Mena caused to be constructed six thousand years ago to give the river an easterly direction. On the fresh site thus won from the waters Mena founded the new city with its houses, fortifications, and sanctuaries. It appears that in the middle ages, and as late as the thirteenth century, the remains of the once great city of Memphis were still so well preserved that their materials and the perfection of their workmanship were capable of exciting the unmeasured admiration of Arab visitors to the place. Next to Thebes, indeed, Memphis is the city about which the speaking stones and the written rolls have the most to tell us. But the repeated excavations which have been undertaken in our day on the ancient soil of Memphis in the hope of striking upon monuments of historical value have given insignificant results. We conclude, therefore, that the immense masses of stone used of old in the building of the temples have been in the course of time transported to Cairo to supply the materials needed for the mosques, palaces, and houses of the well-preserved city of the Caliphs.

It is curious, as illustrating to how early a date the beginnings of Egyptian science may be traced, that Mena's son and heir, who built the royal palace in Memphis, wrote a work on anatomy, "for he was a physician." So, too, we are told in a papyrus roll of the most remote age (discovered in Thebes by Prof. Ebers), that when this King, Theta, sat on the throne, a prescription for making the hair grow was much commended. Further proof of the antiquity of medical science in Egypt is furnished by the long roll relating to the art of healing, which was unearthed fifty years ago in the necropolis of Memphis. This roll contains prescriptions for the cure of leprosy, and throws back the discovery of some of the remedies recited to the time of Santi, the fifth king of the first dynasty. Among the laws which are ascribed to the earlier Pharaohs, one made by the third king of the second dynasty deserves special notice. As he had apparently no sons to inherit the crown on his death, he instituted the custom, never afterward broken, that women should share the right of inheriting the throne. The working of this new principle had important consequences in the establishment of many a dynasty, either when the Queen, after the demise of her husband, took the reins of government in her own right or stepped as regent into the place of her youthful son, or when the daughter and heiress of a deceased Pharaoh gave her hand to a foreign husband. Almost all the difficulties presented by the succession of dynasties are solved by a recognition of this principle, for nearly all the Pharaohs who, at first sight, seemed to be usurpers will be found upon investigation to have rendered their power legitimate by a union with heiresses of the blood royal.

So far as our knowledge of the monuments extends, the last king of the third dynasty, Senoferu, is the first ruler who was distinguished by the titles of honor. This method of designation subsequently became established and regulated by law, the name given to the ruler by his parents being supplemented by the escutcheon of his sacred name and three high-sounding titles. Senoferu was the first Egyptian monarch to conquer the foreign people, seemingly of Semitic race, who in his time inhabited the cavernous valleys of the mountains about Sinai. Here a vast number of pictures and writings, dating from the time of Senoferu, may still be traced in the half-defaced stone. The Sinaitic peninsula, which formerly yielded copper ore, with blue and green precious stones, seems, in all ancient history, to have been a possession much coveted by the rulers of the Nile land. It is certain that the princes of the fourth and fifth dynasties maintained with a powerful hand the inheritance that Senoferu left them, and that the mines in this district were permanently worked. We may add that a tomb, lately discovered near the pyramid of Meidoun, gives us much information about Senoferu and his time. Dr. Brugsch tells us that the long series of pictures are executed in variegated mosaic by a master's hand, are true to nature, and exhibit an admirably effective play of colors. The tomb contained a pair of statues, representing a man and his wife, sitting in a dignified attitude beside each other on a chair of the form of a die. The brilliancy of the eye—imitated in shining crystal, white ivory, and dark ore—has all the appearance of life.

The fourth dynasty is peculiarly interesting because its princes built the pyramids of Khufu (Cheops), of Khafra, and Menkara. A mass of nonsense has been written about the pyramids, which, according to Dr. Brugsch, were tombs, and nothing else. As soon as a Pharaoh mounted the throne he gave orders to prepare the work and quarry the stone, and the size of his pyramid would be proportionate to the length of its builder's reign. The author follows in detail the construction of the so-called pyramid of Cheops, which bore in the inscriptions the title of Khut, *i. e.*, "the lights." The material, a spongy limestone without consistence, of which the inner kernel of the building was composed, but which remained over after hidden from sight, was found close at hand; for the soil of the desert yielded it in great abundance from the deep excavations. The better sort of stone, chosen for the steps and the successive layers, was drawn upon rollers along the causeway which reached from the mountains along the river to the plateau of the pyramids. To the present day the traveller is amazed at the number of gigantic quarries which traverse the mountain range of Mokattam, in a long series from north to south. The splendid covering of the pyramid of "lights" was costly stone, brought down the Nile from quarries in the neighborhood of Syene to a landing place in the Memphian territory. This syenite, or stone of the "red mountain," is a kind of granite sprinkled with black and red as hard as iron, and shining beautifully when polished. Prof. Brugsch deems quite credible the statement of Herodotus relating to the pyramid of Cheops that ten years passed before the workmen had quarried the limestone for the interior, had laid the foundations, and closed the dark tomb-chamber deep in the bowels of the rock and that twenty more years were needed for the completion of the work. We need scarcely add that the next largest pyramid was built by the third prince of the same dynasty, Khafra, better known by his Greek name Cephren. As to the date of the Sphinx, which is commonly ascribed to King Khafra, our author thinks it proved by an inscription that his predecessor Khufu had seen the sculptured monster, and that it was a work of still older Pharaohs. Among the statues of this epoch which were discovered not many years ago one represents King Khafra in a sitting posture. A sparrowhawk hiding itself behind the Pharaoh's head spreads out its wings in calm repose, as if to protect its royal master. The figure is of regal appearance, dignified in look and bearing. The name and title of the king is inscribed at the base of the statue close to his naked feet. The greenish stone shining with a high polish is a hard diorite, and Prof. Brugsch reminds us how inexplicable it is that artists unacquainted with the sharpness and temper of steel should have known how to conquer the stubborn stone and animate such intractable material with the spirit and expression of life.

With the expiration of the fifth dynasty, the royal names in the history of the so-called Old Empire gradually cease to appear on the walls of the tombs in the Gizeh necropolis. A second race of sovereigns now ascends the throne, connected, however, with the former through the hereditary rights transmitted by a daughter of one of the last Kings. It is no longer Memphis and its neighborhood that furnish us with information touching persons and events, but we must journey southward to take up the broken thread in the central part of the old Egyptian kingdom, and seek for the monuments of the successors to the Memphian dynasty. Very little, however, has yet been discovered in the rock inscriptions concerning this part of the Egyptian annals. The narrative of the life and actions of a single man among the contemporaries of the first three Kings of the sixth dynasty exhausts all that we have learned of their reigns. After the death of their successor, the fourth King, Egyptian history becomes involved in profound darkness, which conceals even the slightest vestiges of the existence of sovereigns, whose names, however, have been preserved on the walls of Abydus and Saqqarah. There is reason to believe that during the next 800 years, a period nominally occupied by five dynasties, the old empire was really split up into petty kingdoms, afflicted with civil wars and royal murders, and that a retrogression occurred from the high state of civilization reached under the fourth and fifth dynasties, a retrogression from which Egypt never recovered as regards the conception and execution of works of art. The only names worth mentioning in this long period are those of Mentu-hotep and Sankh-ka-ra. The former, who was of Theban origin, reunited Egypt and set up the royal seat in the future metropolis of Thebes. It is also recorded of him that he sank a deep well ten cubits in diameter in the arid desert traversed by the caravan route between Koptos and the Red Sea. Under Sankh-ka-ra took place the first voyage to Ophir, which in Egyptian annals should be identified with the present coast of the land of Somauli, opposite to Arabia.

The twelfth dynasty, whose princes were of Theban origin, covers a period of about 200 years from 2466 to 2233 B. C. The high distinction of this age rests not only on the greatness of the sovereigns, although it was illustrated by the wisdom of their government at home and by victories abroad. Art also revived under these rulers, and from the hands of skilful masters there proceeded an immense number of beautiful works and pictures. A memorial stone, which now may be seen in London, bears witness that the power of this dynasty was extended toward the south beyond the normal bounds of the empire into the land of the negroes. The obelisks erected by the kings of this family at Heliopolis were supposed to be the oldest in the world till the discovery of those of the eleventh dynasty. It is from an inscription of this age that we learn how diligently the learned men on the banks of the Nile were occupied in watching the course of the stars and viewing their complete cycles in connection with the regularly recurring phenomena of the cultivated earth. The rich paintings which cover the wall surfaces of the tombs of this epoch have an inestimable value for our knowledge of the arts and trades, as well as of the domestic and public life of the Egyptians of this time. It was one of this dynasty, by the way, who constructed the wonderful lake Moeris, that incomparable reservoir of whose vastness and utility the ancients could not say enough. It has recently been proved that this basin was excavated in the southeastern part of the Fayoum, where the depression of the ground and the ruins of ancient dykes exactly designate its site. The same king built in the neighborhood of the lake the labyrinth so celebrated in antiquity. According to Strabo, this labyrinth, like the great kingdom in miniature, was composed of as many palaces as there were nomes in Egypt. Nothing remains of it at the present day but small heaps of stone.

Under the Middle Empire, as the kingdom of the twelfth dynasty is called, the Egyptians kept up a very active commerce, not only with the south and west, but with the inhabitants of Palestine and adjoining countries in the East. To the world at that time the Nile land appeared the centre of civilization, and during the anarchy which followed the disappearance of the twelfth dynasty it became the object of frequent predatory inroads from the East. During a large part, indeed, of the 500 years between 2233 and 1733 B. C. new lords of foreign origin settled in the eastern part of the Egyptian lowlands, and gradually drove back the old race of sovereigns. These foreign conquerors were the so-called Hyksos or Shepherd Kings. The dominance of Semitic invaders in Egypt is unquestionably one of the most curious episodes in the ancient history of the Nile valley. On the eastern boundary of the Delta, Semitic tribes had always been conterminous with inhabitants of pure Egyptian race, and under the twelfth dynasty this district had been strongly fortified and garrisoned. These very fortresses, once taken, became for centuries the stronghold of the Hyksos invaders. Although the period of the Shepherd Kings is one of the most obscure in Egyptian history, the present state of research enables Dr. Brugsch to answer a number of pertinent and interesting questions. It is known that the Semitic princes, who undoubtedly came from Syria, chose as the capitals of their Egyptian dominions the city of Zoan, on the northeastern frontier, and the town of Avaris, on the east side of the Pelusiac arm of the Nile. It appears that the foreigners adopted not only the customs and manners of the Egyptians, but also their official language and writing. They were also patrons of art, but although the Egyptian artists, working for their new masters, kept in their architecture to the patterns of their forefathers, yet in their statues they were obliged to reproduce the expression of the foreign physiognomy, the peculiar arrangement of the beard, the head dress and other characteristics of the Semitic costume. It is noteworthy that the Syrian invaders honored as the Supreme God of their newly acquired country, not Osiris but Set, who, according to the Egyptian conception, was Satan, the origin of all that is evil and perverse in the visible and invisible world. It is also probable that the foreign lords introduced a new era which, down to the reign of the second Ramses, 400 years later, was employed by the Egyptians themselves in the reckoning of time. Prof. Brugsch has no doubt that the Egyptians were indebted for much useful knowledge to their contact with their Semitic masters; in particular, the horizon of their artistic views was expanded, and new forms were introduced into Egyptian art whose Semitic origin is obvious from a single glance. No doubt the traces of the Hyksos domination would be much more distinguishable had not the kings of the eighteenth dynasty, who were of pure Egyptian race, made it their chief business to obliterate every remembrance of the hated intruders. There is little reason to question the current opinion that the immigration of Jacob into Egypt took place under the Hyksos domination, and that his son Joseph was employed by a Semitic Pharaoh.

We have dwelt specially on that part of Dr. Brugsch's book which deals with the old and middle empire. In what is known as the new empire, which opens with the eighteenth dynasty, the Pharaohs come upon the stage of the world's history, and the achievements of their great conquerors, Thotmes III. and Ramses II., are comparatively familiar. Before taking leave of Dr. Brugsch's volume, however, we would say a word about the theory of the Exodus which he bases on Egyptian monuments. It may be taken as established beyond question that the Israelite emigrants lived, not in the neighborhood of Memphis or Heliopolis, as was formerly assumed, but in the lower part of the Delta, where the eastern border of Egypt proper lay along the Tanitic arm of the Nile. This settles the starting point of the march of the Hebrews along the great eastern road leading out of Egypt into Syria. According to Dr. Brugsch, it must have been on a narrow tongue of land, bounded on the one side by the Mediterranean Sea, on the other by lagunes of weeds, that Pharaoh's army was engulfed. It is noteworthy that Diodorus, speaking of a campaign of the Persian King Artaxerxes Ochus against Egypt, mentions a catastrophe which befell his army in the same place. Again, Strabo, while travelling in Egypt during the first century of our era, records that at one time the sea rose so high about Pelusium and Mount Casius that it inundated the land so that the road which led to Phœnicia became practicable for vessels. We should further mention that in February of last year (1880) Mr. Greville Chester made a personal examination of the whole route traced by Dr. Brugsch. Passing over some questions of detail, Mr. Chester agrees with Dr. Brugsch's identification of the stations along the route, and his own experience of a sudden withdrawal and return of the sea furnished on a small scale a repetition of the circumstances attending the passage of the Israelites. M. W. H.

FAIR VISIONS OF POETS.

Advertise.

Adapted from the Agents' Herald.

Ye men of business, step this way,
Please notice what I have to say;
'Tis simply this I would advise:
Do not forget to advertise.

The efforts of an honest man,
When made according to this plan,
Can scarcely fail success to bring,
And wealth will be a certain thing.

How is it with the stingy knave?
Desirous all his cash to save,
He gains no wealth, and wins no prize,
Because he does not advertise!

Suppose the cost seems rather high;
'Twill surely pay you by and by,
And all the world will soon despise
The man who does not advertise.

Why should you wait? It will not pay;
So send your orders right away
Down to THE SUN, where friendly eyes
Await to see you advertise.

THE SUN, my friends, is just the thing;
Success it cannot fail to bring.
If you would be admitted wise,
In THE SUN'S columns advertise!

June Roses.

Sweet roses white, sweet roses red,
And you, my roses yellow!
See, now, how much delight they give
To yonder little fellow.
He stands outside the wicker gate,
His chubby hands upon it;
While near by stands his sister small,
In a little gypsy bonnet.

Two rosy faces raised to mine,
They quite upset me, surely;
Four eyes as blue as heaven's skies,
Are looking up demurely.
Aye, what were flowers made for, dears,
Especially June roses,
But to be plucked by childish hands,
And held to baby noses?

So I will give you each a flower,
And one for darling mother;
"Oh!" says the maiden earnestly,
"One more for baby brother."
Then off they toddle side by side,
The little girl and fellow,
So pleased to have a bunch of leaves,
With roses red and yellow.

Then, if your lovely gift but brings
A smile to careworn faces—
If you bring joy to one sad heart
Among the crowd that paces
Before my garden beds to-day;
O roses, full of beauty,
Your mission will be well fulfilled,
And nobly done your duty.

MAUD MILLER.

Euthanatos.

From the Athenæum.

Forth of our ways and woes,
Forth of the winds and snows,
A white soul soaring goes,
Winged like a dove!
So sweet, so pure, so clear,
So heavenly tempered here,
Love need not hope or fear her changed above.

Ere dawned her day to die,
So heavenly, that on high
Change could not glorify
Nor death refine her!
Pure gold of perfect love,
On earth like heaven's own dove,
She cannot wear, above, a smile diviner.

Her voice in heaven's own quire
Can sound no heavenlier lyre
Than here; no purer fire
Her soul can have.
No sweeter stars her eyes
In unmarbled skies
Beyond our sight can rise than here before.

Hardly long years had shed
Their shadows on her head:
Hardly we think her dead,
Who hardly thought her
Old: hardly can believe
The grief our hearts receive
And wonder while they grieve, as wrong were wrought her.

But though strong grief be strong,
No word or thought of wrong
May stain the trembling song,
Wring the bruised heart,
That sounds or sighs its taint
Low note of love; lest taint
Grief for so sweet a saint, when such depart.

A saint whose perfect soul,
With perfect love for goal,
Faith hardly might control,
Creeds might not harden:
A flower more splendid far
Than the most radiant star
Seen here of all that are in God's own garden.

Surely the stars we see
Rise and relapse as we,
And change and set, may be
But shadows too:
But spirit that man's lot
Could neither mar nor spot
Like these false lights are not, being heavenly true.

Not like these dying lights
Of worlds whose glory smites
The passage of the nights
Through heaven's blind prison:
Not like their souls who see
If thought fly far and free,
No heavenlier heaven to be for souls re-risen.

A soul wherein love shone
Even like the sun, alone,
With fervor of its own
And splendor set:
Made by no creeds less kind
Toward souls by none confined,
Could Death's cell quench or blind, Love's self were dead.

A. C. SWINBURNE.

Gethsemane.

From the Advance.

In golden youth, when seems the earth
A summer land for singing mirth,
When souls are glad and hearts are light,
And not a shadow darks its sight,
We do not know it, but there lies
Somewhere, veiled under evening skies,
A garden all must some time see,
Gethsemane, Gethsemane,
Somewhere his own Gethsemane.

With joyous steps we go our ways,
Love seems a balm to the dull days,
Light sorrows sail like clouds, afar,
We laugh and say how strong we are.
We hurry on, and hurrying, go
Close to the border land of woe
That waits for you and waits for me:
Gethsemane, Gethsemane,
Forever waits Gethsemane.

Down shadowy lanes, across strange streams
Bridged over by our broken dreams,
Behind the misty cave of years,
Close to the great salt boundary of tears,
The garden lies; strive as you may
You cannot miss it in your way.
All paths that have been or shall be,
Pass somewhere through Gethsemane!

All those who journey, soon or late
Must pass within the garden's gate;
Must kneel alone in darkness there
And battle with some fierce despair,
God pity those who cannot say—
"Not mine, but thine;" who only pray,
"Let this cup pass," and cannot see
The purpose in Gethsemane,
Gethsemane, Gethsemane,
God help us through Gethsemane.

ELLA WHEELER.

An Irish Wooing.

From the Burlington.

Pat *loquitur.*

"Doother Brady, come here! come here!
Did anyone see the likes of this?
Four av the boys have fought just for a kiss:
It's much yd've to answer for, Aileen dear.
There was Micky, and Shawn, and Denis, and Pat—
Four av us fought for ye, think of that!
Now, on a stretcher each one av them lies,
All but Pat, for the powers, that's me!
All av them brought to this pass, ye see,
By that quare comether[1] in Eileen's eyes.

"Whisht! She's cryin'. I do declare!
How d'I comfort you now, eyra?
Doother, lend me your outside car
Till I take her a spin to Drumnora Fair.
There's only one av us now to the fore.
But he'll break the heads av a dozen more.
Whoop! Mavourneen, what'n I do?
There broke on the road the car's heart's in two.
There was Micky, and Shawn, and Denis, and Pat—
Four av us fought for ye, think of that!
Now on a stretcher each one av them lies,
All but Pat, for the powers, that's me!
All av them brought to this pass, ye see,
By that quare comether in Eileen's eyes.

"Father Padrick! I'm certain sure
This same comether's a dangerous thing,
It ought to be chained wi' a wedding ring,
For the boys are just bein' kilt by the score.
Things is got to a pretty pass,
There'll only be corpses to come to mass.
There was Micky, and Shawn, and Denis, and Pat—
(Divil a bit of her carrel I'm that!)
By the holy poker! Pat's won the prize
Of that quare comether in Eileen's eyes."

LOUISA F. STORY.

[1] Comether. *Anglice*, a spell.

Alone.

From the London World.

"I am alone," he said,
Lying beneath a cliff beside the sea,
Where the sun shone at Ecclesiast free.
"How beautiful to watch the white sails fly
But the sunset red!
How sweet to hear no voice of business, harsh
As ballast gets in the marsh!
O foam-white sea beneath an amber sky,
At last alone am I!"

Yet fair white fingers lay
Within his own as these strange words he spake—
A small hand, like a flake
Of snow, with blush of sunset o'er it thrown;
The flame of a ring
Clear eyes that, as he still love they looked at him,
Grew for the moment dim—
His second self, his perfect wife, his own:
Ah, yes, he was alone!

MORTIMER COLLINS.

A Revised Version.

From the Burlington Hawkeye.

Some star irregular interrupted light, sparkle at intervals (immaculate luminous heavenly body).
How I commentate, with surprise, not unmixed with uncertainty, what you are.
Located, apparently, at such a remote distance from and at a height so vastly superior to this earth and place we inhabit.
Similar in general aspect and refractory powers to the precious primitive octahedron crystal of pure carbon set in the aerial region surrounding the earth.

NORTHERN PACIFIC TERMINI.

Villard's Scheme to Make the Road a Tender to his Steamship Company.

There stand upon the transfer books of the Northern Pacific Railroad Company, in the names of Mr. Henry Villard and his friends, 400,000 of the 910,000 capital shares of the company. These are sufficient to give Mr. Villard absolute control of the management of the property, as the chances of concentrating the other 510,000 shares against him are small. At the recent election only 356,000 shares were voted upon. Already Mr. Villard and two of his associates have been elected directors of the company, and Mr. Oakes, the manager of the Oregon Railway and Navigation Company, has been chosen one of the Vice-Presidents. It is said that the duties of general manager of the company will be added to his office. On the 9th inst. Mr. Frederick Billings resigned the Presidency of the company. Mr. Ashbel H. Barney was chosen to fill the office temporarily, that is, until the annual meeting in September, when Mr. Villard will take that office himself.

Mr. Villard having won the fight after a long and hotly contested struggle, questions are asked as to the nature of his victory and what will be its results.

The original plan of the Northern Pacific Railroad was that its western terminus should be some point on Puget Sound. Two years ago this month Mr. Villard organized the Oregon Railway and Navigation Company, as described in these columns a short time ago, and in March, 1880, that company obtained possession of a line of steamships and a railroad running up the Columbia River from Portland, Oregon. This organization brought a new ally to the people of Oregon, and of Portland in particular, in their fight to make the Pacific coast terminus of the Northern Pacific at Portland.

From a point about 250 miles inland from the Pacific coast the projectors of the Northern Pacific have proposed two routes to the coast. One, practically a continuation of its main line, through the Cascade Mountains to Puget Sound; the other along the Columbia River to Portland. The former brings the road to a harbor in every way desirable; the latter to a point 118 miles inland, and difficult of access by steamships such as a great trunk line should be able to connect with closely. The people of Oregon, with a Representative and two Senators in Congress, have endeavored to compel the company to build only one line to the Pacific coast, and that through their State to Portland. The residents of Washington Territory, through their one Delegate in Congress, have insisted that the Cascade branch through their Territory to Puget Sound should be built. The company has all along favored the building of the Cascade branch. While affairs were in this condition the Oregon Railway and Navigation Company came into existence and to the aid of the Oregon party. Its intent was not as much to benefit the State as to save itself from a competition that must prove disastrous. With the Cascade branch built, a shorter route than the Columbia River route and to a better harbor, it was evident that the navigation company would lose the best part of its business. Moreover, if the Columbia River route were the only one built by the Northern Pacific Company, Mr. Villard could offer it, and possibly get it to accept his disconnected sections of railroads along the Columbia River. A road to Puget Sound also meant a large decrease in the business of the ocean steamships belonging to the Oregon Railway and Navigation Company. To that company it became a necessity that the Northern Pacific should touch the coast at one point only, and that Portland. It was the only salvation for a company possessing assets of $3,500,000, and with capital liabilities of $18,000,000. Mr. Villard, its President, took the bull by the horns by resolving to obtain control of the Northern Pacific. Of the $100,000,000 authorized capital, about $9,000,000 had been received by the company in payment for lands sold, and had been extinguished. There remained in the company's treasury $18,000,000, leaving $73,000,000 outstanding. Mr. Villard and his friends set out to get a majority of those shares. Their resources may be estimated from the fact that they had waterstock to the stock of the Navigation Company to the amount of $12,000,000, and ran its shares up to $200 each. It is reported that they had purchased Northern Pacific stock to the amount of about $27,000,000, par value, when the Northern Pacific people decided to avail themselves of their right to distribute among themselves the $18,000,000 of stock which was in the treasury. Before this move was made the purchase of $9,000,000 more would have given Mr. Villard absolute control. The additional issue made the purchase of nearly 200,000 necessary. It was rather discouraging, but Mr. Villard was equal to the emergency with an injunction restraining the company from perfecting the issue. The papers were served on the transfer agent of the company, the Farmers' Loan and Trust Company, early one morning. The Stock Exchange refused to recognize the new shares pending the litigation, and the street became thoroughly convinced that several of the Northern Pacific party, among them Secretary Windom, who had sold their new stock in advance, were obliged to buy in the open market to make their deliveries. The litigation promised to be proportionately long to the amount involved. The hearings were postponed several times, and for various assigned reasons. The real reason was that a flag of truce had passed between the opposing factions. What occurred under that flag the public may never know. Mr. Villard never talks of the transactions.

After a good many denials that any negotiations for a compromise were under way, it happened one day that two directors of the Oregon Railway and Navigation Company were chosen directors of the Northern Pacific Railroad Company. Since then other proof of his ownership of the road has been given. According to Mr. Villard the result was accomplished by two independent actions. One of them was personal, and consisted in his purchasing from President Billings and his associates of a large block of Northern Pacific stock. It is said that the amount was about $9,000,000, par value, and that it included the entire holdings of President Billings and his friends. The price paid was withheld. After this transaction had been concluded Mr. Villard withdrew his suit contesting the issue of the $18,000,000 new stock. The dissolution of the injunction left the Farmers' Loan and Trust Company free to transfer the new shares, and thereupon the Stock Exchange formally recognized the new issue.

Mr. Villard did not guarantee that no one else should bring a similar action. Nobody did, however, and more or less of the new stock has become the property of the street.

The other act, according to Mr. Villard, was the decision of the Northern Pacific directors as to the policy of the company relative to the building of the Cascade branch. At the May meeting of the Board of Directors Mr. Villard argued that there was no necessity for an immediate and active policy relative to the building of the Cascade branch, that there would be ample time to settle the matter when the main line should be completed to the point where it is proposed the road should diverge in two branches to the Pacific coast. He expressed himself in favor of building the Cascade branch "whenever it should appear feasible." After Mr. Villard had spoken, the directors passed a resolution to the effect that, as fast as the final surveys of sections of the Cascade branch should be completed, the company should advertise for contract bids. This was the point of policy involved and the manner in which it was settled. It was apparently decided in favor of the Cascade branch. When the expression of Mr. Villard and the resolution of the directory are examined, it will be found that they mean simply that the road will be built should it "appear feasible" to Mr. Villard, the new owner of the road and the vigorous opponent of the proposed branch. Contracts for the work may be advertised for, but the company, now controlled by Mr. Villard, will of course reserve the usual right to reject any or all bids. The matter, however, need not proceed even so far as the advertising for contracts, for a subsequent Board of Directors will not be bound by any policy decided upon by the present Board.

Mr. Villard has undoubtedly carried his point, but whether he will be able to maintain it remains to be seen. He can postpone the extension of the Northern Pacific road by the most direct route and to the most desirable point on the Pacific coast, but it is not certain that he can delay it indefinitely. The circumstances which may compel the Northern Pacific to build its Cascade branch are to be found in the prospect that other capitalists than Mr. Villard may see their opportunity to build a road from Puget Sound to the main line of the Northern Pacific near Ainsworth. The people of Washington Territory may take the construction of such a line into their own hands, or the Government may step in to recover the lands granted along the proposed Cascade branch, if the company to which those grants were made does not fulfil all of its charter obligations. These are some of the possibilities that face Mr. Villard in his attempt to utilize the Oregon Railway and Navigation Company as the only western outlet for the Northern Pacific road. Meantime the lieutenants of Mr. Villard insist that the Cascade branch is to be built, which may be construed to mean that it will be built when the new management is forced to build it. Before that time arrives Mr. Villard may have rescued his top-heavy Oregon Railway and Navigation Company by consolidating it with the Northern Pacific Railroad Company. Such an event has been rumored. It has also been reported that such a consolidation would be counterbalanced by making the eastern end of the road fast to the Chicago, Milwaukee and St. Paul Railroad Company by another consolidation.

The Marriage and Death of a Head Waiter.

From the Hotel Gazette.

Four years ago a wealthy lady named Miss Clark looked upon and admired the head waiter of the Hotel Ottawa, Ottawa, Ont., at a time when she happened to be stopping at the house.

Her love conquered all her scruples, and, after making some inquiries about him, in order to satisfy herself as to his character, she disclosed her affections, and then and there offered him her heart and hand, which Mr. Field accepted. They were married and went to Granville, Mass., which is near Boston, where the ex-head waiter lived in clover with his rich wife. The end of the romance comes with the death of Mr. Field, which occurred recently, after four years of happy married life.

WOMEN AS DENTISTS.

Some Remarks and Comments by One Who Claims the Field as a Good One.

A half-grown girl sitting in a dentist's chair, a tall, portly Sister of Charity bending over her, while a lady on the other side was operating on her teeth, was the scene in the office of Dr. Elizabeth Morey, the only female dentist in the city, who, after completing her work, said: "Yes, I am a dentist, for I fill teeth, and that is the principal work which entitles any one to call himself or herself a dentist. There are some female attendants in dental offices in New York, but none operating in the dentist's chair except myself. They cannot be called assistant operators, as, in order to be such, they would have to assist the principal in filling teeth and in various other operations of the profession. The duties of lady attendants are to hand water for rinsing the mouth, napkins, and instruments, and occasionally to hold a nervous lady's head or hands, or to quiet a frightened child in the operating chair. There are nine or ten women registered as dentists, but not practising. I am the only lady in regular practice. I learned dentistry from my husband, and in conjuction with him have practised it for fifteen years. He learned dentistry from Chapin A. Harris, M. D. He died in 1869, and was called by the profession in America "the father of dentistry." He founded the first dental college in the United States. I have invented several things which the profession have so far approved of as to adopt into general use. For instance, I was the first to invent the skeleton tooth. One of my patients, a lady, had a tooth that was only about one-third the size of the rest. I called it a 'pin' tooth. It was perfectly sound, and I did not intend to pull it out, for the first principle of dentistry is to save, and not to destroy, teeth. I therefore made a tooth corresponding in size to the others, and fitted it over the pin tooth, leaving it intact, and making the set perfect in appearance. What are called 'crown' teeth are on the same principle. That was about twelve years ago. There are three distinct branches of dentistry—surgical, mechanical, and operative—and I am as fully master of them all as any man in New York."

When asked if she thought women were fitted for the profession of dentistry, she replied: "In my opinion they are better fitted to make good dentists than men. The latter use too much force. They will often crush a tooth in pulling it out. When I am obliged to draw a tooth I take it out whole. Men are perhaps better adapted for the invention and mechanical part than women. It is very injurious to delicate eyes to work with a blow-pipe before them, for fine gold requires a high degree of heat. Dentistry is an art that demands not only constant practice but constant study, for things are daily occurring that require some new invention. Out of five hundred cavities not more than two will be alike. Therefore, women who want to become dentists should possess inventive faculty."

Her attention was called to the remarks of Dr. Frank Abbott, Dean of the New York College of Dentistry, who said, "Under the law of 1872 no one can practice save those licensed by the State Dental Society, and licenses are granted only to such as can pass an examination by the Board of Censors of the society, or who hold a degree from a college recognized by the society." She said: "Dental colleges are all of recent date. No more than twenty of the leading dentists of New York were graduated at a regular college. Two-thirds of the older prominent dentists have no diploma among them, not even Mr. Abbott himself, unless it be an honorary one. Moreover, the Dean is mistaken in saying there was an act passed in 1872. There was no act passed previous to '79. It was passed June 26, 1879. It excludes men as well as women, unless they pass the New York State Dental Society. In '77 or '78 there was a bill introduced into the Legislature requiring every person who had been in the business prior to the passing of the act to pass an examination. I could see no object in the bill unless it was to give the young dentists who had graduated regularly an opportunity to examine the elder members, their teachers, who had not. So universally distasteful to diplomas were these last, that almost every practising dentist in the city signed a petition that the bill should not be passed. Several bills were brought before the Legislature, till finally that of '79 was passed. It was the first act ever passed to regulate the practice of surgery.

"There is a wide field in dentistry for women, and I should like to see some philanthropists found a school in which women could study by themselves, though I cannot see why they should not study in classes with the other sex the same as lady students of medicine and other sciences do, for dentistry is a science, and one as old as the pyramids. It was first practised by the barbers of Egypt. Celsus and Herodotus filled teeth, but not with gold—that is a modern American invention, and requires skill of the highest order. Amalgam filling can be done by the merest tyro."

"Is your practice confined to any particular class?"

"I have a large practice among ladies, but my husband has still larger, for the reason that many women object to being treated by one of their own sex, saying they have no confidence in women, but I think their prejudices would be easily overcome, as it has been in the case of female physicians, if ladies knew that practitioners of their own sex had graduated at a regular dental college. My husband prefers ladies as patients, while I prefer gentlemen. I find the former nervous, frightened, and distrustful of my ability, while gentlemen seat themselves in the operating chair with an appearance of the greatest confidence, undergo the operation without a groan or a quiver, and when it is over they get up, pay their money without a murmur, and go away contented and pleased. That's the kind of practice I like."

THE DANGERS OF THE DEEP.

Capt. Sparks's Crew Not Pulled Down by a Whale, but Alive after Much Suffering.

From the Boston Globe.

PROVINCETOWN, June 23.—Capt. Sparks, before reported lost from the whaling schooner Edward Lee, arrived here last night from Pensacola, and gives the following account:

On May 11, 1881, at 12:30 P. M., boats were lowered for whales. The mate went on and fastened to one, and I went in chase of the other, the pursuit lasting until 4 P. M. The vessel then being out of sight, I gave up the chase and started for the vessel. At 4:30 o'clock I made the vessel dead ahead by compass due east, and at sunset saw the bull plainly. I still continued pulling until 8 P. M., and not seeing any lights or vessel, hove to and headed north. At daylight all hands looked for a sail, and not seeing any stood due north until noon. Then stood southwest; at night hove to; next morning ran to northwest until noon, then run southwest.

We were now in terrible suffering, 1,000 miles from land. None of the men had any clothing except shirts and pantaloons, not a coat or jacket, and every one of the six persons barefoot. When we left the vessel the breaker was full of water, but every drop was drank before giving up the chase for the whales. The boat was headed for the West Indies, in hopes that, if not taken off by some passing vessel, we might reach some one of the Windward Islands. On the sixth day (May 20) saw a school of small sperm whales, and though every man in the boat were much reduced from the long fast and exposure, an attempt was made to capture one of these whales for food. I placed myself in the head of the boat, and, holding the iron as best I could, the momentum of the boat forced the harpoon into the whale, which, being a very large one, was finally killed, though, before dying, he knocked against the boat so hard as to injure it and cause it to leak badly. From this whale we succeeded in cutting about fifteen pounds of flesh, which was water-rare, lasting two days. When we again suffered from the pangs of hunger, Rain showers could be seen passing each side of the boat, but very little fell on us. In the whole eleven days perhaps two gallons of water were caught in the boat, but, being mixed with salt water, it did not quench our thirst. Sometimes a mist in the night would wet our shirts, which were greedily sucked. At times drank salt water, which had a bad effect on the men. One night a flying fish came into the boat. It was cut into sixteen pieces and eaten.

The eleventh day after leaving the vessel we fell in with a German bark; told the Captain of our situation, but received no invitation to come on board; begged of the Captain of the bark to give us food and water. The Captain made no reply, but in about ten minutes the cook brought each man a small drop of water and one hard biscuit. The Captain informed myself and crew and was refused, and told to go on board of another vessel that had hove in sight. I told the Captain that he might shoot me or throw me and boat's crew overboard, but that I would not willingly leave with the prospect of not being seen by the other vessel, she being so far away. Finally, the bark was hove to and signal set, which was noticed by the other vessel. After a while the Captain insisted that I with my men should leave his vessel, he promising to lay by until he was sure the second vessel saw us. With this promise we were helped into our boat, the line cast off, and immediately the bark's yards were squared, and she was off. The second vessel was about two miles away, and proved to be the German bark A. Klockman, Capt. Henry Abel of Mojnel, who kindly took us on board and gave us such treatment as we needed. I did not learn the name of the vessel or the Captain where I first applied for succor, but learned she was from Guadaloupe, bound to Gibraltar. We were on board the Klockman twenty-two days, when we were safely landed at Pensacola, and most kindly treated. We left there on Sunday.

Married in a Fence Corner.

From the Ogdensburgh Echo.

One evening last week Mr. Lindsay Gee and Miss Emily Spring walked two miles and a half to the blacksmith shop adjoining, where, after being duly married by Squire Davenport to marry them. They were invited into the house, but the groom insisted that the ceremony be performed where he stood—in a fence corner. After the marriage Mr Gee stated that he would settle with the Squire out of the first money he got.

WHAT CYRUS FIELD SAW IN ASIA.

From the Evening Mail.

"There is no unusual discomfort about railway travel in India. Railway management there is of a high order, and as to expense of operating exceeds anything to be found in the United States. But about thirty-three per cent. of the receipts of Indian railways are required to meet the expense of operation. What one of our railways can report as favorably as that?"

"What was the great discomfort of your trip?"

"Our experience with the Custom House officers when we reached New York. In travelling around the world I had to deal with officers of the custom houses of Japan, China, Cochin China, Straits Settlements, British Burmah, India, Arabia, Egypt, Italy, France, and England, but nowhere was my baggage opened and examined except at New York. The treatment people arriving from foreign countries suffer at the New York Custom House is a disgrace to the country. Why, the officers are polite enough, but the make you swear what your baggage contains, and then they open and examine it to see if there is nothing but wearing apparel in it, just as if they believed you had perjured yourself. If baggage is to be examined, then the requirement of an oath should be abandoned in order to avoid needless insult to people. The regulations under which the Custom House officers do their work need thorough overhauling.

"The Japanese are one of the cleanliest people on earth, personally. But as much cannot be said of them morally. It is the custom of the whole nation to bathe daily, but it may shock you to know that until recently men and women bathed together perfectly naked. The Government has established a law against promiscuous bathing, and the bathing houses are now made with a partition to separate the men and the women, but it is not very high. A few years ago it was a very common thing to see men and women stark naked taking a bath in front of their houses. The relation of the sexes in Japan are unfortunate, but no worse than elsewhere in Asia. The most refined Japanese are extremely courteous and agreeable people. We were invited to visit a Japanese merchant, with whom I was much pleased. Our reception was as curious as it was cordial