

STRANGE BATTLE SCENES.

Country on the Ice. The American ships, the battle Indians and the battle in the underground caverns.

When the American armies and the Colombian troops met, they confronted each other at Colon it looked for a time as if a battle was to be fought on the pier of the Royal Mail Steamship company. A pier is rather an unusual place to fight a battle, but battles have been fought in many curious places, ranging from mountain peaks to sewers and from ice fields to desert sands.

At the battle of Monterey, in the Mexican war, the Americans were able to command the streets of the city with their artillery, but they had difficulty in encircling the Mexicans from the houses. So the city being built of stone or adobe in solid blocks of houses, the Yankees broke through the walls from one house to another, fighting and driving out the enemy, so that the battle of Monterey was largely fought indoors.

In one of the battles of the wars of William the Silent for the independence of the Netherlands, the Spanish ships were frozen in on the Zuider Zee. The Dutch came out on horseback over the ice and attacked them. This is probably the only battle in which cavalry was ever used directly against ships. Several other combats were fought between troops on the ice in these wars, and on one occasion the infantry is said to have worn skates.

The battle of Ansterlitz was partly fought on a frozen lake and when the allies were retreating across it the shot from the French artillery plunged into the ice, breaking it up, causing the death of thousands of Russians and Austrians.

Of the many underground battles which have taken place in history, the fiercest was probably that of the siege of Haarlem in the Dutch wars. The Spaniards mined and the Dutch countermined with equal industry, and below the ground a fierce conflict waged. When the Versailles troops took Paris after the communists they chased some of the communist troops to the great sewers of the French capital, where some desperate struggles took place.

TWIN PROPELLING SCREWS.

They Were in Use as Long Ago as Civil War Days in the United States.

When we read of triple-screw cruisers of the present day as among the best examples of the modern ship-builder's art, it may be interesting to recall that with respect to these, as well as many other things and events, history certainly seems to repeat itself, says Cassier's Magazine.

In the matter of ships with more than one or two propelling screws we need not go more than about 40 years back to find that during the American civil war, in the '60's, a number of gunboats were built for the United States navy which were equipped with four propellers on four distinct shafts. They were named Winnebago, Chippewa, Milwaukee and Kickapoo, and were designed and constructed by the late Capt. James E. Bads, of Mississippi river bridge fame, under direct contract with the United States navy department. The batteries carried a thin armor, had a very small draft of water, full model, and very little speed. They were flat bottomed and each had two Ericsson turbines containing two 11-inch Dahlgren guns.

The vessels were intended to cooperate with the army against towns on the western rivers, but were not completed in time for any important service. The vessels had heavy sterns and their small draft of water required the four screws in order to obtain the necessary propelling surface.

Besides these vessels mention should be made of a triple screw battery, the Mississippi, built at about the same time at New Orleans for the confederate states navy. This would seem to have been a rather more formidable craft—a sea-going vessel of several thousand tons, 270 feet length and 60 feet beam, with four engines to drive the three propellers. The vessel is mentioned as having a speed of 11 knots.

Still other multipropeller ships of an earlier generation were a number of Russian circular ironclads which had six shafts, and the Russian imperial yacht Livadia, which had three.

An Apt Pupil. Teacher—James, you were late yesterday morning.

Pupil—Yes, but, as you were saying to the class to-day, we should let bygones be bygones.

"But have you no excuse to offer?" "In that same talk you said that one who was good at excuses was usually good at nothing else. Under the circumstances I think it better for me not to do anything that will lower me in your estimation."—Boston Transcript.

Palace Cars in Germany. The Bavarian railway has just completed an American palace railway carriage from material imported for this purpose two years ago from the Pullman factories in Pullman, Ill. This is the first railway car of the kind to be introduced into Germany and will no doubt be the forerunner of a regular system of railway carriages of this kind on German railways.

Partitions for Germany. A query frequently raised by the German press is how American manufacturers paying wages at least twice as high as are paid in Germany, are able in many cases to produce their wares cheaper than they can be produced here.

Daily Guide to History. When they ask if you are fond of babies, say: "Not the ordinary baby, but— and reach out your arms for their own precious cherub."—Baltimore American.

RECORDS OF INVENTION.

Show That Supposed Recent Inventions Were Foreshadowed Many Years Ago.

A certain preacher once ventured the opinion that there was no new thing under the sun, and the experience of the ages has tended to confirm the utterance. One whose studies have been of a scientific nature has amused himself recently by going through the files of the National Magazine, in the scientific department of which he unearthed the following records, which go to show that many recent discoveries that have excited much comment were foreshadowed many years ago.

January, 1854—Photographs in natural colors have been made in Paris by M. Niépce.

March, 1853—It is proposed to apply the telegraph to the piano, so that Liszt may sit in Paris and play the piano in Berlin or St. Petersburg.

December, 1853—Discovery has been made of a way of heating houses by gas and the use of coal and wood for culinary purposes will pass away.

February, 1854—A new method of transmitting articulate sounds to a great distance has been discovered. The instrument is called a telephone.

September, 1854—A new composing machine in the office of Fraedreland, of Copenhagen, is thus described: A person sits before a machine with keys like a piano, which he plays on incessantly and every touch on the tangent is followed by a click; the letter is already in its place in the long mahogany channel prepared for it.

It distributes the already set type at the same time it sets a new page, and with an exactness perfectly sure.

December, 1855—M. Bonelli, of Turin, has invented a new electric telegraph by which trains in motion on a railway are enabled to communicate with each other with all rates of velocity and at the same time with the stations, and the stations with the trains.

July, 1855—Attention has been called in France to the discovery of a new metal called aluminum. It may rival gold and silver by its unchangeableness, and iron by its abundance on the very surface of the ground. The price is three dollars a pound, and it is expected it will be reduced to 50 cents.

November, 1854—A Frenchman has invented a reaping machine. It cut two acres in two and one-fourth hours with one horse and three servants. It does not leave a straw behind, gathering all into bundles for binding.

December, 1854—A gentleman residing in Edinburgh has successfully sent telegraph messages without the use of wire, using a milldam 500 feet wide. On each side the end of a wire was submerged and messages sent through the water.

January, 1855—Dr. Little, of Utica, has taken out a patent for a machine to feed paper to presses. If the press could be run fast enough the machine would feed 100,000 sheets an hour.

March, 1855—The Albany Evening Journal appeared printed on paper made entirely from basswood.

SOME MASSIVE CLOUDS.

It Is Not Unusual for Them to Be Five to Eight Miles from Base to Summit.

Scientists have recently been measuring the dimensions of the clouds, and have arrived at some rather startling conclusions. The dimensions of single clouds, as far as the area covered by their base is concerned, vary, as anyone can see from the clouds, the size of a man's hand to that which covers the entire visible heavens; but the height of clouds can be observed more definitely and can be estimated with convincing accuracy, and it is in this height that largely determines their contents and characteristics.

A great, cumulous thunderhead, towering up in the horizon like a huge, flamboyant iceberg, is often higher than the highest Alps would be if they were piled on top of the Himalayas. It is not unusual for these clouds to measure five, six, or even eight miles from their flat, dark base, hovering a mile or two above the world, to their rounded, glistening summit, splendid in the sunlight. And in these eight miles the changes of temperature are as great as those over many thousand miles of the earth's surface.

These clouds contain strata of temperature, narrow belts of freezing cold alternating with large distances of rainy mist and frozen snow and ice particles. Halos, which are formed from a snow particle that falls from the upper strata and is frozen hard in the freezing belt and coated with added ice in the wet belt, are often found with a series of layers in their formation, showing that they have passed through this succession of cloud strata more than once on their way from the upper air to the earth.

For Bridal Couples. The Kursk-Zarkoff railroad, of Russia, advertises a special car for honeymooners, designed and furnished with the very latest luxuries. A famous engineer and architect were called in to plan it. The decorations are in the best Parisian style and polite female attendants look after the comfort of the happy couple. None but the newly wed are allowed to use this magnificent car, which, by a stroke of ingenuity is built to accommodate alike the very wealthy and those with a modest purse. The partitions are removable and the car can be used as a series of small compartments or as a couple of roomy salons.

Improved Microscope. A new improvement of the microscope consists in so arranging the illumination that no light can enter the objective except that reflected by the object under examination. This, it is claimed, brings into view objects about half the size of those formerly, improving the limit of minuteness.

BLOOD STAINS IN EVIDENCE.

Method Employed by Experts for Determining the Real Character of the Blood.

In murder trials it sometimes becomes desirable to decide whether the blood with which garments are stained came from a human body or from an animal. The difference could often be told by an expert, if there was not too much dirt mixed with the specimen, and if the latter was not too old. Until recently, states the New York Tribune, the microscope afforded almost the only means of distinguishing between various kinds of blood. The size of the little corpuscles—red and white disks, which, when magnified, looked like tiny checkers or coins—told the story.

Within the last few years a new method has been employed. This is called the "precipitin" test, because it causes a sediment, or precipitate, to settle in the bottom of a vessel in which the experiment is made. Either liquid blood or a solution of dried blood in water may be used. Generally it is necessary to work with the latter, but the principle is equally sound in both cases. By way of preparation a rabbit must first receive certain injections that influence its blood. The latter is then drawn from its veins. A certain amount of this fluid—called serum—is added to the other solution, and the vessel is set aside. The proportion of sediment is greater for human beings than for the lower animals. It has thus been possible, therefore, to arrange a table of figures giving the indications for each. The blood of a monkey comes nearest to man.

According to the New York Medical Journal, the first man to notice this strange phenomenon was Uhlenhuth, who reported it four years ago. Not only this observer, but a score of others have subsequently demonstrated that the method is applied with slightly less definite results to bloodstains aged from one to 30 years, to blood mixed with many substances which render its microscopic detection no longer possible, and to decomposed blood. The periodical just mentioned goes on to say:

"Of course it is not to be supposed that the inexperienced worker can safely plunge into an experimental field requiring rather dexterous techniques. The method is distinctly one for the expert, but the difficulties of the method are certainly no greater, and the results obtained are vastly more certain, than those of the micrometry of red cells. This latter method of identification of blood, which has never been given the prominence in Europe that it has reached in America, seems likely to be retired to a decidedly secondary position as a feature of expert evidence in medico-legal cases, since its field is, with rare exceptions, much better covered by the precipitin test.

The important fact which the legal profession should recognize is that this test is not an isolated discovery in relation to dried blood spots, but represents merely one practical application of the most comprehensive and subtle principle that has yet been demonstrated in the chemistry of physiology, pathology and bacteriology. It has been most extensive and almost revolutionary in its results. Finally, the insinuation of the daily press that American observers have been slow to recognize the value of the method or have failed to apply it to their claims must not pass unchallenged, since the precipitin test has long been and is constantly being used, when required, all over the United States.

LIGHTNING RODS ON SHIPS.

Have Been Found of Little Value in Protecting Vessels from Electrical Discharges.

Several European shipping periodicals are advocating the use of lightning rods on ships which convey explosive compounds. One of these papers, says *Syren and Shipping*, notes that on a recent voyage the forecast of the Umbria was struck by lightning, which shattered it to bits. The writer of the article stated that "if the ship had been fitted with lightning conductors the current would have been deflected from the ship."

The value of lightning rods for ships was investigated by Capt. Folger, of Nantucket, Mass., a brother-in-law of Benjamin Franklin, the inventor of the types of lightning rods in common use the world over until a few years ago. After Folger, many other American and British shipmasters studied the lightning rod question, with the final result that thousands of experiments with masts fitted with lightning rods added the belief they are of no value in warding off lightning.

As a matter of fact, abundant evidence exists in the archives of American, British and French scientific societies that thousands of ships provided with lightning rods were struck by lightning. Time was when naval and army magazines were fitted with lightning rods. That practice ended years ago. It is only among believers in the efficacy of platitudes for the back and side, blood-purifiers, divining rods and fortune tellers that confidence in lightning rods exists.

Insanity in New York. One of the highest authorities on lunacy statistics—Goodwin Brown, for many years a member of the New York board of lunacy, says the inmates of the asylums of that state are increasing at the rate of 700 a year and that one-half of them are born in European countries. He makes a prediction that in ten years the alien insane in the United States will cost the people \$50,000,000 annually. In neither of these estimates is any account taken of the \$20,480,283 that it cost the state last year to maintain its charitable homes for children, one-half of whom are born of foreign parents.

A FAULTY THERMOMETER.

According to This Authority the Fahrenheit Thermometer Is Not as Reliable as Some Others.

The peculiarity of the Fahrenheit thermometer is that when it marks zero there are 32 degrees of frost in the air. That is a very good starter for a cold day. But when 50 degrees of frost are added, by the drop of the mercury (this much below Fahrenheit's arbitrary zero mark, what the people are really getting is 32 degrees of frost, states the Hartford (Conn.) Courant.

The point where things begin to freeze or to thaw is the natural and sensible dividing line, and not Fahrenheit's zero mark, which does not get into play until you have frozen up to the extent of 32 degrees. When you are told how cold it is, you need to know how much the frost amounts to, and not a part, just as when it begins to warm you need to know just how warm it is from the freezing point, and not as with the Fahrenheit thermometer, have to subtract 32 degrees of non-existent frost, say in July, in order to learn the actual truth.

The Centigrade and Reaumur thermometers are really the only sensible ones in use. Both take the points where water freezes and water boils as points fixed by nature, with which it is a deceptive impertinence for man to meddle. The space between these two points is divided on the Centigrade thermometer into 100 degrees, and on the Reaumur thermometer into 80 degrees. The division into 100 degrees is probably better than into 80 degrees, but only for the reason that so many things in this world are divided by tens and hundreds that we are almost all by more or less use adjusted to the decimal system. In this country we count our money by decimals, just as almost all other nations do, but still refuse to adopt decimals in our weights and measures, and stick fast to Herr Fahrenheit's absurd thermometer, while England, which is the most pigheaded country in the world where anything in the form of precedent or usage stands in the way of science and common sense, still plods along with pounds and shillings, and pence, and its Fahrenheit thermometer, and only sees science daylight now and then when it handles something that goes by hundredweights.

But both the Centigrade and Reaumur thermometers are honest and accurate in marking zero just at that point on the tube where there is actually nothing doing as between cold and warmth—where, if any change is made, it must be made either in the direction of heat or frost. With either of these thermometers we could find out in this country what the weather is really doing for us, or to us, but with Fahrenheit's absurd old tube we are, without a mental calculation, 32 degrees out of the way all the while, whether it is January or July—whether we are trying to find out how cold we are or how hot we are.

DELAYS IN COLD WEATHER.

Some Causes of Disarrangement in Time Schedules of Railway Trains in Winter.

Reasons are numerous for trains being behind in exceedingly cold weather, but railroad men are always extremely careful not to acknowledge that trains are behind, except in individual instances. Says the *Milwaukee Free Press*: "Passenger trains are as often delayed by freight, it is said, as by anything else. Freight has a hard road to hoe in cold weather. They stop so often that they cannot keep warm. The oil in the boxes of the engines has cooled, becomes hard after the train has stood for a few minutes, and it is impossible to start up. Perhaps the train gets half-way into a switch or out of it, and cannot move another inch. Then a passenger comes along and cannot get by. This hardening of the oil in the axles is the worst trouble. The train must run 10 or 15 miles before friction warms it to easy running.

There is great difficulty in getting up steam in cold weather. Everything is cold about the engine. Conditions are not normal and the machine—for an engine—is as much a machine as any other—will not work well. Often it is impossible to get up steam. Sometimes the pipe freezes between the engine and the tender, prevent water from running from the supply tank into the boiler. This, however, is not common.

Officials are not anxious to make time in cold weather. They know that more breaks and defects in rolling stock will come to light with the first hard freezing of the winter than in all the rest of the year, and they know that more accidents are likely to occur during cold weather than at any other time. A wheel or a weak rail that has stood the test of all the rest of the year may break during the first cold snap and cost a hundred lives.

Even passengers delay trains in cold weather, though they do not know it. They take a long time to put on their wraps, and they walk slower in getting into the cars. Each little station requires a longer stop to do the same amount of business than on other days.

Equal to the Emergency. The old sexton approached the pulpit. "Parson," he exclaimed, in a hoarse whisper, "the church is on fire!" "All right, John, don't get excited," rejoined the good man, as he stopped abruptly in the middle of his sermon. "You pass down one side while I go down the other, and we'll quietly wake up the congregation."—Chicago Daily News.

Spiders Feed of Music. The spider is remarkably attracted by music. In a bachelor's home it will be the music room where the cobwebs are thickest. Moreover, the little beast uses his own stomach as a fiddle, upon which he plays serenades to his fair lady.—Music.

CULINARY CONCERNS.

Several Suggestions Which May Be of Value to the Inexperienced Cook.

Vanilla cream frozen very hard is the foundation of a very good dessert. Scoop up the cream in ball molds and roll in shredded coconut. Serve with a sautéed sauce made as follows: Boil one cupful of sugar and a half cupful of water to a syrup. When partly cooled, pour in a quart glassful of sautéed. The sauce may be colored a delicate green.

In winter, when all foods are high, nutritious cream soups help out the menu wonderfully, and are economical besides. Split pea soup is an old standby, but not every one knows how good cream of lime beans is. Soak a cupful of dried beans over night, and in the morning drain and put over the fire with two quarts of water. Cook until the beans can be pressed through a fine colander or a sieve. Cook a small onion and two or three pieces of carrot in plenty of butter until they are brown. Remove the vegetable, and add to the butter an equal quantity of flour, and some pepper and salt. As the roux thickens, moisten with a little of the bean purée. Add the roux to the beans, stir in a cup of cream or rich milk, strain and serve with croutons.

Good maple sugar is hard to get in city markets and not very easy to find even in the sugar districts. The temptation to adulterate seems to be too strong for most people to withstand. Many delicious dishes are made with maple sugar, among them maple mousse. Whip a pint of cream to a stiff mound, with a tablespoonful of powdered sugar, which will help to thicken the cream. Add a cupful of maple syrup, made in the house from pure sugar and flavor with lemon. Beat well, put in a mold with a sheet of paraffine paper over the top before the cover is put on, pack in ice, and salt and freeze. Serve in sherbet glasses.

Maple filing for cake is very good. Shave a sufficient quantity of maple sugar and cook it with half a cup of water to the thread. Remove from the fire and beat until cool, then add the beaten white of an egg and two or three tablespoons of powdered sugar. Clipped nuts are often added to this filing.

Toasted codfish is a New England breakfast dish. Cut the salt fish into thin strips and fry in butter until brown. After drying the strips put them between the wires of a broiler and toast until they are a light brown. Put them on a hot platter and spread with butter.

LENGTH OF THE SKIRT.

It Is Something of a Problem Just at Present for Fashionables to Solve.

It is a problem how long to make the skirt. On one hand one sees the French skirts which trail very far upon the ground and need to be lifted in the front. The other extreme reports the Brooklyn Eagle is the new London dinner and dancing dress, which almost shows the ankles and which certainly escaped the floor by an inch or so.

The American medium for house wear is the skirt which just touches the floor all the way around. This length is adaptable to the accordion-plated skirt and also to the full, many-cored skirt which is cut with each gore perfectly straight.

The dancing skirt has by no means gone by, but the very tight skirt seems to be out of date. The same tight effect is produced in a different way. The thin, soft materials are worn and these are so lined and draped that they show the lines of the figure. But the skirt which had to be put on with a shoe-horn is now all out of date.

Dancing dresses are almost all made of silk, and the floor, and many of them, intended for the collision, are built to swing clear. They escape the ground very well indeed. And they are worn with the fanciest slippers, for the slippers and stockings play a very important part when the dancing gown is ankle high.

The dinner dress is long, always floor length, and if the taste is good, it can be swept length or train. Good taste sets no limit to this matter.

One rule governing the length of the skirt is that the summer materials shall be long and when they are very sheer, the longer the better is the rule. Mouseline, tulle and chiffon are conspicuous examples of materials that are made to trail upon the floor. And though they are very delicate and tear as easily as a web, they are subjected to this harsh treatment by the dressmaker who makes them so long that trail they must and suffer the consequences.

"The most visiting gowns are in black and white," said a modiste of good standing in the fashion world. "Indeed, without this sharp color contrast we could not hope to get our present beautiful color effects."

Imaginary Ills. "Never trouble trouble till trouble troubles you," runs an old-fashioned saying. The plith of it is, however, that only a small minority of people pay attention to this excellent little maxim, affirms a writer in the Boston Post. There are millions of people in this world who have it in their power to make life as happy as the day is long. But they seem to prefer making themselves miserable by meeting trouble half way, and when they have met it proceed to view its gloomiest aspect. It is extremely doubtful if the real sorrows of the people of this world, great as they are in the aggregate, are equal to the bogus troubles which men and women imagine for themselves.

To Cook Beef Heart. Clean nicely, cut away tallow and then boil till tender. Make a dressing of bread crumbs, salt, pepper, butter and a few bits of celery cut up. Stuff the heart and put it back on the stove and let it cook brown in the grease, putting a little water in occasionally to keep it moist. Serve cold or hot.—Orange Judd Farmer.

A QUESTION OF ANCESTORS.

New Neighbors Had Not Described. They Were Higher Than Their Folks Ever Were.

She wasn't quite sure whether she ought to permit herself to get on familiar terms with the new neighbors. Of course it was all right to be sufficiently intimate terms to borrow a kettle now and then, but there is a difference between kettles and calls. Besides, she had recently come into possession of a genealogical chart, and it made her more than usually particular, writes El-Hot Flower, in Brooklyn Eagle.

"Of course you have a genealogy," she casually remarked to the neighbor when they met at the back fence. There are lots of people who have a back-yard acquaintance, and no front-door acquaintance. One isn't so careful in the back yard.

"What's that?" asked the neighbor. "Oh, ancestors?" "Ancestors?" Well, I should say we had. Why, between me and Jim—that's my husband—has a grandfather and two grandmothers still living, and Jim's father is still working the farm where Jim was born, while a my folks—

"Oh, I don't mean living ancestors; I mean dead ones," interrupted the old resident.

"What's the good of dead ones?" asked the newcomer.

"Why, just to have them?" "How can you have them when they're dead?"

The old resident was beginning to think the newcomer never would be able to give the password to get in the front door.

"It's a satisfaction to know that you did have them," she explained. "But you didn't have 'em," returned the newcomer. "How could you have 'em, when you wasn't alive when they was on earth?"

"I fear I don't make myself clear," said the old resident, tolerantly. "I was referring to a family tree."

"Jim's folks have three orchards," said the newcomer triumphantly. "Oh, but that," persisted the old resident, "isn't a part of a diagram showing lineage."

"Jim and me ain't descended," was the reply. "We're higher in our folks ever was now, as you might say, an we ought to keep our eye on 'em."

"But surely you have something that traces your family back for generations, and—"

"Oh, you mean a pedigree?" "Possibly that expresses it in a vulgar way."

"We ain't got none," said the newcomer, as if it were a matter of no moment. "We got two dogs and a cat that has 'em."

The old resident retired, satisfied that this could only be a back-yard acquaintance.

WHEN TRAVELING ALONE.

Women of Experience Give Advice for the Benefit of the Uninitiated.

My plan for locating in a strange place, especially when it savors of a foreign country is to ask the porter or steward which is considered the best family hotel. Then, on arrival, to wait until the first rush of landing is over, then, avoiding the confusion which reigns supreme at such times, says a writer in *Woman's Home Companion*, "I have a quiet place, the exclusive of the crowd, to be sure, but the odds are in attending to the business of the hotel, and a woman who has a study of the routine of things. When you finally do go down the gateway you know which way to turn, and you slip up to the carriage or omnibus, and the name of the hotel and the name of the door, without any halting with cabmen or fuss of any kind. Having reached the hotel, tell the porter who takes your bag to show you to the parlor for ladies. Then write on your card: 'Please assign me a room, price not to exceed three dollars a day.' A bell-boy will soon return with a key and conduct you to the elevator. What if you should shoot you up to the top floor to a small room? You are not going to stay there long, and it's pretty sure to have a good bed and plenty of towels.

This plan of mine may seem extravagant at first, but consider the advantages—you see one of the best hotels, always worth a visit in such places; you can examine local papers and guidebooks in the reading room, and get at the addresses of private boarding houses and smaller hotels, readily locating their whereabouts.

Care of the Shoes.

"Lax in their gaiters, laxer in their gait," is an old saying which applies well to the modern shoe and its wearer. No shoe will keep in shape long unless it is put on a tree when out of use. These "trees" are very cheap, but most women look upon them as an extravagance. Another rule of the carefully shod woman is to rest her shoes for a day or so, and always wear a different pair indoors. Low shoes are better for house wear, as they permit of ventilation. Select a strong calf skin for a walking boot, keep it well oiled, and your pedestrian trips will be made in perfect comfort. Keep an old pair of shoes to wear under rubbers as the perspiration which India rubber excites ruins good leather.—Detroit Free Press.

If Slightly Scorched.

When you suspect that your roasting has been scorched because you have neglected it for just one moment too long, lift the vessel holding the food quickly from the fire and stand it in a pan of water for a few minutes. In almost every case the scorched taste will entirely disappear.

Of Course She Will.

The Peroxide's Husband—Notice that dark hair is coming back into vogue. I suppose that means you will be wearing it again. The Peroxide Blonde—Me? I'll dye first.—Baltimore American.