all she could recollect was her maiden name, "Miss Welsh." The humor in this tale was enhanced to those who knew her, from its being so much out of keeping with her usual shrewdness and self-possession, that none could have predicted it of her.

Her death scene, a year later, when "Mr. Silvester," as she named her coachman, during a drive, turned and looked into the carriage—surprised at receiving no orders as to route—and saw her sitting, lifeless, with a pet dog on her knee, has often risen to my thoughts since that pleasant week in her society.

My strongest impression was of the deep mutual love evidently subsisting between Mrs. Carlyle and her husband. Every subject we discussed seemed to recall thoughts of him. If the piano were opened his song of the "blue day" was referred to, or asked for; if any literary man were mentioned, his opinion of him was given, or a story was told showing his relation to other men of note. I felt as if listening to the love-talk of a youthful engaged couple, and when, in later days, Froude opened up a floodgate of misunderstanding, I felt assured there was a radical misconception of the true state of affairs. There might be outside grumbling in the daily life of the childless couple, but at heart there was only love of the truest and deepest kind.

It is pleasant to find in one of Browning's letters this sentence: "I dined with dear Carlyle and his wife (catch me calling people 'dear' in a hurry, except in letter beginnings!) yesterday. I don't know any people like them."

CAPTAIN S'GBEE TALKS.

Havana, Feb. 19.—Captain C. D. Sigsbee of the battleship Maine, in an interview today with the correspondent of the Associated Press, describes in detail the explosion which destroyed the great ship.

"On the night of the explosion," said Captain Sigsbee, "I had not retired. I was writing letters. I find it impossible to describe the sound or shock, but the impression remains of something awe-inspiring, terrifying, of noise rending, vibrating, all pervading. There is nothing in the former experience of anyone on board to measure the explosion by.

"After the first great shock—I cannot myself recall how many sharp detonations I heard, not more than two or three—I knew my ship was gone. In such a structure as the Maine, the effect of such an explosion are not for the moment in doubt.

"I made my way through the long passageway in the dark, groping from side to side in the hatchway and then into the poop, being among the earliest to reach that spot. As soon as I recognized the officers I ordered the big explosives to be flooded and I then directed that the boats available be lowered to rescue the wounded or drowning.

"Discpline in perfect measure prevailed. There was no more confusion than a call to general quarters would produce, nor as much.

"I soon saw by the light of the flames that all my officers and crew left alive and on board surrounded me. I cannot form any idea of the time, but it seemed five minutes from the time I reached the poop until I left, the last man it was possible to reach having been saved. It must have been three-quarters of an hour or more, however, from the amount of work done.

"I remember the officers and men worked together lowering the boats and that the gig took some time to lower. I did not notice the rain of debris described by Lieut. Blandin or others who were on deck at the time of the first explosion, but I did observe the explosion of the fixed ammunition and wondered that more were not hurt thereby.

"Without going beyond the limits of what was proper in the harbor of a frendly power, I always maintain precautions against attack and the quarter watch was ordered to have ammunition for the smaller guns ready to hand so that in the improbable event of an attack on the ship it would be found ready. It was this ammunition which exploded as the heat reached it."

Captain Sigsbee and all officers here are very anxious for news from the United States as to the public opinion there. The captain has done all he can to calm the excitement in the United States, and to induce the public to wait for the results of the investigation before forming a judgment as to the cause of the explosion.

As the Olivette entered the harbor early this morning the passengers crowded to her upper decks to see the yellow forts and long lines of walls manned by soldiers, the beauties of palm-crowned hills or the thousand sights new to many eyes. All interested centered in the first view of the wreck of the ill-fated battleship, and the sight was ghastly enough when reached to satisfy all who were desirous of witnessing horrors.

The wreck is the central figure of an otherwise bright picture, and it is as sad as it is terrible. The huge mass of flame-charred debris forward, looks as though it had been thrown up from a subterranean store-house of fused cement, steel, wood and iron. Further aft, one military mas protrudes at a slight angle from the perpendicular, while the poop, on which gathered the band, offers a resting place for the woodmen or divers. Of the predominant white which marks our war vessels, not a vestige remains. In its place is the blackness of desolation and death.

It is known that Lieut. Jenkins, who is among those missing, was alive after the explosion. A colored mess attendant, now at Key West, met Jenkins running forward. He evidently thought in the confusion that the Maine had been fired on, and he was rushing to the forecastle, where was located the six-inch gun, of which he was in charge.

The United States flag is floating at half mast from the poop of the Maine today and two divers with six assistants are at work about the wreck under the direction of Captain Sigsbee.

It appears that the preliminary work of the divers will be directed towards salvage only. When the investigation into the cause of the disaster commences, the Spanish government, it is said here, will co-operate.

SCIENTIFIC MISCELLANY.

Remarkable possibilities have been opened up by the microphonograph, the loud-speaking and clear-toned combination of microphone and phonograph lately devised by M. F. Dussaud, of Geneva. Certain physiological facts have suggested that many deaf-mutes could be made to hear by this instrument, and in practice some persons have actually been given the sensation of sound for the first time, while others have had their defective auditory organs so trained that ordinary sounds hitherto unnoticed are now perceived. Simply as a means of educating the deaf and dumb, therefore, the apparatus must be invaluable. Another striking use already found for it is that of Messrs. Berthon and Jaubert in connection with the telephone and kinematograph, and the combination of moving scenes with the attendant sounds of conversation, etc., is expected to serve in the life-like reproduction of a number of naval scenes at the exhibition of 1900.

The black race is estimated by Prof. Hamy to embrace one-tenth of the human species, or about 150,000,000 individuals, and while its peoples differ in many respects, the race as a whole is distinguished from others by the combination of a dark skin and crisped hair. Of the total, one-tenth has existed outside of Africa, in Melanesia, etc., from the time when those islands formed a part of the Asiatic continent. In Africa, the pure blacks are found in groups on both sides of the fifteenth parallel of north latitude from the Nile to the Atlantic, and are mostly agricultural, with a knowledge of iron-working dating from remote antiquity. The dwarfs occupy a strip of five degrees on either side of the equator. The Bantu peoples, next south, extend from ocean to ocean, and are physically different but alike in language; while the Bushmen and Hotentots in the far south form a separate group, with individual characteristics.

A Dutch physiologist concludes, contrary to usual belief, that in man is no chemical regulation of heat, oxygen consumption being the same at all seasons.

Before the days of the phonograph, Barnum, the great showman exhibited a "talking" manikin in which the human voice was mechanically imitated to a very limited extent. Some French manufacturer has now added to this idea by giving all the voices of a small menagerie in a book of pictures that talk, the characteristic cry of each creature being obtained on pulling a string at the bottom of the page showing the picture. This interesting toy gives a surprising variety of good imitations. The rooster crows, the donkey he-haws, the lamb bleats, the little bird nestlings twitter, the cow moos, the cuckoo sings, and the little children exclaim, "Papa!" and "Mamma!" The results are very simply produced. A small bellows is enclosed in a box hidden in the book, and when the string is pulled, air enters and is expelled by a spring through a special tube appropriate for each cry. At the same moment the bellows strikes certain obstacles on a wire, thus yielding variations of sound carefully studied to give the desired effects.

Wireless telegraphy, now giving such encouraging results, appears to be no new idea. It has been recalled in Paris that on the cutting of the wires during the siege of that city in 1870, M. Bourbouze, then a tutor in physics at the University of Paris, conceived the idea of communicating by electricity without wires. His experiments at last proved successful. On the night of Jan. 10-11, 1871, a dispatch was sent along the Seine from the Pont National to Saint Denis, a distance of about 25 miles, the ground and water being employed as conductors. The war closed before the invention was perfected, and the work was dropped.

In the gold mines of Victoria, fossil wood, and even timber supports, are often thoroughly permeated with particles of gold which under the microscope are seen adhering in patches to crystals of iron pyrites all through the interior of the wood. A specimen of pyrites from the center of an old tree trunk is reported to have assayed 30 ounces of gold per ton.

A large eel of the Fiji islands, fifteen feet long, is reported to have a peculiar throat formation, causing it to whistle when excited.

The rapidity of thought is limited, and voluntary action of the muscles is