

VARIETIES.

GOOD ADVICE.—Carry religious principles into common life, and common life will lose its transitoriness. The world passeth away. The things seen are temporal. Soon business, with all its cares and anxieties, the whole "unprofitable stir and fever of the world," will be to us a thing of the past. But religion does something better than sigh and wail over the perishableness of earthly things. It finds in them the seeds of immortality.

TURBATO.—A new fuel has been invented in Mexico, called "turbato," consisting principally of bog peat, of which there are large quantities in the country, and which is mixed with a proper proportion of bitumen, or "Chapopote." The fuel is made of five different descriptions, for locomotives, stationary engines, smelting purposes, smiths' fires and household purposes. It is said to burn freely and without much smoke, giving a higher dynamic equivalent of heat than the same amount of wood, and one very nearly as great as the best English coal. It can be manufactured and sold in Mexico at a price considerably below coal or wood.

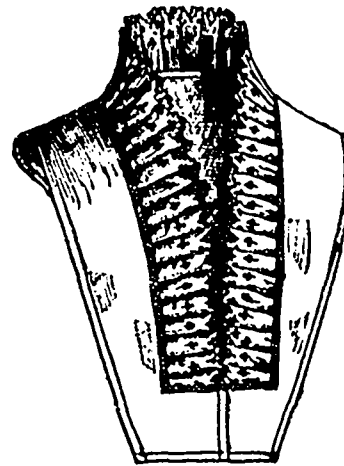
SPEED OF RAILWAYS.—The highest speed attained on railways in England is 65½ miles an hour; in France, Germany and America it reaches 62½ miles. The average speed is 48½ miles an hour with English Express trains, and 42 with French England and Franco charge more for third class passengers than any other country except Turkey. The average fare in Turkey is 8.75 centimes per kilometer (58 mile); in France, 6.75, and in England 6.74 Norway is by far the cheapest country for railway travelling, the third-class fares there averaging 1.4 centimes, and next come Russia and Belgium, where the average fare is 3.94 centimes per kilometer.

NEW SHIPPING LAW.—A new law has come into effect requiring that candidates for the position of master or mate of a Canadian vessel must pass a thorough examination. No vessel over 100 tons burden will be permitted to clear without carrying a certified master; and if over 200 tons, and carrying 40 passengers, must have a certified mate also. This law does not affect those who were in command or acted as mate prior to January 1, 1883, as in their case a certificate from their employer will be sufficient, provided they can pass the color test. A mate must be nineteen years of age and have served two years at sea. He will have to pass a very rigid examination as to seamanship. A master must be twenty-one years of age and must have been three years at sea, one of which he must have been mate. In addition to the qualification for mate he must know the principal lights upon the great inland waters; he will be required to explain how he would lay out an anchor in case of stranding, and be able to rig a temporary rudder should the steering apparatus become disabled.

CHINESE SERVANTS.—In New York there are hardly any Chinese in domestic service. The kitchen has not yet been invaded, nor have the upper regions, and there is no probability that either will be invaded. I do not know a single housekeeper who employs a Chinaman to do women's work, though there may possibly be a few such, of an eccentric sort. The average housekeeper certainly does not want a Mongolian in either kitchen, parlor or bedroom. The only way in which the Chinese have interfered with woman's work is in the laundry business. The washer-washer man has undoubtedly pushed the washerwoman very hard. He has taken away a great deal of her work and he keeps all he takes. If the Chinaman remains with us, the old race of washerwomen will disappear, for his work is more satisfactory than theirs and does not cost any more. But in no other respect has the Mongolian encroached upon the sphere of the Caucasian female in Gotham. The talk about his driving her out of domestic service was all moonshine.



No. 1.—Plastron and collar of "coral" lace, mull, and velvet. The color is a plain military shape, made of black velvet; and the plastron is composed of white silk mull shirred across the top, and joined to three upright rows of the lace. The lace is continued down each side of the plastron in *coquilles*, and the bottom is finished with a frill of lace and several ends of blue satin ribbon and black velvet. A "cock's-comb" bow of the ribbon and



DRESSY LINGERIE.

and velvet is placed at the throat, on the right side. Price, with ribbon of any desired color, \$3.85.

No. 2.—A pretty set, composed of cuffs and a chemise, intended to be worn with dresses that are cut square in front. It is made of cream-tinted batiste embroidered in scarlet cotton, but can be furnished entirely in white, if preferred. Price, \$1.

No. 3.—A lovely tie or jabot of white



silk mull, plaited and edged with deep Oriental lace. It is a dainty and becoming addition to almost any toilet. Price, \$1.90.

No. 4.—A beautiful throat knot of wide Oriental lace, caught together with a bow of narrow blue satin ribbon and a point of blue satin. This has a dressy and becoming effect with any toilet. Price, with ribbon of any desired color, \$2.

ALASKA MUMMIES.—Four Alaskan mummies were brought down from Alaska by the schooner *Kodiak* on her last trip. Three go to Berlin and one to the Smithsonian Institute. The bodies are wonderfully preserved, even to the skins in which they are rapped being intact. One mummy, evidently that of a woman, is now in a state of almost perfect preservation, and is in the possession of the Alaska Fur Company. The mummies were secured by A. Jacobson, who has been over two years in the country, collecting for the Royal Museum of Berlin. He is of opinion that the mummies are at least two hundred years old, all evidence obtainable pointing to the fact. The Esquimaux formerly preserved the bodies of their dead shamans, or medicine men, and those of their chiefs and their wives and children in this manner. After death the viscera were removed from the interior of the body through the pelvis, the limbs being pressed close to the body the legs well up under the chin, and dried and encased in skins and then placed in some cave or rock shelter, which was free from water or moisture. Here they remained for hundreds of years, and were revered by the living. To them were offered part of the results of their fishing and hunting excursions, if they were successful, as they judged success to be due to the spirits of those whose bodies were preserved. The mummies just brought down are in a wonderful state of preservation, considering the rude means employed. In the case of one that has been opened, the skin appears to remain intact and the limbs are movable.

Our Engravings.

The designs and illustrations of this department are from the celebrated house of Mme. Demoreat, the acknowledged representative of Fashions in Europe and America. This house has always received the first premium at all the Expositions, and is the recipient of the only award over all competitors for patterns of Fashions, at the Centennial and Paris Expositions, Paris, London, and New York.

Anger is a passion which may be read in the face.

The "Vancouver."

The *Vancouver*, the new steamer of the Dominion Steamship Line, takes her place on the 8th. May in that company's line between Liverpool and Montreal. The dimensions of the *Vancouver* are:—Length between perpendiculars, 430 feet; breadth of beam, 45 feet; depth of hold, 33 feet 6 inches; tonnage, gross register 5300 tons. She is built of *Consolidated* iron under special survey of the Admiralty for Naval and Transport services, and of Lloyd's according to their heaviest, but in many important respects strengthened in excess of the requirements of the highest class, and she is therefore exceptionally strong. She has four decks and eight water-tight bulkheads, and carried up to the main deck. The sanitary arrangements for male passengers are under a long turtle-back forward, and for women and children under the turtle-back aft; the storerooms are well ventilated and lighted. The single men are berthed on the forward part of the ship, and the single women are berthed aft in charge of an experienced matron, married couples in centre. Accommodation is provided for 160 saloon passengers, 30 second cabin, 68 intermediate, and 1200 stowage. Electric light is supplied to every department of the ship, including the side lights in the light-house; the system being that of Messrs. Siemens Bros. & Co., London, combined with Swan's lamps. The accommodation provided for the intermediate passengers is much superior to what has hitherto been thought good enough. The saloon is amidships, forward of the engines and boiler, and is a very handsome apartment extending the full width of the ship with seats for 160 persons at four tables running fore and aft, and five tables on each side of the saloon, thus permitting easier access, and making up family parties at table. Revolving arm chairs and sofas are richly upholstered in crimson velvet. The cabinetwork of the saloon is in panels and pilasters of teak, maple, plantain, and walnut, decorated in excellent taste with designs of fruit, foliage, flowers, &c., &c. A grand staircase, leads from the saloon entrance upwards to the mess room, and thence to the promenade deck. The ladies' mess room is a very handsome apartment with appropriate decorations. One of Messrs. John Brinsmead and Sons' latest upright grand pianos, of a new style known as the "Avenue" model, discourses sweet sounds to the touch of flying fingers. Here, also, is a well-stocked library. Two state-rooms are unusually large, and several of them are fitted

with family or honeymoon beds. The state-rooms being in a single line along the side of the ship makes them airy, light, and cheerful—a great desideratum to passengers. The berths are fitted with Rawcliffe's patent wire woven mattresses, which adapt themselves easily to the sleeper's form, and are most comfortable. The ladies' boudoir is near the saloon, with bath-room, closets, and lavatory adjoining; other bath-rooms, closets, and lavatories are carefully planned and placed where most convenient for the passengers. In the bridge deck there are a number of very commodious state rooms, at the forward end the barber's shop is near by, while further aft are the second cabin state-rooms and cabin, also the officers' and engineer's state rooms and mess room, and at the after end are the stowage ample quarters, with surgery adjoining. Further aft, in the front of the turtle back, are six hospitals, fitted with every requisite; although there is so little serious illness at sea that these are rarely fully occupied. The promenade deck is 158 feet long without any obstruction whatever, the railing casing rising about seven feet high, and carrying up overhead any dust or heat from the boiler department; the *Vancouver* is in this respect unsurpassed. There is ample promenade room on the main deck for intermediate and stowage passengers. The *Vancouver* will carry a very large cargo, and for expeditions working she has six hatches and six steam winches. When it may be necessary to work at night she is supplied with a cluster of electric lamps to illuminate the decks. The anchors are raised by a powerful crane instead of the old-fashioned davits, and the lifeboats are fitted with a new patent lowering process. The ship is steered by Harrison's patent steam steering gear, the machinery being placed aft, where either the hand gear or steam gear can be used at option. The engines and boilers contain all the latest improvements every detail having been the subject of careful study. Two engines are of the three cylinder type, the high pressure cylinder being 53 inches diameter and the two low pressure cylinders being 89 inches diameter each, and the stroke 66 inches; the boiler's bearing six in number having 30 furnaces, 40 inches diameter, made of Fox's patent corrugated steel, giving a large heating surface; the initial pressure of steam per square inch is 90 lbs, but the boiler is tested by the Board of Trade to over double that pressure. It is expected that the *Vancouver* will prove one of the fastest vessels in the Canadian trade.