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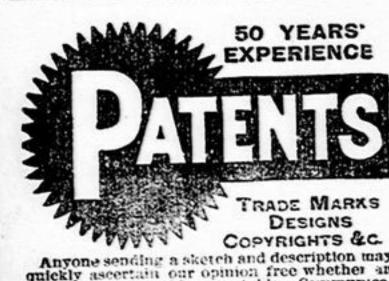
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THE UPPER MISSISSIPPI.

Trip That Compares Favorably With the Big Rivers of Earth.

He who has made a voyage from St. Paul to St. Louis by boat in the springtime or the autumn has seen the finest river scenery that may be observed from the deck of a steamer excepting that of the Hudson and the Rhine. Yet few people are aware of the pleasure and beauty of such a trip. I have floated down nearly all of the great rivers. The Amazon from Manaos, the great rubber market, about 1,500 miles from the sea, is a vast, ugly volume of water without any beauty whatever. The Orinoco from Ciudad Bolivar is a small edition of the Amazon, although the tropical jungles which line its banks are mysterious in their denseness and are supposed to conceal all sorts of wild beasts and creeping things. The Parana, which flows from Paraguay down past Buenos Ayres and Montevideo, is more like the Mississippi than any of the others except that it lacks the bold cliffs and charming towns and villages that overlook the Father of Waters. The Magdalena of Colombia, the fourth largest river in South America, is a turbid stream that is either very low or very high, according as you travel in the rainy or dry season of the year. Its banks are lined with tropical forests, often impenetrable, and it changes its course as often as the Missouri. It has a wild sort of splendor, but it does not compare with the Mississippi in any respect.

In Europe the Danube is more like the Mississippi than any other river and drains a similar country. The passenger boats are much superior because the proprietors cater to the tourist patronage. For several centuries the governments of the provinces through which the Danube runs have been improving its channel and walling up its banks so that along at least half its course it is now more of an artificial than a natural stream. At one point where it flows through a mountain gorge in the Balkans the scenery is more striking than any along the Mississippi, but for the rest of the way the latter is much superior. The Volga in Russia is a good deal like the Missouri, a tiny, muddy stream, with clay banks that are not at all attractive. The Rhine, of course, everybody knows about, and for romance, ruins and other artificial attractions and traditions it is incomparable.

The Nile has been utilized by tourist agencies greatly to their profit and equally to the pleasure of their patrons, although there is very little natural scenery, and the greatest attractions are the venerable ruins, the mysteries of the desert through which it flows and the picturesque Arab settlements that line its banks. If similar accommodations for travelers that are now found on the Nile could be placed upon the Mississippi and the boats managed with equal skill and liberality the enjoyment of the voyage would be much greater, but I suppose people will continue to visit and admire the attractions of Europe no matter-what may be said of those that lie nearer home.

It Was a Succoss.

A young lady who engages largely in church and mission work was recently the moving spirit in some amateur theatricals which were got up in the interest of a deserving local charity. The entertainment was billed, and the performance was duly given. But some how or other no notice was taken of it in the local newspapers. A few days later a friend met the young lady in question, when the conversation turned to the theatricals.

"Was the entertainment a success?" "I should think it was," replied the lady, with a smile. "Why, we got over

"Is that so?" said the friend. "Then you must have had a large audience." "Well, no," she replied. "We only took \$1.50 at the door, but father gave us a check for \$100 if we would promise never to do it again."

To Find Out Your Future Husband. At bedtime, having fasted since noon two girls who wish to obtain a sight of their future husbands boil an egg. which must be the first egg ever laid by the hen, in a pan in which no egg has ever been boiled before. Having boiled it until it is hard, they cut it in two with something that has never been used as a knife before. Each girl eats her half and the shell to the last fragment, speaking no word the while. Then, still in silence, they walk backward to bed "to sleep, perchance to dream."

Preaching and Practice.

Spellbinder-Yes, my friends, eternal vigilance is the price of liberty. Be on your guard. A word to the wise is sufficient.

Voice (from the audience)-Then you must take us for gol darn fools! You have been talking for an hour and a

Imitation.

The hairdresser had done rather a hasty job on the raven locks of the young woman.

"Well," she said, surveying the result in the mirror, "this is a shampoor all right, if there is any such thing as real 'poo.' "

Now About Home Displays?

He—It seems to me that the practice of sending clothing to the heathen is in direct opposition to Scriptural teaching.

She-Why, how can that be? He-It teaches them to take thought what they shall wear.

labor can be made happy.-Ruskin.

PATHS OF THE OCEAN

ORIGIN OF THE LANES TRAVERSED BY ATLANTIC LINERS.

The Northern and Southern Routes to and From Europe, as Indicated by Lieutenant Maury-Minimizing the Danger of Collisions.

In reports of the arrival of an ocean liner the statement sometimes appears that she came "by the southern route" to avoid ice or that she made her first trip of the season "by the northern lane." To the ordinary reader the idea of lanes or pathways on what we have been taught to think of as "the trackless sea" seems somewhat paradoxical, but if you consult the charts in the office of a steamship manager or in the United States hydrographic office instead of the ordinary map you will find that there are four well defined highways across the north Atlantic as clearly marked to the navigator's perception as is a time worn turnpike on land to shall be the last time. Suspicion kills the eyes of the pedestrian.

America and Europe. They are closely ed with a simple intention. adhered to by all fast steam vessels been set aside by custom and agreement for the Atlantic's lightning expresses. Nobody is delayed at sidings or confined to special tracks, however, for the rest of the ocean is left to the

ordinary mariner. It is only a few years since the tracks upon which the great liners shall run have been so clearly defined. Ever since the commerce of the north Atlantic assumed important proportions sailing masters have followed in a general way the great circle that curves northward from the west coast of England and Ireland until it reaches about 46 degrees north latitude in midocean, then bears southwestward past the coast of Newfoundland and Cape Race. Early experience proved that this was the shortest and so, of course, the quickest route between Europe and such ports as Boston, New York and Philadelphia.

While steam navigators kept fairly near this course it was natural enough that they should vary from it somewhat according to the theories of individual captains. With the multiplication of steamships and the rapid increase in speed the very fact that all the larger and swifter vessels kept to one particular part of the ocean greatly increased the danger of collision between them. When forty or fifty swift steamers were crossing the Atlantic at the same time in one direction or the other, all keeping to the same general course irrespective of the direction in which they were traveling, it was obvieus that the possibility of two of them coming together in thick weather was too great to be contemplated pleas-

antly. So Lieutenant Maury of the United States navy made the suggestion that all fast steamships should traverse certain fixed routes, which he indicatedpaths following the great circle pretty closely, for it was natural that the steamship companies would not agree to the adoption of any route that involved a loss of time in making the ocean passage.

The most important provision suggested by Lieutenant Maury was that vessels going in opposite directions should observe the rules of the road by passing one another on the port side. To carry out this plan he proposed that west bound vessels should keep about one degree to the northward of those east bound. Thus the greatest danger from the following of indiscriminate routes-that of collision between fast ships-would be avoided. While it is desirable in point of time for ships to steer their course far to the north, the presence of ice and fog in the high latitudes makes it impracticable for them to do so during fully half the year. Accordingly. Lieutenant Maury provided for two great highways, one for summer, the other for winter, one about three degrees to the northward of the other and each with west bound and east bound tracks.

The rivalry between the different lines was so great at that time that each hesitated to give unconditional adherence to the plan, fearing that some other would gain an advantage. Two prominent steamship managers, however, quickly appreciated the advantages of Lieutenant Maury's plan and independently of their competitors gave instructions to their captains to follow the lines laid down by him. These two men were Clement A. Griscom, then the head of the American line, and Thomas H. Ismay, director of the White Star line. As these two lines then owned the fastest and most perfect ships on the Atlantic, the influence

of their example was very powerful. There is no doubt that the adoption of these lanes has been of the utmost importance in increasing the safety of ocean travel and possesses distinct advantages aside from eliminating the possibility of head on collisions between the liners. Extra precautions are taken to keep the great highway timism result last night? clear of derelicts and other floating dangers or to give warning of their

presence. Since the masters of sailing vessels know the steamer routes, they consult their own safety by avoiding them and by keeping a sharp lookout whenever It is only by labor that thought can it is necessary to cross them in either be healthy and only by thought that direction. - New York Mail and Fr.

ASKING QUESTIONS.

The Art of Interrogation Should Be Devoid of Impertinence.

"Do not ask questions" is the worst piece of social advice which age can give to youth. A man who never asks questions is the dullest fellow in the world. He had better ask too many than too few. We can defend ourselves against curiosity, but no armor avails against indifference. We must resign ourselves to be bored to death.

What is the secret of the art of interrogation? Putting aside quick sympathies, which lie at the root of every social art, we believe the most essential quality for those who would excel in it is directness. The art of asking questions so as to learn, instruct, piease and influence is not the art of beating about the bush. The questions which offend and silence are the questions which suggest some ulterior motive. It is a found out scheme which makes men angry. Anything of the nature of a trap keeps us on our guard. If we once fall into one we resolve it confidence. Interrogative hints are ut-It is over these great ocean thorough- terly useless. The average man does fares that the Atlantic fliers, with their not dislike to be questioned. He hates tens of thousands of passengers and to be startled, crossed, interfered with, their hundreds of thousands of tons of reproached, wearied or betrayed. He freight, pass on their voyages between hates the questions which are not ask-

There are questions which are asked and just as carefully avoided by sail- not because the asker wants to know, ing ships and by the fishermen who ply but because he intends to tell. Others, their trade off the Grand banks. The while ostensibly directed to find out a situation of a small craft on the liners' man's opinion, are really intended to route would be comparable to that of reflect upon his character. Some men a man driving a light runabout along a | inquire as to their neighbors' projects railway track cleared for the fast lim- in order to put difficulties in their way. ited, for these main traveled lines have Strings of meaningless questions are poured out by those who desire to pretend an interest in some subject which they neither know nor care anything

We believe the conclusion of the matter to be this: The art of interrogation is a serious branch of the social art. Well asked questions are of the essence of agreeable intercourse, but the interrogative mood will not justify an impertinence, an interference, a verbal assault-nor, for the matter of that, a bore.-London Spectator.

ODD NOTIONS OF WOMEN.

Rosa Bonheur treasured a small lead image of St. Anthony of Padua as a lucky charm.

Caroline Herschel firmly believed that if she met a cross eyed beggar in the morning it presaged the discovery of a new star that night.

George Eliot was a slave to the influence of the hunchback and clubfooted man and did no literary work upon the day when she saw one.

Lady Millais, the wife of the great painter, was convinced that the crack of doom would sound for any one who stepped on a crack in the sidewalk.

Harriet Beecher Stowe belived that it was bad luck to throw away a toothbrush which had outlived its usefulness and, to the anguish of her household, preserved every one that she had

Queen Victoria cherished a number of superstitions, and, among them, she believed that the removal of her wedding ring would surely bring calamity and that a pet Manx cat would bring good luck to the royal household .- Everywhere.

Didn't Care to Be Presented.

The wife of a well known naval officer tells an amusing story of some of her experiences in Washington society. receive at an army and navy german a congressman entered with a lady leaning upon each arm. One of the floor committee at once approached him, with the polite request that he give his name in order that he might be presented to Mrs. Blank, who received the guests of the evening.

"No, thank you," was the nonchalant reply. "I don't care to be introduced. I have two ladies now to take care of, and that is about as much as I can

Grace In Old Forests.

Some trees are more graceful than others. The elm and oak are noted for their perfect and graceful form. All their branches appear to be perpetually moving, stirred by every wind that blows, and the same may be said of the pine. The graceful movements of its limbs, the sighing sounds of its stems and evergreen needles, send forth a solemn symphony. Everything contributes serene grace and simplicity to old rorests.

Behind Her Back. "She's very studious," said one wom-

"Yes," answered the other. "And doesn't seem to care for gossiping in the least."

"Oh, I don't know about that," answered the other with a smile; "she merely prefers to talk about Helen of Troy and Romeo and Juliet to paying attention to what is going on in her own neighborhood."

A Sure Sign.

When a young man talks about the business of "our firm" in a pitch of voice that car be heard from one end of a street car to the other it is a sure sign that his wages have been raised

The Prize Winner. Naggsby-How did the contest in op-

Waggsby-Gaggster won the prize by laughing most heartily at one of his ewn jokes.

Versatile.

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Dobson-Fine. He's singing first tenor and playing second base.-indlanapolis Journal.



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We have some good values in Gauntlets, Gloves, Mitts and Mitt facings, Felt Boots Lumbermen's Sox and Rubbers and Rubber Boots ready for cold weather,

Trunks, Valises and Club Bags in stock at lowest prices. We are crowded for Colonial Slippers and Oxfords.

RUBBERS.

A few cases of Women's and Misses' Rubbers going at .25c and 30c per pair. Custom work and repairing done promptly.

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Farmers of South Grey

Do any of you want to sell your farms? Have you got rich and new want to retire? Do you want to seil out and go West? Do you, for any reason, wish to sell? Then let me place your property on my list. No charge if no sale. I have sold a great deal of land lately and have just now but little left thought I always have inquiries from persons wishing to buy. It will pay you to deal through me. Con. Knapp advertised his farm a long time in several papers but couldn't sell it. He placed it with me and I sold it at once. I have had many similar experiences.

I Have 100 acres just now that is a particularly good snap It has fine barn, dwelling and other improvements and one of the best AVING purchased the pieces of bush in Bentinck. Price about \$2,000.

> I lend money at lowest rates, smallest cost, shortest notice and on your own terms. All kinds of debts and claims collected. No charge if no money made. Any and every kind of business transaction attented to carefully and with strictest privacy.

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H. H. MILLER - ONTARIO.

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The spring has come, the summer has gone and so has nearly two carloads of Buggies. Yet the place which was once so filled to overflowing with those famous Tudhope Buggies is now being filled with over a carload of Cutters made by the same firm. Now you have a Tudhope Buggy, get a Tudhope Cutter, then you will have two of the best rigs on the market.

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