THE TORONTO WORLD.

A One-Cent Morning Newspaper.

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W. F. MACLEAN.

MONDAY MORNING, SEPT. 1, 1884.

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Questions of Fact.

Mr. Edward Atkinson of Boston, is one of the foremost statisticians in America. Before the economic section of the British association, on Friday last, he read a carefully prepared paper on "what determines the rate of wages?" He meets Henry George with a square denial of the main fact alleged by the latter—that civilization and progress tend to make the working classes poorer. And certainly Mr. Atkinson appears to have figures on his side. Taking the statistics of two New England cotton mills, both in operation prior to 1830, he shows results quite opposed to some prevailing notions. Forty years ago the hours of work averaged 13, now the average is down to 11 hours per day. In 1840 a year's wages, for young and old together, averaged $175; now the average is $290. The cost of labor per yard of cotton produced has fallen, but this is obviously caused by the use of improved machinery, run at higher speed. In 1840 the labor on a yard of yard wide cotton cost 1.832 cents; in 1884, 1.070 cents, showing that the labor cost had fallen by about three-quarters of a cent. The profits on a yard of cloth, which in 1840 were 1.18 cents, had by 1884 fallen to 0.43 cents, or less than half a cent. In 1840 the average number of yards produced per annum for each operative was 9607, in 1884 28,032, or nearly three times as much. Since 1840 wages had increased 64 per cent. on the day, and 96 per cent. on the hour. Unless these figures can be proved wrong, much of the so-called basis of fact upon which Henry George has reared his theory of "progress and poverty" will have to be abandoned.

A Boston paper recently published an elaborate paper from the same accomplished hand on "the railway, the farmer, and the public," in which he challenged point blank the prevailing belief that the tendency is now towards an increase of fares and freights by railway. He shows by what appears to be proof incontrovertible, that railway freights have been falling instead of rising. Admitting the fact that stocks have been extensively watered, he still shows that railway profits have fallen in proportion to actual capital invested, and not in relation to fictitious value merely. Competition among the railways themselves, and by the great water routes, sends down railway freights and keeps them down. And the process of multiplying competing lines is still going on, with the prospect of keeping freights down to the very lowest fraction at which the roads can be run at all.

The following are among the results of his inquiries into the charges for carrying a ton of freight one mile on the New York Central and Hudson River railroad, average for all classes of freight:

	Cents in gold.
1869	2.387
1870	1.853
1876	1.051
1877	1.014
1878	.930
1881	.783
1882	.738
1883	.910

We quote the figures for eight years only in the whole period of fifteen years, which is enough to show the progress of the changes.

In fourteen years—1869 to 1882—the charge per ton per mile fell from a little over two cents and a quarter to a fraction under three-quarters of a cent. With 1883 there was a recovery in the rate, but it does not seem likely after this to reach one cent per ton per mile. When it gets down below one cent for moving a ton one mile the profits are something infinitesimal, so says Mr. Atkinson, and we believe it.

But, although the farm products of the west are now carried east so cheaply, the consumer has to pay as much as before. Taking the money required (in gold) to pay for 20 barrels flour, 10 barrels beef, 10 of pork, 100 bushels wheat, 100 corn, 100 oats, 100 lbs. butter, 100 lard, and 100 lbs. fleece wool, in New York, Mr. Atkinson finds these amounts: In 1869, $632.68; 1870, $776.02; 1871, $735.33; 1879, $568.34; 1884, $621.75. In 1869 the cost of moving thirteen tons of assorted produce 1000 miles was 36.61 per cent. of the total value in New York; 1884 it is only 17.87 per cent., or less than half. The saving in freight has been mostly gobbled by the "honest farmer," so Mr. Atkinson's figures show.

In the state of Ohio, which is counted to be midway between the east and the west, the total number of tons carried in 1883 by all the railways reporting to the state commissioner was $63,683,643 tons; total freight charge, $67,000,000. The average rate per ton per mile was, in 1869, 2.446 cents; in 1883, .875 cents. In fourteen years the rate fell from nearly 2½ cents to ⅞ths of a cent. Had the people of Ohio paid on their freight for 1883 the rates (in gold) charged in 1869, they would have paid $201,800,000, instead of $67,000,000 only. Railway freights are certainly falling.

The great popular grievance is, however, the high charges for local as compared with those on through traffic. What Mr. Atkinson has to say on this point we may present briefly, on a future occasion. Meantime, it is evident that some statements as to railway charges which have passed for facts will have to be revised and amended.

Just in Time.

The merchants of St. Paul have held a meeting and have adopted resolutions. They resolve, first—that the market of the Canadian Northwest naturally belongs to them; and, next—that a reciprocity treaty would be a good way of getting it. This is plain speaking on their part, but it is uncommonly "cheeky," we must say. The trade of the Canadian Northwest naturally belongs to Canada first by all means. And if the St. Paul merchants are right in believing that reciprocity would secure this trade to them, then that constitutes the the best reason possible why Canadians should oppose reciprocity. Whatever would gain them the trade would cause us to lose it.

The fact is that the N. P. came just in time to save the trade of the Northwest from falling into foreign hands. It was only in 1879 and 1880 that Winnipeg began to take its great start, and that this trade began to be worth anything. The depression made it appear a trade to lose rather than to gain by, for a while, but that turn has passed, and now things are clearly on the gaining side. We should indeed be great fools were we to adopt any policy which should have the effect of giving away to the Americans what rightfully belongs to ourselves. Let the enterprizing people of St. Paul take the trade of their own states all the way from Lake Superior to the Pacific ocean and make the best of it. We shall not grudge it to them, for they have the best right to it. But for them to claim the trade of our Northwest also, that is surely asking too much. Canada has as good a right as her neighbor has to be a commercial and manufacturing country.

The coolness with which the St. Paul merchants seek for reciprocity on the ground that *they* would profit by it, is amazing. What they would gain, would of course be lost to Canadian merchants. The loss to the province of Ontario would have to be counted by millions. Let us be thankful that the national policy came just in time to save for ourselves the trade of our own new country.

Short Sermons.

Green in his history of England notices the fact that in consequence of the suspension of her quarrelsome convocation in the reign of William the Third, the church of England has been for the last ten centuries unable to make a single change in her services. Convocation has been revived by the high church revival, but immobility still characterizes that ancient church. The still more ancient church of Rome as regards her services is by no means immobile, they can be changed, shortened or varied. The modern protestant churches are fast adopting the attitude of staid established systems. With the clerical uniform, with hymns A and M, come long written sermons and services to correspond. Oliver Wendell Holmes says in the Autocrat "the nation that shortens the sword till it is as short as the Roman weapon, will win." Such also we believe will be the success of the church that shortens the sermon.

The Rescue of Chinese Gordon.

In the September number of the Century Col. R. E. Colston, an American, who has been in the Egyptian service, takes a highly unfavorable view of the prospects of the expedition for the rescue of Chinese Gordon. He pictures the terrors of the desert, swarming with bands of hostile Arabs, who will have all the advantages that familiarity with the country can give them. Any expedition leaving either the Nile or the Red Sea must enter upon the "waterless land," where not even the smallest stream is to be found, and where supplies of water must be obtained from deep wells, few and far between. We need not doubt that he is right in representing the scarcity of water as the greatest of all difficulties that the expedition will have to encounter.

But it may put another face on the matter if the plan of employing Canadian voyageurs, and making the great river itself the base of operations, be intelligently carried out. What we should be inclined to fear is, however, that this plan, which in its conception appears a wise one, may be hatched by being carried out with too niggardly or too timorous a hand. For instance, we would scarcely on first view think six hundred boatmen enough for the work, allowing for some of them becoming disabled in various ways; though of course the military authorities ought to be the best judges on this point. The idea of bringing Canadian boatmen with their canoes to move the expedition up stream appears to be a good one, and if acted upon with courage enough and liberality enough ought to command success. But those who are responsible should see to it that no needless risk be run in order to save a little money or even a good deal of money. John Bull will cheerfully pay a good round sum at once rather than have the expedition fail. Let it be hoped that this time the old military mistake of underestimating the half savage enemy will be avoided, and that the expedition will, in both number of men and efficiency of its appointments, be on such a scale as to ensure success from the start. Besides a British expedition it would surely be a good plan to engage a few thousand of King John's Abyssinian soldiers, who are eager for the fight, and whose services can be cheaply obtained.

The Irish defection from the democratic camp does not appear to have assumed any vast proportions. Neither the Germans, nor the Irish, have forgotten Blaine's prominence in the know-nothing party of the fifties, when foreign-born citizens were mobbed in every New England district, their houses wrecked and their churches burned. A few dynamite fanatics will follow the lead of the Irish World, but such men as Eugene Kelly, the New York millionaire; Daniel Dougherty, the Philadelphia orator; and John Boyle O'Rielly, the Boston poet, will keep the mass of Irish electors within the democratic fold. But Cleveland's most patent ally among the Irish is Mrs. Parnell, who is not Irish herself, but who happens to have a son that is very much so. Cleveland has more to fear from Butler than from the Irish World.

We hear a good deal of the circulations of newspapers printed in London and in New York, but the Paris Petit Journal, with a circulation of 750,000, outfigures them all. Its proprietor began life as a "herd laddie." He practises what all journalists preach as to the efficacy of advertising, and spends $100,000 per annum in trumpeting the merits of his journal. The French have long sneered at the English as a race of shopkeepers, but the business instinct is as strong in themselves as in any people on earth.

Somebody writes to the Globe suggesting the operation of the division court act and an important cause of exodus to the States, the existence of imprisonment for debt as This view of the matter seems to be worthy of consideraqion. Many a Canadian with a good deal of "push" in him has been obliged to cross the border through the severity of our laws against even honest debtors.

The Waterloo Chronicle devotes a whole screed to showing in detail what the bran new knight—Sir David McPherson is not. Now then, who will take the floor and tell us what he is?

A Word for Protection.

To the Editor of The World.

SIR: Mr. Jury thinks he caught Protectionist Pro Tem napping, and now, from his supposed vantage ground, deals a home thrust at protection, with the astonishing question: "I wish protectionists would tell us why, if trading with Quebec enables traders to pay their taxes, trading with New York does not?" Mr. Jury knows why—if dealing with a grocer who patronizes his establishment is good, dealing with one who sends his custom to New York is not. Our trade with Quebec is not lopsided. It is a natural exchange of needed commodities on even terms. With New York it would be all take and no give. But the fiscal policy of the country has other ends in view than suiting the convenience of the traders who are, strictly speaking, neither producers nor consumers, but a "go-between" the two. No one knows better than Mr. Jury that every dollar's worth of goods (manufactured in Canada), imported from other countries means a loss to the Canadian mechanic greater than the amount of the tariff which the foreign manufacturer is justly compelled to pay before he can place his goods on our markets. Mr. Jury will have it, however, that the consumer pays the duties on all imports. Such undoubtedly was the case under free trade, when we were at the mercy of our caterers. The fixed their own prices and added the amount of the tariff to the bargain. Now the tables are turned. Keen competition at home has brought many lines of goods to bottom prices, and the outsider has either to keep his wares at home or pay into the dominion treasury the penalty for pilfering from the earnings of our artizans to supplement his pay roll and to increase his fortune. Canadians would indeed be bad business men did the great majority of them believe, with Mr. Jury, that it would be better to send our money out of the country to pay for foreign labor and to enrich foreign capitalists, than to employ labor and increase our wealth and population. To import our manufactured goods and export our farm produce would speedily end in Henry George's favorite scheme of making the farmers pay all the taxes or confiscating the land for the benefit of the crown. As to any increase of customs duties under a productive tariff, although Mr. Jury will not admit that a goodly proportion of these duties were paid by the producers, he can not deny that the greater part of the imports were luxuries in which we were enabled to indulge to a greater extent under the national policy than under the system of borrowing which he so stoutly defended in 1878. If purchasing power could be an index to our prosperity when the country was on the verge of bankruptcy, surely it is not a sign of abject poverty when the national credit is at a premium and our working classes are as well to do as any under the sun, and away beyond the most sanguine expectations of their brethren in the free traders' paradise. Mr. Jury to the contrary, notwithstanding. PROTECTIONIST.

Guelph, Aug. 29, 1884.

—Pale, woebegone invalids suffering from poverty of the blood, bilious sufferers and those whose circulation is depraved, should use without delay Northrop & Lyman's vegetable discovery and dyspeptic cure, the celebrated blood purifier, which stimulates digestion, increases the nutritive properties of the blood, and expels impurities from the system.

Avoid things that add neither to the attractiveness or the comfort of a room. Let the walls be a good back ground to the few really choice paintings or engravings, which contribute so much towards home furnishing; but do not make them so dark that you cannot see what they are.

—People who wish to note the progress Toronto is making ought to visit West Toronto Junction. It is within a few minutes of the Union station by the trains of either the Ontario and Quebec and the Grand Trunk or the Northern. The junction station of the C. P. R. is now in full blast and freight and passenger trains are stopping there every short while. New houses are going up all round while the plans of many handsome ones are still in the hands of the architects. Real estate in the neighborhood has steadily risen in value and promises to advance still more rapidly. A lot or block in this locality is the best investment a workingman or capitalist can go into. It will double itself in two years just as Parkdale, Brockton and the whole west end has done. Some of the best lots in West Toronto are to be had from George Clarke, 295 Yonge street.

Old bronzes and brasses, antiquated crockery and numerous articles whose only merit (?) is their age, never command the admiration of any really reasonable or intelligent man or woman.

BUSINESS POINTERS.

A despatch from Cincinnati says "complaints of dull times are coming to your correspondents from all trades, excepting the building trades. There are many more printers in the city than can find employment, and so it is with shoemakers, tailors, painters, wood turners, varnishers and furniture workers generally, and I might include carriage makers.

Western and southern shippers are not crowding lumber in on the Philadelphia market as much as they have been. Yards are well supplied and there is active delivery for building requirements, both in the city and to near by towns. Mahogany, oak and walnut are in good request, but other kinds are dull. Prices are very low, and there is but little cutting, excepting for a large order.

Wool sales are increasing every week in Philadelphia, mainly for staple wools, the supply of which is not very heavy. Worsted wools are scarce. The market is a little firmer, and there is an improvement in sight which has started a movement of wools from the west that have been held back on account of low prices. Manufacturers have more confidence in the permanency of prices, and will provide for current requirements more freely.

Many of the most skilful mechanics in Washington, carpenters, bricklayers, shoemakers, plumbers, tailors, etc., are colored men, who have picked up their respective trades, but who have generally only received about two-thirds of the wages paid to white mechanics. They have been relied upon by their employers in case of strikes, as they have not been admitted into the trade organizations. This has prompted the white mechanics to receive them into the orders and the United American mechanics of Providence have taken the initiative by asking the national body of that organization to order the admission everywhere of American born colored men.

The supply of trees which yield gutta percha has not kept pace with their destruction and some anxiety is felt upon the subject. There is a growing demand for the gum, as it is applied to an increasing number of purposes, and the attention of the authorities is called to the matter.

The shipment of buffalo-bones from the plains of the west to eastern phosphate factories has largely increased recently, because of the reduction in the trunk line freight rates. Thousands of Buffalo skeletons are gathered up by the bone men on the prairies, especially in the valley of the Arkansas, every season. One Philadelphia manufacturer alone received in the course of two months over 200 carloads. Delivered at the factory the bones are worth $25 a ton.

The largest zinc producing locality in the world is the district around Galena, Kan. Last year 70,000 tons were mined.

A Physician's Zeal in Fighting Cholera.

The government physician in the little town of Seborga, in upper Italy, has shown an amount of zeal in the performance of his sanitary duties somewhat beyond that usually displayed even in the midst of a cholera scare. He observed that many of the villagers indulged in an unusual amount of filth, and thereupon directed the soldiers who were assisting him in his hygenic efforts, to capture the offenders and thoroughly bathe them in a convenient stream. While these unfortunates were being scrubbed with military precision the physician captured all their clothes, and in order to make assurance doubly sure, burned them. The miserable plight in which they found themselves after the performance of their unwilling ablution excited the pity of some of their wealthier neighbors, who supplied them with garments to cover their nakedness and replace those sacrificed for the common good.

Down in Arkansas.

From the Arkansaw Traveler.

—De chatter-jack's er singin' frum de top o' de weed,
Oh, de sun am er flingin' down his beams;
An' de mustard an' de radishes is dun gone ter seed,
Oh, de sun am er flingin' down his beams;
De mawkin' birds hatched an' has 'gun fur ter fly,
Oh, de sun am er flingin' down his beams;
An' on de young chickens de hawk hab got his eye,
Oh, de sun am er flingin' down his beams

Catarrh—A New Treatment.

Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for catarrh. Out of 2000 patients treated during the past six months, fully ninety per cent have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent of the patients presenting themselves to the regular practitioner are benefitted, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished, the catarrh is practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure catarrh in this manner, and no other treatment has ever cured catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 305 King street west, Toronto, Canada, and enclose stamp for their treatise on catarrh.—Montreal Star.

Did you know that the best way to mash potatoes is to beat them with a fork? Stir rapidly and every lump will soon vanish, leaving the mass much lighter and flakier than does the common way.

—Mr. T. C. Wells, chemist and druggist, Port Colborne, Ont., writes: "Northrop & Lyman's vegetable discovery and dyspeptic cure sells well, and gives the best of satisfaction for all diseases of the blood." It never fails to root out all diseases from the system, cures dyspepsia, liver complaint, etc., purifies the blood, and will make you look the picture of health and happiness.

It may not be known to all who have milk to care for that a much nicer cream can be obtained if the pans are placed upon a couple of smooth sticks a little more than an inch in thickness instead of upon the shelves as commonly done.

The half of a lemon rubbed on stains will oftentimes remove them when nothing else will.

A greuze cap of white India muslin, with a border of lace and aigrette of white feathers, is the cool head covering which the Parision wears at casino dances and watering-place concerts.

—Mr. Peter Vermett, Hochelaga, P.Q., writes: "Dr. Thomas' Eclectric Oil cured me of rheumatism after I tried many medicines to no purpose. It is a good medicine." Just think of it—you can relieve the twinges of rheumatism, or the most painful attack of neuralgia—you can check a cough, and heal bruised or broken skin, with a bottle of Dr. Thomas' Eclectric Oil, costing only 25 cents.

FINANCE AND TRADE.

WORLD OFFICE, Aug. 30.

At Montreal to-day bank of Montreal shares sold at 191¼. Merchants' 50 at 112. Bank of Commerce 25 at 121½ and 50 at 121. Bank of Toronto 10 at 173 and 29 at 177¼. Montreal Gas 40 at 189. Richelieu and Ontario Navigation company 10 at 58½, 25 at 58¼ and 25 at 58.

At Chicago wheat, corn and lard were a shade lower than last night after being firm. August pork dropped from $27.50 to $20 and then advanced to $23, this is on account of it being the last of the month.

At New York Union Pacific prices fluctuated considerably, they stood at 47, yesterday's closing, then were dealt in at 47⅞, 47⅞, 48¼, 48⅜, 47⅞, 47⅞, 48¼, 48, 48⅜ and closed at 49¼. Canada Southern 34⅞. Omaha dropped ¼. Chicago Burlington and Quincy rose ½ to 120½. Jersey Central closed yesterday 60½—were 60⅞, 61 and 61¼. Lake Shore rose 1 to 81¼. New York Central rose from 103⅞ to 105. Pullman car stock touched 111, being an advance of 2½. Western Union Telegraph now stand at 64½.

The Boston and Albany railroad company has declared a dividend of $2 a share, payable on September 30.

The net funded debt of New York city is $91,007,460.

Markets by Telegraph.

NEW YORK, Aug. 30.—Cotton steady; uplands 10c to 15 1-16c, Orleans 11c to 13 1-16c. Flour—Receipts 12,000 bbls., dull; sales 12,000 bbls.; No. 2 $2.10 to $2.80, superfine, etc., $2.50 to $3, common $3.20 to $3.60, good $3.65 to $6.00, western extra $5.50 to $5.75, extra Ohio $3.30 to $6.00, St. Louis $3.30 to $6.00, Minnesota extra $5.75 to $5.90, double extra $6.00 to $6.10. Rye flour and cornmeal steady and unchanged. Wheat—Receipts 123,000 bush., higher, closing easier; sales 2,592,000 bush. future, 220,000 bush. spot, exports 2,302,000 bush.; No. 2 spring 87½c, No. 2 red 90½c to 90½c, No. 1 red and white state $1.00, red September 89½c to 90½c, October 95½c to 92½c, November 92½c to 94½c. Rye steady; western 66½c. Barley unchanged. Malt steady; six-rowed steady at 85c. Corn—Receipts 48,000 bush., higher; sales 96,000 bush. future, 125,000 bush. spot; exports 2000 bush.; No. 2 64c to 66c, August 64c to 66c, September 61c to 61½c, October 60½c to 60½c. Oats—Receipts 19,000 bush., weaker; sales 170,000 bush. future, 64,000 bush. spot; mixed 30½c to 35c, white 35c to 42c, No. 2 August 33½c. Hay, hops, coffee, sugar, molasses, rice and petroleum unchanged. Tallow steady at 6 7-17c. Potatoes unchanged. Eggs dull at 18c. Beef steady. Cut meats steady; bellies 10c, shoulders 7½c, middles nominal. Lard $7.87½. Butter firm at 16c to 21c, creamery 22c to 24c. Cheese quiet and unchanged; prime mercantile unchanged.

CHICAGO, Aug. 30.—Flour quiet. Wheat irregular; August 78½c to 79½c, September 79½c to 80c, October 81½c to 81½c, November 58c, December 54½c to 54½c. No. 2 Chicago spring 78½c to 79½c, No. 2 red 82c. Corn irregular at 52c, August 52c to 53½c, September 11½c to 12½c, October 50½c to 50½c, November 46c to 46½c. Oats easier at 22½c, August 25½c to 25½c, September 25½c to 26c, October 26½c to 26½c. Rye easier at 55c. Barley firm at 64c to 65c. Pork unsettled, August $20 to $23, September $17 to $18, October $17.50 to $18.00, year $12.40 to $12.50. Bulk meats—Shoulders $6.75, short rib $10.20, short clear $10.30. Whisky steady. Freights—Corn Buffalo 2c. Receipts—Flour 9000 brls. wheat 112,000 bush., corn 282,000 bush., oats 176,000 bush., rye 34,000 bush., barley 15,000 bush. Shipments—Flour 10,000 bbls., wheat 60,000 bush., corn 372,000 bush., oats 179,000 bush., rye 52,000 bush., barley 30,000 bush.

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Hoop earrings are more worn than any other style now in vogue. It is claimed, however, that these "relics of barbarism," in any form, are soon to be numbered among the things that were.

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A PIRATICAL TRAP.

BY G.

Jack Kempton and I came gether in the old seventy-four early in the spring of '44, and off at Norfolk. Through our o we were very soon fleeced of ou and in order to get to Baltimore forced to work our way upon o Chesapeake steamers. Arrived a ter city, we at once set about berth on shipboard, for to "hand steer" was our calling, and we other. Out in the stream lay a brig, neat, tidy and rakish, Fayal; so the bit of lettered can her main rigging announced.

"I declare," said Jack, "I shou make a trip aboard that craft. a beauty?" It was toward the the forenoon, on Sunday, and upon a pier, looking off upon the

Hardly had Jack spoken, whe was laid upon his shoulder, an said:

"All right, my boy. We are th short, and I must sail to-day. the round trip and I'll give you extra wages. What say?"

"Do you want both of us?"

"Of course."

"Then we are your men."

We did not stop to reflect; w no occasion. Here was a fine bound for a pleasant port, with manly commander, extra wages and a sure show of grub without or begging—why shouldn't we jum

The captain of the brig was a man, not over 30, very stout an and evidently a Cuban, though English with perfect freedom an His name, as inscribed upon his was Carl Lorraine; and I must say liked his appearance, though I c that he would be a tiger if arouse anger. But then I never meant the anger of my superiors, so I ca ing for that. Enough to say, Jac went with the captain to the pri dence of a shipping agent, where the necessary papers, the date b ried back a day, in order to take ness out from the Sabbath. A vis boarding-house, and the securing small bundle of clothing, finished duties, and by noon we were on b brig.

The beauty and symmetry of th together with her extreme neat the perfect order of everything a deck, struck me very forcibly; marked to Jack:

"No man o'-war was ever k trim."

"And why shouldn't a merc keep as clean a face as a war shi gested Captain Lorraine, who standing near us.

We did not answer him, and h added:

"I hope you'll both do your par keeping my lovely Nell in g safe condition;" after which he us over to the steward, and then aft.

The name of the brig, as pain side, was simply "Helen," but th called her "Nell," presenting so tives as suited him at the moment

We did not get under way o'clock in the evening, after wh and I turned in. There was no the forecastle, the crew sleeping mocks, which suited me bravely morning, when I turned out, I tween twenty and thirty men A big crew, I thought, for such but it was soon explained to me of them were passengers—men w tain Lorraine had consented to la Bermudas, for the service of ve lay there helpless. It was far ou way; but he appeared to be hearted man, and willing to date.

For two days nothing occurred save that we were striking a cou westward of the Bermudas. On ing of the third day, however, th sumed a new face; or, she thre mask, and showed her true f found the twelve men who had presented as passengers hard at w such strange work! The topgal castle was built in sections, the half so contrived that is could b to the main deck, and raised a with the high-rail, by means of lass. And upon this section of castle—now resting on the deck— the crew were mounting a long b but I could see, where the chipped off at the muzzle, that was of the finest bronze. And the crew were mounting a second the quarter-deck! What did it had just turned to speak with Ja Capt. Lorraine approached us.

"Well, my boys, do you beg what sort of trade my Pretty N gaged in?" The speech was mad who replied:

"It looks kind o' roverish-like,

"Aye, and 'roverish it is. Y men-o'-war's men, and used to When I found you on the dock I were hard up, and I fancied y take anything that would pay and here you are, a part of a fre and liberal crew. Do your duty no questions. Don't go behind nate. Insubordination finds quic my hands!"

I nudged Jack, and whispered that we would put a pleasant the matter, and so we did. We captain to understand that we right. We wouldn't have sought berth; but, since we were in might count on us. But we d him which side he might cou He looked entirely satisfied whe us.

As soon as we had eaten break and I got away under the lee of rigging, and talked the matter this was the conclusion we very arrived at, to begin with:

We had been entrapped on pirate, and were to be forced to awful business. If we refused part when the time came, a brac lets would settle our accounts, ex and all. What could we do? watch and wait.

Two days Jack and I spent in the crew, and in the end we mad minds that we were the only were not voluntarily and willingly for the bloody business. We two alone entrapped; so we must st plot by ourselves, and work by o for be it known that we were de to be free of the pirate before b spilled, if the thing could be plished.

The first work toward the consu of our plan we did was to investi and we were not long in makin portant discovery. In the hold, the shot-bunk and the cable-tie open space of more than a yard, the keelson. We trembled when it, and were more careful than ever behavior on deck. Of course, we one thing to go with the open spa and that was in the carpenter where we could put our hands u