THE SCRANTON TRIBUNE-WEDNESDAY MORNING, APRIL 22, 1896.

ANT ANTO MAL MUNTING	phosphorescene beautiful to look at.	Indians of the Northwestern coast the	INICADACHA CANAL DIANC	each passing year the safety and ad-	state, and the Missouri Democrate	
PELAGIC SEAL HUNTING	The wind increases in force and the	chief method of taking the seals has	INILAKALIIA LANAL PLANN	vantage of the canal, and they patron-	James O. Broadhead, of St. Louis, af-	SAVED BY HIS WIFE.
I TRUCIO PRUM WAUTINA		been with the spear. It frequently		ized it. At first the vessels were of	terward United States Minister to Swit-	
	vessel rides them buoyantly. An occa- sional solitary star peeps out from be-	happens that when a large male seal is speared and not hit in a vital part of the		light burden-not more than an average of 1,300 tons. In 1894 the average ton-	voted for William B Momison but the	
A Calling That Involves Excitement	hind black, ominous-looking clouds,	body, it will make it very interesting		nage was 2.400. Not a ship afloat is too	other states were badly divided in their	A Canadian Tells the Story of His
and Also Danger.	and now and then the screech of a gull	for the occupants of the boat or canoe.	Very Inception.	large to be safely taken through that	preferences, Pennsylvania having two	w cananau tons the Stath at the
and Also Dauger.	is heard as it soars before the wind, as	The writer on one occasion was out in a	very inception	canal. They know it now; and the	candidates, Samuel J. Randall and Win-	Rescue
and the second	if endeavoring to escape the fury of the gale. The hilarity below still goes on,	cance with a party of Indians and wit-		men who built it are benefactors of the race, as the men who invested their	dates Hancock, and Ohio three candi-	
THE SPORT APTLY DESCRIBED	the participants wholly unmindful of	had during the afternoon been quite	THE SUEZ EXPERIMENT CITED	money in it are abundantly rewarded	man, and Thomas Ewing The failure	
Ing brown with eque	the time or the condition of the weath-	fortunate, having captured nine seals.		in good financial returns.	of the Ohio delegates to units on any of	40 Years of Nervo Destroying
and a star of the started as	er. Far into the night the amusement	They were about to make sail and re-	Reasons Why the United States Govern-	"But the construction of the Suez	the three probably led to the loss of the	Bondage-His Declining Years
The Business Is Less Lucrative Than For-	is kept up, for on the next day there will be no work to perform. To wind	turn to the vessel when a large bull seal		canal is insignificant in comparison of the results with what would follow the	nomination by the Buckeye men; at	
merly. Owing to the Competition to	up the evening's entertainment those	was observed asleep not far off. The sight put the Indians into a state of	ment Should Build and Control a	completion of a canal across the isth-	impartial Democratic observers of that	Can Now be Passed in Hap-
Get the Best Hunters-The Crew	who can sing are called upon, and many	great excitement, for they anticipated	Trans-isthmian Water-way Di-	mus. The actual circumference of the	convention proceedings. In 1884 the	
in Stormy Weather.	popular songs of the day are sung with an expression such as only scafaring	considerable sport. They approached	viding the Two Americas.	earth, in nautical measurement, is 39	Democrats of Kentucky gave a compli-	piness and Comfort.
	men can give. Old sailor songs are	the sleeper cautiously and were within		000 miles. The Suez canni shortened that distance 2,000 miles. But the com-	mentary support to John G. Carlisle, of	the second se
From the New York Sun.	roared out with the true forecastle ring,	spearing distance when it awoke. The hunter drove the spear at the seal as it	The action of the house committee on	pletion of the Nicaragua canal will	Were recorded in favor of Joseph E Ma	Winnipeg, Man[Special.]-A life-
The life of the mon engaged in the	which thrills the heart of every sallor.	was about to dive, and struck it near	foreign and interstate commerce in re-	shorten the distance by 5,000 miles. No	Donald, of Indiana, and those of Ohio	time's slavery at the end of this cent-
pelagic seal fishery of the North Pacific	At last, after many days of monoto- ny, the gale breaks and pleasant weath-	the hind flippers. Instantly the air	porting favorably the Mahon bill pro-	more stupendous result could be im-	for Allen G. Thurman, of that state,	ury is almost beyond belief, and yet it
and the Behring Sea differs greatly	er once more prevails. It is morning,	seemed to be full of seals jumping and	viding for the construction, under the auspices of the United States govern-		In the last Democratic convention, that	is true. In Poyntz & Co's, drug store on Williams street, yesterday, was dis-
from most other callings of the sea.	the sea is smooth, with a gentle breeze	leaping in every direction. The hunt-	ment, of the Nicaragua canal will be	miles will be made. That alone is suf-	fort as a favorite son of the Demograte	cussed the remarkable deliverance of
There is a charm connected with it which attracts lovers of excitement.	moving, and everythings bids fair for	er had a hard time in holding on to the spear line, and it was only by taking a	I many the available of the base bill for	ficient testimonial to the utility of the	of Iowa, while John G. Carlisle was fa-	Mr. George Gaffield, a prominent farm-
On board of sealing vessels are found	a sealing day. At daybreak the cook, in no gentle tones, calls out "Break-	turn around the thwart that the seal	really an amendment of the act incor-	enterprise.	vored by a large fraction of the Ken-	er, and one of the oldest settlers of St.
men of all nationalities, who have been	fast!" and soon twenty-five men are	could be held. The canoe was pulled		"And even in shorter distances the effect will be equally marked. Between		Charles district, when, he himself en- tered the store. His step was firm
induced to engage in the fur seal fishery	tumbling over one another in their	through the water at considerable	of Nicaragua, which was approved Feb- ruary 29, 1889. The bill provides that		The support of favorite sons has been	and elastic, his eye bright, his bearing
by glowing accounts of the wonderful catches made and rich returns received.	hurry to get into their clothes. They	speed, first in one direction and then in another, and simetimes round and	the company, within nine months from	miles will be saved ocean vessels. Be-	for, besides enabling the delogator of a	that of manly vigor, so that the report-
Fully three-quarters of the sailing fleet	know that the day is one suitable for lowering the boats or else the cook	round. At the end of about three or	the passage of the act, shall show to	tween New Orleans and San Francisco	state to pay a desirable compliment to	er hesitated to ask if he had just been
are Canadian vessels sailing from Vic-	would not have called them out so car-	four minutes, having become somewhat	the satisfaction of the Secretary of the	9,000 are saved. From New Orleans to	a fellow citizen it normits the leaders	released from a terrible bondage, but Mr. Gaffield was only too pleased to tell
toria, B. C. The remainder are Ameri-	ly. No great time is occupied in mak-	exhausted by its tremendous efforts to	heretofore subscribed or issued excent	Valpariso 4,000 miles will be saved. And that means the better development of	to hold a delegation intact after the	his story, for the good of humanity.
can vessels, and are owned at San Francisco, Seattle and Port Townsend.	ing tollets, and breakfast is eaten in	escape, the seal grew more quiet, and seemingly began to take in the situa-	that issued to the states of Nicaragua	trade relations between the United	the first or preliminary hallots and to	"Yes, I'm glad to talk of it, because it
The majority of those who first in-	the same hurried manner. Every hun- ter is anxious to increase his number of	tion. At a distance of about forty feet	and Costa Rica, has been called in and	States and the Pacific countries of South	act without disclosing at first their real	may lead those who are tobacco spit-
vested in the industry had no cause to	skins, and after so many days of idle-	from the canoe, with its body out of	canceled, and that all obligations, in-	America. It means a bringing of the	preferences. There are plenty of fa-	ting and smoking their lives away to find a cure in No-To-Bac. I was a
complain, for owners, masters, and	ness and confinement he is only too		Contract Contract States and the set of the	islands of the sea closer to our fields	vorite sons this year.	heavy user of tobacco for over forty-
hunters of vessels found it a lucrative business, and it continued so for some	anxious to get clear of the vessel. In a few minutes all is stir and bustle about			and our factories. It means an increase of trade in time of peace, and an in-	PUNS AS WIT.	five years, an inveterate smoker and
years. After a time the lay or share of	the decks; hunters getting their guns	give threatening growls, and while in this position it made several attempts	Connetons of the Presenter on behalf of			chewer, and spending so much money that it was ruinous to me financially.
hunters greatly increased the expense	and ammunition ready; the crew mak-	to bite the spear line. Failing to ac-	this government, shall subscribe for		From the Philadelphia Press.	Not only this, but the habit was dis-
of running the vessels. This went on	ing sail and getting the boats ready for	complish this purpose, it made a des-	700,000 shares of the capital stock of the		Is the pun a legitimate form of wit? Some people think not, and Dr. Johnson	gusting to all I came in contact with.
to an alarming extent, but recently a necessary halt was called, and the price	hoisting out; the cook filling the bread	perate rush for the canoe. The Indian		is charged all vessels passing through	said that a man who would make a pun	Did I try to stop? I should say so;
paid to hunters was cut down about	boxes and water jugs to go in the boats: the captain and officers giving orders	at the bow endeavored to keep the spear	he dealers and has the stealth alders of the		would pick a pocket. But the fact is that	dozens of times, but I had become such
one-half. The former price, or lay, was	and doing considerable growling be-	line taut, and at the same time to meet the seal with the killing club, but he	Longol component mbane stock has been	be placed at the very reasonable figure	the general objection to puns is because of their frequent lack of wit: that is to	a slave to the weed that I couldn't live without it. A year ago Poyntz
from \$4.50 to \$5 a skin; it now ranges	cause everything does not move like	was not quick enough, for before he	surrendered and canceled.	of \$2. It is estimated that the annual	say, it is directed to bad puns. We do	recommended No-To-Bac to me and
from \$2.50 to \$3 a skin. The former prices were almost ruinous to the own-	clockwork. For about half an hour general disorder prevails. Finally the	could raise the club the seal had fas-		traffic passing through the canal would be \$0,000,000 tons. The total annual		my wife urged me to try it, so I bought
ers, for after supplying everything on	boats are all out, and the captain, first	tened its teeth in the side of the canoe,	teen. The bill originally provided that		puns are admissible as legitimate and	a box. From the day I took a No-To- Bac tablet I have not tasted tobacco.
the vessels, together with paying	mate, cook, a cabin boy are alone. They	tearing off a piece of the gunwale over a foot long. Things now began to assume	the movemment should musulas \$70		commendable expressions of humor. It is	I used three boxes of No-To-Bac and
monthly wages to the crew, there could	are sufficient to handle the vessel in	a serious look, and probably might have	000,000 of the company's bonds, which	ing the entire length of the canal, ad-	buns ought to be in had repute and al.	was not only cured of the tobacco habit
be only a slight margin left, especially at times when skins sold for \$7.50 and	weather suitable for sealing.	terminated in a manner not to the lik-	should be secured by first mortgage, and		though one finds an incorrigible punster-	but regained my health and strength
\$8. It is to be remembered that skins	BEGINNING THE HUNT.	ing of the hunters had not the Indian	all the property, franchise and rights of		often, it is true, an incorrigible bore-in every little circle of social life, one does	and was benefited in more ways than
taken in the ocean by the pelagic scaler		at the stern come to the rescue with a	the company. In the bill as reported,	narte who have recently made their re-	not find the race of pickpockets to be in-	made a new man of ma" Drugglet

be only a slight margin left, especially at times when skins sold for \$7.50 and \$8. It is to be remembered that skins taken in the ocean by the pelagic scaler are far less valuable than those taken on the Pribylof Islands, in Behring Sea, or on the Commander Islands, off the compared of Sthering There are two In starting out from the vessel on a day's hunt it is necessary that the boats should not get in the wake of each other, for the head boats would destroy all chance for those in the rear of seeing the coast of Siberia. There are two the coast of Siberia. There are two reasons for the difference in price: the first is that nearly all skins taken by scalers are more or less mutilated, and the second that the scals captured are not uniform in size. Those taken by the companies on the rookerles are ploked skins, there being very little variation either in size or quality. sleeping seals. It is also necessary for the boats to keep so far apart that the firing of guns in one boat shall not dis-turb any sleeping seals that may be near another. All the boats work to windward. The hunter stands at the bow, where he can command a good view of the ocean for a considerable distance on either side and shead of the listance on either side and ahead of the bost, and there he keeps a sharp look-out for seals. Each boat carries three

At the beginning of pelagic sealing At the beginning of pelagic sealing the vessels employed were very primi-tive in build, and some were about as rough looking specimens of marine ar-chitecture as are seen on the ocean. After a few years many of them were **Supplanted by a better type of craft.** It is safe to say that many of the first vessels that started sealing could not have secured crews had they been en-gaged in any other business. Sealing vessels range in size from 15 to 120 tons. The average size is about 15 tons. The The average size is about 15 tons. The majority of scaling captains are good navigators. There are a few, however, who find their way over the ocean more by instinct than any knowledge they possess. In June, 1893, a sealing schoonpossess. In June, 1893, a sealing school-er of only 11 tons register dropped an-chor in one of the harbors of the Shu-magin Islands, Alaska. She had been at sea since the early part of February hunting seals. No nautical instruments were on board, for the reason that no-body knew how to use them. Only one chart was on board, and it extended only one for as the Shumerin Islands only as far as the Shumagin Islands. The captain was bound for the Com-mander Islands, off the coast of Siberla. mander Islands, on the coast of Sloeria. A chart covering the ground as far as the coast of Japan was given to him, and he shaped his course for a region wholly unknown to him. It was subse-quently learned that he accomplished his voyage and returned safe.

SEALING VESSELS.

It is generally supposed that the majority of sealers have accumulated con-

they must be in their boats again. If boats were sent out only when seals were observed from the vessel the seawere observed from the vessel the sea-son's catch would be small. In the ma-jority of cases, when no sign of seal life can be seen from the vessel the boats will find seals not far off, provid-ing the vessel is on sealing ground. Eight or ten boats in a day's cruise will the boats are pretty sure of finding seals if there be any about. On the other hand, a vessel cruising over the same ground would find a scarcity of seals where the boats found them quite plentiful. Boats and canoes when approach-ing a sleeping seal make but little noise. and the coveted prize is often captured without being awakened from its slum-ber. The slatting of the sails of a schooner, in most cases, will awake all seals that may be near, and destroy all chance of capturing them. When pela-gic sealing began, boats used to row a mile or two from the vessel to windward and drift, waiting for seals that might come near. No cruising was done, and only seals that came within shooting distance were captured. Rifles were at this period used wholly, but shotguns were introduced not long after. Shot-runs were found to be reactly supple guns were found to be greatly superior

terminated in a manner not to the lik ing of the hunters had not the Indian at the stern come to the rescue with a rifle which he had stowed away in the cance. A bullet in the head of the seal put an end to the fight. WEALTH OF CUBA. Future Possibilities of the Island Greater Than Its Past Achievements. From the New York Independent. The soil of Cuba has no rival, especially for tobacco and sugar. One hun-dred pounds of selected cigar wrap-pers will sell for \$400 or \$500. Sugar cane yields a larger percentage of saccharine matter than that grown else-where. Thousands of dollars' worth of men-a hunter, a boat puller, and a boat steerer. The boat steerer sits in the stern facing the bow, and his duty is, country, the plantations having be greatly developed during the last few years, still leaving millions of acres of land adapted to the growth of the fruit.

stern facing the bow, and his duty is, when approaching a seal, to guide the boat on to it. Much depends on his skill, for a misstroke of the oars will ofttimes result in the seal making his escape before the hunter can fire. The hunter has charge of the boat, and his decision is accepted in all mat-ters pertaining to the capturing of seals. In pleasant weather and at times when In pleasant weather and at times when seals are scarce the boats cruise over a considerable area, and frequently when hight overtakes them they will be from welve to fifteen miles distant from the twelve to fifteen miles distant from the vessel. At such times good judgment is required in order to find the vessel, for cruising about all day on a hundred different courses is very likely to throw the crews out of their reckoning. It frequently happens that the night is far advanced before the hunters arrive on board. Only a few hours of sleep can be indulged in, for at an early hour they must be in their boats again.

are called fruitas de parjarors (birds'

all the property, franchise and rights of the company. In the bill as reported, however, this amount was increased to \$100,000,000. The net earnings of the company after the interest upon the States has been paid, also a dividend not to exceed 5 per cent, per annum, paid upon the stock, shall be paid into the treasury to constitute a sinking would be \$14,500,000 above all expenses. This would be five per cent. on an in-vestment of \$290,000,000, or more than twice as much as the experts feared the fund for the payment of the principal and interest of the mortgage. The canal would cost. So that if the gov-ernment invested \$150,000,000 in the pro-ject-and that is \$17,000,000 more than canal is to be constructed under the supervision and according to the plans and specifications prepared by the En-gineering department of the United States Army. The company shall pay into the treasury of the United States the official salaries of the engineer offithe onicial salaries of the engineer offi-cers, and in addition shall give to the officers 25 per cent. of such salaries. The board of directors shall be required to file a detailed statement of the work done with the Secretary of the Treas-ury over these methods. ury every three months.

THE CANAL'S INCEPTION.

THE CANAL'S INCEPTION. "No problem in engineering," says the Chicago Times-Herald, "has ever attracted such general attention as has the building of a canal across the nar-row neck of land which connects North and South America. Not one nation alone, but all the western nations of Europe, and especially the people of the two Americas, have looked forward to the cutting acrosss of that compara-tively insignificant barrier, and have speculated as to what the result would be when it is done. It may be added that in the minds of most men the won-der has grown year by year that the "Something about the plans of the Mar-atime Canal company may be of inter-est. It is intended to begin the work at the eastern or Atlantic end of the canal. That part between the ocean and a junction with the San Juan river is called the eastern division. In it will be three locks. The first has a lift of thirty-one feet. The second a lift of thirty. This is a mile beyond the first. And the third, situated three miles farther on, has a lift of forty-five feet. that in the minus of most men the won-der has grown year by year that the canal had not long ago been completed. It is doubtful if any enterprise upon which the genius of civil engineers has been engaged could do as much for the bettering of traffic and commerce— perhaps, beyond that, the civilization of the world as could as farther on, has a lift of forty-five feet. These will bring the canal to a level of of the world-as could a serviceable ship canal across the isthmus. "Long before the war the American nation looked with hopeful eyes to the digging of such a means of communi-cation between the waters of the two occans. But before much could be

106 feet, where it will be maintained by dams. The soil through which it will be constructed is infinitely more favor-

puns ought to be in bad repute, and, al-though one finds an incorrigible punster-often, it is true, an incorrigible bore-in every little circle of social life, one does not find the race of pickpockets to be in-creasing alarmingly in numbers. Nor do the statistics of crime seem to bear any relation to the productions of Planchet or Brough, or of Gilbert, to the spread of burlesque and the cultivation of Bab-bal-ladist opera. It is probable that there are a few, even in these days of culture, capable of ap-preciating the profound witticism which Do Quincey discovered in the jests for which poor Aelius Lamia was put to death by Domitian. perts who have recently made their re-port to the government is that the cost would reach, in their judgment, the tremendous figure of \$134,000,000. Yet the income of the canal, at the estimate

canal would cost. So that if the grover erament invested \$150,000,000 in the proprint and the latest critics have fixed as their maximum estimate—it would, as a pure commercial investment, have something rather better than a gold mine.
"Some canal across the isthmus—that is, some canal connecting the Atlantic and the Pacific occans—seems manifest destiny. Why, in this later age of the world, when distances are shortened, when time is annihilated, when every effort is made to secure the most expeditious routes and means of travel, and a general condensation of life—why in this age a narrow neck of land, more than half traversed already by natural waterways, should be permitted to divide the worlds, is one of the solutions of the solution of life—mitted to divide the worlds, is one of the solutions plus philosophers may not solve.
DETAILED PLANS.
"Something about the plans of the Maratime Canal company may be of interest. It is intended to begin the work at the eastern or Atlantic end of the canal. That part between the occan and a junction with the San Juan river is
"Thay we written him." said Jerrold to an

money. "I have written him," said Jerrold to an

Poyntz, who had listened to this won-derful story, said: "The Sterling Rem-edy company, of Chicago, New York and Montreal, are so fair and square that it's a pleasure to do business with them. They authorize every druggist to sell No-To-Bac under the absolute guarantee that if three boxes fail to cure any case of the tobacco habit the money will be refunded; and they re-fund it, too." Get the booklet "Don't Tobacco Spit and Smoke Your Life Away." Free sample and written guarantee mailed for the asking.

THREE TAKES OF ROMANCE.

The Duke's Vendettn; a Story of Venice and Houston.

From the Houstan Post.

Over the scene hangs a deep star-studded sky. It is midnight in Venice.

On the balcony of a magnificent ducal palace on the waters of the Adriatic sits the Countess Ginccioli. By her side is Pete Skidmore, the talented young American painter. The brill-iant but soft light of an Italian moon floods the marble steps of the palace and the crystal sea where shadowy gondolas wind in and out like the mazy figures in some half-remem dream.

"Do you love me?" asked the Coun-

"I have written him," said Jerrold to an acquaintance, "but got nothing." "Strange." said the other, "for he is a man full of kindness." "Yes," replied Jerrold, "unremitting kindness." A pun which requires explanation in brackets is indeed simply intolerable. The Oxford scholar who, meeting a porter, carrying a hare through the streets, asked: "Prithee, friend, is that thy own hare or a wig?" required no commentator. The same story is sometimes attributed to Charles Lamb. Nor did Tom Hood, who, talian through his clenched teeth. "That must be a steamboat," Pete, "and the escape valve is out of order. "It is the Duke Rivoli." says the Countess. "He loves me to distraction. You must fly." "Why "He has declared a vendetta." "What's that? Anything like a divi-dend?" "Do not jest. Fly, oh, fly, ere it is too late. One kiss, and then farewell." As Pete Skidmore kisses the Coun-tess another prolonged hissing sound comes from the gondola. Pete looks up at the summit of Mount Vesuvius in the distance.

bananas are yearly imported into this een

The plaintain grows in abundance, re quires little cultivation, and, as an ar ticle of food, is alone sufficient to nour ish the human system. It can be dried ground and used as flour, and should be as popular in this country as oatmeal, and will be some day when it be comes better known. The cocoanut, in point of productiveness, is next to the banana. Cuban oranges will rank with the Florida fruit, and the finest pineapples are raised, though the demand in this country seems to be for the cheaper qualities. Among comparatively un known fruits which could be cultivated as soon as a market was opened for

them are two varieties of the sopo dilla, the brown and green calmito, th red mamey, the yellow mamey, the former having been described by some Eu-ropeans as "a fruit fit for the gods." Then there are the mamon, two species of guavas, the mango, and several specles of fine berries to which no attention is paid on account of the plentiful supply of the larger fruit. The berries

siderable wealth since engaging in occupation. This is not so. While it is true that a number of sealing captains have met with phenomenal success, by far the larger portion of the sealing fleet have little more than paid expens-es. The generous lay given to hunters, together with the strong competition ever going on among owners and captains, has had a disastrous effect, and many of the vessels are in debt nearly to their full value.

many of the vessels are in dect hearly to their full value. By Christmas a portion of the fleet is ready to sail, and from that time until the first or middle of February vessels leave port almost daily for the scaling grounds. The vessels that make an early start head southward after leav-ing the Straits of Fuca, and cruise down the coast from ten to twenty miles off shore. If the weather is pleasant, scals are likely to be met with in the vicinity of the Columbia river. If no seals are found in this locality cruising is continued down the coast until the main body of the seal herd is found, which is generally off the Cali-fornia coast. The San Francisco fleet commences hunting off the Farralione commences hunting off the Farralione Islands and works northward. This season scaling has been carried on fur-ther south, good catches having been taken in the vicinity of Pigeon Point and Santa Cruz.

At this season the character of the weather is very uncertain, and as the fleet works northward the weather in-creases in violence, and in consequence several days sometimes pass when a boat cannot be lowered. The vessel is hove to under storm canvas, jogging in zigzag courses off and on shore. At such times life on a sealer is extremely monotonous. The only work performed by the officers and crew is to stand their regular watch and look after the safety of the vessel. The hunters stand no watch, neither do they perform any other duty on shiphoard: they are other duty on shipboard; they are looked upon as the gentlemen of the ship. They ship as hunters, and to this occupation they at most times adhere strictly. Occasionally, it is necessary that all hands should lend assistance; but this soldom happens, as the crew is generally large enough to handle the vessel under all conditions of weather.

IN GOOD WEATHER.

In sealing weather, when seals are plentiful, everybody on board is actively engaged from early morn until late in the evening. A week or more of this kind of work is sufficient to cause a stormy day to be appreciated. The first twenty-four hours of a storm is greatly enjoyed by all on board, as the much-needed rest can be indulged in freely. But at the expiration of two or three days of this kind of weather everybody is surfeited with sleep, and situation grows monotonous; and in order to pass the time all sorts of amusements are indulged in. On the sealer on which the writer was at one seater on which the writer was at one time the chief occupation to pass the long hours in a gale was jack-knife carpentering. Soon after breakfast the work of the day would commence, and by noon the cabin floor would be cov-ered with whittlings. Fine workman-ship was displayed in making fancy hores ploture frames card cases and ship was displayed in making fancy boxes, picture frames, card cases, and a variety of other ornaments. Two of the boxes were made in the most beau-tiful manner imaginable. Each con-tained 5,600 pieces of wood. Boats rep-resenting months of labor were in pro-cess of making, their model and work-manship showing the designer to pos-sess no mean mechanical ideas. Music forms no small part in making life on a scaler pass pleasantly. Among

life on a sealer pass pleasantly. Among the men found on these vessels many strange characters are met with, a few of whom possess a variety of accom-plishments, and on dark and stormy nights the scene below decks often presents striking contrast to the howlpresents a striking contrast to the howl-ing elements above. Sweet strains from violin, guitar and banjo are heard in the cabin or forecastle while the gale is shricking and tearing through the rigging, as if in its mad fury it was bent on stopping all pleasures on the high sea. The watch is more interested in what is going on below than in his duties on deck. Occasionally a heavy sea comes shooting out of the darkness to windward, rushing on past the little vessel, leaving a bright flery wake of

o rifles, as a larger percentage of seals SIGHTING A SEAL.

shot with them were saved.

When the hunter on the lookout catches sight of a sleeping seal, he holds up his hand as a signal to make less noise. Looking in the direction indicated by the hunter the crew may see, less than a hundred yards away, a black object rising and falling on the ocean swell. Immediately the sail is lowered and stowed away and everything in the boat secured, for the thump of an oar on a thwart or against the side of the beat is generally sufficient to arouse the sleeper. Silently they approach the seal; it sleeps as peacefully as a child, wholly unconscious of danger. The boat is on the lee side, for if it should approach on the windward side the seal would be almost certain to wake. Deep in the water the boat-steerer dips his oars and silently the boat is pushed ahead. Hardly a sound is heard except the low swash of the water as it washes over and fails from the back of the sleeping object. When the boat is within fifty feet the seal shows signs of uneasiness, as if in its dreams it scent-ed danger. The hunter loses no time and fires. Instantly the scene of slum-ber and quiet repose is changed to one of pain and fright. The seal has been or pain and right. The seat has been mortally wounded and is struggling in the throes of death. It makes desper-ate plunges, then suddenly expires, and is hauled into the boat. The water for some distance around is discolored with

blood. It frequently happens that a seal, after being taken into the boat and supposed to be dead, will moan and groan in such a way that it touches the heart of the sealer, who, out of pity, dispatches the suffering animal with a knife. Female seals die very hard, and a knife is often used to put them out of misery. More than one scaler has been heard to say that if women who adorn themselves in sealskin garments could witness the method of killing seals in the ocean they would cry out against the practice. The first prize being captured, sail is

hoisted, and once more the boat goes skimming along on its course, the hunt-er at the bow, the men in their positions, and every eye on the lookout for seals. Presently they are rewarded by seeing two seals asleep, lying side by side. Again the sail is lowered and the same precautions taken as before to prevent any noise being made. This prevent any noise being made. This time there are two seals to deal with. The hunter is anxious to get both. Not a word is spoken, the hunter directing the movements of the boat by his hand. The nearest seal is selected; it expires instantly upon being shot; but at the first click of the hammer of the gun and before the dead seal can be hauled into the boat its companion is making from the mines near Santiago. When intelligent experts make a thorough ex-ploration other mines and gold and sil-

into the boat its companion is making desperate efforts to escape. While the seal is making one of its leaps the hunter fires the second barrel of the gun and the seal falls lifeless into the water. This, in sealers' parlance, is called shooting on the wing. It requires long experience to be able to capture two seals sleeping near each other, but so expert are some hunters that some-times three and four seals are captured into the boat its companion is making times three and four seals are captured out of a bunch of six or eight. Wound-ed seals frequently show fight, particu-larly when speared. From the earliest times among the

Maisie-"Well, I bet he sneaks out once in a while for a smoke."-Judge.

fruit.) The potatoes of Cuba are as fine as the Bermuda variety and considerable quantities are imported into this country, selling at \$7 and \$8 a barrel. There are several varieties of the sweet po tato, two varieties of the yam, which is second only to the plantain in its nourishing properties. The cassava, or manioc plant, is a wholesome and nourishing food. The soil of the country is particularly good for the growth of garden vegetables and the yield under new political conditions, with capital, enterprise and scientific methods of cultivation, will be enormous. The sugar crop, which now represents over \$40,000,000, could be increased tenfold. The island contains about 6,000,000 acres of fine arable land, about one-eighth of which is under cultivation, much of it being worked in such a primitive way that it yields only about one-half of what it would under improved methods

A vast amount of wealth is represented ed in the forests of Cuba. The common mahogany of the island sells in Europe at from \$110 to \$180 a thousand feet, some of very fine quality is worth from \$400 to \$600 per thousand feet, and one variety has been sold for the re markable price of \$1,250 per thousan feet. There are millions and millions of feet of this wood on the island. Ce-dar is abundant and finds a ready market. There is a great need of better facilities for preparing and transport-ing these woods for shipment. The lignum vitae has no superior in quality, the ordinary selling from \$25 to \$30 at ton, the choice from \$35 to \$40 and the best at about \$45 per ton. There are thirty-two varieties of the paim tree, which is available in the manufacture of nats, baskets, the bark of the rova palm being used for boards in the con-struction of the homes of the small farmers, the leaves of the same being used for the roof. Among other hard woods may be mentioned the ebony, the acana, used for rafters; the sabina cimarona, something like cedar; the juqui and caguiran, for posts; the hoble blanco and roble amarilli for window and door frames, carriages and ship-building; the granadillo, a cabinet wood, and many other varieties, includ ing the majagua, from the fibrous bark of which ropes are made almost as good as those of manilla hemp. The area of the Cuban forests is about 8,000,000 acres, and they can furnish all the ma terials for building a frame house with out the use of a single nail, strong and durable lianas being used to fasten the heads of beams. There is also a curi-

ous vine called the water vine, about three inches in diameter, which when cut in two will yield a large quantity of pure, fresh water. Within the past thirty years it has been discovered that there are rich deposits of iron in the eastern and toward the central part of the island. Some of this iron is now being used by Pennsylvania smelters, and an experi-says that "the whole castern part of the island is an iron mine." Manganes has also been discovered, and there are millions of tons of this ore available. An English syndicate has extracted millions of dollars' worth of copper

ver will doubtless be found. More Than Specified. "I have put a luncheon of bread and roast chicken in your valles," said the good wife, as she bade her husband farewell. "I do not think the food they provide on the trains is healthy." The following day she received a letter containing the following: "My dear, the iuncheon was excellent, but I was greatly surprised to find that the chicken had laid two hard-boiled eggs on the way."-New York Bun.

Knew His Ways.

Maisie-"Mamma, has gran'pa sure sone to heaven?" Mamma-"Oh, yes, indeed, Maisie; Maisie

oceans. But before, much could be done in an effective way the war came on, and the union had enough to do to maintain its autonomy. Schemes of such magnitude as linking the Atlantic and the Pacific together thousands of miles north of the place where nature originally poured their flood into a common field were allowed to rest for the time. But after the war was closed the subject came up again, and Presi-dent Grant sent a commission to sur-vey the ground, to select the place where a canal would be the most feasible and to report to congress. "This commission studied the face of

"This commission studied the race or the whole country which might be cut across, and after a thorough investiga-tion took three routes and examined them all carefully. In 1875 they report-ed to the president that the route known as the Nicaragua was the most feasible, all things considered. This route begins at Graviown, on the Atroute begins at Greytown, on the At-lantic side, near the mouth of the San Juan River, follows a nearly westerly course till the river is reached, and then pursues that valley to Lake Nic-aragua. Crossing that body of water freely, the ships will again enter a canal at the west side, and proceed by locks to the Pacific. The entire dis-tance, from ocean to ocean, is 169 miles. A comparatively small portion will route begins at Grevtown, on the At-A comparatively small portion will have to be excavated, and that is in soil of a character which offers exceptional advantages to the engineer. This route President Grant recommended as the most feasible.

GETTING TO WORK.

"In May, 1889, the Maritime Canal company obtained its charter from the government and began preliminary sur-veys of the work. Its engineers esti-mated the entire cost of the canal would be \$70,000,000; and the government was asked to assist in the construction of the work and to join in the reaping of the work and to join in the reaping of

the results. Later a commission of government experts was sent to look over the ground, and their report, just submitted, is the first unfavorable view taken of the great project since the be-ginning. They hold that the cost will be nearly twice what the company en-gineers estimated, or \$134,000.000. Con-gressman Barham, of California, however, takes the view that the canal would be a good investment either for the government of or private citizens, even if it cost all of \$150,000,000—and no man has hazarded a conjecture that the canal will cost more than that.

"But all of that is more in the na-ture of detail. The great fact is established that the construction of this canal would be of inestimable benefit to the countries of the earth, and es-pecially to the United States. Indeed, this country could hardly permit any other nation to build the canal. They other nation to build the canal. They would do it willingly, as would capital-ists in other countries, under the pat-ronage of their governments, if they would be permitted by the authorities of the Union. But it would be putting into hands that might some time be-come autagraphics a wagnon the forcome antagonistic a weapon too for-midable for safely. The United States must dig that canal if it is ever dug.

THE SUEZ CANAL.

"There are many reasons pointing to the wisdom of this course. In the first place, the advantage Europe gained over the United States in the building of the Sucz canal has never been re-covered; and it never will be recovered until we have a canal that will shorten distances for us, as that canal does for them. This advantage will be best unthem. This advantage will, be best un-derstood by the statement that the first year of its construction the Suez canal carried 586 vessels from the Mediter-ranean to the Red sea, thus shortening the journey for those that went from the North sea to the Indian ocean by many hundreds of miles. The total topnage of these vessels was 436,600. In 1894, 4,207 vessels with a tonnage of 8,-700,000, passed through that canal. It will be noted that the number the first year was very small. The whole thing was in a measure experimental, and

was in a measure experimental, and many vessels had traded from England to India continued going around the Cape of Good Hope, just as they had always done. But they learned with liam Allen, former governor of that

is that of the Suez canal, where the everlasting winds drift the sand per-patually into the channel, and where nothing but a new creation would be capable of improving the condition.

nance than

"From the point of entrance into the river level, the course is perfectly clear. And the death of water in the canal is far greater than would be required by the deepest ships afloat. Arrived at the western shore of the lake, another canal makes connection with the Pacific by means of three more locks. The first and second are close together. The third is near Brito, the Pacific coast port. The two first of these locks have a lift of forty-two and one-half feet each, and the third a variable lift of from twelve

to twenty-nine feet, depending on the demands of the occan tides. "Each lock is to be 650 feet long, eighty feet wide and thirty feet deep. They will be constructed of masonry and iron. Lake Nicaragua is 110 miles long, and forty miles wide. It drains a water shed of \$,000 square miles, and is as per-manent an assurance of water supply for the canal as the mountains about it are permanent features of the landscape. At its lowest stage the river, mainly supplied by this lake, possesse a volume seven times greater than would be necessary for the transporta-tion of 20,000,000 tons a year. And the estimate of \$,000,000 tons a year seems flattering enough. "Slow old Europe has built two canals

which were less needed than this. One of them saved 2,000 miles from the cir-cumference of the earth. The other is called the Kiel canal, and saved but a few paltry hundreds. This would save 10,000 miles between two ports in our own country alone. And it halts short of completion. Enterprising America may well take a lesson from conservative Europe."

FAVORITE SONS.

A Feature of National Conventions in Favor Among Republicans.

From the New York Sun.

Candidates nominated at National Conventions by the delegates of their fellow citizens, without any expectation that the convention will regard their claim favorably, have come to be known among politicians of both parties as favorite sons. But it is a fact that fa-vorite sons are much more common among Republicans and at Republican conventions than among Democrats, who, in the larger states at least, are seldom united in favor of any candi-date who has the sentiment of local pride as his chief recommendation. In the National Republican conventions of 1854, 1868, and 1872, there were no favorite sons, for the nomination in each

claimed. "Why, my dear, are you so interested?" "Because, papa, Mr. Canesucker has only been staying four hours every even-ing, and he told me last night if you fa-vored the eight-hour system, he needn't go home so early. You dear, old papa; I am so glad you are in favor of it," and she threw her soft, white arms around his neek and choked off all explanations.-Texas Sifter. convention was unanimous. In 1876, among the minor candidates were John F. Hartranft, the favorite son of Pennsylvania, who received its support for six ballots, and Marshall Jewell, of Connecticut, who received the support of his state for one ballot. In the 1889 convention there were three favorite sons, neither of whom cut any

serious figures in the balloting, after a complimentary vote had been cast. They were William Windom, of Minnesota; Were William Windom, of Minnesota; E. B. Washburn, of Illinois, and George F. Edmunds, of Vermont. In the 1884 convention Joseph R. Hawley, of Con-necticut, was the only favorite son, and in 1885 there were Allison, of Iowa; De-pew, of New York; Rusk, of Wisconsin; Ingalis of Kamars; Edwin Filler, of Ungalis of Kamars; Edwin Filler, of Samars; Ingalls, of Kansas; Edwin Fitler, of Pennsylvania, then mayor of Philadelphia, and William Walter Phelps, of New Jersey. After the third ballot (there were eight ballots in all) Allison was the only one of these heard of. Ir the Republican National convention of 1892 there were no favorite sons.

Favorite sons in Democratic National conventions have not been very favor-ably regarded since 1868, when nearly each state had its own favorite; Pen-daton of Oble; English of Conneal dieton, of Ohio; English, of Connecti-cut; Packer, of Pennsylvania; Parker,

Charles Lamb. Nor did Tom Hood, who, when all is aid and done, remains the prince of British punsters. He puns as naturally as he laughs-a babe can see the point of his jokes, and the crustlest dry-as-dust cannot resist them.

More subtle and more polished is the numor of "To Minerva," one verse of which is inimitable:

My brain is dull, my sight is foul, I cannot think on what I've read, Then, Pallas, take away thine owl And let us have a lark instead.

And let us have a lark instead. Theodore Hook is thought by many to be equal to Hood as a punster, but Hook was labored and slow in comparison. There is an impromptu air about Hood's puns which is incomparable, and an unex-pectedness, even when you are looking for them, that is delicious. Frederick Locker once or twice seemed to have Hood's unconscious ease, as thus: Ho connact he complete is such

He cannot be complete in aught Who is not humorously prone; A man without a merry thought Can hardly have a funny bone.

Can hardly have a funny bone. John Hill Burton relates a legal joke which, to the legal mind, has all the charm of a pun. One day a baljiff, serving a writ, had been compelled by the defendant to swallow the document. In a state of great agitation and anger the officer rushed ino court, over which Lord Nor-bury was presiding, to complain of the in-dignity. He was met by the expression of his lordship's hope that the writ was not returnable in this court.

Bret Harte, by the way, is not usually regarded as a professional wit, and yet among the good things which cling to one's memory is the couplet in the "Heathan Chinee:" "Concealed in his nails, which we

"Concealed in his nails, which were taper, What is common in tapers—that's wax." Somebody has written a -parody, in which a candidate for examination even beats the record of the Mongolian: "Concealed in his paims, which were spa-cious.

What is common in palms, and that's dates.

dates." Speaking of paims recalls the famous pun of the Bishop of Oxford, who, when asked by a lady why he was nicknamed "Soapy Sam," replied: "Because, mad-ame, I am always getting into hot water and always coming out with clean hands." Perhaps it might be said that some of these examples are not true puns; but a pun is not necessarily a twisting and a contortion of syllables, as the writers of burlesques and "comic" papers seem to think. It is play upon words, and to be really entitled to be considered witty should play both upon the sound and the sense if possible.

A LABOR NOTE.

"Papa," said a Dallas young lady, whose father employes a large number of hands, "are you in favor of the eight-hour sys-

"Well, my daughter," he answered, "un-

der certain circumstances I am." "Oh, I am so glad," she rapturously ex-

clain

Rivoll springs out. The Duchess hastens to meet him, "Did you kill him?" she whispers.

"What! Did you fall in your mis-sion? Is it possible that a Rivoli could declare a vendetta and then let it go to protest?"

"Peace Fiametta." says the Duke. "I do not deserve your eproaches." "What did you do to him?"

"I left him running a weekly newspaper in Texas."

The Duchess sinks down, covers her face with her hands and shudders vio-

lently, "Oh, Luigi!" she sobs. "Revenge is all right, but was there any need to be so inhuman? You should have killed him."

PRICE OF BICYCLES,

The Supposed \$12 Bike and When It Will Materialize.

Mr. R. M. Waite, who had charge of the blcycle exhibits a few evenings since with a Star reporter said: "All the talk of a reduction of the price of bicycles in the near future is based on hopes instead of facts. At present the price is kept up by power of the combination or trust controlling them. This trust, according to its terms, does not expire until October next, but after then you can look for a tremendous drop in prices. The supposed \$12 bicycle, which is to come from Japan, can not reach here until next year. Indeed, it is not manufactured yet, though the plant for its manufacture is about completed. The \$12 price, however, will be met by English and American makers, and the war of prices and reductions will be a merry one, and specially enjoyable for riders of the wheel."

There is no change of cars of any class between New York and Chicago via the West Shore and Nickel Plate Roads. **

"Sounds like we were going to have another eruption," he mutters to him-

Pete then puts on his shoes and goes back to the palace where he boards. 11.

It is 20 minutes to 6 o'clock in Texas, Pete Skidmore has finished his art studies in Venice and has returned to Houston. He has arisen early, and, to oblige an old friend, is painting a barn a dark-red color for \$4, one-half in advance.

He often sighs when he thinks of Venice and the dark, languishing eves of the Countess Ginccioli, and through his head runs the refrain of a song she used to sing: "Barcipa setta muppa ganon me."

Suddenly the ladder is jerked from inder him, and he falls into a bucket of paint.

He colors quickly and rises to his feet. The Duke di Rivoli stands before him, "Zls ces ze vendetta to ze death." hisses the Duke between his clenched eth. "I have come to keel you." "What for?" asks Pete. teeth.

"R-r-r-r-evenge !!" says the Duke. "For what?" asks Pete. "I married ze Countess!"

III.

Moonlight on the Adriatic. The Duchess Rivoll, nee Ginccioli, waits upon the balcony. A gondola glides to the steps and the Duke di

"I did not '

THE SONG OF THE SPANISH GRANDEE.

There once was a Spanish Grandee, Who was haughty as Don well could be, And this proud caballero Said he couldn't bear O The talk of the hated Yankee, The name of this Spanish Grandee Was Senor Don Carlos Juan y Mendosa Quintero I Cosasy Guerro

Navarro y Pedro Conti.

Said this haughty old Spanish Grandee, "What's this talk about Cuba, the free? Por mi spada! 'Tis Jingo; I'll soon teach the Gringo To fear me when I am angree;'

Then this terrible Spanish Grandee, With a scowi that was awful to see, To a fizg shop did hie O, And there he did buy O The emblem of our Liber-ty.

And this valiant old Spanish Grandee Tore the flag up as small as could be And exclaimed, "Yo soy brave! Diable! I have o-Verpowered the hated Yankee!". -New York World.