Brainy Men of To-Day Are Busy With Schemes of Colossal Dimensions.

MILLIONS INSIGNIFICANT.

Business Combinations Run Up Into **Eight and Nine Figures:**

A HALF-BILLION RAILROAD DEAL.

The Mental Strain Involved in the Electric Consolidation.

WHY WE HAVE NO GREAT LITERATURE

(WRITTEN FOR THE DISPATCH.) At a dinner party in New York City a few evenings ago there were gathered around a table only 12 men, and yet the aggregate personal wealth added to the value of the properties which they represented would amount to considerably more than \$500,000,000. Among the guests was Chauncey M. Depew, and he was asked by one of his fellow railroad presidents what, in his opinion, was the most striking development

or indication of the day.

It had been agreed when the party sat down to the table that no formal speechmaking should interrupt the more cheerful and informal chat which was expected to fellow the dinner courses. But somehow Mr. Depew was stimulated by this question, and almost unconsciously he delivered an oration, informal enough, but intensely interesting and full of pregnant suggestions.



Quick as thought he answered the question put to him by his friend as follows:

"The stupendous intellectual activity and the capacity of the men of to-day to handle with comparative ease problems and subjects that a generation ago could no more have entered the comprehension of men than the idea of railway traveling or electric communication could have been appreciated or even vaguely understood by the men of affairs at the beginning of the

And with this as a text, Mr. Depew went on setting forth some of the intellectual activities of the time, so that when he had finished he had delivered as charming an oration as was ever heard from him at such Why We Have No Great Literature,

Somebody asked Mr. Depew why there was no longer any great literature. He "But why is it not written? Are there no

longer men of genius?" "Ah, men of prodigious genius," he re plied, "but genius nowadays is building great bridges, constructing superb artificial water ways, conquering prairies and moun-tains and bisecting them with railway tracks, mastering the ocean and sending steamships to Europe in five days' time. They are engaged in conquering the desert lands of the West and making grain grow where only the sage brush used to flourish. They are doing as young Tesla did, dis-covering new forms of electrical development, but they are not writing books. Perhaps the time will come when the great herald will tell the stories of these modern exploits of genius, but the herald of to-day is the pioneer of the surveying party, the frontiersman, the genius who conceives the



new bridge, a new railway or how to better an old one. That is the reason why busy brains of to-day are not writing books." A few illustrations will show how rich a field Mr. Depew had to draw upon for his

A Great Railroad Combination.

After the close of the war there began to be developed in the Southern States little by little various railway systems. These roads were built with little regard to one another, and to meet urgent need for speedy communication. There came also a great development of neglected resources. It was revealed that under the mountains of revealed that under the mountains of Tennessee and Alabama magnificent deposits of iron and of coal existed and energy was directed to the utilization of this wealth. The planters, too, increased the area of cotton, and by improved methods of cultivation greatly enlarged the product. These and the stimulation of other industries in the South compelled the building of injuryers and so they went on constructing one road after another until, almost before the North realized it, the States south of the Potomac and east of the Mississippi were really gridironed with independent

It is a theory of railroad men that the imperative law of railway a development leads ultimately to the consolidation of interests which are common, and if this be true it certainly found an exemplification in the efforts of men of great ability, most of them natives of the Southern States, to being these bring these various systems into one com-mon association. This development was prodigious, and at last it was found that nearly 9,000 miles of railway and properties and securities valued at not far from \$500,ened. From various causes the peril be-came imminent. The financial world was

threatened with reverses, the results of which must have been appalling, and especially in the South. In 1873 the collapse of a single railway brought on a mighty panic, and, while such revulsion in this case as causes panic was not anticipated, yet it was feared that the disaster, if it was allowed to come, would prostrate business and stagnate commerce.

An Intellectual Athlete Called In. An Intellectual Athlete Called In.

In this emergency some of the ablest financiers who ever had the handling of colosual problems were appealed to, and chief among these was Mr. Fred P. Oloott. This gentleman had first gained financial repute by his administration of the financial department of New York State. He was its Controller for three years. When Mr. Olcott's term expired he was chosen head of a great banking institution and there began to reveal extraordinary capacity as an organizer, or more properly reority as an organizer, or more properly reor-ganizer, of great financial properties which were threatened with ruin. This requires



s capacity for reading the meanings con-cealed behind figures and almost intuitive perception of the carning powers of corporations, an instant perception of sources of weakness and opportunities for strength, but above all it entails the power to combut above all it entails the power to command the confidence of great capitalists, one of the most difficult things for a financier to achieve. Jay Gould has most of these qualities, but sadly lacks one. Mr. J. Pierpont Morgan possesses them all to the highest degree, so that he is probably esteemed both in this country and in Great Britain the ablest constructive financier of his generation. Mr. Oloott has solved successfully several delicate and difficult problems involving many millions, and conspicuously that prolonged vexation, the Virginia State debt question.

State debt question.

When they appealed to Mr. Olcott, therefore, to undertake to bring these great Southern railway properties out of the con-dition of chaos and despair, the greater financiers felt that if it could be done it would be.

A Mammoth Project Now Under Way. The problem was one of extraordinary difficulty. It involved an understanding of the State laws of five States, a knowledge of various issues of securities, which seemed when tabulated as perplexing as a labyrinth; it required a knowledge of the earning capacity of many individual lines of railway, nd it entailed a thorough understanding of the methods of railway management.

So Mr. Olcott found himself confronted with all these things and with the task of

bringing order, security and confidence for properties representing \$500,000,000 and nearly 10,000 miles of railway. He called to his assistance several of the financial geniuses of New York, and day after day and night after night these busy and brilliant brains pondered over the problem, while other financiers, great and small, looked on with the most intense interest. At last Mr. Olcott and his associates announced only a few days ago that they had solved the problem, or, at least, were now able to show the way



W. C. Whitne

in which it could be solved, and with the co-operation of the security holders they would be able to save these great properties and bring them through a state of convalescence to perfect health. Moreover, bankers who controlled many millions of dollars were ready to subscribe \$14,000,000 hard cash in order to assist the consummation of this project.

Whether it succeeds or not at this writing is not known, for the time has not yet arrived when success or failure is to be announced. That, however, does not enter into the consideration as suggested by Mr. Depew. The history simply shows what the greatest geniuses of finance, not only in New York but throughout the country, are just now thinking about.

In Scientific Commercial Life. The great men whose brains are striving to make of commercial utility some of the great scientific discoveries of this end of the entury's days are thinking now of the development of electricity as a business commodity; and one of the great achievements of the winter and early spring has been the bringing into harmonious relations two of the great corporations which have followed the discoveries and application of such discoveries to commercial need of two of the greatest of American electricians, Thomas A. Edison and Professor Thomson. Edison of late has been employing his busy brain in a single direction. He seems to be fascinated with his invention of extracting by means of magnetism iron ore from the foreign material with which it is associated when brought from the ground, and enormous as has been the money value of other of his inventions, it is his option that they will fall into comparative insignificance beside the profits which this invention will bring to him.

A powerful corporation, however, had been created commercially to develop some of his electric inventions, while in the New England States another great corporation controlled the patents which were the visi-ble results of the studies and discoveries of Prof. Thomson. Between these two corporations the bulk of the business of furnishing electric light, power and the machinery which utilizes such factors was controlled. Edison and Prof. Thomson are
able to pull aside the curtain which hides
some of the wasteries of activated size. some of the mysteries of nature and give to the world the comforts and the blessings which flow from such discoveries, but it rewhich flow from such discoveries, but it required another order of talent to make these discoveries commercially successful. Therefore when Edison and Thomson had finished, the work of the business men began, and some of the ablest of busy business brains have undertaken this part of the joint development. All winter they have been thinking about a union of interests, and a few weeks ago this was accomplished. The waion represents probably \$50,000,000 The raion represents probably \$50,000,000 of capital and the control of the major part of the electric business of the United States. No one not associated with these men car conceive the tremendous intellectual strain required to bring about such consolidation.
It is another one of those things with which the busy brains of men of genius have been engaged during the past few months.

Whitney's Surface Road Achievement.
When William C. Whitney finished his term as Secretary of the Navy many thought that his oareer was practically finished, for it had been crowned with

political honors and he was already a very rich man. Yet it seems as though his business career only began when he bade goodby to the Navy Department. A man of extraordinary ability, esteemed by many politicians as having the capacity to become the ablest politician of his party did he desire to pursue politica, he seems to have preferred another field for his energies, and to have associated with himself a group of

preferred another field for his energies, and to have associated with himself a group of business men whose achievements illustrate their brilliant capacity. These men have been husy thinking, and as a result of their energies it has been announced within a few days that they have secured control of, within a single exception, the great surface car lines in New York. There are nearly 100 miles of rail. The capital involved is nearly \$50,000,000, and is likely to be \$100,000,000 before their plans are consummated.

nearly \$50,000,000 and is likely to be \$100,000,000 before their plans are consummated.

For these brainy men, it is now believed, have such towering business ambition that they look for control not only of the New York street railway system, which is a veritable gold mine, but for the systems in many of the larger cities of the country. They have already secured control in Philadelphia, and, if reports are true, to same extent in Chicago. When their schemes are perfected these men will be in possession of properties whose yearly income would be simply stupendous, and it is believed to be a part of their plan to abandon entirely horse power and to substitute for it, as they have already on Broadway in New York, cable power or electricity. Whitney and his associates illustrate in their undertakings the tendency toward colossal achievement, which keeps busy brains in this day to the highest tension and calls for the most admirable and remarkable of resources.

Andrew H. Green's Busy Brain.

Andrew H. Green's Busy Brain. Mr. Andrew H. Green and those associated with him are employed just now upon a stupendous plan which if consummated will wastly extend the area of New York City, make it equal to the metropolitan district of London, annihilate as a municipal corporation the city of Brooklyn and other smaller cities within 15 miles of City Hall, New York, and make one sity containing nearly York, and make one city containing nearly 8,000,000 of inhabitanta.

Mr. Green has been devoted to this scheme for more than 30 years, and he has converted to his view some of the ablest men of public spirit who live within the area which he contemplates including in his great metropolitan city. It is Mr. Green's idea that the law of combination or consolida-



tion applies as inevitably to aggregations of individuals to form cities as it does to rail-ways or to other mercantile or commercial enterprises. Philadelphia Chicago, Boston, have all, he says, revealed in their experi-ences the tendency of such law, and it is his belief that the time is not far distant when the greater New York, as it is called, will furnish the most splendid example of metropolitan existence in the world. At all events, he and his associated men of brains are busy thinking about this matter, busy agitating it and busy in their efforts ure a favorable law from the New

A Colossaf Bridge Undertaking. proposes, and has in fact advanced so far that the financing of it has begun, involves the bringing into New York City of the 14

Briefly stated the financing of the stated the financing into New York City of the 14 trunk lines of railway which now stretch from the western banks of the Hudson, some of them across the continent. Such a bridge as he contemplates would be the most splendid triumph of modern mechanical engineering. It would be a combination of the suspension and contilever system, and would furnish the longest span in the world
—a span, in fact, which at the time of the
building of the Brooklyn bridge would have
been regarded as impossible, or at least

But the busy engineers of the present day nicipal economics busy men are engaged in studying mighty problems and in revealing on their part that there are no limitations to the capacity of the human intellect in grappling with the problems of modern civilization.

So we might go on, as Mr. Debew did for an hour, in describing other achievements and attempts at achievement of the men of genius of to-day.

E. J. EDWARDS.

ANIMALS THAT DO NOT DRINK.

Quite a Number Get Enough Water With the Food They Select.

Mr. Blanford, in his book on Abyssinia, says that neither the doreas, nor Benett's gazelle (two allied species), ever drink, Darwin states in his "Voyage of a Naturalist," that, unless the huanacoes, or wild llamas of Patagonia, drink salt water, in many localities they must drink none at all.

The large and interesting group of sloths are alike in never drinking. A parrot is said to have lived in the Zoological Gardens, Regent's Park, for 52 years without a drop

Regent's Park, for 52 years without a drop of water.

It is often said that rabbits in a wild state never drink. The late Rev. J. G. Wood doubted whether this idea was correct, and recorded the fact that they feed on the herbage when it is heavy with dew, and, therefore, practically drink when eating. In the autumn and winter, when sheep are feeding on turnips, they require little or no water.

HIGHER EDUCATION FOR WOMEN. The Ohio State University Disputes a Claim

of an Eastern College. It was recently announced that one of the New England colleges will hereafter admit ladies to postgraduate study, and the statement was made that this institution was thus entitled to the honor of being the first

to take this important step.

The author of the statement is not well informed. Miss Annie W. Sabine began a postgraduate course at the Ohio State University in 1884, and received the degree of Master of Arts after a course of two years in history and English literature. Several other ladies have pursued studies in this partment of the University.

There is in Paris a class of suicides, who make every arrangement for studied effect. They are known to the police as suicides a They are known to the police as suicides a sensation. To spite some persons, and make themselves shudderingly remembered, all the detail is thought out. Numberless letters of farewell are written, an elaborate will is prepared, the rooms are put in order, and the best clothes donned. Poison or the fumes of charcoal are preferred by this class; the revolver and drowning disfigures the features too much, and spoils the effect. And this form of suicide seems to be largely on the increase.

CURSED BY SOLDIERY. Most of the Trouble in Brazil Comes From the Army and Navy.

THE PEOPLE HAVE NO VOICE.

A Battle of Newspaper Manifestoes With a Eather Novel Ending.

DISASTROUS FINANCIAL MANAGEMENT

PARA, BRAZIL, April 12.-The Government censorship over cable news has prob-ably permitted considerable one-sided information to have been sent out in explanation and extenuation of the latest act of the President of the Brazilian Republic in suspending "official guarantees" at Rio for 72 hours. This is in effect a declaration of martial

law, and, if continued, may finally result in an assumption of military dictatorship all over Brazil. The case which led to this was naval officers of high rank in publishing in the newspaper a manifesto or protest against the recent act of Marshall Floriana Peixotto, Vice President and successor of Deodora Fonseca, in deposing by Presidental decree the Governor of the several States who had been elected by the people, but whose official conduct did not please the "President of the Bepublic" at Rio. Their Idea of a Republic.

It will be seen that these people have but faint conception, as yet, of the "liberties" granted to them by a republican form of government. It will be remembered that Fonseca was deposed because he attempted to dissolve the Congress that failed to con-firm all of his official acts. The ery then was "Usurption." The misrepresentations sent forth to the world created considerable sympathy with the "struggling Congress," who were supposed to represent the people in the detense of their rights; yet this same In the detense of their rights; yet this same Congress that had compelled the resignation of Fonseca immediately passed resolutions granting to his successor, Peixotto (who, by the way, had previously agreed to sustain Fonseca), practically unlimited power as a military dictator, claiming that on account of the unfamiliarity of the people such act was in the nature of a military

necessity.

The new President promptly uses his authority and summarily deposes several governors of States, in one instance at Ceara by a bombardment of the palace by the naval forces. The present trouble comes unexpectedly from the military and naval officers who were supposed to be friendly to Peixotto. They do not quietly or officially protest, but the first notice Peixotto has is this, the newspaper manifesto.

Novel Way of Suppressing Rebellion. Novel Way of Suppressing Rebellion.

The President in reply publishes a decree, The President in reply publishes a decree, placing these 13 protesting military and naval authorities on the "retired list" with a big "pension"—most of the officers being young mer. Two of those who had signed the declaration, fearing the consequences, backed out, and the following day published a retraction. They were for this act rewarded by being transposed from the "retired" to the "reserved," or as they term it, "second-class list."

Subsequently, two of the thirteen, Vice

it, "second-class list."
Subsequently, two of the thirteen, Vice Admiral of the navy and Eduardo Waldenkolk, and Major General Jose Almeida Barretto printed a manifesto, declining the retirement and refusing point blank to recognize the authority of the President to also them in retirement. These are two of place them in retirement. These are two of the most distinguished officers of the Bra-silian army and navy. Walkenkolk was a member of Fonseca's Cabinet, as a Minister of Marine, and is well and favorably known in the United States, where he has spent some time. Barretto has a famous military But that is not the only thing in the way of municipal economies that Mr. Green is agitating. He is a bridge builder in spirit, and is one of those men who have genius for been taken into the fold and appointed to agitating. He is a pringe purious in and is one of those men who have genius for affairs, who is striving to throw a colossal an important position in Rio. A demonstration was made at the lodging of a depu span across the Hudson river, giving New York, or the Island of Manhattan, a highway to the continent. Such a scheme as he of Fonseca, but reports say it was quelled

The Soldiers Make the Trouble Briefly stated the facts are: All the trouble comes from the military and naval officers, who are quarreling among themselves, and it will end in a Kilkenny cat fight. The Brazilian people are generally quiet, and, in their calm and indifferent manner, look on and awaiting developments. They say the military will eat each other up and then peace will be established in Brazil. It is well known that the revolution in the Empire did not come from the people, but through the army and navy officers, sustained by a few leaders. The leaders, being weak, were dependent upon the military, and they dictate to the President. Briefly stated the facts are: All the

The more respectable element of Brazil-ians have kept entirely aloof from the political entanglements of the new govern-ment. The military in this Republic is not subordinate to the civil. A change must come soon because of the general discontent in army and navy—neither side can trust the military.

Exchange continues to decline rapidly under the direction of the English bankers. The unstability of the Government is given as the cause for this, but the fact is the balance of trade is in favor of England.

Brazil's Debts and Resources All imports are paid for in gold coin; all debts contracted when the milreis was at or debts contracted when the milreis was at or near par 'are now collected at the low rate of exchange, nearly doubling the indebtedness. In the last year of the reign of Dom Pedro, 'he milreis was at par (54 cents). During the two years of republican dictatorship, it has steadily declined to less than one-half its par value. This is the political pulse which tells of the healthfulness of the

Brazilian body politic.

Yet Brazil cannot become bankrupt. It has in abundance the prime articles, coffee, sugar, cocoanuts, rubber and hides, which pay the States large export duties, and all imports pay a duty to the general govern-ment, and everything used is imported. Unlike the Argentine, who have only hides and tallow, Brazil's natural resources are unlimited, agricultural possibilities un-

from the Amazon, the values exceed \$2,500,000 per month, three-fourths of which goes to the United States, but only one-fifth of the imports come from the United States in exchange.

J. ORTON KERBY.

In the one article of crude rubber alone,

A VERY HIGH-PRICED SEED. One of the Followers of Shiva Offers Nearly \$50,000 for It.

A wonderful seed, called Ekumkhi Rudrakshi, regarded with veneration by the followers of Shiva, and of such uncommo rarity as to be practically unobtainable, has been catalogued for sale in Calcutta. Most marvelous stories in regard to the origin of this seed are current. It is said to be produced in Nepsul, and according to the laws there, if anyone except a priest is found in possession of the seed he will be beheaded. The tree on which this seed is said to grow

The tree on which this seed is said to grow is the only one in the territory of Nepaul, and is guarded by soldiery, whose heads pay the penalty of the slightest indiscretion.

It is said that many years elapse before any seed of the kind is produced by this tree, and out of a million of the seeds produced it is very rarely that three of the genuine ones, recognized as sacred, are found. The one on sale is said to be a genuine one, and it is added that a Hindoo gentleman has made an offer of £10,000 if the vendors would certify it to be genuine. All the vendors say is that the seed has been sent to them as genuine. sent to them as genuine.

ROACHES, bedbugs, etc., are instantly and eternally eradicated by Bugine. 25 cents.

AR-R BLOWS!



OR, FOUR YEARS ON A NEW BEDFORD WHALER. WRITTEN FOR THE DISPATCH

BY CAPTAIN I. H. B. ROBINSON.

the recent action of the 13 military and The Straightforward Tale of a Plain Sailor Man's Actual Adventures During a Long Cruise in the Stormiest Seas of the World.

CHAPTER I.

HOW I SHIPPED. In the year 1876, having just returned from the west coast of Africa, which, by the way, was my first experience "ploughing salt water," I was trying to settle down on shore again and work at my trade, but failing health determined me to try the sea

I had had enough of the African trade, so
I concluded that "blubber hunting" was
the laziest way in which to build up my
constitution and at the same time see a
little of the world. Thus, one day in September, I found myself standing on the pier

I will not standing one thumb in his vest, and laying his disengaged hand on my shoulder, he delivered himself as follows:

"Young man, I'm a 'shark.' It's my business to 'skin' sailors, but if you have the
cash to buy elsewhere, dash me if I don't tember, I found myself standing on the pier in New Bedford, in a cold, drizzling rain, looking at a bluff-bowed, clumsy bark of about 350 tons, painted a dirty yellow, with "Triton" on her stem. As I was looking curiously up at her

single topsail yards and other old-fashioned peculiarities, a well-dressed, middle-aged man approached, and, with an insinuating "I see you're looking at the old Triton?"

"Yes," said L "There is no law to prevent it, is there?" "No, no, of course not," he replied. "Looking for a chance to ship?"

"Where is she going and how long is the

voyage?" I asked. "Three years-in the Atlantic. I am one of the owners. Ever been to sea?" "I have made one voyage in a palm-oil trader," said I, "and was offered a second mate's berth when we got back." "Just the man we want. Where do you

"Nantucket." I replied.

belong?"

"Nantucket! Why, man, any 'scrap islander' will make a good whaleman. Come right up to my store and sign the papers. I'll give you the 175th lay. Come along."
I followed him to his large clothing store on Union street, where I signed the ship's articles—sailor like—without reading them. I was told the ship sailed in two weeks, and

on Union street, where I signed the ship's articles—sailor like—without reading them. I was told the ship sailed in two weeks, and I was about to leave for the steamer to return home, when, with a bland smile, he said:

"Now, Mr. Barker, you will want an outfit. I keep everything you'll need and a chest to put it in, and you can have all you want. When the voyage is over we will deduct it from your wages."

I had never been on a whaler, but I was low! We buried him at sea in a few months. The fourth officer was a Portuguese. The four "harpooners," or "boat steerers" as they are now called, were Portuguese, and they are now called, were Portuguese. The four "harpooners," or "boat steerers" as they are now called, were Portuguese, and they are now called, were Portuguese, and they are now called, were Portuguese. The four "harpooners," or "boat steerers" as they are now called, were Portuguese, and they are now Called, were Portuguese, and they are now Called, were Portuguese. The four "harpooners," or "boat steerers" as they are now called, were Portuguese. The four "harpooners," or "boat steerers" as they are now called, were Portuguese, and they are now Called, were Portuguese. The four "harpooners," or "boat steerers" as they are now called, were Portuguese, and they are now called, were Portuguese, and they are now Called, were Portuguese. The four "harpooners," or "boat steerers" as they are now called, were Portuguese, and they are now called, were Portuguese, and they are now called, were Portuguese.

I all a large portion of the crew were also "gees," as sailors say. Then there were two Germans, two Kanakas, a Frenchman, two Irishmen, a native of St. Helena, and half-a-dozen Yankees and Canadians. In all, we had 31 persons on board, including a carpenter, ecoper, and blacksmith, when we were clear of the land we were law of the part of the said they are now called, were Portuguese

brought up on an island where whaling was
the principal industry since its settlement,
and I well knew the kind of outfit and the
outrageous prices I should be obliged to pay
finally, so I said politely:
"I don't want anything I shall buy my
stuff at home for cash."

For a moment he was speechless with surprise and baffled greed, and then his better
feelings evidently got the ascendancy, and,
tucking one thumb in his vest, and laying
his disengaged hand on my shoulder, he de-

I will not weary you with an account of my final preparations or the parting with my mother and sisters. Suffice it to say that on August 20, 1876, we said goodby to Yankee land and shaped our course for the Azores Islands, where we were to ship several native Portuguese to complete

It is only fair that I should give the reader a general outline of the crew with whom my lot was east for what was al-though unknown to me then, destined to be a cruise around the world lasting over four

The Captain was a long, lean Mattapoisett man who had served with distinction in the navy and at the close of the war returned to whaling. He possessed the courage of a lion and a good share of his strength, and in addition was a fact that the courage of a lion and a good share of his strength, and in addition was a fact that the courage of a lion and a good share of his strength, and in addition was a fact that the courage of the courage of a lion and a good share of his strength, and in addition was a long, lean Mattapoisett man who had served with the course of the c addition was a first-class navigator and thorough seaman, and, although rough, was a kind man at heart. The first officer was from Fairhaven, a stout, red-faced man, who, while full of courage, had no judg-ment whatever and was universally disliked. The second mate was from Vineyard Haven, a handsome young fellow, a splendid sailor and keen whaleman, but love for strong drink promised to ruin what otherwise would have been a successful career. The third officer was a Gay Head Indian in the last stages of consumption, who was shipped only because he owed the firm money and would in this way cancel as much of the debt as possible before he died. Poor fel-low! We buried him at sea in a few months.

mustered on deck and divided into two watches. I was chosen among the first by the second mate and assigned to the starboard watch. I was also informed that I was to pull the "midship's oar in the old man's boat," to which I said "aye, aye, sir." not having the slightest idea where the honorable position might be. I soon found out however.

As for myself, I ran here and there in perfect bewilderment. The wind was blowners to make the back was under toward.

As for myself, I ran here and there in perfect bewilderment. The wind was blowing very hard, the bark was under topsails, and it seemed like courting death to lower one of our frail boats in such a tremendous sea, but I soon found the Captain differed with my humble opinion as he sung out from aloft: out, however.

After we had been divided into watches the port watch went below and the second mate called out:

"Here, one of you starboard watchmen, relieve the wheel and let that man go below

relieve the wheel and let that man go below with his watch!"

I was about the only man able to get to the wheel, so I went aft and took the spokes. The mate watched my performance for a few moments, and then, seemingly satisfied that I knew my business, went forward to ascertain how many of his watch had ever seen a ship before. A very sorry-looking crowd they were. The majority had come on board under the influence of liquor, and nearly all the men were seasick. He found only one man who could steer, and as a consequence the latter and I had all that work to do for some time, as the ses was too rough for an amateur to try his hand. But how we lorded it over the greenies! We steered, but nothing else, and the dirty work we escasped, and loud was the grumbling from the rest of the watch.

CHAPTER II. THERE SHE BLOWS!

wish I could take a hand in the dangerous
trip, and as one of the mate's crew, a thin,
sickly chap, said he was too ill to ga. I
volunteered in his place. The mate gladly
made the change, as I was an old carsman,
and stood 6 feet 4 besides.

We succeeded in escaping any disaster as
the boat struck the water and having hoisted our "lug" sail, we found it was to be a race which should be first to reach the whales. The huge animals were coming to leeward and we hoped to be able to sail up to them, as they are very easily alarmed by any noise of oars. The mate paid more attention to watching for the "fish" as he called them than to the sailing of the bost, One morning, when we were about two and I expected to find myself swimming for weeks out and had been partly instructed in life every time we rose on a sea. I was

"Stand by larboard, waist and bow boats,

Watch a good chance, Mr. Lawire, and don't get stove alongside!"

As the Captain's boat, to which I belonged, was not going, and I found I was to remain on the ship, I immediately began to wish I could take a hand in the dangerous trip, and as one of the mate's crew, a thin.



our duties should whales be seen, the look- told to stand up and see if I could see

ways called-to his back-seized his glass and ran for the main rigging, shouting as he went:
"Where away?"

"Two points forward the weather beam, sir," was the reply. "A-h-h-h b-l-o-w-s!" The old man went up the rathines like a cat, and as he swung himself into the look-out hoops he took one look in the direction indicated. In an instant he hailed the

deck :
"Ou deck there!" "Ay, ay, sir!"
"Get the lines in the boats! Haul aback the main yard! See the boats' falls all clear! Steward, bring up the bomb guns from the cabin—lively there, now!" We backed the main yard and cleared the

out at the masthead discovered a school of sperm whales about two miles away, and for the first time I heard that thrilling, indescribable cry so dear to whalemen:

"A-h-h-h-h-h-bl-o-o-o-w-s""

In an instant all was confusion. Half-dressed men came tumbling up from below, and every one seemed suddenly gone mad, while the "old man," as the Captain is all-ways called—to his back—seized his glass. under water till clear of the sail, and then tried to reach the boat, which was floating off to leeward bottom up, and the rest clinging to her as best they could. I succeeded finally in reaching her, but we were repeatedly washed off by the hugh seas. To add to our discomfort a heavy squall happened along just then, the cold rain falling in torrents and the wind roaring as if anxious to destroy us. We could not see ten yards in any direction, and it was not until an hour or more that the squall lifted sufficiently for the other boats to find us and release us from what would soon have been release us from what would soon have been certain death.

All this time the mate sat astride one end

from the cabin—lively there, now!"

We backed the main yard and cleared the boats' falls, while the boat steerers put in



-WELL-

COME AND SEE THE CROWD

That throngs our stores daily, and you'll think so. Other stores in our line are complaining. Not so with us. Why Because we sell our goods at

A LESS PROFIT.



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WILL NEVER BE UNDERSOLD. We meet every price, we meet any terms. We were here when others came, and will be here when others go. We maintain that a MODERATE margin will be appreciated by the general public, and those whom we have sold to we'll sell to again, and they will tell their friends, and their friends who have been BIT by extortionate, high-priced establishments, will also appreciate OUR. LOW PRICES and give us their trade.

OUR

FURNITURE

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Is full to the brim with as choice a line of goods as you'll find in the city, and POSITIVELY our prices are lower. All we can say for them is that you call and see the goods.



WHITE STATE 1 EXTRA FOR PACKING. NO DISCOUNT.

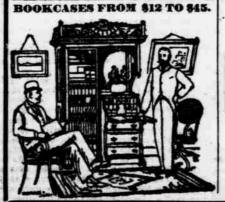
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Is second to none in the city. Replete with every grade, from the common Rag to the choicest Axminster or Gobelin, Rugs and Chenille Portieres to match.

Special promptness at this time of the year.

We have about one hundred of the above Hardwood Bedroom Suits that we are offering this week for \$14, which actually cost \$22 to make. You must come soon if you desire a bargain. Owing to the crowded condition of our warerooms in the afternoons we would request as many as possible to do their shopping before noon, and, to make it an object to do so, every customer before 12 noon next week will receive a BEAUTIFUL DON'T FORGET TO ASK FOR IT FROM

THE PIONEERS OF LOW PRICES,



HOPPER BROS & CO

307 WOOD STREET, 307

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