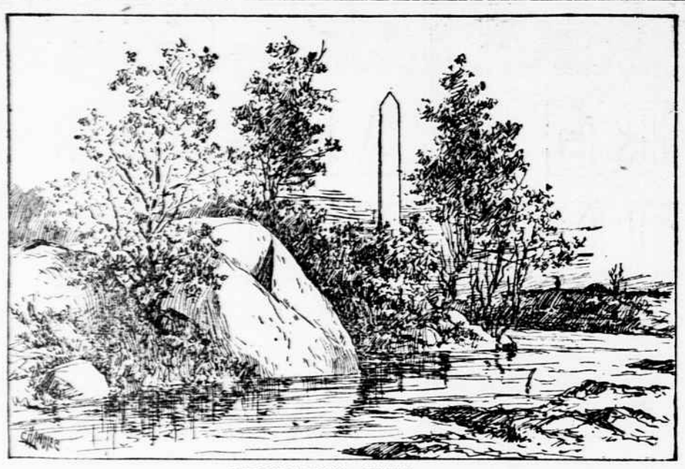


BRADDOCK'S ROCK.

KEY OF ALL KEYS

Mr. Hugh T. Taggart Dissects the Tradition of Braddock's Rock.

ASSERTS THAT HE DID NOT LAND THERE

Shows Where the Troops Probably Disembarked.

OF HISTORIC INTEREST

IN THE YEAR 1791, when the surveys were being made for the plan of the proposed federal capital, a large rock formed part of the shore of the Potomac river, and stood about midway between the points where 23d and 25th streets met its waters. This rock was of considerable length, and it rose sufficiently high above the surface of the river to make it a picturesque and interesting feature of the landscape.

One portion of it extended for a considerable distance out into the river, presenting the appearance of a wharf or landing place; to this circumstance, and to the further one that there was a great depth of water at the rock, must be attributed the fact that it received from the first settlers the name of "The Key of all Keys," that is, the quay of all quays, or the greatest of all landing places. By that name it had become known soon after the arrival of the first Maryland colonists in the year 1632; by whom it was christened we know not, and history also leaves us to inference and conjecture as to the extent to which it was used for the purposes of which its name is suggestive.

It was anciently described as "a large rock lying at and in the river Potomak, commonly called the Key of all Keys," and being regarded as an imperishable monument it became an important boundary mark for lands in its vicinity. One of the earliest grants made by the colonial authorities in this section is that of "The Widow's Mite," which was patented in the year 1686 to William Langworth, as the son and heir of John Langworth, upon a certificate dated as early as the year 1664.

This certificate states that a survey had been made of the tract, and both it and the patent give a "cedar tree" as its beginning; in after years, however, it seems to have been settled that the tract had for its beginning the rock known as "The Key of all Keys," and this was its accepted starting point in the year 1791. It was doubtless intended to grant to Langworth, senior, a tract of land in this vicinity, but it is impossible to read the ridiculous errors of geography perpetrated in the description of the land given in the so-called certificate of survey without coming to the conclusion that the lines of the tract were not run on the ground at all.

Peter's Hill.

A large portion of the 600 acres included in the grant for "the Widow's Mite" fell within the limits of the city of Washington; the tract extended from the river side in the form of a parallelogram in a northwesterly direction beyond the present northern boundary of the city, and the western boundary line of the tract nearly bisected one of the reservations made for public purposes by the government authorities, of land within the limits of the city, namely, the reservation between 23d and 25th streets, having E street for a northern boundary and the river for a boundary on the south; this space, called "Peter's Hill," was intended by the founders of the city as the site of a fort and barracks; it was later determined to locate upon it a national university, toward which President Washington contributed what was considered to be a "liberal pecuniary donation," of fifty shares in the Potomac Company, then engaged in an effort (which promised to be successful) to improve the navigation of the river to a point far above the city (and convenient to the western waters), through the construction of canals around the various falls, the removal of rocks, etc. By the improvement it was expected that the trade of "the rising empire west of the Alleghanies" would be attracted to the Potomac. During the war of 1812 the militia encamped upon it, and Gen. Williams had there his headquarters, from which it became known as "Camp Hill." A naval observatory was finally erected upon the site.

The "Key of all Keys" had an undisturbed existence until the year 1794; the commissioners of the city, who were then engaged in the construction of the Capitol and other public buildings, were embarrassed in that year by what would be called in this day a "corner" in foundation stone; they say in a letter to the President, dated December 23, "the price was risen upon us, nor could we lately form a new contract or get an old one renewed to our satisfaction." They were indebted apparently to the "Key of all Keys" for relief, for in the same letter they announce "a discovery of foundation stone" at that place which they expected would prove to be valuable, and say that they had agreed to let Mr. James Greenleaf, who was then extensively engaged in building on his own account, have the use of a part of it.

The quarry was worked at their joint expense until July 26, 1794, when the supply of stone for the Capitol became insufficient through the neglect of its managers; thereupon Cornelius McDermott Roe, under whom the work at the Capitol was progressing, took charge of the quarry and thereafter operated it upon the public account alone.

The Rock of Today.

The opening of this quarry no doubt resulted in the disfigurement of the appearance of the ancient rock, and by the construction of the Chesapeake and Ohio canal, in 1832 and 1833, it was completely demolished. The tow path of the canal was constructed beyond the line of the rock, and in the channel of the river. This left the rock in the bed of the canal, and its removal was accomplished by blasting. The only vestiges of it now remaining are three small ledges, which are still visible on what was formerly the berm bank of the canal. The place is now a dumping ground, filled with ashes, tin cans, broken glass, mounds of dirt everywhere and other unspeakable debris and refuse of a highly civilized community. On the occasion of a visit to the spot by the writer a few days ago a greatly inebriated individual was stretched at length upon one of the ledges of the historic rock, profoundly engaged in sleeping off the effect of his potations. The continued use of the spot as a dumping ground will in a very short time result in the total obliteration of even the remnants of the rock which are now visible. The construction of the canal, followed by the reclamation of the flats, effected an extraordinary change in the original shore of the river at this point. The shore line is now upward of a quarter of a mile distant from the spot where the tide formerly ebbed and flowed.

Interest in the old rock has been revived recently through the action of the local society of the Sons and Daughters of the American Revolution. It has long been a tradition in this community that the army of General Braddock, to which the father of his country in his youth was attached as an aid-de-camp to the general, landed there and encamped on the Observatory Hill.

It was adverted to by so eminent an authority in matters of history as the late Peter Force; and George W. Hughes, civil engineer and superintendent of the Long bridge, in a report to the Secretary of the Treasury, dated January 30, 1835, makes this statement: "It is matter of history that General Braddock disembarked at a rock, which still bears his name, near the glass house, from a sloop-of-war, on his unfortunate expedition against the French and Indians in 1755."

Only a Tradition.

Upon the assumption that such was the fact, the society determined that it would be proper to mark the spot in a way to commemorate the event. The assertion or assumption that Braddock and his army landed on this rock in their progress westward from Alexandria can be established by no contemporary record and has to sustain it no basis of authentic fact; it has not the force even of probability to support it. The rock was undoubtedly there at the time, and might have been utilized by the expedition as a landing place had it been required by the necessities of the occasion.

It is a graceless task to destroy the romantic legend, but the undoubted facts of history are utterly inconsistent with such a movement by Braddock's army, as will be readily seen from a review of the local situation at that time and of certain facts connected with the army which have been preserved.

In the valuable contribution to the history of the Potomac valley by our fellow townsman, William H. Lowdermilk, entitled "The History of Cumberland," and in another work by Winthrop Sargent, entitled "The History of Braddock's Expedition," will be found all the information extant in regard to the causes which led up to the expedition and of its movements on this continent. Mr. Lowdermilk's work contains the "Orderly book" of Gen. Braddock, printed from the originals in Washington's handwriting, which are in the Library of Congress; and that of Mr. Sargent contains the journals of Capt. Orme, and of the seamen detailed by the British admiral to accompany the expedition.

The story of the expedition, apart from local incidents and associations, is one of the most interesting chapters in American history.

The French being in possession of Canada and of the country at the mouth of the Mississippi, and claiming the intervening territory by right of discovery, began the struggle "for the mastery of the continent," by establishing forts at Niagara and Crown Point, and attempting to establish a chain of posts along the Ohio and Mississippi to the Gulf of Mexico. Their aggressive movements were viewed with alarm by the British colonists along the Atlantic seaboard, by whom the French pretentions were denied, but the efforts of the colonists at resistance were feeble and without success; the French reached the junction of the Ohio and Monongahela, the site of the present city of Pittsburg, and captured a small detachment of Virginians, who were engaged there in the erection of a fort; they then erected a fort at the spot, to which was given the name Du Quesne, in honor of the governor general of Canada. A movement under the command of Washington culminated in disaster, and after the British flag was struck at Fort Necessity, and Washington's little army retired, "the lilies of France floated over every fort, military post and mission from the Alleghanies to the Mississippi."

The English Aroused.

The government of Great Britain became aroused, and money was appropriated by parliament to defray the expenses of an expedition having for its object the restoration of English power on the continent. On September 24, 1754, Sir Edward Braddock was commissioned by King George as general of all the troops to be sent to North America or raised there; under date of November, 25, 1754, he received his instructions from the king, which read in part as follows:

"1. We having taken under our Royal & serious consideration the Representations of our subjects in North America, & ye present state of our colonies, in order to vindicate our just Rights and Possessions from all encroachments, & to secure ye Commerce of our subjects, We have given direction yt Two of our Regiments of Foot now in Ireland, commanded by Sir Peter Halket & Col. Dunbar, & likewise a suitable Train of Artillery, Transports and Store Ships, together with a certain number of our Ships of War, to convey the same, shall forthwith repair to North America.

"2d. You shall immediately upon the receipt of these our instructions embark on board of one of our Ships of War, and you shall proceed to North America, where you will take our said force under your command. And We having appointed Aug. Keppel, Esqr., to command ye Squadron of our Ships of War on ye American Station, we do hereby require & enjoin you to cultivate a good understanding & correspondence with ye sd Commander of our Squadron during your continuance upon ye Service with which you are now entrusted. We having given directions of ye like nature to ye sd Commander of our Squadron with regard to his conduct & correspondence with you."

Braddock in Command.

The king further directed that the complements of the two regiments of foot should be increased from 500 to 700 men each, by recruits to be enlisted in America, and that two other regiments of foot of 1,000 men each should be raised in the colonies, one of which should be under the command of Governor Shirley of Massachusetts, and the other of Sir William Pepperill. Sir John St. Clair was appointed deputy quartermaster general of the forces.

Braddock was given the chief command in America upon the recommendation of the Duke of Cumberland, the British commander-in-chief, from whom he received further instructions enjoining him among other things, to constantly observe strict discipline in the troops, "and to be particularly careful that they be not thrown into a panic by the Indians, with whom they are yet unacquainted and whom the French will certainly employ to frighten them." As shown by the sequel, this injunction was not regarded by Braddock, for he was ambushed by the French and Indians on July 9, 1755, and his army destroyed.

Walpole describes Braddock as a man "desperate in fortune, brutal in his behavior and obstinate in his sentiments," but "intrepid and capable." Shirley described him as "a general most judiciously chosen for being disqualified for the service he is embarked in, in every respect."

Lowdermilk, in a review of his character, states that "he was fond of high living, convivial and prone to the laxity of morals that usually follows excess in those particulars. The gaming table had its fascinations for him, and he was arrogant, unforgiving and intemperate. He was haughty, severe, reserved and full of self-importance, which qualities served on many occasions to make him greatly disliked. There was little of refinement in his nature, and he was brutal in his treatment of those who invoked his resentment or dislike."

Landed at Alexandria.

Braddock left England on the 21st of December, 1754, on the Norwich, Capt. Barrington, accompanied by the Centurion, the flagship of Commodore Keppel, and the Syren, Capt. Proby. The fleet which transported the expedition to America consisted of the transports Anna, Halifax, Osgood, London, Industry, Isabel and Mary, Terrible, Fame, Concord, Prince Frederick, Fishburn, Molly and Severn. There were also two ordnance ships, the Whiting and the Newall, the whole under convoy of two men-of-war, the Seahorse and Nightingale.

Upon the arrival of the vessels in Hampton Roads they were directed to proceed to Alexandria or Belhaven, where the troops disembarked and went into camp.

Sir John Sinclair advised the general that by making two divisions of the troops Fort Cumberland on Willis creek (the site of the present city of Cumberland) might be reached with more ease and expedition. He proposed that one regiment with all the powder and ordnance should go by way of Winchester and the other regiment, with the ammunition, military and hospital stores, by way of Frederick, Md., and he assured the general that boats, batteaux, canoes and wagons were prepared for the service and also that provisions were laid in at Frederick for the troops.

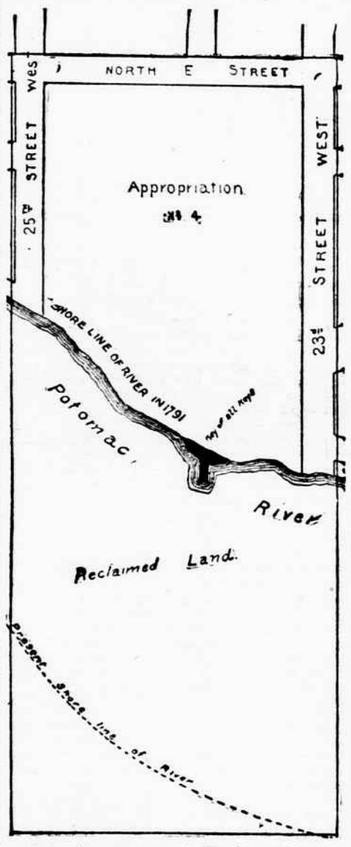
These recommendations were approved and acted upon, and on the 9th of April, 1755, Sir Peter Halket, with six companies of the forty-fourth regiment, marched to Winchester, leaving Lieut. Col. Gage with the other four companies to escort the artillery. Capt. Orme states that boats were not provided for conveying the stores to Rock creek and the general was obliged to press vessels and to apply to the commodore for seamen to navigate them, and that finally and with the greatest difficulty they were all sent up to Rock creek and an officer with thirty men of the forty-eighth regiment was sent thither with orders to load and dispatch all the wagons as fast as they came in.

At Rock Creek.

The officer was directed to send a party with every division and to apply for more men as the others marched, "and all the boats from that part of the river" were ordered "to assist in transporting over the Potomack the forty-eighth regiment." On the 14th a council was held at Alexandria, at which were present Gen. Braddock, Commodore Keppel, Gov. Shirley of Massachusetts, Lieut. Gov. Delancy of New York, Lieut. Gov. Dinwiddie of Virginia, Lieut. Gov. Sharp of Maryland and Lieut. Gov. Morris of Pennsylvania. On the 18th the forty-eighth regiment marched to Frederick, leaving thirty additional men with the officer at Rock creek.

The business of the council being over, Capt. Orme states that the general would have set out for Frederick, but few wagons or teams were yet come to remove the artillery. Of this he advised Sir John Sinclair, and a few days thereafter set out for Frederick, leaving Lieut. Col. Gage and the four companies of the forty-fourth regiment with orders to dispatch the powder and artillery as fast as horses and wagons should arrive. At Rock creek the general called for a return of the stores and gave orders that such as were most necessary should be first transported.

On April 11 a detachment of thirty seamen from the fleet were provided with eight days' provisions and ordered to proceed on the morrow to Rock creek, eight miles, in the boats of the Sea Horse and Nightingale; in their journal it is recorded that they arrived at the creek at 10 a.m. of the 12th, and, finding Col. Dunbar there, placed themselves under his orders; on the 13th they were employed in getting the regimental stores into wagons; the situation is said to have been pleasant, "but provisions and everything dear;" they began the march at 6 a.m. of the 14th, and camped at 2 o'clock in the afternoon at the ordinary of Lawrence Owens, "fifteen miles from Rock creek and eight miles from the upper falls of the Potomack;" on the 17th they arrived at Frederick, which, although "not settled above seven years," it is said, had "about 200 houses and two churches, one English and one Dutch," and that the inhabitants, chiefly Dutch, were an "industrious but imposing people."



Route of the Expedition.

From the "Orderly Book" it appears that on April 7, 1755, Col. Dunbar's regiment (the forty-eighth) was directed "to March at 5 o'clock on Saturday morning for Rock creek," and "all boats on that part of the river near Rock creek are ordered to attend to carry the troops over." The route of march was prescribed: To Rock creek, eight miles; to Owen's Ordinary, fifteen miles; to Dowden's Ordinary, fifteen miles; to Frederick, fifteen miles.

It further appears from the "Orderly Book" that on April 8 an officer and thirty men were directed to remain at Rock creek "till all the stores of the train and hospital are put into the wagons," and then "to march and form a rear guard for the whole;" that on April 9 two sergeants and twerty men were ordered to the creek "to reinforce the officer there;" on the 11th the fact is noted that boats had been provided "to carry Col. Dunbar's regiment's baggage to Rock creek;" the time of the march was postponed, and by the orders of April 25 the regiment were directed "to hold themselves in readiness to march by the 29th;" there is no entry for the 29th, but doubtless the regiment marched on that day agreeably to the orders; under date of the 28th are entered the final orders to Ensign French, the officer at Rock creek.

Washington seems to have had no connection with the expedition, and did not accompany either of the columns on their march from Alexandria; his name is first mentioned in the orderly book on May 10, 1755, at which time the army was encamped at Fort Cumberland. The entry is as follows: "Mr. Washington is appointed aid-de-camp to his excellency General Braddock;" it was evidently after this that he entered the orders of a previous date.

The journals of Capt. Orme and the seamen show that Braddock did not accompany Col. Dunbar's regiment when it marched to Rock creek, and, as has been indicated, Washington only became connected with the expedition after its arrival at Fort Cumberland, and was not with it on the march from Alexandria to Rock creek; they further show that the movement of the regiment was overland from Alexandria to a point somewhere on the Virginia side of the river nearly opposite Rock creek, from which it was transported in boats to the Maryland side, and that the baggage was transported to Rock creek by water.

Where the Landing Was Made.

It only remains to be determined whether the landing upon the latter side of the river of either baggage or men or both was made at "The Key of all Keys."

There is historical evidence, the authenticity of which is beyond dispute, and by which the question is settled conclusively in the negative, as to both baggage and men.

The act of the Maryland assembly which provided for the laying out of Georgetown was passed in December of the year 1751; it recites that several inhabitants had represented to the legislature that there was a convenient place for a town on the Potomac river, above the mouth of Rock creek and "adjacent to the inspection house."

As early as the year 1640 the colony had by its legislation provided for the inspection of tobacco, and forbidden its export until it had been "viewed and inspected;" the vestries of the different parishes were authorized to appoint the inspectors, and numerous warehouses were erected by individuals near navigation, at which the tobacco was collected and the inspections made.

On October 4, 1748, the vestry of Prince George's parish appointed Capt. Alexander Magruder, Messrs. Josiah Beall, John Clagett and Alexander Beall as the inspectors for "George Gordon's warehouse at the mouth of Rock creek." Georgetown was laid out around this warehouse; its site was known as the "Warehouse lot," and upon it now stand the buildings of the Capital Traction Company, formerly the Washington and Georgetown city railroad, which front on the south side of Bridge street near High street. These inspection houses, at or near shipping points, became centers of trade, and the principal roads in their vicinity led to them and to the landing places.

West of the Creek.

In 1751 the main roads leading to the site of the town and Gordon's warehouse were the road to Frederick and the road to Bladensburg, the latter of which crossed Rock creek at the ford and just beyond the present P street bridge. The road to Frederick followed the river for some distance above the town, and vestiges of it seem still to remain along the canal, near the present Cabin John bridge.

The objective point being Frederick, it was along this road that the forty-eighth regiment of Foot marched; it could not be reached by any road from "The Key of all Keys" without ferriage over Rock creek, or by a circuitous route by way of the ford. It must, therefore, be assumed that the regiment crossed the river west of the creek.

Since 1751 a great space has been reclaimed from the water on the Georgetown side of the creek, but when the town was laid out in that year its southeastern corner or boundary was very near the creek, and at a place called "Saw Pit Landing." In 1755, when Braddock's regiment passed, this landing was still in existence.

The map of Jefferson and Fry, published in 1777, was based on surveys made between 1748 and 1755; it shows Rock creek and a place on the Maryland side, about opposite the western end of Analostan Island, which bears the name of "Magee's Ferry." All indications point to the road to the ferry landing on the Virginia side as the one traveled by the regiment in its march from Alexandria, from which transportation directly across the river alone was needed to reach the road to Frederick; this road no doubt extended easterly to Saw Pit landing, which point would have been the most convenient one for the landing of the baggage, and for this reason it may have been used for that purpose.

Washington Landed There.

It is quite likely that Washington used this rock as a landing place while pursuing the occupation of his youth, in making surveys of lands along the Potomac for Lord Fairfax and others, or upon the occasion of a friendly visit to a Maryland neighbor during the early days of his residence at Mount Vernon, but "The Key of all Keys" had no association with Braddock's expedition beyond that of propinquity to one of its lines of march.

Independently of this, however, the ancient rock was a historic spot for the reasons which have been stated, and for the further reason that it became one of the boundary marks of a town laid out in 1767 by Jacob Funk, under the name of Hamburg, but which was more generally known as Funkstown, and which lost its identity when the federal capital was established, within whose limits the town was included.

Although in the work of reclaiming the flats the shore has been pushed far away from its former location at this point, a pond has formed in a depression along the ledge of rocks, which constitute all that remains of "The Key of all Keys;" the pond is mostly given over to such uses as frogs and small boys can find for it; the writer recently observed one of the latter launch a toy boat into this pond from one of the remnants of the rock; the boat moved over the surface of the water in the most approved propeller fashion. Closer examination of the boat showed it to be about twenty-two inches in length, of graceful outline, and that it was provided with a rudder and screw, which latter was worked by machinery; and inquiry developed the fact that the small boy, Master Willie Sribner, who owned it, was an exceedingly bright and intelligent specimen of his class, and that he was withal of an ingenious turn of mind; that he had cut the boat out of a solid block of wood, and supplied it with a rudder and screw, also of his own manufacture, and that its motive power was due to the works of a clock, which he had adapted to the purpose and introduced into its hold. The observer could not help making a mental contrast between the pastime of this boy and that of his predecessor, the Indian small boy of the remote past, whose lessons in the art of navigation began and ended with his bark canoe; and a cogent reason for the failure of the latter to maintain himself in the struggle for existence, which was precipitated upon him by his white brother, was apparent.

It is thought that the foregoing furnishes considerations of sufficient importance, even in this utilitarian age, to require that the destructive hand of man be stayed, and that the remnants of the ancient and historic rock should be rescued from the oblivion with which they are threatened and their existence perpetuated as a memorial of the past, and it is to be hoped that the city fathers may take this view and at once adopt such measures as may be necessary in the premises. If anything is to be done circumstances demand that it be done quickly, in order to save from an ashy grave what remains of "The Key of all Keys."

HUGH T. TAGGART.

THE INSPIRED CAMP COOK.

Things He Must Know to Make Life Pleasant for His Comrades.

Outing tells about camp cookery, including the cook. The genuine camp cook is an artist in his way. The musician makes men hear things entrancing and the painter brings tears to the eyes, if inspired. The camp cook genius, by the very way in which he does his work, makes men hungry.

"The camp cook," says the writer, "should take pride in the artistic handling of his utensils, particularly in the ability to keep half a dozen things going at once; he must keep already cooked things hot, and cook the uncooked things meantime. To do this he has got to understand the kinds of fire to have, whether large or small blaze, hot ashes or red-hot embers. He should also know how to get the most work at the least expenditure of labor from his comrades. Something many cooks are lacking in is the way to keep camp dishes clean for cooking. An unwashed apple saucepan will serve to fry trout in, and give them a pleasant taste, but an unwashed fish spider will scarcely serve to cook apple sauce in. In other words, the cook should know when and what to wash."

Crookes Tubes on the Market.

After a long series of careful observations, one of the principal electrical companies in the United States has decided to put Crookes tubes on the market, and tubes of approved sizes and types may now be purchased. "It is said," says The Electrical Review, "that very successful results have been obtained with the tubes already furnished. Experiments are being continued, in order that the most improved forms may be within reach of the public continually."

"Ma! Ma! I've swallered a hairpin."—Truth.

FRENCH HOME LIFE

Especially Among the Class of Daily Workers.

MOTHERS GIVE UP THEIR BABES

Husband and Wife Obliged to Work for the Family Support.

EVENINGS AT THE CAFE

DESIRING TO SEE something of the home life of French women of the wage-earning class I selected as my hostess a bright, vivacious young matron, and persuaded her not to vary her ordinary routine, but to make me one of the family for a day or two.

I had easily accepted the comfortable middle class habit of breakfasting at 9 or 10 in the morning. It was not a joyful experience, therefore, to be roused at 6 a.m., nor was it pleasant to dress in a room the cold stone floor and damp walls of which suggested some ancient dungeon. However, I had earnestly sought this very privilege, so I wrapped myself in discreet silence and a thick steamer rug, and strove to appear cheerful.

In the kitchen I found madame preparing coffee over a tiny alcohol stove. Monsieur, a cooper by trade, was arrayed in his working blouse and just going out to the bakery. Extreme simplicity characterized alike the table service and the breakfast. Three earthen ware bowls and a loaf of coarse bread were set on the bare table. I can still taste that bowl of black coffee. I had readily adopted the custom of drinking a tiny glass of "cafe noir" after dinner, but it tastes very differently in the morning. I thought it worse than the cheapest brand used in the United States, and there was neither milk nor sugar available to modify the flavor. However, I managed to take my bowl with due politeness, and furtively looked around for some butter to make the bread more palatable. But there wasn't any. The loaf was broken in three portions, and we breakfasted by dipping the bread in the coffee.

Madame disposed of the kitchen work by simply rinsing the bowls and coffee pot in cold water. She said we would "make" the chambers at the noon intermission. As we were clearing the table I said to madame: "Don't you like coffee with milk and sugar?"

"Oh, yes, yes; it is very good," she said, quickly, "but we cannot afford it. Sugar costs twelve cents a pound and milk four cents a pint. Coffee alone is very dear. We pay sixty cents a pound."

I simply gasped when she mentioned the price; but I afterward paid $1 a pound myself, in a vain attempt to duplicate the quality sold in the United States for thirty-five and forty cents.

Sensible Working Dress.

Madame had no coquetry about her personal appearance on working days. The severely plain dress of common, dark cotton was made with a loose jacket and skirt. The small, tight sleeves were explained thus by madame: "I have balloon sleeves in the latest mode for my best dress; but they take too much cloth for a working costume."

She made so much noise clattering over the stone floor that I was curious about her shoes. Truth compels me to say that they were not entirely of wood. Leather tops and wood soles made a durable though not an elegant foot covering. Shoes of this sort cost $1.40 a pair. My friend wasted no money on headgear for every-day wear. A sort of woolen hood was put on the head, and the ends fastened about the waist. Yet, madame, being young, pretty and tolerably neat, looked rather attractive in this coarse attire.

Everybody takes two hours at midday for "dejeuner," and the family returned at 11 a.m.

My friend's flat consisted of three tiny rooms on the fourth floor. There was neither city water nor sewerage. The narrow streets and tall houses effectually shut out the sunshine, but madame did not seem to care about that.

The house seemed rather lonesome, and I remarked to madame:

"You have no children?"

"Oh, yes; a little boy, two years old."

I hadn't seen or heard him anywhere, so I said tentatively: "He is not here?"

"No, no; he is at a village in the Maritime Alps."

"On a visit to some relatives, perhaps?"

With an impatient shrug at my stupidity, madame explained: "It's the custom to send our children away to be reared directly after birth. Almost the only exception is when one has to support an aged mother at home. In that case she may care for the child."

It took me some time to fully assimilate this remarkable piece of information.

"You see the baby often?" I ventured.

"No," said the mother, briskly. "Once, maybe twice, a year. It is expensive to go so far."

"Are you not lonely for him?"

American Home Life.

Madame assured me placidly that she was not lonely, and found her factory companions more interesting than a tiny child. It cost $7 a month for the child's care; and while this was a heavy expense in proportion to the wages earned by the couple, they evidently never questioned the wisdom of the plan. Madame grew hilarious when I tried to describe American home life.

"So droll! So very extraordinary," she exclaimed, "for a married woman to stay at home with her children, instead of earning wages to help her husband. Anyhow, it would be impossible here, for a man does not earn enough to keep a wife and children."

The latter remark really explained the custom. It is an absolute necessity for the wife to work every day and supplement the husband's earnings. The families are usually very small, one or two children is the usual number. Of course there are exceptions. One woman in the tobacco factory had six children, the eldest only seven years old; yet she had never been absent from the factory more than seven weeks at any one time. The women regarded that matron and her family with stern disapproval.

"Why do you marry when you have neither home life nor the companionship of your children?" I asked.

"It is the custom to marry," replied madame. "An unmarried woman over twenty years of age is not well regarded." She either could or would not give any further explanation of the marriage custom.

I was now getting too hungry to continue inquiries about domestic life, and madame invited me to go shopping with her.

We bought a quart of "vin ordinaire" for eight cents, a loaf of bread at the Boulangerie for four cents, a quart of bouillon at the Boucherie for ten cents, and a plate of hot spinach at the Charcuterie for six cents. The bouillon, heated over the alcohol stove, formed, with bread, the first course. The tiny bowlful of soup merely whetted my appetite. The plate of spinach made about two bites apiece. A glass of wine finished the meal. Madame and her husband had evidently made a very satisfactory meal, and were quite unconscious that I had not done likewise. As a sacrifice to politeness I said that I had an excellent meal and that everything tasted very good. So it did. My mental reservation was that I had only had a taste.

The Absinthe Habit.

The working day closes at 6 o'clock. Before going home we stepped into a cafe, where monsieur and madame had their evening glass of absinthe. A spoonful is diluted with a glass of water and the mixture sweetened. The cafe was crowded with people, all of whom ordered absinthe. It is very cheap, costing only three cents a glass. I did not like the stuff; it reminded me of a cheap soda fountain mixture. It has no alcoholic flavor.

For dinner we purchased a little plate of boiled beef for fifteen cents, another loaf of bread and Gruyere cheese for four cents. The latter is twenty-five cents a pound. I quite agreed with the shopkeeper, who called our purchase a "petite morsel." I could have eaten the bread, cheese and meat myself; likewise the dandelion salad which followed, but it was supposed to make a meal for three. Madame generously offered to "encore" my portion of meat, and thereby deprive herself, but I heroically refused. I wanted to live for one day as they did always. The French are accustomed to scant food and small variety. This family's bill of fare varies very little from week to week. It is a good illustration of the standard of living among the best-paid workers; there are many forced to exist on much less.

I estimated the day's living expenses for three thus: Breakfast, 6 cents; dejeuner, 28 cents; dinner, 26 cents, making 20 cents for each, or 40 cents for the usual family. To monsieur's and madame's daily expenses were added absinthe, 6 cents; alcohol (for fuel), 5 cents, and 15 cents for wine and cigarettes in the evening at the cafe, giving a daily total of 66 cents for living expenses.

Madame was a very acute little person and managed to see my calculation. I feared that I had given offense. On the contrary, she kindly showed me her account of income and expenditures for the previous month.

EXPENSE.

Meals and wine	$20.16
Rent	7.00
Care of child	7.00
Child's clothing	1.00
Washing	1.50
	$36.66

INCOME.

Madame, 70c. per day	$18.20
Monsieur, 80c. per day	20.80
	$39.00

Monsieur sometimes earned $1 a day, but had so many idle days that the daily wages that month only averaged 80 cents. So they had $2.34 cents a month for clothing and incidental expenses.

At the Cafe.

We adjourned to the cafe after dinner and passed the evening there. It was more comfortable than the home, being warm and well lighted. All the friends and acquaintances gathered there. The air was soon thick with smoke, and there was a perfect babel of tongues. The women drink wine, but do not smoke. There was much hilarity and animated conversation, yet no approach to intoxication. The common wine of the country contains little alcohol, and a glass or two suffices for the whole evening. They thoroughly enjoyed the relaxation from the sterner realities of life. All their evenings are spent at the cafe. Often there is music or amateur theatricals. The cafe is the one bright spot in the worker's narrow life; and with their vivacious and pleasure-loving temperament amusement and social diversion is a real necessity. To them the cafe atones for many other privations.

A CYCLIST'S OPEN MOUTH.

He Began the Study of Natural History in the Wrong Way.

From the New York Sun.

Wheelmen do not begin the study of natural history like ordinary people. Down on the Brooklyn cycle path on Tuesday night, rather late, a waite sweater scorcher came whooping along. It was a few minutes after 10, rather dark in spots, more especially just beyond the graveyard where the woods are thick. There was one redeeming feature about the scorcher's outfit. He had a very bright light, and his mouth was wide open ready to yell. There were a lot of insects in the air over the path, among them several large and hard-shelled beetles.

These insects, on perceiving the scorcher's light a-coming, flew toward it at good speed to investigate. One of them, an especially large and strong-winged beetle, flew about eight inches higher than the lamp, and the cyclist began his study of the entomological branch of natural history on that one. There is no place where insects, birds' eggs and other specimens may be put for temporary security more conveniently than the mouth, but it is usually advisable to kill the specimen first, nor is it a good plan to close one's teeth onto it, since that ruins the specimen irretrievably. Not knowing this the cycling amateur naturalist spoiled a fine specimen of a night-flying carrion beetle.

A good many wheel folk have begun the study of natural history in this inadvisable way, using their open mouths as landing nets with which to capture insects lured by their lamps. Such a method of procedure is almost sure to cause the beginner to give up the study entirely, even to the extent of wearing mosquito net veils to shield the lips. The mouth receptacle is better left to the more experienced naturalist.

Books for Invalids.

From the Critic.

It is said that a novelty in books is to be issued under the title of the Invalids' Library. Each volume is "to be printed on a long strip of paper covered muslin, so that a patient can comfortably unroll it and read in bed, thus dispensing with the attendant fatigue of holding a heavy book." Why go to all this trouble and expense? Why not buy from the publisher a copy of a book before it is stitched for binding? In this way a handful of pages can be taken up at a time, and they are so light that it would be no effort for the weakest invalid to hold them. Another advantage of these unstitched sheets is that all the family can read the book at the same time. Let one get the start, and the others can follow on. I gave some of these unstitched pages to a friend once, and she was delighted with the arrangement. The pages open out readily, and have little or no weight; and then, she said, "It is so amusing for all of us to be reading the same book at the same time." The suggested Invalids' Library would be expensive, and I do not think that it would be as practical as the plan that I propose.

ATHLETICS AND CHARACTER.

No Proof That Sports Make a Nation of Heroes.

From the Spectator.

One would like to know, if it were possible to find out, what the precise effect of their devotion to gymnastics was upon the Hellenic people. It may be reasonably doubted whether it enlarged their mental powers, for all Greece shared in this passion, and the triumphs of Greek thought and art are almost confined to Attica. One does not even owe intellectual gratitude to Spartans or Boeotians. It did not make them exceptionally heroic, for the Macedonians, who conquered them and the world, were not specially devoted to sport, and were, we fancy, till the time of Philip at all events, excluded from the contests at Olympia. It did not save the nation, for Greece was utterly subdued by the Romans, who gained their physical prowess in another way, and it did not keep them alive, for, although the Greek may fairly be held to have survived the Roman, whom he indeed in a way absorbed, the Jew, who abhorred and still abhors gymnastic training, survived both Roman and Greek. Except an extraordinary feeling for form, we cannot trace any result from the games upon the Greek character, and it is doubtful whether this was universal or confined to a few rich citizens in Greece generally, and the 40,000 slaveholders of Attica, who, for most purposes, are to modern Europeans "the Greeks."

That question of the influence of these games on character has some importance for the modern world, for the passion for competitive athletics has caught hold of it, and everywhere, especially in England, France, the United States and the great colonies, they begin to play a more important part in life. Fifty thousand Englishmen go at a time to see a foot ball match, cricketers are watched as carefully as statesmen, and an international running match excites almost the interest of a battle. The papers are everywhere crammed with the reports of athletics, and a man who can make a "record" is as much honored among the younger generation as ever he was in Greece. It is probable, as prosperity increases and the workers gain more leisure, that the passion will develop further, and we shall be curious to see what influence it has upon the national sentiment. It need not be a bad one, for we suspect that a certain barbarism—we want that word greatly, as distinguished from barbarism—is essential to the vitality and fighting prowess of any race that dwells in cities, but we can see no reason for believing that it will be specially good. One can hardly affirm that the games preserved the manliness of the Greeks, and they certainly did not preserve them from incessant internal war. International athletics, we see in newspapers, are to furnish "new bonds to bind together the nations," but if they are only bound as the Greek states were the advantage will not be conspicuous. The probability is that Olympic games, ancient and modern, had and will have the effect of games merely, that is, of distractions, innocent or otherwise, according to circumstances, from the peremptory work of the world. They are not worse than other amusements, and, being enjoyed in the open air and under thousands of eyes, they are probably better than some of them. Rather a population of foot ball players than a population devoted, like the Chinese, to cards, or, like the Bengalese, to gossip, but that is about as much as it is as yet justifiable to say.

Father Mathew's Mission.

From the National Review.

The accounts of Father Mathew's mission from 1838 to 1842 read like a fable. He made teetotalers as the great powers make soldiers—by the million, only much faster; and, if there had been any staying power in the business, the liquor question would have been settled out of hand. Wherever he went a veritable fury of sacrifice appears to have seized the people of Ireland, though the estimated number of converts must be discounted by the equal fury of exaggeration which seized the chroniclers of his progress. Thus in 1839 he is said to have administered 30,000 pledges in one day at Clonmel, and from 100,000 to 150,000 in two days at Limerick. Unless pledges were taken by acclamation, it would be physically impossible to administer one-quarter the number stated.

In 1840 he is said to have added 748,000 to the ranks, or an average of over 2,000 per diem for every day in the year, and by 1841 the number of total abstainers in Ireland was reckoned at 4,647,000, or considerably more than the entire adult population. Any one may believe it who likes, but, whatever the exact truth may be, it is certain that this homely village priest did for a time meet with a success besides which the united efforts of all the other advocates of temperance before and after him fade into insignificance. In three years he actually reduced the consumption of spirits in Ireland from 10,817,000 gallons to 5,290,000 gallons, and practically abolished drunkenness. An elderly lady described to me the other day how she traveled through Ireland about that time without seeing a single drunken man, and how striking was the contrast between the perfect sobriety of Cork and the rolling intoxication of Bristol, which met her eye on landing.

It Meant Everything.

From the Chicago Post.

The man in the bicycle suit laughed heartily.

"Very funny," he said.

"What?" asked the man with a large section of skin gone from his nose.

"Why, these 'Don'ts' for bicyclists," replied the man in the bicycle suit.

"Let's see them," said the man who was short of skin.

The man in the bicycle suit handed him the paper

"The best one isn't there," said the man with the fantastic nose, shortly. "If it was the rest wouldn't be necessary."

"What do you consider the best one?" asked the man with the bicycle suit.

"Don't ride," answered the man whose nose stood in need of grafting, and then he carefully put a large piece of court plaster where it would do the most good.

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

Paris at Night.—Sketch.