cost, and the head waiter is directed to return money on the least expression of dissatisfaction.

General Rosser, chief engineer of the Canadian Pacific railway, has returned to Winnipeg from a trip to Selkirk in connection with the loop line. He drove along the proposed route to examine the country, with which he was favorably impressed. The general was met by a number of leading residents on his arrival at Selkirk, who afterwards entertained him at lunch at the Canadian Pacific hotel.

Mr. E. St. John, general passenger agent for the Rock Island road, has issued an order instructing all conductors to look out for a number of first-class coupon tickets which were stolen Thursday night from the Lake shore and Michigan Southern railroad ticket office at Elyria, Ohio. The tickets are all by way of West Liberty, and are good for points on the Minneapolis and St. Louis railroad, the St. Paul and Duluth railway, and on the St. Paul, Minneapolis, and Manitoba railway.

Mr. H. Sutherland, one of the original promoters and provisional directors of the Winnipeg and Hudson Bay Railway Company, left Winnipeg on Saturday in the interest of the company. The feasibility of the route having been assured by recent explorations, Mr. Sutherland will endeavor to capitalize the company among moneyed men of the East. A general meeting of shareholders is to be held at Ottawa shortly, when arrangements for the early construction of the road will be consummated.

Mr. Gibson, one of the contractors who built portions of the Whitby and Port Perry railway, has been over the line, and will in all probability tender for the whole work. The contractors are expected over the road in a few days. Mr. J. B. Campbell, the right of way agent, has been at Ottawa for some time, and is kept very busy. Work by the company will shortly cease. Mr. Bailey, the chief engineer, is in Toronto. Mr. Charles will leave Perth early next week and leave for England shortly afterwards.

A meeting of directors of the Ottawa, Washington, and New York Railway Co. was held in the Russel house, Ottawa, on Saturday for the purpose of arranging for the submitting of a bill to Parliament. The committee appointed to canvas the city reported that they met with great encouragement, having received handsome subscriptions from nearly all the leading merchants of the city. A draft of the proposed bill was made and the meeting then adjourned. The scheme seems to be progressing very favorably, and the work of construction will be pushed forward energetically as soon as the charter is obtained.

In an article on "Old Time Railroads," the *Poughkeepsie Eagle* tells the following amusing incident of the first attempt at directing the movements of trains on the Hudson River road by telegraph. "We might refer to the first time a train was run by telegraph on the H. R. R. R. It was 30 years ago when there was only a single track between here and Albany. William S. Johnston was conductor of an afternoon train out of New York. When his train reached Hudson he received a despatch from Job Callamer, who was train despatcher, to stop on Stony Point switch, north of Castleton, and there await the arrival of a passenger train from Albany, in charge of Conductor Cadwell. In the meantime Conductor Cadwell had received a despatch from Robert Highham, who was then superintendent of the road, telling him that Conductor Johnston's train had the right of way, and he must hold his train at Albany until Johnston arrived. And so one waited for the other. The passengers on both trains were indignant, and both conductors kept out of sight. It was a cold winter night, and there was good sleighing. Finally, after waiting two hours, Conductor Johnston hired a horse and sleigh and drove to Albany, seven miles and found Cadwell, when the situation was explained, and Cadwell started with Johnston on board and let him go off at Stony Point switch, when Johnston's train went out to Albany."

Disenchanted.

An American traveller has revisited the village of Oberammergau, where he had seen the last performance of the Passion play, and he writes to the *Springfield Republican* that he regrets having done so. The woman who acted the Virgin Mary he found digging potatoes in a field, barefooted, dishevelled, and filthy; Mary Magdalene was on her hands and knees, scrubbing a floor, and presenting an unsightly appearance; and the personator of Christ was carving ornaments which had been ordered by tourists who had seen and admired him in the play. "A mug half full of beer was on a rough bench within his reach, and as his chisel was nimbly tracing and forming the intricate and delicate designs on the piece of wood before him, he was at the same time vigorously puffing a huge German pipe that hung down over the red shirt that covered his bosom." But something still more disenchanted was seen in the village inn, kept by Herod. "Nicomodemus, Pontius Pilate, Judas Iscariot, St. John, St. Peter, St. Matthew, Barabas, and two or three of the centurions were making merry over their beer mugs. They were in a discussion of the Passion play, there evidently being a division of opinion as to how certain parts could be acted with the greatest effect. John and Judas were in a half-maudlin state, and were singing snatches from some of the choruses in the play."

Th' Sh'thessence o' Bu'ty.

"What on earth's got into the man," exclaimed Mrs. Vanderstepan, as she saw her liege lord approaching with his hair all every which way, and holding a very large cabbage in front of his smelling apparatus. "P'es rve us all, Mr. Vanderstepan, have you lost your senses?" "No, madam, sh'all a mishtake, ish'outathsalunatic; d'yeshet-hishlily; well th' sh'thessence o' bu'ty; ish'troolybu'ful; Mississtepan."

A Celebrated Town.

The famous old watering place, Bath, in Somersetshire, England, just 100 miles from London, is said to be coming into fashion again, more especially with the ancient Roman Catholic families, the bluest blood of Britishers. Bath is a very ancient city. Its abbey church, the last of the old cathedral edifices erected in England, dates back several centuries. It is united with Wells under one bishopric, there being a tradition that a certain prelate being asked whether he would have Bath or Wells, replied, having a very broad accent, "Both," meaning Bath, whereupon he, being in high favor, was appointed to the two. No city out of London plays so large a part in the plays and novels of the last century. *Humphrey Clinker*, *Lydia Languish*, and the heroines of Miss Austen and Miss Ferrier, not to mention a score more, make their bows to us at Bath. Ten years ago the corporation rehabilitated the baths, which are now probably the most sumptuously appointed in Europe. From a luxuriously furnished dressing-room, cheered in winter by a blazing fire, you descend by marble steps, through a portiere hung archway, to a splendid bath. The natural warm water reaches a very high temperature, and supplies a splendid swimming bath also. Beau Nash's old home was still standing a few years ago, as also is the fine mansion whither William Beckford retired after Fontenoy. Although, when so many other places came into vogue, Bath ceased to be fashionable, it has always been a very valuable property, being a great resort for highly respectable families of fixed income. The feminine population is largely in excess of the male. The markets are excellent, the houses handsome and capably built, the rents very moderate, and the surrounding country charming and full of interest. Many Americans have of late years frequented the famous old city.

Stoves that Burn Hay.

But few people ever saw or know anything about them. Many settlers stick to the old way, going fifteen or twenty miles for half a cord of wood, which costs \$2.20, hauling the same home, sawing, splitting, carrying it into the house and burning it; then, in two or three weeks, do the same thing over again. The hauling of the wood is worth more than the price of it. Then, too, there is a risk of being caught in a blizzard. The truth is, farmers might just as well throw away their sewing-machine and cling to the old needle, as to continue to use the old wood-stove. Even if the wood and the hauling of it costs nothing, farmers had then better burn hay; for it makes a better fire with less attention, and will heat up a much larger space. A prairie-stove must be set so as to have a good draft, a stack of straw or worthless hay be placed near the door instead of a wood-pile, and six cylinders made of sheet iron, two feet long and fifteen inches in diameter, and then sprung so as to be thirteen inches one way and seventeen the other, in order to more nearly correspond with the shape of the fire-box in the hay-stove. These cylinders can be filled with hay as easily as an armful of wood can be picked up and put into a wood-stove. One cylinder of hay, put in the stove at 6 o'clock last night, lasted four hours, and warmed two rooms; but when cooking is being done, about two cylinders of hay per hour will be needed. Nice, choice hay will burn and make a good fire, but it is not necessary to burn hay fit for stack. Straw will make a hot fire. Even straw-thrashers are run by burning straw. Old dried, prairie-grass, which can be cut now, will make an excellent fire.

Sunbeams.

Of course you have noticed what a different aspect everything wears in the sunshine from what it does in the shadow? And did you ever think what an apology there was between the sunlight of the cloudless skies and the sunshine that gleams into the darkened chamber of the human soul? How bright and beautiful are the golden beams that break at last through the riven clouds to lighten up the world again after a succession of dark and stormy days! How peaceful and happy are the blissful words of hope and cheer that touch the heart and fill the soul with emotions of peace and joy after a long period of sorrow and despondency, when uttered by some disinterested friend! There are none living that do not, in a greater or lesser degree, have an influence over the earthly happiness of others. The sense of contributing to the pleasure of others augments our own happiness. Unselfishness, Christian charity, and loving-kindness, are the sunbeams of the soul.

The Spanish Army.

KING ALFONZO XII., like Von Moltke, has some ideas about military matters, and the Spanish establishment is to be reconstructed. Eight years service in the army is now required, four in active operation and as many more in reserve force. It is proposed to increase the time to twelve years, as regards the infantry, two years and a quarter to be assigned to the ranks, three and three-quarters to the "active reserve" and six to the "second reserve." In the other arms the terms of service are to be three and four years, respectively. At the same time the peace establishment is to be raised to nearly 100,000 men, while the reserve force, to the number of 28,000, will be given active training every year in April, May and June. There will be in the infantry branch 140 active and as many reserve battalions, and it is estimated that after all these reforms have been introduced, Spain will at any time be able to put in the field, in the space of a fortnight, 140,000 men. Suitable measures involving these ideas have been laid before the Cortes by the Minister of War.

A GERMAN, Mr. August Goettel, has given sixty thousand dollars toward the Vienna Theatre Relief Fund, he having by an accident escaped being present on the night of the disaster.

DR. LE COMTE maintains that the majority of deaths on the battle-field occur from hemorrhage, and proposes that every soldier shall be taught the situation of the arteries, that he may help himself by compression while waiting for the surgeon, and that if necessary he shall be helped as to the situation of the most important ones by tattooing upon his body.