ODD THANKSGIVINGS

Day Set Apart in Early Times for Recreation.

Thanksgiving, though commonly regarded as being from its earliest beginning a distinctively New England festival and Puritan holiday, was originally neither. The first New England Thanksgiving was observed by the Popham colonists at Monhegan, in the Thanksgiving service of the Church of England, "Giving God thanks" for safe arrival and many other liberal blessings, says Mrs. Earle in her "Customs of Old New England." Days set apart for thanksgiving were known in Europe before the Reformation, and were in frequent use by Protestants afterward. But the first New England Thanksgiving was not a day of religious observance, but a day of recreation. Edward Winslow writing December 11, 1621, to a friend in England, says: "Our harvest being gotten in, our governor sent four men out fowling so that we might, after a special manner, rejoice together after we had gathered the fruits of our labors. The four killed as much fowl, as with a little help beside, served the company about a week. At which times among our recreations we exercised our arms, many of the Indians coming amongst us, and among the rest their greatest king, Massasoyt, with some ninety men, whom for three days we entertained and feasted, and they went out and killed five deer which they brought and bestowed on our governor, and upon the captains and others." As Governor Bradford recorded that during that autumn "beside water fowle ther was great store of wild turkies," the Pilgrims fared better at their Thanksgiving than their English cousins, for turkeys were not plentiful in England at that date. The Indian visitors joined in the games. These recreations were doubtless competitions in running, leaping, jumping and perhaps stool-box. Probably the women of the colony had little time to join in the recreations as the four women, with the help of one servant, and a few young maids, had to prepare and cook food for 120 hungry men. There is no record of any special religious service during this week of feasting. On February 22, in 1630, the first public thanksgiving was held in Boston by the Bay State colony in gratitude for the safe arrival of ships bearing food and friends. On November 4, 1631, Thanksgiving day was kept again in Boston. From that time till 1684 there were at least 22 public thanksgiving days appointed in Massachusetts, Rhode Island and Connecticut. People do not seem to have celebrated Thanksgiving in the early days. In Connecticut the festival was not regularly observed until 1716. Thanksgiving was not always appointed in early days for the same token of God's beneficence, nor was it always set upon Thursday or for any special season, but the frequent appointment in gratitude for bountiful harvests finally made the autumn the customary time. When the festival of Thanks became annual it assumed many features of the old English Christmas. In the year 1677 the first regular Thanksgiving proclamation was printed. Neither chinaware nor earthenware was plentiful in early days, although earthenware is mentioned in early inventories. The table furnishings consisted largely of wooden trenchers. The time when America was settled was the era when pewterware and a set of "garnish" of pewter was a source of great pride to every colonial housekeeper. A universal table furnishing was the porringer, which was usually of pewter. When not in use these were hung by their handles on the edge of the dresser shelf.

Electrical Effects of Thunder Storms.

F. Larroque, in Comtes Rendus, states that, being attracted by the peculiar effect thunder storms at a distance of many miles often have upon persons afflicted with certain nervous diseases long before any instrument now in use indicates any atmospheric disturbance, it occurred to him that Hertzian waves emitted by thunder storms might possibly be transmitted over enormous distances through the middle and higher atmospher by some means analogous to relays. In order to test his idea he constructed a receiver made of a horizontal plate of zinc 40 cm. in diameter, earthed by a thin copper wire containing a spark gap located in a dark cellar. With this device, in June, 1901, he made several series of nocturnal observations. In one of them the manifestations coincided with the blizzard in the Grampians, and in another with the thunder storm which on the night of June 18 was visible over Corsica, the sky being serene in both cases where the observations were made. M. Larroque points out the importance of this character of meteorological observation, but ventures no explanation of the cause of the transmission of Hertzian waves over such enormous distances. —Philadelphia Times.

Unexplainable.

Hattie: "I wish I knew some way to make lots of money." Uncle George: "Easiest thing in the world, Hattie. Go upon the stage, and when you retire after twenty-five or thirty years you can write your reminescences for the next half century and get good money for them. I don't know why; I only know you would."—Boston Transcript.

Seats of Monarchs

King Edward and Czar Nicholas Have Several Royal Chairs.

Great Britain has no distinctive and exclusive throne. Instead, there are four—the wooden chair, with the slab of Scotch stone, in Westminster Abbey, which has served as the coronation seat of the monarchs of this realm for seven centuries; the sumptuous chair of state in the House of Lords, the chair on which the late queen sat when holding a drawing room in Buckingham palace, and the gilt arm chair at Windsor, in which the sovereign sits to receive letters of credence or recall from foreign envoys, or accord audience to dusky potentates.

The Czar of Russia is even more diversely throned. Each of a dozen chairs of state are at various times styled the Russian throne. The two most remarkable are the chairs of Ivan the Terrible and the one in St. George's Hall of the Winter Palace at St. Petersburg. The former is of turquoises. In the back alone there are 10,000 of these gems. The other chair is of costly woods, with ivory and gold, richly jeweled, and embossed with the imperial eagle. The seat is of ermine, and the arms are ivory tusks.

Further east, in Teheran, the Shah displays himself on a white marble throne, looted from Delhi in 1739. It is of ivory, overlaid with gold, and ablaze with gems, its value being estimated at over £1,000,000.

Cats Are Her Hobby

Rearing the Felines One of the Fads of Lady Marcus Beresford.

Among the "fads" to which English ladies of wealth, leisure and high social distinction are addicted there are few yielding the fair devotees more genuine pleasure and satisfaction than the business of breeding and rearing cats, the specialty of Lady Marcus Beresford. At her home at Bishamsgate, near Egham, Lady Beresford has established what she calls her "catteries," a word which fits the case, perhaps, as well as any other. The establishment is absolutely unique in every feature. Here the happy and fortunate pussies live, move, and have their being amid surroundings fit for queens and princes. One feature of the "catery" is a vine-covered cottage with the rooms decorated and supplied with everything supposed to be needful for the comfort of the most fastidious of felines. There is a small kitchen for cooking food, racks to hold the white enameled bowls and plates used at feeding time, and a large book wherein is inscribed the family history of members of the establishment. By many men cats are regarded as a nuisance, if nothing worse, but by a specially fortunate circumstance Lord Beresford is deeply interested in felines himself, and is in thorough sympathy with his wife's hobby. He is one of the presidents of the London Cat Club, whose annual exhibitions are a popular feature of each recurring season, and some of the prize-winning cats at these shows every year come from Lady Beresford's cat farm.

Pleasant is the company of those who encourage us to talk of ourselves.

Oliver Stevens of Boston has been the county district attorney for twenty-seven consecutive years. He is a Democrat, but has been twice re-elected by the Republicans.

NOTES ON SCIENCE.

CURRENT NOTES OF DISCOVERY AND INVENTION.

Long-Lived British Engines—Two Locomotives Built in 1845 Still in Daily Use on a Branch Railroad—The Speed of Birds Over estimated.

HOME SCIENCE.

An injury resulting from any violent wrenching or twisting of a joint without a fracture of bone is termed a sprain.

The term covers a very great variety of injuries, as well as very various degrees of injuries, of a joint. Thus the ligaments, which stretch from one bone to another, holding them together and binding them in place, may be merely stretched or actually torn. The bad reputation which a sprain has acquired, and which is even worse than that of a broken bone, is due to the fact that the injury involves these guy ropes of the anatomy which heal slowly and often imperfectly.

The lesser degrees of sprain are of course the most common, an inadvertent leap from on upon a moving car being often sufficient to occasion them. Sprains are sometimes acquired in the course of outdoor sports, and often by workmen whose occupations bring them into intimate contact with heavy moving bodies or machinery. Baseball furnishes many, perhaps most, of the finger-sprains in the United States.

Many of the lesser strains are treated at home without the supervision of a physician, as are likewise not a few of severer degrees in the woods and in other places where the services of a physician are not to be obtained.

Immediate attention is an imperative necessity in sprains, since in no injury do swelling and pain more promptly intervene. The marked and rapid swelling following a sprain is usually occasioned by the exudation of fluids, taking place not only around the injured joint, but also within the joint, the latter frequently to so great an extent as to force the two articulating surfaces apart.

Any motion or weight upon the joint when in this condition is intollerable, and in every case effort should be made to check exudation promptly, relieve the swelling and pain, and relax the tension of the muscles adjacent.

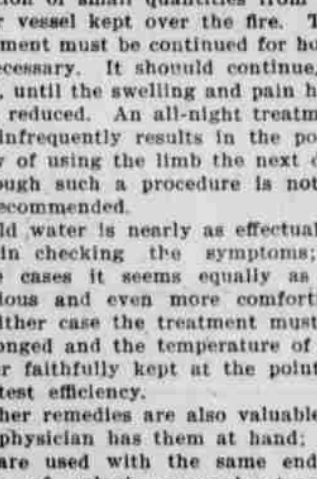
Nothing meets the emergency better than hot water—as hot as can be borne—and this, fortunately, is usually quickly at hand, even in the most primitive camp. The joint and adjacent limb should be plunged into the water, which may be kept hot by the addition of small quantities from another vessel kept over the fire. This treatment must be continued for hours if necessary. It shouuld continue, at least, until the swelling and pain have been reduced. An all-night treatment not infrequently results in the possibility of using the limb the next day, although such a procedure is not to be recommended.

Cold water is nearly as effectual as hot in checking the symptoms; in some cases it seems equally as efficacious and even more comforting. In either case the treatment must be prolonged and the temperature of the water faithfully kept at the point of greatest efficiency.

Other remedies are also valuable, if the physician has them at hand; but all are used with the same end in view, of relaxing muscular tension, combating the swelling and relieving pain.

THE SPEED OF BIRDS.

Mr. C. A. Witchell, an English naturalist, says the speed of flight of birds is often greatly overrated. The swift, for instance, has been credited with a speed of 150 miles per hour, and the popular imagination compares the flight of a sparrow-hawk with that



THE SPARROW HAWK.
(Reputed to travel with the speed of a cannon ball.)

of a cannon-ball! Independent of aid from the wind, Mr. Witchell thinks, 40 miles an hour is about the full speed of a good pigeon flying a long distance. The homing pigeon can be relied on, under fairly easy conditions, to make 60 miles an hour, or considerably more. On a short course a sparrow-hawk can outfly a homer. But the sparrow-hawk frequently fails to catch smaller birds that form its prey.

LONG-LIVED ENGLISH ENGINES.

The British are felicitating themselves that they have discovered something British superior to American construction. They are bragging about their locomotives.

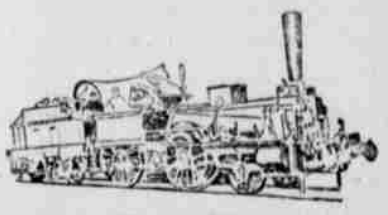
The famous "No. 1" Great Northern engine recently completed its four millionth mile. It was built in 1870. It is still regularly employed on express passenger work.

The editor of the Locomotive Magazine says: "The British-built engine, like the British-built bridge and the British-constructed permanent way, is designed to 'stay.' There are plenty of engines running today on British railways—aye, and on continental ones, too—that were constructed twenty, thirty, forty and even more years ago, and which are still perfectly reliable in every way.

"American builders can show nothing even remotely akin to this. The 'life' of a Yankee 'loco' fay be as short as 10 years. It certainly would be considered aged at 15. And I should imagine there are not above a score of 20-year-old locomotives in the whole of the United States that are regularly engaged in the passenger service of any of the first-class lines. The American engineer does not even pretend to build his locomotive to stay."

Further inquiry revealed the fact that the "No. 1" alluded to above is not the oldest locomotive running passenger trains in Great Britain. This honor is claimed for an engine built by Messrs. Bury Curtis & Kennedy of Liverpool in 1845, which is still in daily use on the Waterford & Tramore railway, in the southeast of Ireland.

The railway on which it runs is almost as remarkable in its way as the engine. It is only seven and a half miles long, and is entirely isolated from every other railway, its Waterford terminus being over a mile distant from any of the other stations of that town. There are no intermediate stations, sidings or passing places, and



BUILT IN 1845.
(English built engine still running on a French road.)

as the platforms at the two terminal stations are both on the west side of the railway, the carriages are provided with doors on only the one side.

Another British-built engine which dates from 1845 is still running on the Chemin de Fer du Nort of France. It was built by Messrs Robert Stephenson & Co. and was fitted with coupled driving wheels. This is the engine shown herewith.

HOW CITIES BURY THEMSELVES

A well has recently been driven in the Place de l'Hotel de Ville in Paris, for the purpose of ascertaining the nature of the subsoil of the French capital. The revelations throw light on the manner in which great cities, in the course of centuries, bury the relics of their past. First comes a layer of rubbish, nearly four and a half feet thick, dating from the sixteenth century to the nineteenth. A second layer, a little over two and half feet thick, consists of rubbish recognizable by the character of its fragments as belonging to the period from the fourteenth to the sixteenth century. This is separated from the first layer by a thin deposit of sand, and a second sandy deposit covers the third layer, which plainly shows relics of the eleventh and twelfth centuries. At the bottom is a clayey deposit filled with fragments of pottery and bits of oak timber belonging to the Gallic and Gallo-Roman periods.

THE MAHOGANY TREE.

Mahogany hunters in Central and South America are men requiring experience, and in some districts the revenues depend largely upon the success of their endeavors. Mahogany trees do not grow in groups, but are scattered and concealed in thickets. It takes two men an entire day to fell a tree. On account of the thick, thorny growth about the base of the tree it is the custom to build a scaffold around it, and to cut the trunk at a height of 10 or 15 feet from the ground. By this wasteful method it is said the best part of the tree is lost. Freed from branches, the trunk is hauled by oxen to the nearest river, where rafts are made.

Blast-Furnace Gas-Motors.

In western Europe, and particularly in Germany, the employment of motors utilizing gases from blast-furnaces is increasing. It is said that the use of these gases, which is not so common in England or the United States, effects a considerable saving in the cost of founding. The motors thus driven are employed principally for actuating air compressors and electric generators.

More than 400 guides have been insured free against accidents by the Swiss Alpine Club, at an annual cost of over 12,000 francs.

One's life toil teaches us to prize life's treasures.

FREDERICK ARCHER.

THE WORLD RENOWNED ORGANIST WHO DIED RECENTLY.

He Once Gave 2,000 Organ Recitals Without Repeating a Program.—Passed Many Years of His Life in the Country.

Frederick Archer, organist of Carnegie Music Hall, and one of the best known musicians of the country, died at his home in Pittsburg, Pa., after a lingering illness. Mr. Archer had a brilliant career in music. He was born at Oxford, England, on June 16, 1838. In 1847 he became the chorister at Margaret Chapel, now All Saints' church, London, and later organist at St. Clement's, Oxford, and then of Merton College, holding both appointments. After traveling on the continent he was appointed organist of the Panopticon, now the Alhambra Theater, London, and in 1862 gave weekly recitals on the great organ at the world's fair in London. In 1863, in association with Julius Benedict, he directed the concerts of the Vocal association; in 1865 became organist and choirmaster of Christ Church; then of the Church of the Jesuit Fathers, until 1873, when he was appointed to a similar position at Alexandra Palace, and gave more than 2,000 recitals on the great organ without repeating a program. In 1877 he was given the entire direction of Alexandra Palace, and, besides the organ recitals, conducted the orchestral concerts and the English opera in the theater. In 1879 he became musical examiner in the University of Glasgow, and in 1880

FREDERICK ARCHER.

formed an English opera company, which gave performances in the chief cities of England. He visited the United States in 1881, played in many of the principal cities, and after a short visit to London became organist of the Plymouth Church, Brooklyn, and subsequently of the Church of the Incarnation, New York, during which he gave a series of ninety concerts in Chickering Hall. In 1885 he founded the Keynote at Boston. He was the author of "The Organ," a theoretical treatise, and "The Collegiate Organ Tutor," and had composed much music of a high grade.

His Faith Was Shaken.

A religious old darky had his faith badly shaken not long ago. He is sexton for a white church in a Fayette County, Tennessee, town, and one afternoon as he was in front sweeping the pavement a strong wind arose, tearing a piece of the cornice off and taking a few brick out of the wall. Realizing that a good run was better than a bad stand, the old man sought shelter in the station-house on the opposite side of the street. Several minutes later a member of the church of which Uncle Isham is sexton came by, and, noticing him in his retreat, remarked that he thought the station-house a strange place for a man of faith to seek shelter in a storm when a house of worship was near. "Dat's so, but what's a man gwine ter do when de Lord begins to frow bricks at 'im?"

First Use of the Hot Blast.

James M. Swank, in a government report on iron and steel, says: The first practical application of the hot blast to the manufacture of pig iron in this country was made at the Oxford furnace in New Jersey, in 1834, by William Henry, the manager. The waste heat at the tymp passed over the surface of a nest of small cast iron pipes, through which the blast was conveyed to the furnace. The temperature was raised to 250 degrees Fahrenheit and the product of the furnace was increased about 10 per cent. In 1835 a hot-blast oven, containing cast iron arched pipes, was placed on the top of the stack by Mr. Henry and heated by the flame from the tunnel head. By this means the temperature of the blast was raised to 500 degrees. The fuel used was charcoal.

He Was Foiled.

"I will follow you to the uttermost ends of the earth!" hissed the villain. "No, you won't," remarked the heroine, calmly. "Why won't I?" queried the villain, aghast at her coolness. "Because I'm not going there," she replied.