

usage, for few of them appear in any way to encourage it.

But, while there may be some valid reason, connected with the safety of the trains, against having good coffee at railroad stopping-places, there certainly can be no danger to life or limb in providing it at ordinary hotels and restaurants. At a few of the latter, indeed, it can be had, and occasionally, though very rarely, at the former. It would naturally be thought that the charges of our first-class hotels would justify the expense of having cooks who could furnish the guests with a tolerably fair article of the kind. We are very sure that there are many travelers who would gladly see some of the items with French names left off the bill of fare at dinner, if thereby the proprietors could save enough to enable them to provide a palatable cup of coffee at breakfast.

But hotels, restaurants, and railroad eating-houses are not the only places where poor coffee is seen. There are many private houses where it is as bad as it could possibly be made at establishments where hundreds of persons are seated at table. And here, if we may be permitted to do so, we would venture a hint to young ladies contemplating the speedy approach of matrimony. There is no more efficient way of tranquilizing a ferocious disposition in one of the rougher sex than by giving him a good cup of coffee at his breakfast. In fact, the preparation of this beverage is, in its relation to domestic harmony, a matter scarcely inferior in importance to the subject of shirt-buttons. But here a new trouble arises. Any cook in whom is a spark of professional dignity, would be aroused and incensed at any attempt on the part of her employer, particularly if that employer were a newly-married lady, to interfere with the making of the coffee. What can the bride do in such a conflict—between her desire to conciliate the authority she has just promised to obey, and the necessity of appeasing that which she knows she *must* obey? Here is a fearful dilemma; here are the rock and the whirlpool at the very outset of the voyage. But we will not dwell on this painful theme. The obstacles to matrimony in modern society are already too great, and we would not willingly say anything to add to them.

We should be heartily glad if we could suggest any practicable remedy for the very general difficulty in obtaining good coffee, and especially should we be rejoiced if any words of ours could touch the obdurate feelings of hotel and restaurant keepers in relation to the matter. But we have little hope of accomplishing this, for all the result we can reasonably expect is that which too often is the only reward received by those who, in reference to many other objects, exert themselves in a similar manner for the benefit of society—the simple consciousness of having done our duty in making the appeal.

#### Coffee.

A good cup of coffee is a good thing, especially on a cold morning; but it is a thing which few people get in either cold or warm weather. Not many of the articles that contribute to the comfort of human life are so uniformly poorly made as that which constitutes the beverage of most breakfast-tables. Why this should be so we cannot tell; but it is a fact which no person of observation in regard to the manners and customs of society will dispute, and one to which any individual who has ever traveled much, or had occasion to order the article in question very frequently at restaurants, will, in respect at least to hotels and eating-houses, give a most emphatic and hearty assent.

The worst specimens of this beverage accessible to the public are to be found at some of those railroad stations where passengers, after enjoying all night the refreshing atmosphere and delightful music of a sleeping-car, sit down to an equally refreshing and delightful breakfast. We do not say this by way of complaint, for bad coffee at such places is, we are aware, in some way or other which, in our ignorance, we do not exactly understand, indispensably connected with the workings of our vast and beneficent system of railway transit. There are, it is true, some exceptions to this rule, but although they do not appear to occasion any great catastrophe or loss of life in running the trains, yet doubtless the Companies have cause to apprehend some serious evil from so great an innovation on established