three times as long as your filesy cotton and wool stuff a few pentius cheaper. Especially in a family of children, faorics should be chosen, for service, that when made up they may descend from one child another, thus saving the mother time to stitch into her brain a little embroidery of thought and culture.

In selecting fabrica it is well to think what secondary purpose they may serve when they have accomplished the immediate object for which they were procured.

Some garments may have as many lives. to another, thus saving the mother time to Some garments may have as many lives as a cat, and trausmigrate from one form to another till they reach that summum bonum of Hindoo festeity—that bisus ness—of white paper, or that flual apotheosis of weelen fabric—a rag carpet. But wnatever we buy of dress goods, do let us be a ment to wear it in simplicity, and not cut and alash and twist and torture it into every conceivable shape that ever happined the conceivable shape that ever haunted the crary brain of an insace fashigh inventor.

Wester d agape on Broadway at the tolicttes displayed there, and grow in flatly weary at thought of the endless ruffler and bisa folds and bows and fringes, and deformed panniers, the scallops and flunces and overskirts, the influite toggery that goes to make up the tolictte of a Broadway belie.

What will these women do with the ready. make up the tollette of a Broadway belle. What will these women do with the readymade ciothing that the saints above wear?

One or two rules with regard to shopping may not be out of place. First: Have a list of articles to be purchased made out in black and waits. By this means you will be asved from sudden temptation to buy what is not really necessary, and forget nothing that you require. Second: Deal only with merchants in whose business integrity you can condide. Third: In the long run one always does better to buy at one and the same place than to run about for purpose of hunting up bargains. A regular oustainer can often get lavore denied to BACON AND DRIED BEEF.

An Ly at of the Age.

lar oustomer can often get lavors deuled to an occasional purchaser. Fourth: Never buy what you don't want, simply necause

it is chesp. - N. Y. Tribune.

One of the most remarkable events of the age we live in is now taking place in Peru For two years past work has been progressing in the giant struggle of enterprise to gain the mastery of the Titan Andean chain. Lat July work was commenced on the eastern terminus of the Lima and Oroya Railroad, which is being constructed under a contract for 27 000,000 soles by Harry Meiggs This road, which commences virtually at Callan, on the coast, is destined to cross an aititude of over 15 000 test and terminate at Oroya, a little Indian towe, at an aititude of 12 200 feet. Od Callfornians are proported in all these new ifornians are prominent in all these new works. Jesse L. We more, Esq., who was well known in this city during the "flush" imes as a contractor, has assumed the great responsibility of superintending the con-struction from Oraya westward. The Inca Indians, commonly known in that country as "Cholos," are employed, being the only ones who can ances duly operate at such high altitudes, where the rarity of the atin lower paces from work-The head camp and centre for ng town, at abou 14 500 feet attitude Eighteen miles of terrepien, or grading have been finished, and this month the work of making a tunsel through the crest of the Andes has begun. It will be worked from both ends, with a force of 1,500 Indians engaged on it and in the vicinity. The tunnel will be 3,000 feet in length, and elevated above the sear ligher than the summit of Ment Bianc. In an air line it is distast from the western terminus on the Piceific Coast only about sixty miles. The gradient is for the most part two hundred and eleven feet to the mile, or what is there called a four per cent. grade. Many expedients have been adopted in order to surmount the great engineering slifficulties and to so lengthen the road to the best advantage for the purpose of entinually garning sittude. At one point above San Bartolome, about forty-two miles from Callao, it has been necessary to resort to a V—which is slimply a turn table and switch, whence the road takes an up grade in reverse direction for several miles, and sgain returns, forming in its course almost a figure 8. The difficulty experienced in working at the eastern end may be at once comprehended when it is remembered that the mule trait, by which all tools and provisions, with the exception of what may be obtained in the interior, passes over an altitude of 16,500 feet amid a cluster of peaks covered with perpetual snow. It is hoped by this road to develop the mineral wealth of the Cordilloras, which consists of sliver ore. Coal has also been discovered in the vicinity of Orova and Yauit, which must eventually prove a valuable resource in a sountry which is tant from the western terminus on the Pvbeen discovered in the vicinity of Orova and Yauli, which must eventually prove a valuable resource in a country which is totally destitute of timber. With the exception of some coal, which is rudely taken out and transported on the backs of liaman to the principal camps, at a cust of \$20 per ton, nothing can be obtained for finet excepting dried turf, "buffalo chips" (25 cents a sack), and dried liama dung. The latter on preserved by the ton for use in rude amelting at the mines. Thousands of sacks have been bought up for the railroad work, for burning lime, which abounds in that vicinity, etc. Such lusins as these will enable those who are unacquainted with the peculiarities of the country to appreciate the fact that this work, which has been begun, is one of the great events of the present aga.—Alia Cahfornia.

The Sues Canal,

The Sucz Canal is replying to its detractors by the most powerful or all arguments—hard money. The report of M. de Les seps, read at the meeting of the stock-holders at Paris, contains the gratifying sasurance that not only is the canal self-supporting, but that in a few years they supporting, but that in a few years they may expect to receive a dividend of five per cent. When we consider that \$300,000 is an unity expended for the purpose of keeping the canal in order, exclusive of incidents expenses, the result is very promising. The manner of levying the tariff on the registered tonness of the ship, being manifestly unjust, as the vesses of certain countries were taxed more than those of others, their earning capacity being often the same, did much to keep the receipts of the company down; but the directors have cut the knot by deciding upon the use of the British system of measurement for all vessels hereafter. Ships of three thousand tons having passed through the canal, its usefulness is perfectly demonstrated, and a corresponding increase in the eastern commerce of the Southern European has tions is seen. It will be seen that the canal is not to be a profitable speculation to a few, but a great and leating here \$4 to the many; and its achievement being one of the great victories of peace is the most bonorable triumph of France.—Boston Traveler.

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