

YOUTH'S DEPARTMENT

[COLUMNS CONDUCTED BY ONE OF OUR BRIGHT SCHOOLBOYS.]

The Youth's Department will be a regular feature of this paper. It is the intention to make it instructive and entertaining to our boy and girl readers, and also suitable for reading at the family fireside, and for supplementary reading in our public and private schools.

ABOUT OUR COUNTRY.
The next national holiday will be Memorial day, May 30th.

Mr. D. O. Mills, a California millionaire, is going to build two of the largest tenement houses in the world. Work will begin May 1st on building number one which is to have 1,500 rooms. They will be located in New York City. The cost of the building will be about \$400,000, to which must be added about \$250,000 for the land, making a total of \$650,000. The cost of furniture, heating and lighting will be over \$1,000,000. The central tower will contain four elevators and iron spiral staircases. Each room will contain a comfortable single bed, and chair. On the first floor there will be a public bath, and beyond this a laundry and drying room, which guests can use for washing their clothes. On the same floor there will be thirty large individual bath rooms. In the basement is to be the restaurant with seating capacity for 800 persons. Here also will be the kitchen, store rooms and offices. Rooms are to be ten cents with a bath. Meals will be from two cents to twenty cents. Nothing is to be free but by being on a large scale it is to be very cheap.

On board a warship the boys who hand the gunners' sacks of powder are called "powder monkeys." Once, when one of Farragut's gunboats on the Mississippi was just going into action, one of the "powder monkeys" was noticed by an officer kneeling by one of the guns saying his prayers. The officer sneeringly asked him what he was doing, and if he was afraid. "No; I was praying," said he. "Well, what were you praying for?" "Praying," said the lad, "that the enemy's bullets may be distributed the same as the prize money—principally among the officers."

Congress is still in session and the general opinion is that five hundred schoolboys could do as well or better than the five hundred statesmen at Washington. A bill has been passed to prohibit the sale of adulterated cheese. Why don't they teach people how to make good cheese. In some states they are going to teach boys and girls how to take care of fruit trees. They might as well teach them how to handle cows and make butter and cheese, I should think.

In the Portland chamber of commerce there is an elevator cat. She lives in the basement but goes all over the ten story building, riding up and down on the elevators. When her kittens are large enough she brings them up on the first floor, and they live behind the big bootblack stand, coming out and playing at night when the crowds are gone. The old cat is a great friend to some of the elevator boys, riding up and down with them in their swiftly gliding cages. They take turns once a day bringing her a package of table scraps which she enjoys very much.

In many parts of the United States there are still porcupines. I would like to ask boys if they know of any harm they do, and also why nearly everybody kills them.

KEEPING WELL AND STRONG.
Don't chew gum.
Keep your temper.
Wash your feet once a day.
Let some fresh air into your bedroom at night.
Wear no more clothing than is necessary to appear well dressed and keep comfortable. Avoid wearing wraps about the neck or standing still in a strong breeze.

The girls in one of the Salem, Oregon, schools play base ball just the same as the boys and have become quite expert. They make some mistakes, like running on a foul, catching on the bound, crossing out, etc. But it is great fun.

A noble purpose will add more real strength and dignity to the life of any boy or girl than all the gymnastics in the world. Abe Lincoln never saw the inside of a gymnasium but he had a high determination to succeed at something.

ROLLER STEAMSHIPS.
A French scientist has invented what he claims is a new principle of navigation—a roller steamship. Instead of cutting through the water he would roll over the waves. His ship is a large covered deck, built around and over four immense steel drum rollers. These steel cylinders float the whole craft, but are themselves propelled by steam power, and it is believed by the inventor that the roller

boat will ride over the rough waves of the channel between England and France much easier than the vessels that are now in use.

HE SENT A SAMPLE.
Anthony Driscoll works on the Pennsylvania railroad. The company ordered all section employees to have their eyes examined for color-blindness. Nelson was too busy to come to the office at Pittsburg, so he sent one of his eyes, which happened to be a glass one, to the examining officer, with a note, saying it was a perfect copy of his good eye, and if it was color-blind, he would get one that was not. It is not necessary to say that Anthony kept his job.

LAST DAYS OF DICK.
How lonely it would be along the seashore and on some of our great navigable rivers and lakes, if there were no gulls. Sailors and people living in seaport towns come to have a great deal of love for gulls. They protect them and do not allow them to be killed. At the Brenton's Reef Lightship, near Newport, Rhode Island, a gull called Dick, spends his winters regularly with the crew of the lightship. The past was his twenty-fourth winter, and when Dick arrived about the middle of November he was so feeble he could hardly fly. He leaves the lightship in April and returns in November always within a few days of the same date. Dicks arrival and departure is announced in the telegraphic dispatches.

AS GOOD AS ANTS.
I read a story in Chatterbox for April about a certain African king who came to this country and he was one day, soon after his arrival, invited to a party. His host thought that he would give him something to eat unlike anything which he had ever tasted before, so he brought him a dish of strawberry ice cream. "Isn't that good?" he asked the black man. "Yes, it am berry nice," was the reply "but did white man ever eat ants?" The favorite food in his country consisted of white ants pounded up into a jelly and baked, and the strawberry ice cream was so very good that it reminded him of this delicacy.

EDITORIALS.
Work, work, my boy, be not afraid, Look labor boldly in the face; Take up the hammer or the spade, And blush not for your humble trade.
Hold up your brow in honest pride, Though rough and swarth your hands may be; Such hands are sap-veins that provide The life-blood of the nation's free.

Hungary holds a one-thousandth anniversary this year. Switzerland opens a national exposition at Geneva, May 1. Canada holds her first international exposition at Montreal.

I have read much and heard more about the duties of children to parents. It seems to me the subject of the parents' duty to their boys and girls has not been given any attention. Books upon duty have been written by the parents, and our side of the question has been ignored.

THE STORY OF A BOY CAPTIAN.
Horatio Nelson was born in September, 1758, and became England's greatest sea captain and naval hero. He had eight brothers and sisters. He was of puny size and not very strong but more than made up for it in all kinds of games by his high spirits and great courage.

When only nine years old he was sent with his brother to school at quite a distance. Upon one occasion, when two of the boys were returning to school, in midwinter, on horse-back, they found the snow so deep that, not being over-anxious to resume their studies, they returned and told their father of the state of the road.

"In that case, you shall not go," said he; "but make another attempt and I will leave it to your honor."
The boys again started, and found that the snow was indeed deep enough to justify their return.
"The snow is far too deep," said William, "we must go home again."
"No," answered Horatio. "We must go on. Remember it was left to our honor," and they pressed on and safely reached the school.

At ten years of age Horatio was summoned to go on board an English warship, commanded by his uncle, Captain Suckling, for a voyage to the West Indies. Soon after he sailed on a voyage of discovery to the North Pole, and distinguished himself by chasing a polar bear over the ice in a thick fog all night, until a signal of recall was made from the ship.

After many changes of sea and climate, and after many sufferings, and after much hard work, Nelson passed, in A. D. 1777, a hard examination before a board of naval officers and at the age of 21 was given command of the warship Badger. He was a little fellow and described as the "merest boy of a captain ever seen." In 1793 at the siege of Calvi off the coast of France, a shot, striking the ground near his feet, drove some gravel into his eye, and the sight was gone forever.

Horatio was no longer a boy captain—he had been made an earl by the King.

On board the Theseus, Nelson was sent to attack Santa Cruz, and, in the very act of stepping out of his boat and drawing his sword, he received a bullet in his right arm, and the shock hurled him back into the boat. The attack failed, and when Nelson was rowed alongside the Theseus again, he caught a rope with his uninjured hand, swung himself aboard, and, as he leaped upon deck, exclaimed, "Tell the surgeon to make haste with his instruments. I know I must lose my right arm, so the sooner it is off the better."

In 1798, the French sent a fleet of ships to attack Egypt. The King of England sent Nelson with a fleet to give them battle, and it was a fierce one. Nelson finally came in sight of the enemy's fleet at the mouth of the Nile. The French had drawn up all their ships in the bay, and bade defiance to the English.

Led by Nelson in the Vanguard with six colors flying, lest any should be shot away, the main body of the fleet sailed onwards to the foe. At sunset the Vanguard opened fire. The cannonade was soon terrific; the men, working the foremost guns, were all killed, but others quickly filled their place. Before long, five of the French ships were either dismantled or captured. The heroic French commander on board the Orient, was three times wounded, but refused to leave his post; at last, a shot almost cut him in two, and he died on the deck where he fell. A piece of wood struck Nelson on the head, but he would not allow the surgeon to look at the wound until he had 'taken his turn' with his own seamen.

Whilst he was being attended to, the French warship, Orient, blew up, and Nelson, forgetful of his injuries, rushed on deck to order all his boats away to the rescue of his enemies. The action was continued throughout the night, and at daybreak the last remaining couple of French ships, not disabled, cut their cables, and stood away to sea. Nothing else escaped.

All the rest of the splendid French fleet was sunk or wrecked.

In 1800 Russia, Denmark and Sweden united to destroy forever the power of England as "mistress of the seas." An English fleet in command of Sir Hyde Parker, with Horatio Nelson under him, set sail to meet the allied fleet in Copenhagen. After three hours' hard fighting in that harbor, Sir Hyde Parker made a signal to stop fighting. Raising his telescope to his blind eye, Nelson coolly said to the officer who had called his attention to the signal: "I really do not see the signal. Keep mine, for battle, flying. That's the way I answer such signals. Nail mine to the mast!" In two hours the enemy stopped firing and surrendered. Nelson went ashore and dictated a treaty of peace. Nelson sailed back to England in command of the fleet, Parker having been recalled.

Nelson went into a two years' service in 1803, going on land but three times. In 1805 he sailed in the warship Victory for his last fight at sea. For some time after the French had opened fire, the Victory's guns never spoke. At length, however, both her broadsides belched forth their flame and smoke with terrible effect, and then, her helm being suddenly put astern, she ran down the Redoubtable, clashing her in a fierce death struggle. The French ship, after firing one broadside, closed her lower deck ports for fear of being boarded, and Nelson, thinking that, as he heard no great guns, she had surrendered, issued orders to cease firing. But the riflemen who filled her tops continued to pour a deadly hail of bullets on to their opponents, and, as Nelson stood upon the deck of the Victory, a shot, fired from the mizzen-top of the Redoubtable, struck him on the shoulder.

Captain Hardy and some sailors rushed to his assistance and raised him up.
"They have done for me at last," Hardy, he said, calmly.
"I hope not," was the anxious reply.
"Yes," answered the dying hero, "my backbone is shot through."
But not even at this awful moment did his courage or presence of mind forsake him. He covered up his face and his medals, that the crew might

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not know that he had been wounded, and he was carried below.

As each cheer from the deck above told him that yet another French ship had been sunk, his eye brightened, and he uttered an exclamation of joy. In an hour's time Hardy left the deck, and ran below to give him news of the battle.

"Well, Hardy, how goes the day with us?" he said, and, when a satisfactory answer had been given, he added, "I hope that none of our ships have surrendered?"

"No fear of that," replied Hardy.

Again was the gallant captain obliged to hurry up on deck, for the fight was still raging. Nearly an hour passed, and, then, hastening back again, he took the dying man's hand in his, and congratulated him on having won a splendid victory.

His last words were: "I wish I hadn't left the deck, for I shall soon be gone. Thank God, I have done my duty!" Nelson's old ship Victory still floats in Portsmouth harbor, and his monument stands in London.

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