

The Home Circle.

"NOT AT HOME."

A lady lounged in her rich boudoir,
A pattern of elegant race,
Her rope had the rustle of costly moire
And splendid *point d'anglaise*,
And her hands like lily-buds folded were,
In the creamiest tint of lace.

A "Sister of Charity" waiting, stood
In the spacious hall below,
Her mission was noble, and holy and good,
God and the angels know:
And the face half hid 'neath the queer white
hood,
Was pure as the unsoiled snow.

The little boy who clung to her hand
Was an orphan, seven years old—
One among millions in our land
Whose woes could scarcely be told:
One of the little one's of the land
Who know no pasture nor fold!

In a few sweet words the woman told
Her errand at the door;
She spoke of the winter so bitterly cold,
And the wretched, suffering poor.
'Tis sad, but the story is frequent and old—
We have heard it often before.

The servant waited with impudent stare
Till the gentle woman had done;
But she blushed as her bold eyes fell on the
fair
White brow of the motherless one,
And uttered the lie they had taught her there—
"My mistress is not at home."

The great tears filled the child's brown eyes
As they turned, without a word,
And the head of the woman grew heavy with
sighs,
And its burden of "hope deferred;"
And her prayer for patience cleft the skies,
Though by no mortal heard!

O woman of wealth! who basely rolled
Against your soul that lie,
Will you dare to send an answer as bold,
When the "Master" by-and-bye
Shall ask you "how have you used the gold
That was lent you from on high?"

Can you treat that messenger with disdain,
As you oft before have done?
Can you send Him forth in the cold, March
rain,
With the orphan and homeless one?
Dare you take on your lips a falsehood then,
And answer Him "not at home?"

O, shame on your delicate, velvety hand!
In your useless palm I trace
A future you better will understand,
When your soul has left its place;
When a marble stone and graveyard sand
Shall cover your handsome face.

Like Dives, "you have had your good things
here,"
And when your woes shall come,
And in the mansions that shall appear,
The orphan boy finds room,
You will find your recompense then, I fear,
For the falsehood "not at home."

IMITATE HIM.

There's only one way to get on in life, boys,
By paying strict attention to business, and
performing duties well: One of our well-known
rich men began life as an errand boy, and did
his work accurately—his writing and arithmetic.
After awhile he learned other duties,
and at each step his employer commended his
accuracy and relied on him, because he was
just right. It is thus with every occupation.
The accurate boy is the favored one. Those
who employ men do not wish to be on the con-
stant lookout as though they were rogues or
fools. If a carpenter must stand at his jour-
neyman's elbow, to be sure that his work is
right, or if a cashier must run over his book-
keeper's column, he might as well do the work
himself as to employ another to do it in that
way; and it is very certain that an employer
will get rid of such an inaccurate workman as
as soon as he can.

FOR WOMAN ALSO.

The best system of culture and instruction
which have yet been devised for men have
been framed in view, not of any specially mas-
culine needs of claims, but of human wants,
of the rights and yearnings of the human
spirit, of the capacities and forces of the hu-
man intelligence; and whatever turns out to
be right and wise from this point of view is
equally so for woman and for man. For both
there is a complex life to be lived—a life part-
ly of care and duty, partly of leisure and of
enjoyment; a life which is in one phase world-
ly and outward, in another social, in another
purely domestic and private. The proportions
of time spent in their different spheres may
differ in the case of the man and woman; but
they are both called upon to enter all in turn,
and in the sight of Heaven and of each other,
to play their part therein. And whatever
reading or discipline may have tended to call
the best powers of the individual, to in-
crease the range of the mind for a noble in-
tellect, to be available in any
in the market, the
there is a wise in-
at home? It is
lessons.

WISE EXPENDITURE

This is an extravagant age—a fact never
more plainly demonstrated than by the reck-
less expenditure of our young folk. The
average boy and girl of to-day completely fail
to understand the value of money, and spend
recklessly whatever portion, chances to come
into their hands; and as the boy is, so the
man must be. No doubt in many persons
there are what may be called hereditary ideas
about money; some are born frugal, others
extravagant; and be the circumstances of life
what they may, the original bias will assert
itself from the nursery to the grave. But a
great deal may be done by carefully educating
children in the true value of money as means
to an end. There are various ways of doing
it, and some of them will at first be disappoint-
ing. Different characters must be differently
treated, and an age, which might be suitable
for one young person to be trusted with money,
might be very unsuitable for another. You
begin to give your boy an allowance, with
much good advice on the right way of spend-
ing it; and you are mortified, when he returns
from his first vacation, to find that you have
to pay the money twice over; for his allow-
ance is all spent—he really does not know
how—and the bills, which it ought to have
paid, are sent home to you. Well, give him
a sharp scolding; be sure not to let him think
you feel him capable of having wilfully de-
ceived you; cheerfully trust him again, and
the chances are it is the last time it will hap-
pen. If it is good for lads to be gradually
trained to the use of money, it is quite as im-
portant for girls. Not only is it an additional
interest in their life, but it prepares them for
the time when they will have to keep house
for a husband or a brother; and it is a con-
stant opportunity of secret self-denial to de-
vout hearts that love to spare what they can
for God.

INTERVALS OF REST.

A few weeks of rest in the summer are not
enough to last us for the year. However full
of delight and peace the lazy hours in the
country, however freighted with rest and
strength the long days by the sea, we cannot
hoard and carry away enough of the precious
store. Every twenty-four hours is a circle of
its own in which to tear down and build up,
and whatever is spent between one sundown
and another must be made good from food,
recreation and rest, and whoever commences
the morning already tired in spending too
much somewhere, and will find that a system
of paying nature's past debts by drawing on
the future will make him a bankrupt. But
we do not need to wait till, in the fulness of
time, we can join the throng at watering
places. To any one, unless shut up between
four brick walls, if there belong a green spot
somewhere around the house, if he can sit at
least under one vine and fig tree of his own,
there is at hand a perennial spring, if he but
knows how to drink of it. Perhaps you think
that you cannot stop to rest; that you must
work now, but will rest "by-and-by." Ah!
but are you sure of your by-and-by—the one
this side of eternity, I mean? Are you not
doing the very thing now that may lose it for
you, or if entered upon, will it not, instead of
being spent in rest, as you fondly hope, be
spent rather in vain regrets for the strength
so unwisely and hopelessly lost? Moreover,
what is this work you must be always doing?
If to do good is your ruling motive, have you
not learned that it is what you are as well as
what you do that blesses the world? And
though the toil of your hands is worth much,
a beautiful spirit of good cheer surrounding
you is worth more, and you are not becoming
the best you might be if you have no time to
entertain this spirit of rest and strength which
cannot live with weariness.

A MARVELOUS CHANGE.

The extraordinary change that has taken
place in Japan in ten years is hard to believe.
It is but ten years since the country was
opened to foreign commerce, and already in
Yokohama and Yeddo, there are many hun-
dreds of native shops, selling foreign goods,
besides those kept by foreigners. In addition
to this, it is stated as a remarkable fact, that
a large part of the male portion of the middle
and upper classes dress entirely in our style.
Even old men, too old to sport the new cos-
tume, look with delight upon their grandsons
dressed in hats, boots, and what belongs be-
tween, and take pride to show off in the streets
their "young Japan" thus appraised. The
army and the navy are remodelled on Euro-
pean systems in organization, arms and uni-
forms, down to the common trumpet, drum
and fife. They have stages, steamers and
telegraphs, and a contract has been made for
a railroad. There are two extensive foundrie-
ries with foreign machinery, in the country,
and several docks. As to matter of diet, beef,
the abomination of Buddhist, begins largely
to be consumed, and bread is much liked. In
the heart of the capital sewing-machines hum
in the tailor's shops. A foreign college in
Yeddo has hundreds of boys studying English,
French and German. Eight foreign physicians
instruct in medical colleges. Newspapers are
published in several places, with the columns
of "Foreign" and "Telegrams," clipped and
translated from our standard papers. Book-
stores, selling English and French books, are
seen in many places; and the quantity of
books imported is immense.

HALF ROUND THE WORLD IN AN
OVERLADEN SHIP.

BY A MERCHANT SEAMAN.

The following account of the homeward
passage of a ship from the Pacific may just now
prove interesting, as a narrative of what a
sailor's life sometimes is, and as a proof that
the exertion of Mr. Plimsoll and those who are
helping him to amend the laws regulating the
loading of sea-going ships are not uncalled for.
The vessel in question is a new iron ship, of
something under 1,000 tons burden. Her last
voyage home will serve as a fair and moderate
example of the dangers resulting from the
suicidal policy of despatching a vessel over-
laden, without her full complement of men:—

"We were laden, then, with nitrate of soda
—a heavy, dead-weight cargo, explosive into
the bargain—and had taken on board rather
over our proper load, when we got all ready
for sea, and all hands thought they were going
to leave the dry, dusty, earthquake visited
coast of South America, grand withal in its
towering heights and sublime barrenness, to
revisit the hospitable shore of Old England.
Not so, however. The captain was anxious
to take home a little more of the paying cargo;
and at the last moment, when we were all
ready for a start, he determined to take on
board an extra hundred tons! The greatest
depth to which a ship ought to be loaded is to
allow three inches out of the water, besides
the bulwarks, to every foot depth of hold. A
vessel with a hold 20 feet deep should thus
have not less than five feet of her side below
the main-deck in smooth water—little enough
in verity. In our case the rate was reduced to
barely two inches out of the water. In this
plight we started on a voyage through one of
the most tempestuous seas in the world. It was
a decided case of the last feather, or the last
feather but one.

"A few days previously I had seen one of
the hard-worked mules which toil up and
down the mountain-side with the loads of
nitrate and coal, leaning, with his load on his
back, against a rock. I thought he was rest-
ing, but his motionless position attracted my
attention, and I found he was dead. He had
'stuck'; his load was too much for him, and he
had died literally in harness. But our good
ship could not refuse to go, and if she sank,
her fate would evolve the death of a score of
human beings. I confess, I was, somewhat
alarmed at the prospect; but she was the best
ship on the coast, and I felt that I could have
left her—though a stealthy desertion was now
impossible—I could not better my position,
and might 'jump out of the frying-pan into
the fire.' Many ships are far worse off than
we were. I do not intend this as a picture
of the blackest and darkest side of life in an
overladen ship. I repeat we were a type of
only moderate danger; as a faithful repre-
sentation of such, it will leave the more frightful
cases of hardship—of downright cruelty and
inhumanity—of which there are too many, to
imagination of my readers.

"The weather we encountered in the
Southern Hemisphere was terrific. I really
marvel how some of the old vessels can weather
the Southern capes. In our case there was no
buoyancy in the ship at all; instead of lifting
to a sea she would 'flop' down into it, flooding
the decks, and straining everything to pieces.
Suppose a bolt had worked out of her bottom,
we could not have stopped the leak, and she
would have filled. Suppose a plate had twisted
off from its fastenings, she would have gone
down like a stone. After gaining a speed of
five knots in moderate weather, her decks
went fore and aft, and in a gale of wind her
behaviour was scandalous. She would 'hammer
away,' taking seas aboard, and washing every
thing moveable off the deck. It was perfectly
unsafe to go along her deck, even by holding
on to something all the time. How much
could a man pull on a rope in such a plight as
this, with both hands engaged for his own
safety? Sometimes, rather than incur the risk
of broken limbs, or being washed overboard
by a sea coming into us, we would, instead of
walking along the deck go aloft and slide down
the stays and rigging in order to pass from one
end of the ship to the other; for whenever
there was a moderate breeze, throughout the
passage home, our decks were under water.
We made a quick passage, but at the cost of
considerable damage to the ship, besides loss
of cargo, occasioned by the action of the water
we took in on the soluble nitrate. We were
continually pumping out the dissolved soda.
I have said we were short-handed; two of the
crew in addition were ill, and it is a wonder
that we were not all down with rheumatism.
With the laboring and working of the ship,
and the planks of our house on deck were so
strained and opened that water was continually
pouring in, and for weeks I did not have a
dry bed.

"Coming on a gale of wind, we found it was
impossible to take sail in with one watch; and
by calling all hands the men were worn out
with fatigue, and unfit to stand their watch
after the sail was shortened and the ship made
snug.

"Three hands in a watch in a thousand-ton
ship! What can be done when one of the three
is at the helm and another on the lookout?
One man and an officer remain. To trim sail
and stand by in squalls is impossible; they
must be left to take care of themselves.

"The officer of the watch often had to take
the helm, and the man on the lookout for
passing vessels was called down, and then had
to steer the vessel, and shout out orders from
the wheel, where he was standing.

"Suppose a vessel were to pass at such a
time, which it was our place to give way to,
and no one on the lookout! The result would
be a collision, with the loss, perhaps, of both
vessels and crews. How often do we read of
the unaccountable disappearance of a vessel
and all hands? I believe that in nine cases
out of ten these disasters are caused by send-
ing ships to sea in such a condition that they
are unable to weather such storms as they
may reasonably be expected to encounter, and
by the cruel policy of sailing shorthanded,
when the look-out is called from his post to
lead a hand in working the ship, and the officer
of the watch has to take the helm. Sometimes
when she has been caught 'dirty' by a sudden
squall, with press of canvas on her, I have
known our ship to be left to both steer and
lookout for herself, while all hands—officers
and men—were engaged, in shortening sail.
Often, I doubt not, in the case of a missing
vessel, her fate may be attributed to the fact
that before the few hands can make her snug
or relieve her from the pressure, she has had
to succumb to the violence of the blow. If
the 'watch below' are called out, they are
robbed of their fair share of sleep; and, under
such circumstances, a safe end to the voyage
means so many months of hardship, so many
pangs of rheumatism, so much permanent in-
jury to men whose lives are probably thereby
shortened, for the sake of adding to the fortunes
of our merchant princes. What would Eng-
do without us? Shipowners may say, 'The
more cargo my vessel brings home, the more
money in my pocket, and the insurance will
cover the loss of the vessel if she founders';
but the insurance does nothing for the souls
of the poor men who go with her.

"Thank God, all our great shipowners are
not so unmercifully reckless; and thousands
of brother tars will re-echo my hope that the
criminally negligent will be made remember
the name of Plimsoll with as much dread as we
shall with joy. But.

"Ye gentlemen of England, who sit at home at ease,
How little do you think upon the perils of the seas!"

"Many who send their vessels out to sea
look at a small gang of riggers working with
ease at a vessel in dock, and ship the men for
a deep water voyage accordingly. Look at
those men at sea in a gale of wind; when
there strength is most required, they cannot
exert it to the full extent; with the vessel
rolling and pitching about, and shipping heavy
waves, they are obliged to hold on with one
hand while they pull with the other, sometimes
requiring all their strength to prevent them-
selves being washed overboard. A sailor's
life is hard enough without having to undergo
the additional hardships entailed by such cir-
cumstances as those that attended the voyage
of which I have here attempted to give a slight
description.

"In conclusion, I hope the day is not far
distant when the competition will be for reason-
ably loaded vessels instead of among deep-laden
short-handed."—*Cassell's*.

THE NOSE.

This feature is said to be a faithful index of
character. We are told that a perfect nose
should be as long as the forehead is high, and
have a gentle indent at the top, between the
upper eyelids. The front should be level
from the forehead to the tip, which latter
should be neither hard nor soft. It should be
at least half an inch broad between the eyes.
Large noses are preferable to small ones. The
hooked nose is a very unpleasant one to look
at. It is also called aquiline—perfectly arch-
ed from the forehead to the tip, denoting great
energy, acuteness, craft, unscrupulousness,
and ambition. A nose arched near the fore-
head denotes great power of command and
energy. The owners of snub noses generally
possess amiability, drollery and common-sense.
The famous Grecian nose, which forms an al-
most straight line with the forehead, has been
much lauded; but such noses are in women
indicative of coldness and affection, and when
owned by a man, a shallow mind. Small noses
denote comparative weakness of mind and
character, though otherwise such persons may
be highly estimable. The tips of such noses
turned up, denote busy, bustling activity,
great self-conceit, cool assurance, and great
talkativeness. A nose with a broad bridge,
whether level or arched, always indicates
great powers. Large breathing nostrils are
certain signs of mental power and energy;
small, unmoving nostrils are, on the other
hand, certain signs of little mind, and want
of energy and enterprise.

ONE HUNDRED MILES AN HOUR.

The highest railway speeds in the world are
attained in England, and the highest railway
speed in England is attained on the Great
Western Railway, and this speed may be taken
roundly as fifty miles an hour. There is a
tradition in existence that Brunel once travelled
from Swindon to London at eighty miles an
hour; but we have never been able to obtain
a shadow of proof that this speed has been
reached under any circumstances or at any
time whatever on a railway. Mr. Stirling has
run with one of his great outside cylinder
express engines and a train of sixteen carriages
at seventy miles an hour, on the Great North-
ern, on a level or with a slightly falling gra-
dient; and we know that the Yarmouth ex-
press, on the Great Eastern, sometimes has
reached a speed of sixty-four miles an hour
down the Brentwood bank. On two occasions,
some years ago in Ireland, we ran fourteen
miles in sixteen minutes with a powerful en-

gine and a train of but two carriages. Much
of the run was done at over 65 miles per hour.
On the Boston and Albany road, United States,
the 54 miles between Springfield and Worces-
ter, were run by an engine with 16 inches
cylinder, 22 inches stroke, and 6½ feet driving
wheel, in fifty-eight minutes. Much of the
run was done at nearly seventy miles an hour.
On a first-class line there can be no question,
therefore, but that a speed of sixty-five to
seventy miles an hour may be available with
safety. We believe that it would be possible
to lay permanent way so well, and to maintain
it in such excellent order, that trains might
travel on it with perfect safety at 100 miles an
hour. Miles upon miles of such tract are to be
found now on most of our great main lines,
but it is not to be disputed that nowhere can
100 consecutive miles of permanent way in per-
fection be found; and as a chain is no stronger
than its weakest link, so a few hundred yards
of bad track would spoil for the purpose of
travelling at 100 miles an hour a whole line.
It would not be impossible, however, to main-
tain a line of such rails from London to Liver-
pool or York. The really important question
is, given the line and the carriages fit for it,
what shall the engine be like, and is it possible
to construct an engine at all which, with a
moderately heavy train, will attain and main-
tain a velocity of 100 miles an hour, on a line
with no grade heavier than, say, 1 in 360.
The first points to be settled are, how much
power can a locomotive of a given size devel-
ope, and how much power shall we require to
haul a train which will suffice to satisfy the
demand of that portion of the public wishing
to travel at 100 miles an hour. At 60 miles an
hour on an ordinary line, and making due
allowance for contingencies, the resistance to be
overcome cannot, according to experiments
carefully carried out both in France and in this
country, be much under 40 lbs. per ton. At
30 miles an hour the resistance is about 20 lbs.
per ton; at 47 miles an hour the resistance
reaches 32½ lbs. If the resistance goes on
increasing in this proportion, then the resis-
tance at 100 miles an hour cannot be less than
75 lbs. per ton; but it may be very much
more, and it would not, we think, be safe to
take it at less than 120 lbs. per ton. Now a
speed of 100 miles an hour is 146½, or in round
numbers, 146 feet per second, or 8,800 per
minute. This multiplied by 120 and divided
by 33,000, gives, say, 32 horse power. There-
fore each ton moved at 100 miles an hour will
represent 32 horse power. The "Great Brit-
ain" broad gauge Great Western engine, with
its tender, in running order represents a weight
of about 64 tons, and a heating surface of
2,100 square feet. This engine has indicated
over 800 horse power. To run such a machine
and a train weighing 35 tons, or a gross load
of 99, or, say, in round numbers 100 tons, at
100 miles an hour would require 100 by 32, or
3,500 horse power, or just four times more
power than the most powerful high-speed
locomotive that has ever been built could
exert. To run the engine, weighing 38 tons,
alone would require a power of 1,216 horses,
assuming that the engine resistance was iden-
tical with that of a carriage. These figures
suffice to prove that it is absolutely impos-
sible to obtain a speed of 100 miles an hour on a
railway if the resistance is anything like 120
lbs. per ton.

It is little more than waste of time to discuss
any other question connected with the matter,
such as safety and working expenses, until it
has been settled whether it is or is not possible
so far to reduce resistance that it will become
possible to construct an engine of sufficient
power to fulfil the intended purpose.

If it can be shown that the resistance could
be brought much below 120 lbs. per ton, then
it may be possible to attain a velocity of 100
miles per hour.—*The Engineer*.

PROGRESS OF CABS.

The inhabitants of London and other Euro-
pean cities enjoy luxuries in the way of con-
veyances that the people of our American
cities know but little about. We allude to
hacks and cabs, of which some 10,000 are em-
ployed in London, and which convey two
passengers anywhere within a distance of a
couple of miles for 25 cents.

At the International Exhibition, London, a
committee, of which the Duke of Beaufort was
chairman, and Lord Somerset and other pro-
minent persons members, recently made an
official trial of the various improved cabs
presented for the prize competition. The
committee went through considerable exercise
in jumping into and out of the various vehicles,
and finally concluded that there were no very
notable improvements in any of them.

One of the best was a novelty in the shape
of a cab for four persons, set on very small
wheels. The idea was that such vehicles may
be started and stopped more easily than the
large wheeled machines. The traction of the
small wheels is a little more, but it was con-
sidered that the sum of the work upon the
horse, in ordinary cab traffic, is less than the
large wheeled vehicles.

Another improvement for two wheeled cabs
was a shifting ballast box which the driver
could readily move at pleasure, and thus
counterbalance the weight of the vehicle in
respect to its pressure upon the horse's back,
to correspond with the number of passengers
occupying the interior of the cab.

VERY LIKELY.—The Californians smoke
their tobacco in golden pipes. The Irish la-
borers use rosewood hods with pearl handles,
and enjoy many other luxuries.