government of Great Britain have paid to certain Canadian owners of sealing schooners the sum of \$100,234 as com-pensation for disbursements made by them in contemplation of a voyage into

BUILT ON FAITH.

dred Miles of Railroad.

MIRACLE OF THE NILE.

A Desert Transformed Into a Fruitful

By no one, perhaps, have the impressions

produced by the various phases of the river been so poetically described as by

"The Nile has shrunk within its banks

ordinary dimensions and its turbid, slimy,

stagnant waters scarcely seem to flow in

any direction. Broad flats or steep banks

of black, sun-baked Nile mud form both

the shores of the river. All beyond them is

Osburn, who thus describes the Nile:-

Paradise.

THE BEHRING SEA QUESTION

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Extracts From the British Reply to the American Contentions.

THE CLAIMS OF THE UNITED STATES

the Right of the B. C. Sealers Clearly Defined-Russia's Claims Before the Cession of Alaska Were Repudiated by Both England and United States.

led to the submission of the in dispute between the British United States governments to a mal of arbitration, which has just menced its deliberations in Paris. following are the propositions of and fact, which, it is maintained chalf of Great Britain, have been lished in the case submitted to the

The sea now known as Behring an open sea, free to the vessels ll nations, and the right of all na-to navigate and fish in the waters Behring Sea, other than the terrial waters thereof, is a natural right.

No assertion of jurisdiction by sia, the United States, or any other ion could limit or restrict the right

territorial waters of the sea now mown as Behring Sea. 4. At no time prior to the said ces-

sion did Russia assert or exercise any exclusive rights in the seal fisheries in non-territorial waters of the sea known as Behring Sea.

The attempt by Russia in the 1821 to restrict the freedom of vigation and fishing by the subjects other nations than Russia in the non-ritorial waters of Behring Sea was mediately and effectually resisted by eat Britain and the United States of

The claims of Russia to limit and erfere with the rights of navigation d fishing by other nations in the wat-s of Behring Sea, other than the territorial waters thereof, were never re-gognized or conceded by Great Britain. 7. The protests raised and the obtions taken by Great Britain to the ms of Russia to limit such free right navigation and fishing were ac-desced in by Russia; and no attempt was ever made by Russia to again assert or enforce any such supposed right to exclude or limit the rights of other tions to navigate or fish in the waters the sea now known as Behring Sea than the territorial waters there-

"8. The assertion of rights by Russia in the year 1821, and her ineffectual attempts to limit the rights of navigafishing, was inoperative and ad no effect upon the rights of other

thereof, has been repeatedly recognized and admitted both by Russia and by the United States of America. 12. Whatever territorial rights passed to the United States under and by virtue of the treaty of the 30th March, 1867, Russia had not the right to trans-nit, and the United States did not acuire, any jurisdiction over or rights in

the seal fisheries in any part of the sea now known as Behring Sea, other than the territorial waters thereof. "13. The Treaty of Cession of the 30th March, 1867, did not convey any thing more than ordinary territorial do-"14. From the acquisition of Alaska by

the United States in 1867 down to the year 1886, no attempt was made by the United States to assert or exercise any right to limit or interference with the right of Great Britain, or of any other nation, to navigate or fish in the waters of Behring Sea other than the territorial waters thereof.
"15. The sole right of the United

States in respect of the protection of eals is that incidental to territorial ossessions, including the right to prent the subjects of other nations from stering upon land belonging to the nited States, or the territorial waters ereof, so as to prevent their capturng seals or any other animals or fish ither on such lands or in such terriorial waters.
"16. The United States have not, nor

as any subject of the United States, by property in fur-seals until they been reduced into possession by apture, and the property so acquired adures so long only as they are retainl in control.

"17. Fur-seals are animals ferae naturae, and the United States has no right of protection or property in fur-seals when outside the ordinary threemile limit, whether such seals frequent the islands of the United States in Behring Sea or not.
"18. The right of the subjects of all nations to navigate and fish in the non-

territorial waters of the sea now known as Behring Sea remain and exist free and unfettered, and cannot be limited or interfered with except with the concurrence of any nations affected. "19. No regulations affecting British subjects can be established for the proection and preservation of the fur-seal in the non-territorial waters of Behring ea without the concurrence of Great

It is, moreover, submitted on behalf Great Britain that the questions raisd in this arbitration are of far greater portance than the mere preservation a particular industry; they involve right of every nation of the world navigate on and fish in the high seas, to exercise without interference the rights of the human race; they olve the question of the right of one attion by proclamation to limit and in-refere with rights which are the com-on heritage of all mankind.

counter-case, presented by the over three hundred pages. In liminary statement it is observed:
The fifth question of Article VI.,
:- Has the United States any right and if so, what right, of protection or property in the fur-seals frequenting the slands of the United States in Behring ea, when such seals are found outside the ordinary three-mile limit? has been so treated in the United States' case, ut in preparing this counter-case a ewhat different course to that pursued in relation to the first four queshas been rendered necessary. In the United States' case, it is asserted that, quite independently of the juris-

diction over Behring Sea, which was established or exercised by Russia prior and up to the time of the cession of Alaska, the government of the United States has a 'right of protection and property in the fur-seals frequenting the Pribyloff Islands when found outside the ordinary three-mile limit;' and it bases this right 'moon the established with the view of establishing the illegality of the seizure of the Sayward; and the arbitrators will be asked to find that such expenses were incurred and should be included in the amount of damages which Great Britain is entitled to claim. The arbitrators will be further asked to find what catch or catches might have been taken by pelagic sealers in Behbases this right 'upon the established principles of the common and civil law, upon the practice of nations, upon the laws of natural history, and upon the common interests of mankind.' No arguments are adduced in the United States' case based upon the first of these suggested grounds—viz the printhese suggested grounds—viz., the principles of the common and civil law. ciples of the common and civil law. But in this counter-case, it is proposed, in the first instance, to deal with the unprecendented nature of the claim, having regard to those principles, and The Foreign Office has issued a series of blue books relating to the Behring sea arbitration. They include the respect of the Behring Sea commission, of the Behring Sea commission, which led to the submission of the British led to the submission led to the submission of the British led to the submission led to t also to reply to the arguments which are adduced, founded upon an alleged practice of nations. The laws of natural history and the common interests of mankind have, it is submitted, no bearing upon, or relevance in connection with the question as to the right of protection of property claimed by the United States, to the exclusion of other nations. But as the government of her of seals, and as bearing upon the common interests of mankind are wholly of seals, and as bearing upon the common interests of mankind, are wholly, or, to a great extent, inaccurate, these subjects are dealt with in the various sections of Chapter VII.

make any additional observations in reference to Chapters VI. and VII. of the British case, viz.:—The action of the United States and Russia from 1867 to 1886, and the various contentions of the contentions of the United States and Russia from 1867 to 1886, and the various contentions of the contentions of the benefit of a natural product." to 1886, and the various contentions of the United States since the year 1886. The subject of the regulations (if any) all nations to the free use of the open for navigation or fishing.

3. At no time prior to the treaty of 30th March, 1867, did Russia possany exclusive jurisdiction in the territorial waters of the sea now the treaty is considered in Port II. the treaty, is considered in Part II. For reasons more explicitly stated in correspondence, the consideration of this point has been treated in this counter-case, but only in deference to the wish-expressed by the United States that arguments upon all the questions with which the arbitrators may have to deal should be placed before the tribunal by means of the case and counter-case. The government of Her Britannic Majesty have adduced these arguments under protest, and without prejudice to their contention that the arbitrators cannot enter upon or consider the question of proposed international regulations until they have adjudicated upon the five questions enumerated in article VI., up-on which they are by the terms of the treaty required to give a distinct decision and upon the determination of which alone depends the question whether they shall enter upon the subject of regula-tions. Her Hajesty's government re-serve also their right to adduce further evidence on this subject, should the na-ture of the arguments contained in the counter-case on behalf of the United States render such a course necessary or

expedient.

A remarkable allegation is made in an introduction to the British counter-case: introduction to the British counter-case:

"Before proceeding to discuss in detail the disputed points raised by the United States' case, it is deemed necessary to refer to the translations of the various Russian documents used and cited in the case presented on the part of the United States. These consist for the united States. These consist for the united States. nations.

"9. The body of water now known as the Behring Sea was included in the phrase 'Pacific Ocean,' as used in the treaty of 1825 between Great Britain and Russia.

"10. From the year 1824 down to 1886 the vessels of Great Britain have continuously, and without interruption or interference, exercised the rights of navigation and fishing in the waters of Behring Sea other than the territorial waters thereof.

"11. The right of all nations to navigate and fish in the waters of Behring Sea, other than the territorial waters thereof, has been repeatedly recognized of the content of the most part of documents belonging to the official records or archives of the Bussian-American Company, which were handed over to the United States by the most part of documents belonging to the official records or archives of the Bussian-American Company, which were handed over to the United States by the original documents are deposited in the archives of the department of rails. When they arrived there wasn't money enough in the treasury to pay the freight. But it was got some-how.

Ten miles of track gave the foundation for bonds which built 40 miles of the originals are given at the United States' case. Upon the first perusal of the extracts included in the United States case, certain passages were observed which at once gave rise to the impression that the papers must to food, and he went through hungry. the most part of documents belonging to the impression that the papers must have been faultily translated. similes supplied in the appendix were consequently examined by a competent Russian scholar in the confidential em-ployment of Her Majesty's government and a large number of errors and interpolations were discovered of a most important kind. Some few of twere apparently purposeless, but important kind. great majority were of such a nature that they could only be accounted for on the supposition that some person had deliberately falsified the translations in a sense favorable to the contentions of the United States. The matter seemed of so much importance that steps were taken to obtain an independent translation by another hand, which was

completed in October, and entirely confirmed the previous impression. The United States government inde-pendently came to the knowledge of the fact at the beginning of November, and their agent has given the explanation of it in a communication addressed to the arbitrators and to the British agent on the 19th of that month. The United States agent at the same time gave notice of the withdrawal of a certain number of the documents, and furnished re vised translations of the others. Her Majesty's government have pleasure in acknowledging that these revised trans-lations, with the exception of one or two small errors of no moment, are per-fectly accurate. But there are statements and arguments in the case founded on the original translations, or pending mainly on them for support, which still remain to be answered, it will therefore be necessary in the proper place to draw attention to the translations and original documents. It is not possible, by a mere comparison of the correct and the erroneous translations to form a correct opinion of the effect of the insertion of the fictitious and interpolated passages upon the argument contained in the case for the United States. Attention will, therefore, be called, in connection with each branch of the subject, to the manner in which it depends upon such interpola-tions and errors. When the spurious passages are expunged and the errone-ous translations corrected, it will be ous translations corrected, it will be found that no evidence remains to support the contentions of the United States (a) that the Russian government and the Russian-American Company claimed and exercised exclusive jurisdiction as to trading and hunting in the Behring Sea, and (b) that the ukase of 1821 was merely declaratory of pre-existing claims which had been enforced therein for many years. The alleged pre-existing claims and their enforcement for many years, so far as they implied any extra-ordinary marking invisitation. ordinary maritime jurisdiction, are merely the creations of the translator."

With regard to the points raised in the British case referring to questions arising out of claims for damages, it is stated: will be contended on behalf of Great Britain that the seizure of the ships was unlawful, and the arbitrators will be asked to find that in each case will be asked to the tribunal, oc- the seizure took place in non-territorial waters, that such seizures were made with the authority and on behalf of the government of the United States, and that the amounts of damages which Great Britain is entitled to claim on behalf of the owners, masters and crews are the respective amounts stated in the schedule of particulars appended to

In the counter-case it is asserted that —in addition to the foregoing claims— "Great Britain will claim the sum of \$62,847.12, the amount of expenses in-curred by the government of Canada in connection with the proceedings before Steamer Rainbow took a load of naval between the City of New York and the the Supreme Court of the United States, stores to Esquimait this morning.

monotonous, but it paradise."-Nature.

THE CAMPANIA'S SPEED.

the arbitrators will be asked to find that such expenses were incurred and should be included in the amount of damages which Great Britain is entitled to claim. The arbitrators will be further asked to find what catch or catches might have been taken by pelagic sealers in Behring Sea without undue diminution of the seal herds during the pendency of the arbitration. In connection with the latter claim, it will be shown that the government of Great Britain have paid to certain Canadian owners of sealing Clyde Shipbuilders Again Assert Their Supremacy.

SHE MAKES 27 MILES AN HOUR

Beats The Ocean Record for Speed-The Ship a Floating Palace - Ocean Racers' Great Struggles in By-Gone Days-Some of Old-Time Record Breakers.

Behring Sea, which had to be abandoned by reason of the enforcement of the modus vivendi of 1891."

It is submitted that the facts detailed The Campania looks more like a mammoth yacht than a merchant steamship. Her lines are so faultlessly fine was lying in the Fairfield yard. The stacks do not look large to the observer unless he measures them by standing beside one. The engines of the Campania have been pronounced by engineering experts to be the most powerful and perfect pieces of machinery of their neering experts to be the most powerful and perfect pieces of machinery of their kind ever constructed. They develop at least 25,000 horse power, which is generated by steam from 13 boilers heated by 100 furnaces. The Campania has accommodation for 450 first cabin pasengers, 250 second cabin and 600 steerage. The saloon of the ship is unique. All her 450 cabin passengers may sit at one table. The saloon How An Old Timer Constructed Six Hun-From South Texas came a man who built six hundred miles of railroad with a five-dollar bill and faith, and the bill was a borrowed one. He moved up from Corpus Christi to San Antonio with all his possessions heaped on a two-wheeled cart. He got a charter to build a railroad from San Antonio to Aransas Pass. He graded a mile of it, says the St. Louis Globe-Democrat, throwing a good deal more than one shovel full of dirt with his own hands.

The receiver of another road loaned this From South Texas came a man who gers may sit at one table. The saloon is ten feet in height, or two feet higher The receiver of another road loaned this indefatigable builder enough old rails for a mile of track. In a distant part of the state was purchased an engine which had been condemned six years the had been condemned six years the state when the state was purchased an engine which had been condemned six years the state when the state was purchased an engine which had been condemned six years the state when the for a mile of track. In a distant part of the state was purchased an engine which had been condemned six years before and sent to the shops to be wrecked for scrap iron. Two old cars was launched recently and will be ready was launched recently and will be ready was launched recently and will be ready were picked up somewhere else at a bargain. And that old engine, drawing those old cars, steamed into San Antonio. On engine and cars in bold lettering was painted in lampblack, "S.A. for service in May. It is said that after she gets in perfect running order the Campania will make the 2,800 knots between Sandy Hook and Queenstown in

about five days.

The Campania's electric lighting stalation is the largest ever fitted heard ship. The total number 1250 of 16-ca With one mile of old rail track and with the equipment of the old engine and the two old cars Uriah Lott startboard ship. The total number of lamps on board is 1,350, of 16-candle ed the Aransas Pass system. There has been some tall financiering in the his-tory of railroad building in this country, power each. In addition the vessel has a wonderful search light for facilitating the navigation of the ship into port, the picking up of moorings, and scouting in time of war. There are four but there isn't anything which for daz-zling pluck quite approaches the story of the building of this 600 miles of road in South Texas. To the one mile of track there were added three miles by a dicker for some second-hand rails which a street car company had bought from a narow-guage company. On this basis a credit trade was made with a Pennsylvania rolling-mill for ten miles of rails. When they arrived there wasn't money enough in the treasury to pay the freight. But it was got some-

and high above all the "look-out," or navigating bridge, in front of the forward funnel. The latter is 23 feet above the shade deck, and no less than 55 feet above the sea level. The lower deck is occupied, forward and aft, by steerage berths in large, open well-lighted spaces, being of the airiest description possible, formed of iron and fitted in ranges of two in height. The central rallying points for visitors are central rallying points for visitors are formed by the grand staircase, music saloon and dining saloon. The main saloon, which is entered by swinging doors from each side of the staircase hall, measure about 100 feet long and is about 64 feet broad. Contributing to the imposing loftiness of this grand saloon is an immense well for light and air extending up through two decks and adorned by a dome of varied colored glass, about three feet above the shelter until its stream is contracted to half its deck, protected there by an outer sky-light of teak, etc. The interior of this well is chastely panelled and decorated in cream-colored woods and gold, borrowed light being diffused into the music rowed light being diffused into the music room—which surrounds the well on the upper deck—through thick glass panels with bevelled edges. The lining of the grand saloon itself is in rosewood, oak and other hard woods, each side port being architecturally situated as n casement. Four rows of mahogany tables extend from and to end of the saloon ment Four rows of mahogany tables extend from end to end of the saloon in the centre and short cross are arranged at the sides and for family parties. Revolving are fitted all around the tables.

Thomas Schavering, of New York,

of black, sun-baked Nile mud form both the shores of the river. All beyond them is sand and sterility, for the hamseen or sandwind for fifty days' duration has scarcely yet ceased to blow. The trunks and branches of trees may be seen here and there through the dusty, hazy, burning atmosphere, but so entirely are their leaves coated with dust, that at a distance they are not distinguishable from the desert sand that surrounds them. It is only by the most painful and laborious operation of watering that any tint approximating to greenness can be preserved at this season even in the pleaure gardens of the Pasha. The first symptom of the termination of this most terrible season is the rising of the north wind (the Etesian wind of the Greeks), blowing briskly, often fiercely durng the whole of the day. The foliage of the groves that cover Lower Egypt is soon disencumbered of the dust, and resumes its verdure. The fierce fervors of the sun, then at its highest ascension, are also most seasonably mitigated by the same powerful agency, which prevails for this and the three following months throughout the entire land of Egypt."

Then at last comes the inundation:—
"Perhaps there is not in nature a more exhilarating sight, or one more strongly exciting to confidence in God, than the rise of the Nile. Day by day and night by night its turbid tide sweeps onward majestically over the parched sands of the waste, howling wilderness. Almost hourly, as we slowly ascended it before the Etesian wind, we heard the thundering fall of some mud bank, and saw by the rush of all animated nature to the spot that the Nile had overare fitted all around the tables.

Thomas Schavering, of New York, who was an engineer on several of the the transatlantic liners before the American tables. ican war of 1862, and who recalls the ships of that period with great distinctness, is an authority on ocean races. "It was in 1860 or 1861," said he, "that the ocean races began. Before those the ocean races began. Before those days the Cunard line had everything its own way; but just then a stiff competitor appeared in the Inman line. tor appeared in the Inman line. The Cunard Company then boasted a remarkable vessel—the Scotia—a paddle-wheeler built and engineered by Napier, and possessed of great speed. Her tonnage was something near 4000 and her length 380 feet. She had a set of sidelever engines, with cylinders 100 inches in diameter and a 12 foot stroke. They were capable of developing 4750 horse power. The paddle wheels were 40 feet in diameter, and many's the time 1've we heard the thundering fall of some mud bank, and saw by the rush of all animated nature to the spot that the Nile had overleaped another obstruction, and that its bounding waters were diffusing life and joy through another desert. There are few impressions I ever received upon the remembrance of which I dwell with more pleasure than that of seeing the first burst of the Nile into one of the great channels of its annual overflow. All nature shouts for joy. The men, the children, the buffaloes, gambol in its refreshing waters; the broad waves sparkle with shoals of fish, and fowl of every wing flutter over them in clouds. Nor is this jubilee of nature confined to power. The paddle wheels were 20 feet in diameter, and many's the time I've seen her make 13 knots an hour on 160 tons of coal. The greatest day of the Scotia's life was when she crossed from New York to Liverpool in 8 days and 22 hours, breaking the record. It was thought then that she was the ideal of of every wing flutter over them in clouds. Nor is this jubilee of nature confined to the higher orders of creation. The moment the sand becomes moistened by the approach of the fertilizing waters it is literally alive with insects innumerable. It is impossible to stand by the side of one of these noble streams, to see it every moment sweeping away some obstruction to its majestic course and widening as it flows, without feeling the heart to expand with love and joy and confidence in the thought then that she was the ideal of marine architecture. In the very next year, however, the Cunard line came out with two screw steamers, the China and then the Cuba. They were novelties in their way, and their engines, which were of the oscillating, geared, surface-condensing type, quite surprised the old hands in the business. Meanwhile the Inmans were not idle, and soon after the appearance of the Cuba with love and joy and confidence in the great Author of this annual miracle of great Author of this annual miracle of mercy."

The effects of the inundation, as Osburn shows in another place, "exhibit themselves in a scene of fertility and beauty such as will scarcely be found in another country at any season of the year—the vivid green of the springing corn, the groves of pomegranate trees ablaze with the rich scarlet of their blossoms, the fresh breeze laden with the perfumes of gardens of roses and orange thickets, every tree and every shrub covered with sweet-scented flowers. These are a few of the natural beauties that welcome the stranger to the land of Ham. There is considerable sameness in them, it is true, for he would observe little variety in the trees and plants, whether he first entered Egypt by the gardens of Alexandria or the plain of Assouan. Yet is it the same everywhere, only because it would be impossible to make any addition to the sweetness of the odors or the brilliancy of the colors, or the exquisite beauty of the many forms of vegetable life in the midst of which he wanders. It is monotonous, but it is the monotony of paradise."—Nature. soon after the appearance of the Cuba they launched the City of Bristol, the City of Limerick and the City of Cork, vessels of about 2700 tons, equipped far more handsomely than any of their rivals. The evolutionary process was going on very rapidly then, and each addition to the new fleet was cagerly examined and widely commented upon. The Inmans increased their prestige in 1865 by three new additions, the City of Paris, the City of Brussels and the City of New York. The first named was of about 7000 tons, being twothirds the size of the present ship of that name. With these handsome ves-sels striving to carry the Inman colors to the front, and with the Scotia and China maintaining with equal vigor the

prestige of the Cunards, there were many exciting contests. The news-papers of the day were full of ocean

racing. I have in my scrap-book a description of a celebrated race in 18.6, between the City of New York and the

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Are prepared to fill orders in any quantity for Pure Bone Fertilizer, either Crushed, Coarse, Ground, Meal or Flour. Would also call attention to the fact that they have prepared a special Lawn Fertilizer. Ask your grocer for it. Sold in 2½, 5 and 10lb. packages. For large quantities special prices. Apply

COR. BROAD & PANDORA STS.

WORKS: CAREY ROAD.

ship. Her lines are so faultlessly fine that her giant proportions are not fully appreciated at first glance. Her dimensions are: Length over all, 625 feet; breadth, 65 feet; depth, 41 feet. She measures nearly 13,000 tons. She has two smokestacks, each 26 feet in diameter, raking on the same angle as her two pole masts. The raking masts and 45 minutes, and then the China, from Boston to Queenstown, made the passage in 8 days, 14 hours and 50 minutes. The greatest race of that year took place between the Scotia is stated that 20 or 30 people had a lunch in one of the sections while it was lying in the Fairfield yard. The stacks do not look large to the observin which the latter vessel won in 8 days and 16 hours. In the same year the Scotia lowered the record to 8 days 15 hours and 45 minutes, and then the His Acts and Trial. that year took place between the Scotia and the City of Paris, from New York to Queenstown. It was a case of paddle wheels against screws, the old pitted against the new. Popular interest in ocean racing reached a climax at that time. The Scotia with her 40-foot paddle-wheels, won the race in 8 days, 7 hours and 10 minutes, while her rival's time was 8 days, 16 hours and 40 minutes. Subsequently the Scotia went into the cable-laying business, and I have never heard of her since. All the records were beaten in 1867 by the Russia, a new and wonderful vessel, over 350 feet long, built by the Cunards. She could steam at 13 knots on 90 tons of coal, and in this respect she was then thought to be the provisions and the City of Paris, from New York to Queenstown. It was a case of London, England, subscribed money, formed a joint stock company; bought the Adventure Galley, fitted her with proper armament and furnished him with a commission to act against the French and pirates, or, in other words, as a privateer. The king was to receive one-tenth of whatever the vessel brought home. On the way down from London his vessel was boarded by an impressment crew, his crew taken, and he had to go ashore and secure such seamen as he could who were well fitted to act as privateersmen. He sailed, and after being absent a year it began to be talked that his acts savored of piracy. her rival's time was 8 days, 16 hours and 40 minutes. Subsequently the Scotia went into the cable-laying business, and I have never heard of her since. All the records were beaten in 1867 by the Russia, a new and wonderful vessel, over 350 feet long, built by the Cunards. She could steam at 13 knots on 90 tons of coal, and in this respect she was then thought to be the most economical vessel afloat. But the Inmans would not yield the palm to her, and soon their City of Paris came out, with improved engines and finer lines, making the passage from Roche's Point to Sandy Hook in 8 days and 4 hours. This was the best record up to 1870, when a great many new vessels and several new companies appeared in the field. One of these ships was the City of Berlin, of the Inman line. She was 520 feet long, and her engines, which were of the compound direct-acting type, had the enormously long stroke of 78 inches. The White Star line then began to put some splendid ships into the water, and the record gradually went down, as everybody knows. It began to put some splendid ships into the water, and the record gradually went down, as everybody knows. It has been a pretty struggle for supremacy ever since the old days, but there's no more fun in it now than then, and the public does not watch the performance of their favorites with any greater enthusiasm. I'll wager that the old eight-day-and-four-hour record of the City of Paris excited as much interest then as does the work of her namesake

ELK IN HARNESS.

of to-day."

A Tennessee Man's Striking Team-Sometimes Dangerous. scouting in time of war. There are four sets of georating plants on board. Altogether it is computed that when the Campania has her full complement of passengers of all classes, these, together with the ship's staff—officers, engineers, firemen, seamen, stewards, etc.—there will be a total of 2,000 souls on board. In the new Cunarder nothing has been sacrificed that would tend towards safety. She has four tiers of decks, which may be said to form an intergral part of the hull structure—the upper, main, lower and orlop decks—and above the upper come the hurricane, on the same level with the forecastle forward and level with the forecastle forward and some whipping to make the first start. upper come the hurricane, on the same level with the forecastle forward and the poop aft, the shade or shelter deck, and high above all the "look-out," or seeign. All this was accomplished without much resistance on the part of the elk. But it required some coaxing and some whipping to make the first start. We succeeded, however, in driving a take kindly to the bit and could not be guided much by the lines; consequently we made zig-zag courses and frequently brought up against a fence or some other obstruction. They were harnessed and driven perhaps ten times during the winter with about the same result. They did not seem to learn anything by using, and we came to the conclusion that elk were not made to work in harness, and it seemed by their actions that the elk were of that mind, so early in the spring they were driven back into the park.

During the month of August, after
they were four years old, they became
ill-natured and ugly, and one had become so furious that we had to look around for some way to confine him. If he broke through the fence we considered him very dangerous and no man would dare go into the park when the elk was in sight. I believe that I kever saw an animal more aggressive or that was more full of fight. He would go for any one that stood outside of the fence as far as the fence would let him and he would stand punching with hand-spikes and prodding with pitchforks until his face would be a gore of blood and never flinch an inch, while if he had

way down to the lower limbs, some eight or nine feet from the ground. By before I was ready.

Just then I would as soon have walkchance as I wanted, and I was lucky enough to drop the noose over both horns. Then I had him safely tied, where he was fed with hay and oats for three weeks, after which he was let loose, being then as quiet as the others, which numbered at that time fifteendoes, fawns and young Lucks. Some time in the month of December following we drove those two old bucks down through the lane into the barn and had them altered, and drove them back into the park again. In the spring they shed their horns at the usuthe al time and the next set were grown to the full size, but the velvet dried down to the horn and never peeled, and they never shed them.

The

they never shed them.

The trumpet-like call or lowing of the buck elk, which is heard only in the rutting season, is unique and can hardly be imitated.—Correspondence of Forest and Stream.

Emile Zola, the well known French novelist, writes in a most extraordinary fashion, holding the pen between the second and fourth fingers of the right second and fourth ingers of the right hand, and the process is a very slow and laborious one. He is now 52; and the favorite recreation of his leisure are boating and gardening. His manner is very imperious, a fact which makes him many enemies. Zola began life him many enemies. Zola began life as a clerk in Hachette's library in Paris at a salary of eight francs a month. He is now almost, if not quite, a millionaire. He lives in a tiny cottage of three rooms at Medan, where he fled in three rooms at Medan, where he fied in 1878 to avoid the crowds who went to Paris to visit the exhibition. The present aim of his life is to gain admission to the French Academy. He is not discouraged by numerous defeats, remembering that Victor Hugo had to present himself four times before he became one of the forty "Immortals."

Emile Zola.

His Acts and Trial. William Kidd was born in Scotland and married Sarah Wort of New York. Several men of London, England, sub-

jesty's council, who at the same time describes Kidd's messenger as "a cunning Jacobite, a fast friend of Fletch." er's and my avowed enemy." With their consent, and in their presence, he furnished Mr. Kidd a "safe conduct." Captain Kidd relied on this, and came to Boston with his wife and took lodgto Boston with his wife and took lodgings at Duncan Campbell's, the most luxurious house of entertainment in Boston, where he remained several days.

On July 3, 1699, he was summoned before His Excellency and Council to give an account of his proceedings in his late voyage to Madagascar. After Captain Kidd had given a summary account of his doings, of the cargo on the sloop now in port and also on board the vessels left at Hispaniola, they required of him to give a detailed account of his voyages, captures, etc. Captain Kidd found that the safe conduct which they issued was merely intended to induce issued was merely intended to induce him to come to Boston, where he would be deprived of his liberty. He did not make any further statement and the council ordered his arrest and imprisonment saized his tracsure cheet of Carment, seized his treasure chest at Gardiner's Island and took everything that his wife had. The treasure chest contained quite a variety of articles, and the following is a list of its contents:

No. 1, one bag of gold dust, 633-4 No. 2, one bag of coined gold, 11 ounces; one bag of coined gold, 124 ounces. ces; one bag of coined gold, 124 ounces. No. 3, one bag of gold dust, 243-4

No. 4, one bag of silver rings, 47-8 ounces.
No. 5, one bag of precious stones,
12 1-4 ounces.
No. 6, one bag of unpolished precious stones. No. 7, one bag of pieces of crystal

No. 8, one bag of silver buttons and lamps.
No. 9, one bag of broken silver, 173 1-2 No. 10, one bag of gold bars, 353 1-4 No. 11, one bag of gold bars, 238 1-2

No. 12, one bag of gold dust, 59 1-2 ounces.

No. 13, one bag of silver, 309 ounces.

The Earl of Belmont was evidently anxious to get possession of the ship and treasure, and preferred negotiation to immediate hostile measures. Kidd seemed to have been willing to

surrender ship and treasure, but wished in doing so to have an assurance or guarantee of his own protection. Captain Kidd requested that he shou'd broken through the fence the punchers and prodders would have wished themselves anywhere else but there.

The way I secured that elk from furment we are indebted to the fact that and prodders would have wisned and prodders would have wisned there.

The way I secured that elk from further trouble was this: Taking twenty-five feet of cable rope and climbing on to the fence, thence into the top of a to the fence, thence into the top of a has been visited. The law officers and those of the council who were known as those of the council who were known as to the fence, thence into the top of a white beach that was full of limbs and stood close inside of the fence, I tied one end of the rope to a strong limb, having made a strong noose at the other end, and then worked my way down to the lower limbs. an elephant on their hands which they did not care for. Opportunity was althat time the elk had got there, even lowed for his escape, but he declined before I was ready. position which is the evidence, and also that money was ready for him. The ed into the grasp of a grizzly bear as to have dropped from that limb, although outside of the rutting season he was no more dangerous than a Devon steer. He soon gave me as good a silver tankard, a silver mug, silver porringer, spoons and forks were re-turned to her, with other pieces of plate

and 265 pieces of eight.

In England he was confined closely in prison two years and permitted no counsel. The Government was represented by four men. Kidd was tried both for murder and for piracy. The murder which he was supposed to have commit-ted was that of Moor, his gunner, whose death resulted from a blow, given by a water bucket in a fight without premeditation. No sentence but that of manslaughter was justified by the evidence. He was found guilty of mur-der. In the trial for piracy he was treated with the same injustice. He claimed that his commission justified the seizing the Quedah Me

for he said she was sailing under a French pass when he took her. These passes and other papers were in the passes and other papers were in the possession of Belmont, and Kidd could not produce them. This case was tried outside of the court by public hearing. The verdict rendered decided to let his confederates, the joint stock company and the king conversable consume. The and the king escape public censure. The severest criticism made upon the affair was that Belmont, Somers, Halifax and others were guilty if he was. Nearly all the privateers fitted out at that time pursued the same course. It so happened that it was for the interest of all parties except Captain Kidd that he should be the victim, and that his name and his memory should be blackened with crimes of the darkest dve .-Portland (Me.) Transcript.

The boats and canoes for the Alaska survey party arrived from the east last evening.

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