BY CHARLES W. HUBNER.

Where is the light, on earth or in sky? That is like to the light of a mother's eye? Wath the fairest star we look upon, Or splendor of rising or setting sun, Glory to tarill us, or magic to move. Like the eye of a mother illumi ed with love?

What's like the glo m, the total celipse, That sadden surroundeth us-scaling the tips To grave like silence, save only the cry Of the wounded soul writing in agony-The storm that o'erwhelmeth us, cloud upon

When that eye's peerless glory is veiled by the shroud?

Are the sweet sounds on earth and is air, Or those which we deem that the angels must hear,

Sweet as the love-words that tenderly come Blessing us, guiding us; filling the hours With beauty and fr grance, as God fills the

What's like the hush, the silence supreme, The mid-ocean solitude, vague as a dream, That burdens the heart when, forever and

We turn from her confined dust, weeping awar-And Ol tell me where hath Love holler shrine That the spot where a mother's blest ashe-

Shipping Cattle.

er iron about the hatchway, to the ed by the French Government. height of six feet, protect it from shipping water during a heavy sea. The and so arranged as to always point in poppies and daisies. the direction the wind is blowing. This aids in producting a partial vacuum, and the motion of the vessel aids ventilation. Half these ventilators are connected with the lower deck, so that the bad air arising from that part of the vessel does not pass through the upper decks to the annoyance of the animals. There are, also, two ventilators connected with the smoke stack, which is surrounded by a non-conduct-ing encasement. Into these two ventilators are openings from the two cattle decks, through which the air is continually rushing, sometimes with sufficient force to carry along a half-sheet of newspaper. The vessel is provided with two air pumps, and whenever the ventilation is found imporfect they are put in operation, and the cattle decks. even in hot weather, become, in a short time, cooler than the upper deck.

The cattle are not more crowded when tied up than in any ordinary barn, and the walls and ceilings about them are kept well white-washed. The deck is divided so as to give a space for each three or four animals, the divisions being made by three six-inch boards placed perpendicularly. In case of crowding or in the lurching of the vessel these partitions prevent too much pressure coming upon a few of the cattle, and do not in the least interfere with perfect ventilation.

Years ago the method of shipping cattle was by passing a sling under the animal and, after giving it a slight hoist, lowering it into the hold. The for animal rarely struggled, appearing surprised at the sudden manner in which it was lifted off its feet, and before it could recever from its surprise it was ever, the sling broke, or the animals was so imperfectly balanced that it would pitch either backward or forward. Later, a cage was substituted for the sling, into which the animal was discovered and only of which it wouldness. safely in the hold. Sometimes, howdriven and out of which it walked when lowered into the hold. But this was a slow and very different process from that followed at the Brazilian. Here, as a car-load of cattle was emptied into the shed, they were driven to the gangway of the steamer, and so up on deck, and then, by another gang-way, down into the second hold. Here they were stalled, standing together most as closely as in a cattle car.

Imagine, tied up on the lower deck three hundred oxen-not such as we see every day at Brighton, but a selection from them. There were grade shorthorn and longhorns, and a few grade Herefords. It is long since we saw such a number of choice cattle tegether, certainly never in the hold of a ship. We now learned the necessity of such ample ventilation.
The condensed breath of the animals prevented our seeing from one end of the hold to the other-in fact, we could see the exen only for a few feet from where we stood, while the numerous lanterns, swinging here and there. appeared more like gilt buttons than like

Three hundred oxen had been shipped in about three hours, and the re maining three hundred were shipped without accident, and with little more trouble than in loading them into cars. After the cattle are placed in the vessel, they are in the care of the ship's men. One man has charge of every twenty-five animals; but as the work can be done better by two or more working together, four men are assigned to every one hundred animals.

When the cattle are properly seured they stand facing each other, and there is room for a man to pass between the rows at their heads, so that the two rows can be fed from one passage way. It would not be safe for a man and general workman in the to pass behind the cattle, and consequently the manure remains all thro' the voyage, the vessel having to be thoroughly cleaned after she reaches Liverpool. It is evident that not a NEW single ventilator could be spared, and we are enabled fully to realize the great importance of the two air pumps, ware, on which instead of forcing air into the rew as a reverse some hold, bring up the foul air, causing Next door west of Chapman & Smith's Drug quite a breeze in the hold, even on the

hottest summer day. Regarding the condition of the ani- SHELF HARDWARE, mals when they arrived at Liverpool, SHOVELS, RAKES, SPADES and one man considered their gain in weight sufficient to pay for their passage; a second said they gained, but not NAILS, NAILS, NAILS, by the Kes so much as that; while a third thought they held their own in weight and con-

In the education of the blind at Boston an excellent step has been taken. They are now taught to tune pianos, and are extremely successful in their work.

The National Convention. Each State is entitled two delegates

from each congressional district and four delegates at large, and each territory and the District of Columbia to two delegates, making a total of 756. The delegations are as follows:

NORTHERN STATES 12 New Jersey. 42 New York... SOUTHERN STATES. 20 Maryland.... 12 North Carellin South Carolina. THE TERRITORIES.

The New Atlantic Cable.

It extends from Brest, France, to St. Pierre, off Newfoundland, thence to North Eastham, near Provincetown, Cape Cod, Massachusetts, where connection is made with the land lines of the American Union Telegraph Com-pany, and is the sixth telegraphic ca-ble connecting the United States with Europe. The cable was constructed the following from the American Cultivator something of interest, showing as it does one stage more than most any of the cables previously laid. The as it does one stage more than most cattle raisers of the west are acquainted with, of the journey so many prince cattle are of late making towards the markets in which they finally meet the consumer of beef. The Cultivator says: We lately had the pleasure of a visit treated with Chatterton's compound, to the steamer Brazilian, while loading An armor of steel wire for protection at Pier No. 6, East Boston. At the is outside the hemp, the wires compostime of our visit she was taking in ing the armor being laid in a peculiar corn, flour, and oatmeal, while the manner, side by side, so that fractures stalls for cattle were being prepared. seem almost impossible to occur. Sur-She has accommodation for 670 head rounding the armor is another coverof live stock. Her ventilation is su-perior to almost any barn we have anti-corrosive compound. Not only seen, there being about forty ventila-tors, beside windows in the side of the as superior to all others, but the celervessel, which can be opened in pleas-ant weather, allowing a current of air laid is without parallel in cable histo pass through. One-half of every tory. The work was completed in exhatchway, also, can be kept open, even actly seven months from the day the during rough weather. Plates of boil- concession to the company was grant-

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or a strained joint on a Horse's Legs. The agony produced by a Lara or heald; mortification from Frost bles; Swellings from Strains; the tertures of Etheur-matism; Crippled for life, by some neglected accidents a valuable become Doctor's Bill may all be saved from One Dett's of Centaur Liniment.

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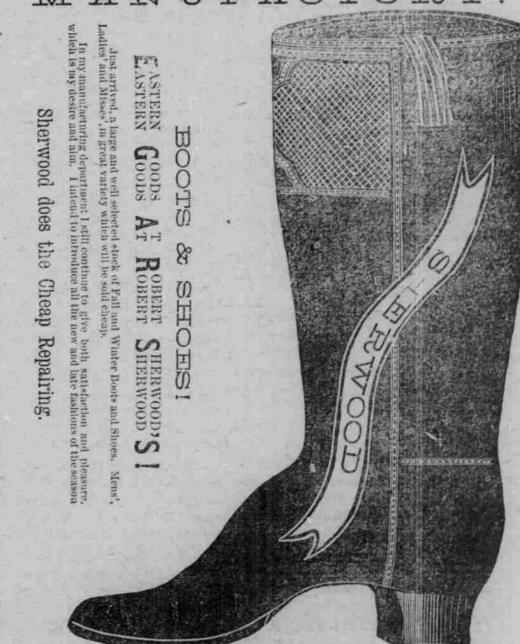
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