

long-continued habit, have become accustomed to undergoing marriage, and look upon taking for the third or fourth time the vows of matrimony with the indifference with which a veteran traveller, landing in New York, swears his way through the Custom house. But to young people no social mercy is shown. They must undergo their wedding trip, no matter how justly they may dread it.

Our barbarous ancestors regarded marriage as an affair either of bargain and sale or of robbery. In neither case did the successful husband feel called upon to hide himself. Having bought an eligible wife, or having picked up a cheap wife at a bargain, he no more thought of carrying her off to some secluded place and concealing himself and his purchase for a month than the fortunate buyer of a fine picture or a good table bought for a song at an auction thinks of hiding the evidence of his good fortune and discernment. Neither did the cave dweller, who probably knocked down his beloved object with a club, and, throwing her over his shoulder, carried her to his private cave, think of flying with her to some large and fashionable seaside cave and spending three or four weeks with her in the darkness of the stuffy and stalagmite-strewn bridal chamber. On the contrary, he was proud of his prowess, and on the morning after his marriage exhibited his new wife with her head covered with sticking-plaster, and casually remarked to his friends that although he had married a large number of wives this particular one had the thickest skull he had ever cracked. Such is to this very day the custom in the best circles of native Australian society, and scientific persons are of the opinion that the Australians are the oldest race now on the planet.

Conceding then that the wedding trip has not come down to us from primitive and savage man, it must have been the invention of comparatively civilized people. What could have been the motive which gave birth to such a custom? The answer must be sought by conjecture, but in this case conjecture may prove to be a trustworthy guide.

Clearly the inventors of the wedding trip were not a humane and sympathetic race. There is probably no time in the life of a man or woman when he or she has greater need of human sympathy and encouragement than during the first few weeks of married life. And yet this is the very time when modern custom has decreed their isolation. They are not merely thrust out of reach of the sympathy of their friends, but they are practically forbidden to make new friends during the honeymoon. No newly-made husband dares to say, "My dear, I have met some very good fellows at the hotel, and we're going to have a little game of whist in the smoking-room to-night;" and where is the recent bride who would venture to spend the evening in Mrs. So and So's room, and leave the groom alone for an hour or two? No! the pair must be confined exclusively in the society of each other while the wedding trip lasts, no matter how they may long for the clasp of a friendly hand, or a word of kindness and encouragement.

Thus we see that the people who invented the wedding trip were not a sympathetic race. Beyond doubt they were practical people who prized the useful above the pleasant. They inflicted wedding trips upon newly-married people because they judged it best for the interests of the community.

Now these sensible and disagreeable people may have had either one or two objects in view when they established the ordeal by wedding trip. Perhaps they regarded it as the swimmer regards the headlong plunge into cool water, as the quickest way to accustom oneself to an inevitable evil. They may have reasoned that as man and wife are to make the experiment of living together during the life-time of one or the other, the sooner and the more thoroughly they try it the better. There is certainly a good deal of force in the reasoning, but it proceeds upon the assumption that marriage was at the period in question indissoluble, whereas we know that as a rule indissoluble marriage exists only in the highest state of civilization, and is comparatively a modern idea. In all probability such facilities for divorce existed among the people who originated the custom of wedding trips.

If such were the case the wedding trip was beyond doubt designed as a test of the fitness of the bride and groom for a more prolonged experience of married life. Doubtless the father of the bride said to his daughter:—"Marry this man if you wish, and go away with him for a month where you will have nothing to distract your mind from him. If at the end of that time you can still endure him we will get an order from the Supreme Court making your marriage permanent." With this understanding the young couple started on their wedding trip, and though we have absolutely no statistics on this subject, there can be but little doubt that occasionally the result was a so-called permanent marriage.

This conjecture satisfactorily explains the origin of the wedding trip, but only emphasizes the folly of the survival of a custom now becoming meaningless. We may admire boldness, but voluntarily to incur unnecessary danger is not boldness but foolhardiness. Marriage reasonably begun is much more likely to succeed than is marriage begun with a wedding trip, and however much we may wonder at the recklessness of the husband who takes his bride from the church to the ocean steamer, we cannot respect the intelligence of the pair who prefer to begin their married life with mutual seasickness, and the mutual revelation of the disagreeable characteristics that seasickness, ennui, and absence of friends are sure to reveal.—*Selected.*

A LOBSTER'S NEW SHELL.

HOW IT WAS CAST—THE MALE COMES TO THE RESCUE.

At the most extensive aquarium in England, the Brighton Zoo, the female lobster recently cast her shell. She scrowed herself up together on the toes and tail and suddenly bent her body. Snap went the shell in its centre and the case of the back came away in one piece. The claws were her next care, and she worked away at them for a long time.

It was a proceeding of extreme delicacy, considering that all the flesh of

the great claw had to be passed through the small base. During the operation one claw came off altogether, and this must have seemed to the lobster lady a serious misfortune, as it will not grow to its full size again until the second year. The tail and legs gave very little trouble, and the body when thus undressed, proved to be of a pale blue.

The shell-casting over, the lobster sank on the sand, and this action seemed a signal for the attack of every creature in the tank.

The defenceless victim bade fair to succumb to the fury of her enemies, when the male lobster suddenly came to the rescue. Standing over his shell-less better half, he fought her assailants relentlessly. Day and night did he watch over her, until her shell was sufficiently hardened to protect her in fighting her own battles.

When the happy moment arrived he deliberately picked up the old claw, broke it in his nippers, and ate the meat. He then dug a hole in the sand, placed in it the broken bits of shell, buried them and piled a number of small stones above the grave.—*New York Morning Journal.*

POULTRY FOR PROFIT.

Are you keeping poultry for profit, either in large or small numbers? No matter if you keep only a dozen hens; are they paying you a profit over and above their keep and eggs and poultry used in your own family? If not, can you explain why not? For poultry properly kept pays the best of any domestic animals. Do you care to learn how a man of experience does make his hens pay better than \$2.50 per year for each hen, from eggs alone; and who has to buy all of his grain and meat food? Do you desire to know how to make hens lay the most eggs in a year; how to dress and sell poultry and eggs to obtain the highest prices? Do you care to learn about, and how to obtain the best breeds and crosses from which to get the largest number of eggs and most pounds of poultry? And when and where to sell them? Do you desire to know how to prevent and treat diseases of poultry, how to get your hens through the moulting season well and strong; how to bring your pullets to early laying, etc? Do you care to learn how to build the best poultry houses and yards economically, warm and dry? In short, do you desire to know how to make money with a few hens? If so, for the small sum of fifty cents you can learn all of the above and much more. Subscribe for one year to the FARM POULTRY, if for no longer. Sample copy will be sent free. It is acknowledged on all sides to be the "Best Poultry Paper Published in the world." FARM-POULTRY is published by I. S. Johnson & Co., Boston, Mass., and edited by Mr. A. F. Hunter, a well known and practical writer and experienced breeder of Poultry for Profit. Send for Index to last Vol. free; and judge yourself, if as much complete, instructive, practical matter regarding poultry raising can be found in any volume costing four times the price of FARM-POULTRY one year. Subscriptions can begin any time.

INDUSTRIAL NOTES.

The dulce industry is flourishing at Digby. Large quantities are shipped to Boston, New York and Philadelphia.

The Dominion Government have completed a lobster hatchery at Bay View, four miles from Pictou, N. S. The intention is to save such quantities of eggs as are now thrown away at the lobster factory. The law forbids the capture of lobsters having eggs in embryo. By the artificial process these eggs are brought in by the fishermen in the various factories. They are then deposited in a series of glass jars, through which pure sea water is made to pass. Already several millions of young lobsters have been hatched and planted out in localities where the fishermen have been in the habit of catching the parent fish, and there are about 50,000,000 of young in the incubators. It is said other hatcheries will be established in the province. The method adopted is certainly novel.—*Colchester Sun.*

Shipbuilding in Nova Scotia is steadily increasing. The following shows the number of vessels built in that Province since 1887 and their aggregate tonnage:—

	Vessels built.	Aggregate tonnage.
1887.....	87	12,300
1888.....	116	12,900
1889.....	106	16,645
1890.....	148	33,746

Some of the vessels recently built in Nova Scotia are among the largest and finest wooden ships afloat.—*Canadian Manufacturer.*

SHINGLES—One of the most lively industries in the vicinity of Fredericton is the lumber business at Morrison's mills. The machines have been busy all summer making shingles, and a large force of men have been at work with steam derricks browsing cedar on the shore for the winter cutting. The brows extend for a mile or more and show pretty plainly that Mr. Morrison has fair in the shingle market.—*Fredericton Gleaner.*

A transcontinental railway is under construction in Australia, and that great continent will ere long be traversed from South to North by a line of rails which will penetrate vast regions still unpeopled and largely unexplored. Nearly 600 miles of the line have been completed from Port Adelaide north to Angle Pool, while on the north-end a road has been built from Port Darwin south to Pine Creek, leaving a gap of about 1,100 miles, which will be reduced over 400 miles this year by construction from both ends.—*Railway Age.*