

An Unqualified Pilot

BY
RUDYARD KIPLING.

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"Almost any pilot will tell you that his work is much more difficult than you imagine; but the pilots of the Hugi know that they have one hundred miles of the most dangerous river on earth running through their hands—the Hugi between Calcutta and the Bay of Bengal—and say nothing. Their service is picked and sifted as carefully as the bench of the supreme court, for a judge can only hang the wrong man, but a careless pilot can lose a four thousand ton ship with crew and cargo in less time than it takes to reverse the engines.

There is very little chance of getting off again when once you touch in the furious current of this river loaded with all the fat silt of the fields of Bengal, where soundings change two feet between tides and new channels make or efface themselves in a season. Men have fought the Hugi for two hundred years till now, the river owns a huge building with drawing, survey and telegraph departments devoted to its exclusive service, as well as a body of wardens who are called the port commissioners.

They and their officers govern absolutely from the Hugi bridge to the last buoy at Pilot's Ridge, one hundred and forty miles away, and out in the Bay of Bengal, where the steamers first pick up the pilots from the brig.

A Hugi pilot does not bring papers aboard or scramble up rope ladders. He arrives in his best clothes with a native servant or assistant to wait on him, and he behaves as a man should who can earn ten thousand dollars a year after twenty years' apprenticeship.



Young Jim Would Lie in the Bow.

ship. He has beautiful rooms in the port office at Calcutta, and generally keeps himself to the society of his own profession, the more important soundings of the river daily there is much to be learned between trip and trip.

Some millions of tons of shipping must find their way to and from Calcutta each twelve-month, and unless the Hugi were watched as closely as men watch the Atlantic cables there is a fear that it might slip up as it has slipped up round the old Dutch and Portuguese ports twenty and thirty miles behind Calcutta. So the port office sends out scouts and druggies and builds spurs and decides for coming currents and labels all the buoys with their proper letters and attends to the drum, ball and cone storm signals, and the pilots of the Hugi do the rest, but in spite of all the care the Hugi swallows a ship or two every year.

When Mr. Pedro they had followed this life from his boyhood; when he had risen to be a senior pilot entitled to bring up to Calcutta the big ships drawing over twenty-four feet that can (or could till a few years ago) only pass by special arrangement; when he had talked nothing but Hugi and pilotage all his life, he was exceedingly indignant that his only son should decide upon following his father's profession. Mrs. Trevor had died when the boy was a child, and as he grew older Trevor, in the intervals of his business, noticed that the lad was very often by the river side, and he had a boy's boy. Once, when he asked him if he could make anything out of the shipping, little Trevor replied by reading off the list of all the house-floors in sight at the moorings.

"You'll come to a bad end, Jim," said Trevor. "Little boys don't get any business to know house-floors."

"Oh, Pedro at the Salton's home taught me. He says you can't begin too early."

"At what, please?"

"Piloting. I'm nearly 14 now and—

and I know where all the shipping in the river is. I've been down to the harbor yesterday over the Mayapur bar, and I've been down to Diamond harbor—oh, a hundred times—and I've—

"You'll go to school, son, and learn what they'll teach you, and you'll turn out better than a pilot," said his father, but he might just as well have said a shovel-nosed porpoise of the river to come ashore and begin life as a hen. Jim held his tongue—he noticed that all the best pilots in the port office did that—and devoted his young attention and all his spare time and money to the river he loved.

more with friendly pilots till he had cured his weakness. The cream of life, though, was coming up in a tug or a police boat from Diamond harbor to Calcutta over the James and Mary—the terrible sands christened after two years ago. They are made by two rivers that enter the Hugi six miles apart and throw their own silt across the silt of the main stream so that with each turn of weather and tide the sands shift and weather like a cloud. It was here, the tales sound much worse, when they are told in the rush and growl of the muddy waters that the Countess Stirling, 15,000 tons, touched and capsized in ten minutes; and a 2,000-ton steamer in two; and a pilgrim ship in five; and another steamer literally in an instant, holding down her men with the masts and shrouds as she lashed over. When a ship touches on the James and Mary the river knocks her down and buries her and the sands quiver all around her and reach out under water and take new shape.

Young Jim would lie up in the bows of the tug and watch the straining buoys kick and smother in the coffee-colored red current, and the semaphores and flags signal from the bank how much water there was in the channel (all he learned that men who deal with men can afford to be careless on the chance of their fellows being like them; but men who deal with things dare not relax for an instant. "And that's the very reason," old McEwen said to him once, "that the James and Mary is the safest part of the river," and he put the big black Bandorah that draws twenty-five feet through the Eastern Gate, with a turban of white foam wrapped round her foot and her screw beating as steadily as his own heart.

If Jim could not get away to the river there was always the big, cool port office, where the soundings were calculated and the maps were drawn, or the pilot's room, where he could lie in a long chair and listen to the talk about the Hugi; and there was the library, where if you had money you could buy charts and books of directions and the time that you actually steamed over the places themselves. It was exceedingly hard for Jim to hold the list of Jewish kings in his head, and he was more than uncertain as to the end of the verb "audire" if you followed it far enough down the page, but he could keep the soundings and the channels distinct in his head, and what is more confusing, the changes in the buoys from Garden Reach down to Saugor, as well as the greater part of the Calcutta Telegraph, the only paper he ever read.

Unluckily, you cannot peruse about the Hugi without meeting even though you are the son of the best known pilot on the river, and as soon as Trevor understood how his son was spending his time he cut down his pocket money; and Jim had a very generous allowance. In his extremity against the time that you actually steamed over the places themselves. It was exceedingly hard for Jim to hold the list of Jewish kings in his head, and he was more than uncertain as to the end of the verb "audire" if you followed it far enough down the page, but he could keep the soundings and the channels distinct in his head, and what is more confusing, the changes in the buoys from Garden Reach down to Saugor, as well as the greater part of the Calcutta Telegraph, the only paper he ever read.

Jim considered the chances. A junk he knew would draw about eleven feet, and the regular fee for a qualified pilot,



Erh-Tze bent him down to one twenty, outward would be two hundred rupees. On the other hand, he was not qualified, so he could not ask more than half. But, on the other hand, he was fully certain of a thrashing from his father for piloting without license. So he asked one hundred and seventy-five rupees, and Erh-Tze bent him down to a hundred and twenty, and that was all a Chinaman all over. The cargo of his junk was worth anything from fifty to a hundred thousand rupees, and Erh-Tze was getting enormous freight on the coaling of thirty or forty dead Chinamen when he was taking to be buried in their native country. Rich Chinamen will pay fancy prices for their services, and they have a superstition that the iron of steamships is bad for the health of their dead. Erh-Tze's junk had come up from Singapore, via Penang and Rangoon, to Calcutta, where Erh-Tze had been staggered by the pilot duty. This time he was going out at a reduction with Jim, who, Pedro said, was just as good as a pilot.

(To Be Continued.)

THE SNOW BLANKET.

Why It Is So Valuable in Protecting the Field from Cold.

The value of a mantle of snow in protecting vegetation in the fields in winter is fully understood in farming districts, and the cause of the protective effect of the snow is an interesting subject of scientific inquiry.

In Germany, where the Youth's Companion says, no such subject is ever allowed to escape investigation. Dr. Abels has recently made some important observations on the thermal properties of snow. He has found that the lower the snow the greater its power to protect the ground beneath from the effects of external changes of temperature.

neath from the chilling effects of the winter atmosphere, yet the surface of the snow itself, especially in clear weather, is colder than the air, so that snow tends to lower the temperature of the atmosphere, and where broad areas of country or extensive mountain slopes are covered by it important climatic conditions may be produced by the influence of snow.

ARMENIANS IN TURKEY.

First Race to Accept Christianity, Have Ever Since Suffered for It.

Probably one-half of the population of Turkish Armenia is Mohammedan, composed of Turks and Kurds. The former are mostly found in and near the large cities of Erzinjan, Balbour, Erzerum and Van, and the places along the northern part. The Kurds live in their mountain villages over the whole region, but especially in the south, near Moosh and Bitlis, and in the Hakkari country beyond Van and the mountains stretching south and east and far over into Persia. Their number would be difficult to compute, the few of them who began to wear the modern costume of the present time no dealer would have the nerve to ask more than \$5 at the most for one of the old-style wheels. When the safety first came in, the manufacturers claimed that the new machines cost much more to manufacture than the ordinary, and made this an excuse for raising the standard price to \$135. Of course the riders objected, but there were so few manufacturers in the country that there was no difficulty in maintaining the price, and later, when the pneumatic tire came into use, in raising the price to \$150.

Lured by the stories of the immense profits there was in manufacturing wheels, new factories were started and competition soon became so active that the old concerns, in order to maintain their supremacy, announced in the spring of 1894 a cut in price of \$125, which was the standard list price of all the leading makes last season. Even this reduction did not check the rapid multiplication of factories, and the increased competition forced the price still further down, so that \$100 is now announced as the list price for 1895. According to the Buffalo Express it must not be inferred, however, that the list price always means the selling price, as during last season a cash offer of \$85 to \$90 was enough to buy any one of the best makes, although, of course, it would be hard to get any one of the dealers to admit it. And the will undoubtedly be the case during the coming season.

What Competition Will Do. By the end of 1895 it is safe to prophesy that almost any bicycle can be bought for almost any price, for in spite of the fact of the almost unprecedented increase in popularity of the wheel during the last year and the likelihood of a still greater increase during this season, there is no question that the supply of bicycles manufactured this year will greatly exceed the demand. The opening of 1894 found the makers with quantities of left-over stock, and many of which were disposed of at or below cost to get it out of the way and this accounts in a great measure for the immense sales of this season, as many of these cheap wheels were bought by men who would never think of paying \$100 for a bicycle. Aside from this, the sales during the season were comparatively light, as makers had not fully recovered from the disastrous season of 1893, and were inclined to go slow. The end of the season found warehouses cleaned out and all goods converted into cash and predictions on all sides of a remarkable year for 1895 stimulated manufacturers into adding to their plants, and making preparations for doubling or trebling business. Leaving out of consideration the immense number of new makers who will enter the field for the first time this year this fact in itself insures that the end of 1895 will find manufacturers in the same condition that they were at the end of 1893—with a big left-over stock that must be disposed of at any price to meet pressing obligations. Then there will be rich picking for impetuous riders.

Prices Must Fall. A thoroughly high grade bicycle, built of the best material that money can buy, and with a most perfect and expensive workmanship, can be sold to dealers at a price that will enable them to get cash and are satisfied with as large a margin of profit as they get on their leading lines of dry goods or hardware, and which they can sell to the public at a price that will enable them to get cash and are satisfied with as large a margin of profit as they get on their leading lines of dry goods or hardware, and which they can sell to the public at a price that will enable them to get cash and are satisfied with as large a margin of profit as they get on their leading lines of dry goods or hardware.

WHAT MUNYON HAS DONE

The Learned Professor Causes a Decided Sensation.

His New Discoveries Take the Place of Dangerous Methods.

John Heberly, of No. 430 Washington street, Buffalo, says: "For over six years I have been a sufferer from rheumatism in my arms. The pain at times was terrible. I tried several remedies, but without successful result, until I began taking Munyon's Rheumatism Cure. I obtained relief very shortly, and was entirely cured before half the contents of the bottle were consumed."

Munyon's Rheumatism Cure never fails to relieve in one to three hours and cure in a few days. Price, 25 cents. Munyon's Dyspepsia Cure is guaranteed to cure all forms of digestion and stomach troubles. Price, 25 cents. Munyon's Catarrh Cure soothes and heals the afflicted parts and restores them to health. No failure; a cure guaranteed. Price, 25 cents. Munyon's Liver Cure corrects constipation, biliousness, jaundice, headache, and all liver troubles. Price, 25 cents. Munyon's Kidney Cure speedily cures pains in the back, loins or groins and all forms of kidney disease. Price, 25 cents. Munyon's Blood Cure eradicates all impurities of the blood. Price, 25 cents. Munyon's Cathartic insures a free and natural movement of the bowels without the least pain or discomfort. Price, 25 cents. Munyon's Pile Ointment positively cures all forms of piles. Price, 25 cents. Munyon's Asthma Herbs are guaranteed to relieve asthma in two minutes. Price, 25 cents. Munyon's Cold Cure prevents pneumonia and breaks up a cold in a few hours. Price, 25 cents. Munyon's Cough Cure stops coughs, night sweats, allays soreness and speedily heals the lungs. Price, 25 cents. Munyon's Nerve Cure restores overworked and overstrained nerves to a healthy condition. Price, 25 cents. Munyon's Headache Cure stops headache in three minutes. Price, 25 cents. Munyon's Vitalizer imparts new life, restores lost powers to weak and debilitated men. Price, \$1. Munyon's Homoeopathic Remedy company put up specifics for nearly every disease, which are sold by all druggists, and for 25 cents will cure the sufferer. With Munyon's Remedies everyone can doctor themselves.

Bicycles Soon to Become Cheaper

Reasons Why the Present High Prices Must Soon Give Way.

VERY BEST WHEELS FOR \$40

The Time Is Coming, and It Is Believed to Be Near, When This Will Be the Market Price of the Silent Steed.

The golden age of the wheelman has not yet arrived, but it is fast approaching. A few years ago the bicycle was a novelty, which would excite a museum collector the enthusiastic pedaler, according to the size of the wheel, all the way from \$125 to \$150. In 1888 the first safety bicycle was built in America, and as soon as the new machine came into popular favor the star of the old-fashioned bicycle began to wane. At the present time no dealer would have the nerve to ask more than \$5 at the most for one of the old-style wheels. When the safety first came in, the manufacturers claimed that the new machines cost much more to manufacture than the ordinary, and made this an excuse for raising the standard price to \$135. Of course the riders objected, but there were so few manufacturers in the country that there was no difficulty in maintaining the price, and later, when the pneumatic tire came into use, in raising the price to \$150.

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