

of personal position. We understand all this, and sympathize with it all. But it is not possible that the whole American people can rise out of ordinary, useful labor into high position. It is not possible that every lad who goes to a district school can become President of the United States. These useful employments on the farm and in the shop of the mechanic lie at the basis of all our national prosperity. This work must be done, and somebody must do it,—and those who are best adapted to it must do it. No greater wrong can be done to a lad than to lift him from the employment to which he is best adapted into something which seems to him to be higher. In these days, the foreigner is the man, as a rule, who does the work. In traveling over the country, if one loses a shoe from a horse, the chances are many that the blacksmith he will find at the wayside will be an Irishman. The old Yankee blacksmith has "gone out," as we say, and we are to-day dependent upon the person we import from Europe for the work that is necessary to carry on the farm, for the work that is necessary to carry on our manufactures, both in a large and in a small way, for the work of the kitchen, and for all the service of the household.

It is very hard for a man who has been bred an American to conceive of such a thing as over-education for what are known as the common people. Yet there is something in the education of our common people, or something in the ideas which have been imbibed in the course of their education, which seems to unfit them for their work, which makes them discontented, which disturbs them, and makes it well-nigh impossible for them to accept the con-

ditions of the lot into which they are born, and the employments which have been followed by their parents. It has become, indeed, a very serious matter, and deserves the profound attention of our educators and political economists. If by any study or any chance we could learn the cause of these great changes and obviate it, it would be a boon to the American people. As it is to-day, the avenues to what are called genteel employments are choked with the crowds pushing into them from our public-schools. Young men with good muscles and broad backs are standing behind shopmen's counters, who ought to be engaged in some more manly pursuits, who would have a better outlook before them and would have a better life and more self-respect, if they were doing a man's work behind a plow or behind a plane. There are women in large numbers striving for genteel employments, who would be a thousand times better in body and mind, if they were engaged in household work. There are men and women even in these hard times, when they hardly know where their next meal is coming from, and have not the slightest idea how they are to procure their next new garment, who are still very difficult to please in the matter of work, and who will crowd their daughters into stores and shops, rather than apprentice them to dress-makers where they may learn a useful trade and earn increased wages. In the meantime, the more sensible foreigner is picking up industriously and carefully all the threads dropped in those industries which were once purely American, and the Americans pure and simple are becoming ruinously and absurdly genteel.

HOME AND SOCIETY.

Suggestions to Ocean Travelers.

THE traveler who intends to cross the ocean for the first time usually has some perplexity in selecting a line of steamers, and when he has decided upon the line the perplexity recurs in picking a desirable vessel out of its fleet. There are steamers and steamers,—some uncomfortable ones in good lines, and some comfortable ones in bad lines, and each line has two or three superior in size and speed to others of its fleet. The fastest attract the fullest complement of passengers during the summer season, and applications for berths in them should be made at least five or six weeks before the intended sailing. But, unless time is more precious than it is likely to be with the tourist, or unless sea-sickness is felt to be inevitable, and the briefest possible voyage is the greatest desideratum, the writer would advise the selection of an unfashionable vessel, supposing, of course, that its unpopularity is the consequence not of unsafety or antiquity, but as is often the case, of inferior engine power. The steamers of a thousand horsepower which speed from Sandy Hook to Queens-town in eight days are invariably overcrowded in

June and July; two dinners are served daily in the saloon for different sets of passengers; the stewards are so overworked that, be they angelically well disposed, they cannot give proper attention to every passenger, and the decks are so thronged that promenading is next to impossible. But the steamers that are two or three days longer, accomplishing an easy two hundred and fifty miles a day, usually afford better state-rooms, and, in most particulars, greater comfort.

The cost of the voyage varies from \$60 to \$100; but it is not less than \$80 in any of the first-class lines. One hundred dollars will secure an outside room for two persons,—that is, one hundred dollars each; and for eighty dollars a passage is given in an outside room containing four persons, or in an inside room containing two. The outside rooms are provided with "ports" or windows which can be opened in smooth weather, and the occupants may dress in the summer mornings with an exhilarating breeze blowing in upon them from the sea; while the inside rooms receive all their light and ventilation from the deck. But a room containing four is so

exceedingly inconvenient, especially in tempestuous weather, that if the traveler limits his fare to \$80 we advise him to take the inside room with one companion, although it is sure to be breezeless in hot weather and dark at all times. Four persons endeavoring to dress in a space about eight feet square, when the vessel is pitching and rolling in the "roaring forties," do not succeed without heroic patience and innumerable mishaps.

The cool, fresh air admitted by the ports usually tempts the occupants of outside rooms to keep them open, and to complain when the stewards close them; but it is never safe to retire without seeing that they are screwed up.

The bath-room of the modern steamer is one of its greatest luxuries, but if there are many passengers, and especially if the passengers include a number of young Englishmen or Canadians, to whom the morning "tub" is the invariable attendant of breakfast, it is necessary to see the bedroom steward as soon as you go on board, and have the hour recorded at which you want to bathe. The water is cold, but it is the veritable brine of mid-ocean, and the chill can be taken off by a can of hot fresh water, which the steward will obtain from the galley.

The most important consideration, however, is the location of the state-room. In old-fashioned vessels all the sleeping accommodations are "aft," that is astern, where, naturally, the pitch of the steamer is most perceptible, and where, in heavy weather, the propeller as it strikes the water, produces a concussion terrible to the nerves and annihilative of repose. But in the steamers of more recent construction, the saloon, ladies' cabin and state-rooms are amidships, and if the traveler is solicitous about his comfort he will see to it that this is the case in the vessel which he selects for his voyage. Even when the rooms are amidships there are discomforts peculiar to that arrangement; but if applications for berths are made in season, and if the plan of the steamer is consulted at the agent's office, a location may be obtained where the pulsations of the powerful engines are inaudible, and where in the heaviest weather the only motion apparent is a gentle heaving. Choose a room some distance aft or forward of the engine, and see that it is not in proximity to the closets. At the same time if the reader is fastidious he should be prepared to pay for a first-class berth; while if he is nervous, sea-sick and irritable, the best ship built will still seem uncomfortable.

Having had a state-room assigned you, put as little as possible into it. Any box or valise that is not absolutely wanted during the voyage should be stowed in the hold, and marked accordingly when it is sent to the wharf. Sensible and economical people do not "dress" at sea. Old clothes may be worn out on the voyage; new ones are sure to be spoiled by the sea air and the paint and grease which are prevalent on the cleanest ships afloat. Be fully prepared for extreme changes of temperature. Leaving New York, and for several days afterward, you may have warm weather, and suddenly a wintry cold may come which will necessitate woolen under-

wear and over-wraps,—a transposition as familiar in July or August as in April or May. A hanging dressing-case of brown holland backed with oil-cloth, with pockets for sponge, comb and brush, etc., etc., is useful, and may be swung from the wall of your room. A steamer chair is also necessary for a lady or any elderly person, although it is superfluous to a strong young man.

The seats at table are assigned either at the office of the company when the berth is engaged, or by the chief steward on board, and experienced travelers say that a position near the captain or purser is advantageous; these officers usually select personal acquaintances for their nearest neighbors, and others who are not of the elect have no more right to insist upon a particular seat than they have to take possession of a state-room which they have not engaged, however, they are sure to find every attention paid to their reasonable wishes. As a matter of fact one seat is not better than another; the table is loaded, and the stewards are untiring in their courtesies.

Before going on board provide yourself with some loose silver and gold, as American currency is heavily discounted by the pursers. Be at the wharf at least an hour before the time of sailing, and if your departure is to be in the busy season, engage your passage as far ahead as possible.

WM. H. RIDEING.

The Origin and Practice of Polo.

THREE summers ago, some young men in New York formed the Polo Club, and built a sumptuous house at Fordham, with grounds especially laid out for the game. Previous to that time polo had not been played in America; it was introduced *via* England from India, where it had been known since the days of Scheherazade. The grounds of the Polo Club were open to all spectators. Upon a level greensward fourteen athletic young men arranged themselves in sides, mounted on vigorous and hardy-looking Indian ponies. They wore colored shirts, velveteen riding-breeches and the small turbans which have come to be known as polo caps; the color of the caps and shirts indicated to which side the players belonged. The Indian ponies were uneasy, and shook their heads and whisked their tails, and shied this way or that. By and by a man advanced to the center of the field and threw up a ball, and simultaneously both sides charged for it with mallets five or six feet long, the heads of which were like those of ordinary hammers. The contest was fierce and precarious. Approaching each other at full gallop, and spurring their ponies to further exertions, the opposing players met in a knot, from which they endeavored to extricate themselves by sudden wheels or dashes forward. The ponies plunged and reared and kicked. The mallets were raised and whirled at the ball, often missing it, and sometimes striking the head of an unlucky player or the flank of a pony. Now and then a successful stroke was made, and the ball spun toward a goal with the prospect of entering it, but as it reached