

Regret.

I've been setten here all erenin' a cryin' to myself. Over a little soiled book off the garret shelf. It's been twenty years an' over since I hev seed the book. And to-night I felt so lonely I thought I'd go an' look.

THE SECOND MRS. HERON.

When a man marries for the second time at the mature age of fifty-six he is bound to expect adverse criticisms and kind conjectures. Having loved his first wife as dearly as though she had been, not only by law, but indeed my very sister, I was the more inclined to resent my brother's unfaithful forgetfulness of her memory within two years of her death; and I should not have countenanced the new regime he had established at Heron's Court by my presence there this Christmas, if it had not been for the sincere love and sympathy I felt for his only daughter, my niece Mary, the sweetest woman who ever drew breath, and therefore the more likely to be imposed upon and to be ousted from her proper place in her father's house and affections.

the intention of discovering what it was that she had concealed so hurriedly when I came in—the photograph of an old lover, a letter, or forbidden fruit in the shape of a French novel—I sank on to the sofa, and with deliberate awkwardness managed to overturn the sofa-cushions as I did so. After all, it was a very harmless secret. A ball of brown worsted, four knitting needles, and something hard and shapeless that no doubt she flattered herself would ultimately become sufficiently like a stocking to be included in her charitable Christmas gifts. "It is for Christopher," said Christopher's wife, with a deep blush. "I am making him six pairs as a surprise, so you must not mention it I knitted him a pair before shooting, and he said they were more comfortable than anything that he could buy."

I could not but admit the truth of his young wife's assertion that a man's age cannot be judged by actual years. Broad-shouldered and above the medium height, with strong features and kindly keen blue eyes, Christopher was noticeable among the men who stood around him. Although senior to most of them, and to some by many years, in his rough tweed coat and knickerbockers and bespattered gaiters he looked as stalwart and as strong as any there; by the flattering lamplight you could scarcely see that his thick hair and mustaches were plentifully streaked with silver gray. His manner towards his wife was perfect; not luxuriously fond, but quietly attentive to her wants, and evidently taking pleasure in the admiring interest she excited in her guests. What surprised me most was that Mary who had such cause to feel aggrieved and jealous of her husband, was the first to do her honor. It was she who while never disputing her position there as hostess, was always by her side to lend her unobtrusive aid, and showed her such unmistakable affection that no one could imagine for a moment that there was any feeling of bitterness between them.

The Nicaragua Canal.

Some Facts and Figures on this Great Project.—The Need of a Short Water Route From Ocean to Ocean—Military and Commercial Advantages.

The committee appointed by the national Nicaragua canal convention at its meeting in St. Louis, June 2nd and 3d, to prepare an address to the American people giving information as to the feasibility of the Nicaragua canal and its commercial and other advantages to the United States, has just finished the preparation of such address. The committee is composed of John S. Jones, of Arkansas; ex-Congressman Converse, of Ohio; R. W. Millsap, the prominent banker of Mississippi; Capt. J. F. Merly, of Manchester, Iowa; S. H. Hawley, the railroad president, of Georgia; Capt. Ambrose Snow, president of the New York Gov. Board of trade and transportation, and ex-Gov. John S. Pillsbury, of Minnesota.

The address supplementary to the resolution adopted by the St. Louis convention, which pointed out the advantages of the canal and urged its construction, ownership and control by the American people rather than the English, French or any other nation. It takes the position that a canal, joining the Atlantic and Pacific oceans, should

liver fruit from California in ten days, to Liverpool in fourteen days and to New Orleans in eight days. The mountains of the Pacific coast are rich in lead, copper, silver and gold, while the plateau and valleys afford a cereal belt with a soil more durable, and more favorable seasons for seeding and harvesting than any part of the world, and the committee thinks the completion of the Nicaragua canal is only needed to develop that country to production of gigantic proportions and double the population of the Pacific coast in a few years. The cotton growing sections of the gulf states have under gone a depression, and the committee believes that nothing could be of greater immediate advantage than the canal in relieving that depression, and making a market for American cotton in Japan, China, and Corea, where already the people are beginning to manufacture cotton goods by machinery. Japan imported over 7,000,000 pounds of American cotton in 1891, most of which was shipped from New York and then by rail to Vancouver and steamship to Japan.

At present the coal trade of South America and the Pacific coast is monopolized by the English. The committee thinks that if the Nicaragua canal were opened the Alabama and West

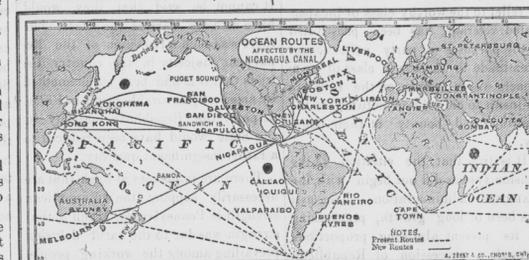


Table with 3 columns: Miles Present Route, Miles via Nicaragua Canal, Miles via Panama Canal. Rows include routes from N.Y. & San Fran. (C. Horn), N.Y. & P. & S. N. Magellan, N.Y. & Hong K'g. Cape G. H., S. O. & San Fran. (C. Horn), and X. O. & San Fran. (C. Horn).

be constructed for the most important commercial, strategic and patriotic reasons, and says that the subject of such a canal is the most vital connected with the welfare, growth and prosperity of the United States. It declares that the only feasible route for such a canal is by way of Nicaragua, and points out that the conventions of the two great political parties have endorsed the project. It appears that all the engineers have agreed in expressing a decided preference for the Nicaragua route, because, among other reasons, only 26 1/2 miles of the entire distance of 169 1/2 miles from the Atlantic to the Pacific ocean through Nicaragua will have to be excavated. The other 142 1/2 miles consist of Lake Nicaragua, the San Juan river and depressions in the surface of the earth. Lake Nicaragua will constitute a harbor sufficient to accommodate the mercantile and commerce of the world. It is 110 miles long, 60 miles wide and is 250 feet at its deepest points. Vessels entering the canal from the Atlantic ocean will sail on a level with the ocean for 12 1/2 miles at the end of which they will be raised by three locks to the level of the lake. They will sail along the San Juan river and the lake level to a point within three and a half miles of the Pacific ocean. Here they will be lowered by the locks to the level of the Pacific ocean.

complicated with the canal grant, which provided that \$2,000,000 must be expended the first year. It is shown that the amount of money spent to date on the enterprise is over \$6,000,000. The enterprise is endorsed by the leading business men of the country, and that it will be judiciously and economically managed is assured by the character of the board of directors, who by the charter of the company, are accountable to the government of the United States. The secretary of interior has the power to make public all the details of the corporate management, thus protecting the investor against misuse of his money.

The Suez canal, it is shown, saves only 3,600 miles around the Cape of Good Hope as against over 10,000 miles saved by the Nicaragua canal; and the following table shows the number of ships passing through, the net tonnage and the gross receipts of the Suez canal for six separate years:

Table with 4 columns: Year, No. Ships, Net Tonnage, Gross Recs. (France). Rows for years 1870, 1875, 1880, 1885, 1890, and 1891.

The tonnage tributary now to the Nicaragua canal, and which would pass through after its opening, is over 6,000,000 tons a year. At \$2 per ton, the charge made by the Suez canal, this would be \$12,000,000 in tolls. The cost of operation and maintenance is placed at less than \$1,000,000, and 6,000,000 tons would show a net income of \$11,000,000 per annum. The committee is confident that within five years the income will be over \$20,000,000. The committee says it is no longer a question whether the canal will be built or not. The only question is as to who shall build it, and who shall control it when built? It says it has been informed that European syndicates have already made overtures to the canal company, but the committee believes the United States cannot afford by carelessness, hesitation or neglect, to permit an enterprise of such magnitude and of such far reaching advantage to pass under the control of any foreign company. "It therefore behooves us," the address concludes, "as a nation conscious of the power we wield and of the great influence we may exert upon the destinies of this continent, to perform the duties which delay deprives of assuming, and to adopt these new means of securing the early completion of this work, whose advantages we are willing to share with the world, but whose control should never be allowed to pass out of our hands."

Tammamy Demands Nothing.

Much has been said on the part of the press about the "demands" that Tammany Hall is going to make on President Cleveland for Federal patronage in this city in recognition of the splendid work it did at the polls. Mr. Richard Croker took the underpinning from all this talk when he said at Tammany Hall on Monday. "Mr. Cleveland will be supported in his Administration by every Democrat in Tammany Hall and his appointments will be entirely satisfactory to them, no matter whom he may name for the offices. Tammany Hall has no demands to make on Mr. Cleveland. I will do all I can to relieve him from any embarrassment in the matter of appointments. There are no requests for places to make from this organization, and I wish it understood that as it supported him at the polls, just so I support the Tammany Hall Democracy going to support Mr. Cleveland in his Administration. Simultaneously with a report, sent from Albany yesterday that Mr. Cleveland intends to appoint Robert A. Maxwell of Batavia First Assistant Postmaster-General, another was heard by good authorities that Senator Charles E. Walker, of Syracuse, had broken loose again, and would not support Edward Murphy, Jr., for Senator. Nobody in New York cared to speak of the report concerning Mr. Maxwell's future. He has always been strongly attached to Mr. Cleveland, and the President elect regards him highly. Coincident with this report was the announcement in the Sun, yesterday, that the candidates for Postmasterships in the Empire State had been informed that the endorsement of Mr. Maxwell, Smith Weed, William A. Poucher, and Judge D. Cany Herick would do them no harm. There was a disposition in certain quarters yesterday to assume that the elevation of Mr. Maxwell would be distasteful to the Democratic leaders of the State. The Democratic State leaders since election day have constantly said that they had not bothered Mr. Cleveland about Federal patronage, and would not bother him, beyond making the formal recommendations they are asked to make by the candidates for offices. When interest will cease. The only comment heard on the Maxwell report was that if Maxwell got the place the Democrats of New York State profoundly hope that he will beat the record of the Hon. Adlai E. Stevenson, when he swung the axe. That record satisfied all Democrats. Returning to the report about Senator Walker it should be known that he has written to Senator Bill Brown calling upon the latter to stand firm and around us two can be formed a nucleus of an opposition which will defeat Mr. Murphy. This made the Democrats laugh, as Mr. Murphy is already assured of enough votes in the caucus to elect him Senator. Senator Walker and Senator Brown may dock by themselves.—N. J. Sun.