

The Song of the Flowers

We are waiting, only waiting,
And blossom sweet to winter,
Till the stars old try to spin,
Yield the throne to gentle spring.
In the greenwood, lone and shady,
By the brook-side on the plain;
We are waiting till our lady
Bids us bud and bloom again.

We are waiting, only waiting,
Till our sovereign's feathered throng,
At her bidding break the silence
With their first rich notes of song.
While the prelude they are trilling,
We shall spring with leaf and bloom;
Hill and dale and meadow fill us,
With our beauty and perfume.

We are waiting till the woodland,
In allegiance to our queen;
Doff's old Winter's sombre livery,
For her fairer robe of green.
We are waiting, true and loyal,
Till she come, the sun's young bride;
Then to give her welcome rosy,
We shall spring on every side.

The Maiden's Complaint

"Though we were parted, or though he had died,"
"I could not love another,"
"He had loved me at the last,"
"As he loved me at the first."

"But now," said the hapless maid,
"That ever a lover came,
Since he who left me at the fire,
Has failed to tend the flame!"

"Ah, why did he leave you in my life's poor cup
A bitter-sweet divine,
If he had power to fill it up,
With a draught so pure and fine."

"Why did he give me one holiday,
Then send me back to toil,
Why did he leave me in my life's poor cup,
And leave it empty still?"

"Why did he let the rose in my cheek,
When he knew it could not thrive,
That the love of roses only can keep
The true blush rose alive."

"If he had not so soon the song I sung
In our love's delicious June,
Why did he not the thought of my heart
All to one blessed tune."

"Oh, if he were either true or false,
My torment might have ended,
He had been, for a lover, too unkind;
Too loving for a friend."

"And there is not a soul in all the world,
So wretched as I am to-day,
For I cannot love on his love," he said,
"Nor die of his cruelty."

The Ingenuity of the Japanese

They are bold, courageous, proud, and
after every kind of knowledge.
A gentleman gave a workman a Bramah lock
to put on a box; it was not discovered until
some time afterward, and only then by the
absence of the name that the lock had been
imitated, and, as the workman confessed,
the original kept as a pattern. There is a
steamer (paddle), which used three years
ago to run between Nagasaki and Jeddo,
600 miles, whose engines and boilers, and
every part of her machinery, were made of
copper. She was built by a doctor in Jeddo
whose only guide was a Dutch description of
a steam engine, translated into Japanese.
An American gunnery officer was sent over
in 1859, in the *Pouchan*, to teach them
gunnery. He was courteously received,
and then taken over the arsenal at Jeddo.
He returned to the ship, saying he had
been taught a lesson instead of having to
teach. "In many of the arts and manufac-
tures they excel us; their beautiful castings
in bronze would puzzle the most experienced
European workmen. Specimens have been
shown to clever workmen who have confessed
they could not imitate them. Though
they do not know how to blow glass, there
are samples which would rival in brilliancy
any made in England. The French minis-
ter had a large ball, so clear, and of such
perfect color, that he believed it to be a
gigantic apple, and bought it for a good
round sum. Their paper imitations of
leather are perfect; their paper water-
proof coats are bought by the captains of
ships for their exposed boats' crews; their
own clocks are good, and they have imitated
our watches; they walk about with "pedo-
meters" attached to their belts, and they are
not backward in copper-plate engraving and
perspective. Their china is far superior to
the Chinese. The country abounds with
coal, though they only use that found close
to the surface; but even that, a sort of bitu-
minous shale, is good. In gold and silver
they could almost rival Mexico and Australia
—iron, copper, and tin are found in profu-
sion. An Englishman at Yokohama gave
the Japanese a piece of English cotton shir-
ting, in a few days the man brought back two
pieces, and the former had much difficulty
in saying which was his, so closely had it
been imitated. In fact they are a people
who want for nothing but teachers.

Explosion of Naphtha

At an inquest lately held in England, a
grocer testified that while he was pouring
oil out of a barrel into another vessel, a
lighted candle being within three feet, he
saw a small blue flame run along the outside
of the barrel to the bung hole. Of what
followed he was ignorant. But it appears
that a terrible explosion ensued, for the
grocer was pitched up into the street, in-
sensible, his house was set on fire, the upper
apartments quickly filled with a dense
black smoke, by which three of his children
were suffocated, while his wife and three
other little ones barely escaped with their
lives. This explosive stuff was found to be
a very light coal oil, or naphtha, the vapor
from which is highly explosive.

A man named Oats was hauled up recent-
ly for beating his wife and children. On
being sentenced to imprisonment, the brute
remarked that it was very hard that a man
was not allowed to thrash his own oats.

If you would find a great many faults,
be on the lookout. If you would find them
in still greater abundance, be on the look in
George, my boy, do you know that Mr.
Jones has found a beautiful baby on his
door step, and is going to adopt him?
You say, he will be Mr. Jones' step son,
won't he?

PREPARE—In making a syrup for
preserves, 1 gill of water to each lb of sugar,
is a good rule.

TAPIoca PUDING.—Three ounces ta-
pioca, 2 ounces ground rice, 1½ pint of milk,
and 8 drops of almond flavor. Wash the ta-
pioca in water, mixed with the ground
rice, add 4 pints cold milk, and let remain 4
hours; add the remainder of the milk
and simmer it half an hour, stirring well
the whole time; add the almond flavor and pour
into a mould.

The Little Philosopher

"What do sailors mean, uncle, by saying
that a vessel sails so many 'knots an hour'?"
"So many knots an hour means so many
miles an hour, Robert."

"Why do they say 'knots' then?"
"It is a nautical phrase, Robert, used
principally by sea-faring people."

"But there must be some reason for their
using such a term. Has it anything to do
with knots such as we make in a piece of
string?"

"Well, it has, Bob, something to do, as
you say, with knots such as we make in a
piece of string, for the term comes from
knots that are made in the log-line with
which every well furnished vessel is sup-
plied."

"A log-line, sir? Pray what is that?"
"It is the line that is fastened to the log,
by means of which a ship's speed is deter-
mined."

"And what is the log?"
"A round wooden disk, of a foot or more
in diameter, with a central hole, and a
small peg in the center, which is fastened
to the log-line. As the ship moves, the log
floats in the water, and the line is paid out
at a certain rate, and the number of turns
the line makes around the peg, gives the
distance the ship has travelled."

"I have often heard of 'towing the log,'
uncle, but never had the curiosity to ask
what it meant."

"The common 'log' is a flat piece of wood
in the form of a quadrant, with a sufficient
quantity of lead fixed to the circular edge to
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tion on the surface of the water. Can you
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"Let me try that on the slate, Uncle."

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inches, but what I am stating is near enough
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"I think, uncle, you must be wrong; 30
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"Not in a nautical mile, Master Robert,
which is 6,079 feet, and not 5,280, like our
landman's mile. But to proceed: a half-
minute, we may say, bears the same propor-
tion to an hour as fifty feet do to a mile.
Now let us imagine ourselves on board a
fine clipper ship, going pretty nearly before
the wind. We are watching the operation
of throwing the log. One of the seamen
stands with a large reel, round which is
wound the log-line, another holds the half-
minute glass, standing alongside the former,
while a third holds the log, which he now
throws over the ship's quarter into the sea.
The log remains stationary while the line
runs out. When he observes the first mark
is going over the ship's side, which is usual-
ly a red flag; the distance of ten or twelve
fathoms from the log (that quantity, called
'stray-line,' being allowed in order to carry
the log out of the eddy of the ship's wake),
he gives notice to the man who holds the
glass to turn it; and as soon as the sand in
the glass is run out the line is immedi-
ately stopped; then the number of knots and
fathoms which have run off at the expiration
of the glass, being considered as miles and
parts, gives the distance the ship has run
the preceding hour. If, for instance, the
glass has taken off ten knots while the half-minute
glass was run out, then she has been going
ten nautical miles per hour; if five knots,
then five miles per hour, and so on."

"Thank you, thank you, Uncle John. I
really fancy myself a sailor. I see that as
plain as A B C. I now know something
about the meaning of 'ten knots an hour.'"

The Little Philosopher

"What do sailors mean, uncle, by saying
that a vessel sails so many 'knots an hour'?"
"So many knots an hour means so many
miles an hour, Robert."

"Why do they say 'knots' then?"
"It is a nautical phrase, Robert, used
principally by sea-faring people."

"But there must be some reason for their
using such a term. Has it anything to do
with knots such as we make in a piece of
string?"

"Well, it has, Bob, something to do, as
you say, with knots such as we make in a
piece of string, for the term comes from
knots that are made in the log-line with
which every well furnished vessel is sup-
plied."

"A log-line, sir? Pray what is that?"
"It is the line that is fastened to the log,
by means of which a ship's speed is deter-
mined."

"And what is the log?"
"A round wooden disk, of a foot or more
in diameter, with a central hole, and a
small peg in the center, which is fastened
to the log-line. As the ship moves, the log
floats in the water, and the line is paid out
at a certain rate, and the number of turns
the line makes around the peg, gives the
distance the ship has travelled."

"I have often heard of 'towing the log,'
uncle, but never had the curiosity to ask
what it meant."

"The common 'log' is a flat piece of wood
in the form of a quadrant, with a sufficient
quantity of lead fixed to the circular edge to
keep it steady, and in a perpendicular posi-
tion on the surface of the water. Can you
understand so much of the apparatus, Bob,
from the brief description?"

"Yes, I think I can."

"Well, next there is the line. This line,
or log line, as it is called, is fastened to the
log in a peculiar manner. It is about one
hundred and twenty fathoms long, and is
divided into spaces of fifty feet; each space
being marked or separated by a small strip
of cloth or rag, just as a yard stick or foot-
rule is marked by a line cut in the wood or
metal. Have you any difficulty in conceiv-
ing such an apparatus, Bob?"

"No, sir, not at all."

"Now, then, there's the half-minute glass,
the other part of the contrivance. You know
what an hour-glass is?"

"Yes, sir, I have seen one some time ago,
and I used to amuse myself by watching the
sands run out by the clock. In very damp
weather it would take a few seconds longer
to run out than in fine weather."

"Well, we have nothing to do with that
on the present occasion. All I wanted to
know was, whether you had ever seen an
hour-glass. You say you have, therefore I
have only to remark that the half-minute
glass is precisely similar, only that its sands
run thirty seconds instead of an hour, or
sixty minutes, as in the case of the one you
have just referred to. The knot of fifty feet
marked upon the log line bears the same
proportion to a mile as a half-minute does
to an hour."

"Let me try that on the slate, Uncle."

"Well, never mind figuring it out now. I
am aware there is a little difference, and to
be exact each knot should be fifty feet eight
inches, but what I am stating is near enough
for our purpose."

"I think, uncle, you must be wrong; 30
seconds are the 10th part of an hour, while
50 feet are much more than the 10th part
of 5,280, which is the number of feet in a
mile."

"Not in a nautical mile, Master Robert,
which is 6,079 feet, and not 5,280, like our
landman's mile. But to proceed: a half-
minute, we may say, bears the same propor-
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ately stopped; then the number of knots and
fathoms which have run off at the expiration
of the glass, being considered as miles and
parts, gives the distance the ship has run
the preceding hour. If, for instance, the
glass has taken off ten knots while the half-minute
glass was run out, then she has been going
ten nautical miles per hour; if five knots,
then five miles per hour, and so on."

"I must say, uncle, I should like very
much to know a little more about the whole
subject."

"Very well. Let us go back to the be-
ginning of the matter. In order to navi-
gate over a pathless ocean, it is necessary
to find out, by some means or other, how
fast she is going; for it is quite plain, even
to landmen like ourselves, that if a captain
is ignorant of the speed of his vessel, it will
be impossible for him to tell how far he has
gone from the port he has left, or how near
he has approached to the port he is going to."

"Any one can see that."

"Well, then, how is he to find out the
exact speed of his vessel? An experienced
seaman might give a rough guess towards
it by throwing a chip overboard and watch-
ing the rate at which a vessel passes it; but
that would be a very uncertain method at
best, and would lead to very serious errors.
A more reliable mode or method has been
invented, consisting of the common log-line
and half-minute glass, which I will now
explain to you."

"I have often heard of 'towing the log,'
uncle, but never had the curiosity to ask
what it meant."

"The common 'log' is a flat piece of wood
in the form of a quadrant, with a sufficient
quantity of lead fixed to the circular edge to
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