

HOPE ON.

Hope on; tried heart hope on!
 Though dark thy lot,
 Nor one brings spot
 To cheer thy lonely way,
 Let not thy courage fall thee;
 When doubts and fears assail thee,

Hope on!
 There shines a guiding star above, loon up and
 find its ray.

Hope on, brave heart hope on!
 Friends may deceive,
 And thou mayest grieve
 And mourn affectionless less;
 But do not yet despair, love,
 True friends like pearls are rare lone;

Hope on!
 And through the growing darkness, nobly, brave,
 thy bear thy cross.

Hope on, true friend, hope on!
 Let friends depart,
 One faithful heart
 Is fixed and constant still,
 Thou let this one thought cheer thee
 In spirit I am near thee;

Hope on!
 Thy star is watching o'er thee, to guard thee
 from all ill.

Hope on, sweetheart, hope on:
 By night and by day,
 For thee I pray,
 Till all my toils be past,
 These days so dark and drear, love,
 Are passing never fear love;

Hope on!
 The star of love prevails o'er all, 'twill bring
 thee joy at last.

THE GERMAN NAVY.

The German Government has just presented a memorandum to the Federal Council on the German Navy. It says that the claims which are made by Germans for naval assistance are every day becoming more numerous: the town of Hamburg has recently expressed a wish that the Fiji Islands, Liberia, and the African Coast in the Bay of Guinea should be purchased in order that German naval stations may be established there, and German merchants in all parts of the world are constantly asking for protection from German ships of war. "In considering," proceeds the memorandum, "what offensive force we require at sea we shall find that we have a numerous mercantile fleet scattered all over the world, and a relatively small extent of coast; that the navies of foreign Powers are very strong, but that, on the other hand, our coasts are but little open to a hostile landing. The length of all the German coasts taken together amounts to about 170 German miles, while that of the Russian coasts on the Baltic alone (not reckoning the Northern and Black Sea coasts) is nearly double. The coasts of France in Europe are even more extensive than those of Russia, and England's frontiers are all maritime." As regards the action of German in time of war, the memorandum says that she must take the offensive with her army only. "It should not be forgotten that every hostile village which is occupied by our troops gives them a distinct advantage, while a captured ship is only so much booty. The conquest of a fortress secures that of a province; the capture even of a whole fleet at best furnishes a means of invading the enemy's territory. As to our coasts, they are so unsuitable for a hostile landing that no defences will be necessary except for those places which are most likely to attract the enemy, such as large commercial towns, &c. Torpedoes, of offensive and defensive, would be most effectual for this purpose. Until a canal shall unite the North Sea with the Baltic, and permit our ships to pass from one sea to the other without having to use a channel occupied by the enemy, the defence of the

German coasts must be to a certain extent, a divided one. The threatened points on the North Sea are the mouths of the Elbe, Weser, and Jahde. Wilhelmshaven is the basis of the defensive system on this sea, and the fleet stationed there has great freedom of movement, as it may retire, if necessary, into the Elbe or Weser. The defence of the Baltic, on the other hand, would be very difficult. The line to be defended is 130 German miles long, and at both of its extremities there are channels open to an enemy." The writer of the memorandum concludes from this that a canal between the two seas is indispensable. The canal will pass from St. Margarethen, on the Elbe, through Rendsburg, to Eckernforde, and a branch canal will also be constructed, starting from Steinwehr, near Rendsburg, and terminating in the Bay of Wyk, near Kiel. These canals will be 224 feet broad and thirty one deep, and the cost of constructing them is estimated at 10,000,000 thalers. The works are to be begun in 1875, and terminated in 1883. Among the other works proposed by the Government for the efficiency of the navy are:—The completion of the buildings at Wilhelmshaven; the reconstruction of the naval establishment at Ellerbeck, in the bay of Kiel; the extension of the ship yard at Dantzig; the extension of the East Prussian Canal from the Oldenburg frontier to Wilhelmshaven; and the construction of ships, guns, torpedoes, lighthouses, and an observatory. The total sum required for the navy for the present year is 9,422,125 thalers; and the memorandum points out that England spends on her fleet nearly eight times, France nearly five times, and Russia nearly three times as much as Germany. An appendix to the memorandum gives the following as the numbers of the merchant ships of the principal powers in 1869.—Great Britain, 26,367; United States of America, 26,393; Italy, 18,822; France, 15,778; Norway, 6,883; Greece, 5,512; Germany, 5,110; Sweden, 3,357; Austro-Hungary, 3,114; Denmark, 2,853; Russia, 2,648; Turkey, 2,290; Spain, 1,414.—*Pall Mall Gazette.*

AN OLD ESTABLISHED FIRM.—The firm of S. M. Pettengill & Co. commenced their advertising agency in the old *Journal* building, No. 10 State Street, Boston, nearly a quarter of a century ago (February, 1849), where their agency still is located, carrying on a large and successful business. They established a branch in New York city May, 1852, which has grown to be much larger than the parent house, increasing steadily year by year until now it has the agency of nearly every newspaper in the United States and British Provinces, and does a yearly business of hundreds of thousands of dollars. S. M. Pettengill & Co. have recently opened another branch office at 701 Chestnut Street, Philadelphia, where they are doing a successful and increasing business. They have done advertising exceeding ten millions of dollars. This firm is favorably known not only throughout this country but in all parts of the world. They have established a reputation for honorable and fair dealing which any firm might envy, and but few have attained to. We congratulate them upon their success. We would recommend all who want advertising done in any part of the country to call upon them. They can point to hundreds of business men who have followed their advice and trusted to their sagacity and availed themselves of their facilities who have made fortunes for themselves, and they are daily assisting others in the same path.—*Boston Evening Journal.*

The German military papers speak of a variety of interesting experiments carried out in Austria during the last six months. In October, some trials were made at Simmering-Heide, which proved that the heavy 7-pounder shell gun carriage could be used, in case of necessity, for the 12-pounder breech-loading gun. In November, a short bronze 5½ inches breech loader gun, with new pattern Shrapnel shells, and a new description of percussion fuse, was tried at Steinfelder-Heide. The practice was a 9-inch iron steel hooped breech loading gun, with a charge of 40 lb of prismatic powder, gave a mean range of 5,272 paces, and an average velocity of 378 metres; but at the ninety eighth sounds the gun became un-serviceable. On the other hand, the trial of an 8 inch breech loading howitzer proved very satisfactory. A 3-inch Krupp steel field gun, and a new pattern Gatling to throw shells, are also said to have been tried with satisfactory results. A good many experiments were also made with signalling apparatus, and with a new electric light, on a French Model, with a parabolic reflector and Fresnel lens. This was found to throw a light to a distance of 5,000 paces rendering the forms of objects at half that distance plainly distinguishable. These experiments are to be repeated with a smaller apparatus. The most interesting trials were those of the new balloon, fitted with a steering screw, and invented by M. Haulein, of Mayence. The trials took place on the 13th and 14th of December last, at Brunn. The balloon, which was inflated with ordinary street gas, giving a very reduced ascensional power, carried two persons besides the aeronaut. It mounted freely, and for a couple of hours was kept at altitudes between fifty and ninety feet. It rose and fell and turned in any direction in answer to the steering apparatus, with perfect readiness and ease. The experiments repeated on the 14th of December with equally satisfactory results. Numerous experiments were carried out by the Second, or Archduke Leopold's Regiment of Engineers, in destroying palisades and lines of permanent way, with 2 lbs. dynamite cartridges fired by electricity.

A letter from Berlin to the *Cologne Gazette* says that 25th of March was an important day in a military point of view. The Emperor, with a numerous suite, was present at the exercise of four companies of the Foot Guards, one company being armed with the new Manser rifle, this being the first time that a company thus armed had manoeuvred before the Emperor. In half a minute seven salvos were fired, and it is said this number might be doubled if need were. Two French military *attaches*, who were present, watched the manoeuvres with the greatest interest.

ORIGIN OF THE "PRINTER'S DEVIL."—When Aldus Manutius set up in business as a printer at Venice, he came in the possession of a little negro boy. This boy was known over the city as "the little black devil" who assisted the mysterious bibliometer; and some of the most ignorant people believed none other than Satan, who helped Aldus in the prosecution of his profession. One day Manutius desirous to dispell this strange hallucination by publicity, displayed the young "imp" to the poorer classes. Upon this occasion he made a short but characteristic speech:—"Be it known to Venice, that I Aldus Manutius, printer to the Holy Church and Doge, have this day made public exposure of the Printer's Devil! All those who think he is not flesh and blood, may come and pinch him."