CONCERNING SEALS.

Continuation of the Proceedings Before the Commission of Arbitration —Coudert's Wild Statements.

He Presumes American Seal Are Branded and Can be Counted Like Cattle.

PARIS, May 5.—Mr. Coudert, of counsel for the United States, in continuing his argument before the Behring Sea tribunal of arbitration to-day, proceeded to show the habits of seals and said that if the mother seal was killed, her pup must inevitably perish by starvation, as seal mothers would nurse only their own pups. The portion of the American case read by Mr. Coudert also showed that necessarily after a few days of nursing her pup, the female is compelled to seek food in order to provide sufficient nourishment for her offspring, that she leaves the pup on the rookery and goes into the sea, these excursions lengthening as the pup grows older. The portion read also showed that fish were very scarce in the waters adjoining the rookeries, and this necessitated the female going many miles in search of her food, and that they undoubtedly went from 100 to 200 miles from the rookeries, this fact bearing out the testimony of many experienced sealers.

Counsel went on to say that since nursing mothers travelled this distance to seek food, returning after obtaining food, it was difficult to speak patiently of the British proposal that a twenty-mile limit would be sufficient for the protection of female seals. He next read and discussed that portion of the American case relating to methods employed in taking seals at Pribyloff islands, and the result of these practices upon the herds. He said that the herd of seals is capable of being driven, separated and counted, in the same manner as a herd of cattle on the plains, in fact it much resembles these latter in the timidity of the females and the ferocity of the males. According to the evidence of one witness, they were as controllable and amenable to good management upon the islands as sheep and cattle, and this power of domestication has made it possible to discriminate most carefully between the classes of seals killed, and to enforce rules and regulations for the general management of the herds.

Baron de Courcelle, president of the tribunal, enquired whether branding of the seals was practiced.

Mr. Coudert replied that he presumed it was, but what good would it be? he asked. It would be no protection against pelagic marauders, who, on American soil, would be hanged without trial. There was no difference, Mr. Coudert continued, between seals going to sea for food and cattle going out on the prairie for food.

In reply to Lord Hannen, one of the British arbitrators, Mr. Coudert prefaced his examination of the management of the sea islands with an argument, in which he contended that the arbitrators could not make any regulations as to Behring Sea conditions as to what should be done on the islands owned by the United States. The United States would not allow anybody to interfere with the management of the property of the United States. He then went on to prove that the regulations in force on the Pribyloff Islands provided every possible precaution for the preservation of seals. Dogs were not allowed on the islands, and even smoking was forbidden. The latter statement caused a good deal of merriment and banter on the part of members of the tribunal and the counsel present.

APPALLING LOSS OF LIFE.

ADEN, May 4.—The destruction is reported of the British steamer Khiva off the Arabian coast, probably with an appalling loss of life. The Khiva sailed from Bombay, April 12, carrying a large number of Mahometans bound as pilgrims to Mecca. The pilgrims were so numerous that they crowded the vessel, taking up all the available room. It is learned that the Khiva was bound for Cape Marbet on the coast of Arabia. Of the great number on board, 900 are said to have been saved. The others perished in the sea or flames which consumed the ship. The details of the event are yet lacking.

NEWBURYPORT, Mass., May 4. — A two-masted schooner, supposed to be the Brave of Deer Island Maine, went ashore about one-third of a mile north of Knotts life-saving station, Plum Island, to-day. The life-saving crew went off duty May 1 and nobody saw the wreck except Captain Frank Stevens and Nathan Watson, who were stopping there. They succeeded in getting a line on board the craft. A heavy sea, however, swept the rope out of the hands of the crew, who were in the rigging, and it was then seen that they were doomed. Soon after the spars fell with four men, who are supposed to be all there were on board.

TO BOYCOTT CHICAGO.

CINCINNATI, Ohio, May 4.—A special to the Evening Post from Chicago says: "In case the exposition gates are opened next Sunday it is reported that the word for a boycott will be telegraphed far and wide among the religious organizations of the country, and that a determined effort will be made to destroy the financial prospects of the show in order that a telling blow may be struck against the non-observance of the Sabbath at future expositions. The great hotels which have been erected in Chicago by representatives of the various national religious associations will be the greatest sufferers if a boycott is declared, and the managers are in a state of dire alarm over the prospect. It is known that thousands of members of the Christian Endeavor society throughout the country, and especially in Ohio, have signed pledges to boycott the exposition if it opens on Sunday. Men who are well informed regarding religious journalism in America declare that fully three-fourths of the weekly newspapers of this class will join in urging the people to stay away from Chicago.

GOVERNMENT SUCCESSES.

PANAMA, May 5.—News reached here of the complete triumph of General Vasquez and the government troops against the revolutionists in Honduras. General Vasquez assumed command of the provincial government troops after the first defeat suffered by the government. When the capital fell into the hands of General Bonilla, leader of the revolutionary troops, Senor Vasquez with great spirit increased his army and recaptured Tegucigalpa and now has completely defeated the revolutionists. Word has been received that the new government has been recognized by San Salvador and Gustemala.

When Vasquez was asked when he proposed to do something in regard to Nicaragua, he said he promised to take breakfast in Leon and dine in Nicaragua. During the revolution in Honduras, Uruguay openly aided Bonilla, and it is more than likely, judging from the threat made by Vasquez, that he will soon declare war against Nicaragua. Communication has been re-opened with Amthala and the interior. The news of the success of General Vasquez is the first direct information from Honduras for several months. Officers from Barraconta arriving to-day vouch for the truth of the facts here given.

AMERICAN NEWS.

CHIHUAHUA, Mexico, May 5.—A courier arrived here yesterday bringing information of an attack made by several hundred Yaqui Indians upon a detachment of 150 Government soldiers, who had been sent against them. The fight occurred near the Chihuahua state line, west of Sahuarepa, and resulted in a number on both sides being killed and wounded. The Indians were well armed and fought desperately, compelling the Government troops to beat a retreat without carrying off their killed and badly wounded from the field. The Indians have sent out word that no troops or strangers will be permitted to enter the country, and as the Government will send a large force against them a bloody campaign is expected.

PHILADELPHIA, Pa., May 5.—A largely attended convention of blacksmiths from different parts of the country opened here to-day for the purpose of forming a national union of the trade in connection with the American Federation of Labor. Speeches were delivered insisting upon the need of organization on the part of blacksmiths in all parts of the country, and declaring that the time had come when the perpetuation of the crime of long hours of burdensome toil would cease. This afternoon President Gompers of the American Federation will deliver an address.

NEW YORK, May 5.—Bradstreet's to-morrow will say: In the Canadian Dominion the unfavorable weather has exercised an influence similar to that noted in the United States, and has considerably reduced the general volume of trade in nearly all lines. Montreal, however, hopes for an early improvement in business, due to the opening of navigation. The province of Ontario anticipates participating in the reopening of the export trade from the Dominion by shipping cattle abroad, unless the embargo interferes. Country collections are generally very backward. Trade in Newfoundland is dull, but the seal fishery has turned out better than expected. The bank clearings at Hamilton, Toronto, Montreal and Halifax aggregate $17,650,000, or 11 per cent. more than last week; but 8 per cent. less than in the like week last year. There were 30 failures reported from the Canadian Dominion this week, against 35 last week and 31 in the same week of last year.

PHILADELPHIA, May 5.—The projectors of the Christian centennial at Jernsalem in 1900, the chief mover in which is Colonel Jesse F. Pritton, met yesterday. Colonel Pritton stated that the object of the sentennial was to be a congress of all nations to mark the 1900th anniversary of the birth of Christ. He further said that a committee would prepare resolutions and present them for adoption at a public meeting to be held in front of Independence hall on July 4. The resolutions will then be sent to Chicago for consideration by the parliament of religions at the World's Fair. Chairman Cook said a union of Mahomedans, Israelites and Christians would be a remarkable thing to accomplish, but if it could be done it would be a most auspicious opening of the twentieth century.

DULUTH, May 5.—The predicted coal famine is now an actual fact. The down-bound grain fleet, loaded with some 70,000 bushels of wheat and flax, is having a hard time to get fuel, while the three steamers which will go from here to the World's Fair, are in sore need of coal for the trip. The white whaleback Christopher Columbus is all ready to leave for the World's Fair, but it is not probable that any vessel will be able to go in or out of Duluth till May 10th or 15th. There are said to be no less than 70 vessels now on the way here with coal alone, while the fleet in ballast is probably much larger.

NEW YORK, May 4.—A letter has been sent to the officers of the Northern Pacific Railway by Brayton Ives, the president of the Western National bank, formally withdrawing the offer made by him on behalf of a powerful syndicate to undertake the funding of the floating debt of the Northern Pacific at 6 per cent. for five years. Ives says he wrote this letter simply because his previous communication brought no answer from the officers of the company. His action, however, has revived in Wall street the criticisms that have been levelled against the company's management. Some of the stockholders express their views in vigorous language, saying that the proposition of the syndicate was made most courteously and had been treated with contemptuous silence.

UNDER SEALED ORDERS.

NEW YORK, May 4. — Rear-Admiral Julio Caisar de Noronha, of the Brazilian warship Aquidaban, received sealed orders to-day and directions to proceed to sea at once with his squadron. The vessels will get under way early to-morrow morning. They are supposed to be ordered home on account of the disturbance in Rio Grande del Sul. The Admiral and the commanders of the three ships were invited to go to Chicago with the other foreign officers on the train which started this evening. They broke their engagement at the last moment, and, without sending word to the train, prepared for sea. The special train placed at the disposal of the visiting naval officers by the New York Central railroad and the Wagner Palace Car company left this city at 9:10 this evening. There were nine cars. Commodore Logan of the Philadelphia represented Admiral Gerbardi and looked out for the welfare of the guests. Lieut. Fremont attended to the details of the trip. The only American officers were Capt. Logan, Lieut. Fremont, Assistant Surgeon Crandall, and Commander Miller of the Naval reserve. The Hollanders did not go for the reason that they give a dinner to the St. Nicholas society next Monday night and would not risk getting back in time. The Admirals of the British, Russian, Brazilian and Spanish squadrons are not on the train, but are represented by officers from their ships.

QUEBEC, May 4.—The coasting steamer Otter, from Esquimaux Point, reports that the winter was very severe on the coast. The land is still covered with snow and the shore is thick with ice. Several Indians died at the seal islands from hardships and starvation.

BY RAIL TO RUSSIA.

Survey of the Proposed Railway Route to Connect Two Continents.

Details of the Scheme and the Immense Advantages Possessed by It.

NEW YORK, May 4.—The Sun has a dispatch from San Francisco saying that following a dinner given in New York city, some time back, by Henry Clews to some capitalists, where the subject of an all-rail route to Russia happened to be introduced, a fund of $20,000 was raised, and Robert Faulkner engaged to make the survey. One of the party, John D. Hutchinson, has returned to San Francisco, Mr. Faulkner staying at Behring Strait for the winter. The survey, which was commenced June 3, 1891, extended from Vancouver, B.C., to Cape Prince of Wales, the point of Alaska nearest to Axia, a distance of 2,346 miles, which was reached in September last. The route followed through Alaska was substantially the same as that taken by the Western Union Telegraph company's surveyors when it was thought that the Atlantic cable would not be a success, and the route is thought feasible, Mr. Faulkner estimating the average cost at $23,000 per mile.

Mr. Hutchinson says: "Topography was taken only as far as Juneau. Up to that point we found the route a comparatively regular one. From there we proceeded on an air line, as nearly as possible paralleling the coast west of Mount Fairweather. Comparatively easy grades can be obtained. The worst place that we found was in crossing the Alaskan range at what we called Vincent pass. But this is not higher than Stampede pass on the Northern Pacific."

The distance across Behring strait is estimated by Mr. Faulkner as twenty-six and one-half miles, but the distance is cut by eight islands. Across all these spaces, except two, cantilever bridges can be constructed. In those two pontoons would have to be used, for either distance is five times as great as the longest span in the Brooklyn bridge. There is no danger from large ice bergs in Behring strait, as it is so shallow that all large bergs ground before reaching the straits proper, some forty miles north of the proposed bridge site. The road to open intercontinental traffic would have to be continued some 2,300 miles to a junction with the Siberian railroad. This would allow people who fear seasickness to visit Paris by rail; and doubtless by the time this road is opened London also, for by that time the English will have either built a bridge or given up their fear of an invasion by tunnel.

FRANCE AND SIAM.

PARIS, May 5.—Le Matin to-day says that the Siamese have resumed the offensive against the French on the Annam frontier. It is now certain, it is stated, that thousands of Siamese have been sent to the Mekong valley, and that the French consul declares the French position to be untenable. It is alleged that the Siamese Government has ordered warships in England, in which country it is trying to negotiate a loan. It is further said that Siam has applied to Russia for ten thousand Mannlicher rifles. In commenting upon this news from Siam Le Matin insinuates that Great Britain is supporting Siam in its warfare against the French. Siam lies between what Burmah belongs to the English and Anuam, belonging to France, and has recently gained increased political importance owing to its geographical position. The French have been disputing with the Siamese for the past eighteen months regarding the boundary and other questions.

JUVENILE INCENDIARISM.

PORT HOPE, May 5.—(Special)—Late last evening Trinity College school, situated half a mile from here, was discovered to be on fire. An alarm was at once given, and the town hose was sent out and succeeded in extinguishing the flames. An investigation into the origin of the fire showed that it was an incendiary attempt, and suspicion falling on some of the scholars, a roll-call was made, with the result that three of them confessed to having set fire to the building, and implicated three other boys. All six are under twelve years of age, some of them not ten, and they were impelled on by a spirit of mischief and desire to be free from school for a while. They are all sons of wealthy and influential Canadians, the father of the ringleader being a prominent Canadian millionaire.

MARINE MOVEMENTS.

A small sloop, the Lisa, of two and a half tons register and belonging to George Vienna, which left here on the 27th of last month, has not been heard from since her departure and it is supposed is lost. She left here in command of a Greek named George Stevens for the halibut fishing grounds off the Cape, and it is feared that the little craft has been swamped in some heavy sea and her occupants drowned.

NOT SO BLACK AS PAINTED.

Mr. William Munsie, managing owner of the schooner City of San Diego, denies the receipt of a cablegram from Yokohama chronicling the return to port of the schooner for repairs necessitated by an explosion at sea. The schooner went back for water before the last Empress sailed, and though there had been an explosion it was nothing of any magnitude.

FOR VICTORIA.

The passengers on board the steamship City of Puebla due here from San Francisco to-morrow afternoon are: Walter Blackie, W. P. Anderson, F. J. Tempham, J. W. Tempham, Mr. Webber and wife, Geo. Passmere, Mrs. H. J. Henley, Thos. Dunn, W. Getting, A. J. Quintard, Jas. Wattlers, Mrs. E. M. Wilson, J. W. Rolands, W. E. Hutchinson.

MARINE NOTES.

A portion of Turner, Beeton & Co.'s wharf, upon which had been placed several hundred tons of freight, ex. schooner Americana, was yesterday morning discovered to have considerably sagged down, but being relieved of some of the weight, it returned to about its natural position. Luckily the wharf did not break through, or the damage might have been heavy.

The tug Mystery, carrying supplies for the fishing station at Clayoquot Sound, sailed for the West Coast last evening. She took as passengers Messrs. Thomas Earle, M.P., and J. Magneson, who will return home with the steamer.

M. QUAD'S SKETCHES.

Wrecked by a Whale—Drawn by Lot.

[Copyright, 1893, by Charles B. Lewis.]

We were running down between the Azores and Maderia when I got my first sight of the whale which had been known to the whaling fleet for five years as Wicked Bill. A whale known as Mocha Dick had a career of 10 or 12 years. Another known as Dom Pedro destroyed eight boats and killed 15 men and passed out of sight after seven or eight years. The whale known as Wicked Bill made his debut, so to speak, off the Falkland islands, Cape Horn, where he staved two boats and carried off two harpoons belonging to the ship Yankee Land of Nantucket. He was estimated at 60 feet long, and at some time he had injured his head in such a manner as to leave a V shaped scar plainly visible half a mile away. Off the mouth of La Platta, the same season he staved a boat and carried off a harpoon belonging to the bark Chieftain of Aberdeen. It was the custom among whalers to "pass along" a whale which had escaped after creating any havoc, or which had displayed an unusually ugly temper when attacked, and after a couple of seasons Wicked Bill was pretty well known to all whalemen. During the first five years of his career this fish was credited with the destruction of more than a dozen whaleboats, entailing a loss of almost as many lives. During that time he was harpooned nine or ten times. A Russian merchant brig named the Orel espied him in the North Atlantic one afternoon with a harpoon sticking out of his back and so many coils of line around his body that his activity was greatly interfered with. He was rolling about on the surface when night came on, and the brig left him astern, but at 9 o'clock, without anyone aboard having caught sight of him or suspecting his presence, he came rushing down from windward, struck the craft amidships, and 15 minutes later she was on her way to the bottom. The crew got away in the yawl without water or provisions, and the whale was circling round the spot at the time. The boat was fortunately picked up next day, and the whaling fleet was notified as fast as possible of Wicked Bill's latest move.

The whaling ship James Crosby of Salem had a singular adventure with this whale the next season. On the morning of the 13th of April, when she was about 100 miles to the east of Cape St. Roque, with the wind very light and the sea without a white cap, the fish rose to the surface a cable's length to windward and so quietly that the first sign of his presence was the peculiar odor always given out by whales. He was headed the same way as the ship, and for two hours he kept her company. His identity was established at the first glance, and there was no thought of attempting his capture. On the contrary, orders were given for the crew to move about as quietly as possible, and the course of the craft was changed from south to southwest. The whale shifted his course to keep her company. When she was brought back to her original course, Wicked Bill was still a cable's length to windward. After a few weeks a harpoon driven into a whale rusts off close to what may be called the skin, and while that portion of the iron remaining in his blubber may cause him no pain it creates a swelling, which assumes a whitish appearance. Three such spots were to be seen on the side of the whale nearest the ship. He maintained his position from 7 to 9 o'clock and then suddenly and silently sank from sight. Twenty eight days later, and 750 miles to the southeast, the Crosby lowered for a whale just after dinner. The mate's boat got fast, and the fish towed her six miles to windward before he could be lanced. He was in his death throes and circling about when a whale which every man recognized as Wicked Bill breached close beside him, shot upward until he seemed to stand on his tail and then fell right across the other and carried him out of sight. The line had to be cut to prevent the boat being drawn under, and neither whale was seen again.

My second glimpse of Wicked Bill occurred three years after the first, and I am one of the five or six men still living who got a last view of him. I was one of the crew of the Plymouth whaler Wanderer, and we sighted the fish about 200 miles to the west of the island of St. Helena. He was tail on to us and making slowly to windward when discovered by the lookout, and we therefore had no show of identifying him. I was aloft with a glass when our three boats struck water and have always felt sure the whale got instant warning. He stopped almost at once and began swimming in a circle. When his big head swung around, I plainly saw the big V shaped scar and called out to the captain that he might stop the boats. They had got away, however, and as he did not put much faith in the many tough yarns he had heard about this fish he decided to let them have a try at him. It proved to be the worst thing he could have done. The mate's boat had the lead and got within striking distance first. As soon as the harpoon entered the whale settled away like a rock and went down 350 feet. Then he turned and rushed for the surface like a wild locomotive, breaching his full length out of water and filling and swamping the mate's boat by the waves kicked up by his fall. He rested a moment and then slewed around and started for the boat. He caught it with a swing of his jaw and made splinters of it and killed three men at the same time. For five minutes the mate, who was supporting himself by an oar, was alongside the fish and rubbing against his body, but he finally pushed himself clear and reached one of the other boats. The monster had the three boats at his mercy, but for some reason was satisfied with the destruction of the first. Perhaps it was because the others remained perfectly quiet while he seemed to be searching for them. Fifteen minutes after destroying the boat he moved slowly away, and those who had escaped his fury returned to the ship. We were at this time over half full of oil.

One hundred and fourteen days later, when 400 miles west of the island of Tristan d'Acunha, in the South Atlantic, we cut in our last whale, cleared the decks of the tryworks and set our course for Plymouth. We were full to the hatches, and thus far had made one of the best seasons on record. In about three days we had the ship cleaned up and most of the smoke and grease washed off our bodies, and we were about to begin painting when at noon on the fourth or fifth day after turning on our heel for home a whale suddenly breached right astern of us and not more than 300 feet away. I was at the wheel at the time, and we were going off before a 4-knot breeze from the southeast. I heard the whale as he broke water, and the sight of him standing on his tail caused me to shout an alarm. Half a dozen of the crew saw him as he fell back on the water, and it seemed to all of us as if he was going to strike the ship. His fall raised three or four waves, which pitched the ship about as if we were lying to in a gale, and though the monster settled away out of sight at once we identified him as Wicked Bill. It may seem queer to you to read that every man aboard, from captain to apprentice, was badly frightened as soon as it was known that our old enemy had hunted us down, as it were. We had left him almost four months before at a point 2,000 miles away, and yet he had overhauled us, as if he had been a steamer sent in search and posted as to our cruising ground. His breaching so near us was taken as evidence of his evil intentions, and some argued that he had meant to strike the ship.

All work was at once suspended, and the men were ordered to move about on tiptoe. We hoped the leviathan had not seen us, and that his breaching so close aboard was quite accidental, and after half an hour had passed away without further sight of him everybody began to feel easier. A man had just started aloft with a glass to scan the sea when the whale rose to the surface about a stone's throw to windward. In most cases a whale comes to the surface head on and thrusts at least half his length out of water. In sounding he generally goes down head first, and his flukes whip the water as they disappear. But a whale can rise to the surface in a horizontal position so quietly as to scarcely cause a ripple, and he can settle away as rapidly as if he had tons of rock pulling him down. Wicked Bill had simply floated to the surface, heading with the ship, and now we all felt that mischief was brewing. We had all heard the story of his keeping company with the James Crosby for a couple of hours and then quietly going his way, and we hoped to be equally fortunate. Not a stroke of work was done aboard, and the men conversed in whispers and kept out of sight as much as possible. Our speed, as I stated, was about four knots an hour. With the glass levelled on the rail we could bring the whale right alongside, but even then we could not detect the slightest movement of flukes or fins to give him progress. At 2 o'clock p.m., as he still kept his place, the yards were quietly braced a bit, and the ship fell off three or four points. He instantly altered his course to keep his distance. After half an hour she was brought back to her course, and, lo! he luffed at the same moment. From noon till 5 o'clock we were as much depressed as if we had a corpse aboard. It was 5:05, I believe, when the whale disappeared, but for an hour after that we continued to speak in whispers and tiptoed about. I am satisfied that not one captain in a hundred would have done what ours did that evening. No living man could charge him with cowardice or superstition, but when supper was over he called his mates and boat steerers into the cabin and said:

"While I hope we have seen the last of the whale, I think it my duty to prepare for trouble. You will therefore see the boats overhauled and provisioned and ready for hoisting out."

Before 10 o'clock every boat was ready. The wind had freshened a bit as the sun went down, and the night was clear and starlight. The watch was changed at 10, and everything ran smoothly until an hour after midnight. Then the odor of a whale suddenly saluted the nostrils of the men, and they looked to windward to catch sight of a great black hulk on the water. It was Wicked Bill again. A whale cannot remain under water above 50 minutes at the extreme limit, and where this monster had put in the eight hours we could not guess. If he had run to windward when he settled away at 5 o'clock, he had travelled such a distance before coming up again that we had failed to detect his spout. We had sailed at least 40 miles since losing sight of him, and yet he had somehow picked us up again. Word was passed around, and all hands turned up, and from 1 to 3 we were in a state of suspense. At about 3 the whale began lashing the water with his flukes. We had done nothing to arouse him, but he probably thought it was time to begin business. As soon as he began "fluking" we prepared ourselves for a calamity, and it was not long delayed. When he had churned an acre or more of surface to foam, he slewed around and headed straight for us, but miscalculated our speed and passed astern, though clearing the rudder by not more than five feet. As he rushed away to leeward, swinging his head and thrashing the water, we luffed sharp up until we were heading due east. Meanwhile I was watching the whale through the night glass. I think he ran a full mile before turning. Whether he located us by sight or sound no man can say, but as he slewed around I saw that he would come head on for our stern. As he started on his mad rush the ship's head was brought due north again in hopes to avoid him, but he changed his course as well and came down on our port quarter. I believe that every man in the ship had his eyes on the furious leviathan as he came bearing down upon us. His head was carried so high that it seemed as if a big rock was pushing along the surface, and he left behind him a great wake of foam and a sea which would have swamped a yawl.

"Hang on! For your lives, hang on!" shouted the captain as he saw what was coming, and 15 seconds later there was a shock as heavy as if we had struck a rock while running before a hurricane.

Every soul aboard knew the ship was doomed. She was heeled to starboard until almost on her beam ends, and the instant she settled back, there was a rush for the boats. No one gave the whale further attention, but every effort was put forth to get the boats into the water as the ship was luffed into the wind. Her decks were awash as the last one got away, and that was about 14 minutes after she was struck. When we came to look around for Wicked Bill, he had disappeared from sight, and no whaler ever reported seeing him after that. It has always been generally believed that he received injuries that caused his death. We were picked up three days later by a Scotch whaler none the worse in health for our adventure, but the small fortune which that rich cargo would have given every man if safely landed had gone to the bottom of the Atlantic. It was a funny coincidence that at about that date an English naturalist published a work in which he said the whale was as timid as a hare, and could not be goaded into taking the offensive against his most relentless enemy —man.

DRAWN BY LOT.

The 38 of us were confined in a large room, and it was the fourteenth day after the Spanish gunboat captured our little steamer before we received a hint of what fate had in store for us. Then an officer entered, called on us to pay strict attention and announced that we were to be taken out and shot on the morrow. An hour later he returned to explain that he was mistaken. The gracious and merciful Spanish government would be satisfied with six lives instead of 38. We had killed six of the crew of the gunboat, and it was to be a life for a life.

"Gentlemen, it will be by lot, of course," he continued as he bowed and smiled on every hand, "and I am here to oversee the drawing. See! I have here 32 white beans and six black ones. I will put them in a cap, and each gentleman will step up and draw as his name is called."

When he had announced that all were to be shot, I heard no lamenting. On the contrary, men moved about saying that it was what we had been expecting and that we would die like men. Lips were compressed, but I did not see one pale face. This new announcement created something like a panic. Only six were to die. Thirty-two would be sent to prison, but all would live to see home and friends again. In 60 seconds the face of every man was ghastly. In two minutes all were trembling. Mild eyed men glared about them like wild beasts driven to bay, and there were lips which bled from the hard set teeth.

"Gentlemen, my clerk will call the roll, and you will draw the beans," said the officer as he made ready. "Each man must show his bean as he draws, and those who draw black ones must stand over by the windows. Now, then, are you ready?"

The clerk could speak and write English, and he had our names in alphabetical order. The first name called was that of Anson, and he hesitated a few seconds before advancing. Did anyone hope he would draw a black bean? I believe that every man of us hoped so! It would better our own chances. The man walked slowly forward, made a great effort to control himself and made his draw. It was a white bean.

Anderson came next, and he drew his death warrant, as also did Bagley. Then 12 men drew white beans in succession, when it came my turn, there were three blacks and 14 whites in the cap. I drew a black. That fact did not shock me, as I had almost expected my ill luck from the start, but it hurt me when the men almost applauded. Only two blacks now to 13 whites! The very next man also drew a black bean, and there was a cheer. Only one to 13 now.

It was a singular fate which left that last black bean in the hat. Twelve names were called off, and 12 men stepped up and drew, and each and all drew white. It was the death warrant of the only man who did not put his hand into the cap. As soon as the drawing was over the 32 fortunates shook hands and congratulated each other and smiled and laughed. That was only natural. After the first ebullition of feeling they turned to give us their heartfelt sympathies. We were not removed from the room. They would come for us soon after daylight.

What were our feelings? The first sensation was that of a man coming to after a fall which had deprived him of consciousness for a minute. The next was to doubt if we had not been asleep and dreamed it all. After that one man sat down in a corner and wept. A second lay at full length on the floor with his face to the wall. A third cursed and inveighed and hoped for vengeance. Within three or four hours there came a feeling of exultation. I believe that every man who goes to the gallows has that same feeling. I slept well that night. I was still sleeping when the soldiers came to march the six of us out to the execution ground. We shook hands all round, but only here and there did one of the men trust his voice to speak to us. Those who were to live seemed most affected. Their faces were very pale and their lips quivered.

Two by two, with soldiers on every side, we walked with heads up, but had no word for each other. There were scores of citizens out to see us, but we kept our eyes to the front. Halt! We have reached the grounds. I had thought of the six of us standing in front of six new made graves, but there were neither graves nor coffins. They stood us with our backs to a brick wall. I noticed a hundred scars on that wall and knew they had been made on just such occasions as this.

"Gentlemen, your eyes—the blindfold!" said an officer as he came forward with several men behind him.

The last thing I saw was a platoon of 24 men forming up in front of us—four to a man. For perhaps 10 seconds I shrank at the thought of the bullets striking me. For perhaps 10 more I prayed that they would make sure work of it. My hands touched the hands of the men each side of me, for we were not bound. I said "Good-by" to each, and the others returned it, and I heard the others speaking a last farewell word. I heard the last man walk away when the last victim had been blinded. I heard the platoon moving up nearer. I heard one street boy shouting to another that the soldiers were about to fire. There was deep silence for a few seconds, and then I heard advancing footsteps. Some one seized my arm, and I was led away to the right and the handkerchief removed. It was the officer again and he turned me over to two soldiers with the remark:

"He is but a boy, and the governor commutes. Take him back to prison."

I had not gone 200 feet when there was a crash of musketry, and my five comrades lay dead at the base of the wall. Was I rejoiced? Strangely enough, no—not for hours and hours. I had been so near death that I was dead to myself and all around me.

M. QUAD.

Worth $1,000

The Good Derived from

HOOD'S Sarsaparilla

All Run Down With **Dyspepsia**

The peculiar combination of stomach tonics and alterative remedies in Hood's Sarsaparilla cannot be equalled, and this superiority explains the wonderful success of

This Great Medicine

in cases of Dyspepsia, Indigestion and similar troubles. Mr. T. A. Wheelock, a well known citizen of Burlington, Vt., writes:

"Six months ago I was badly run down and unable to attend to business. The principal trouble seemed to be due to indigestion and aggravated dyspepsia. I had no appetite,

Nothing Tasted Good

and what I did eat distressed me. Added to this was a nervous disturbance. Physicians that I employed failed to reach my case. I grew worse, lost flesh and almost hope. One day I ran across a testimonial for Hood's Sarsaparilla stating what it had done in what seemed to be a case similar to mine. I got a bottle and in three or four days saw that I felt better. Before I had finished the first bottle, was greatly improved. Rested better, felt better, and knew I was

Better All Over

I continued with the medicine, and have taken two bottles and now feel better than at any time for the past five years. Feel as hearty as when a boy. Have regained my flesh, have good appetite, can sleep well, and my nerves are in excellent condition. I would not value a thousand dollars for what it did for me." T. A. WHEELOCK, Burlington, Vt.

Fully Indorsed

"We have sold Mr. T. A. Wheelock several bottles of Hood's Sarsaparilla and have heard him tell in high terms of commendation what it has done for him. I know that he has recommended

Hood's Sarsaparilla

to many others here. Our customers generally speak well of it." F. L. TAFT & Co., Pharmacists, Burlington, Vt.

Hood's Pills Will Cure All **Liver Ills**

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST—SUPPER.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame." —Civil Service Gazette.

Made simply with boiling water or milk. Sold only in Packets, by Grocers, labelled thus: JAMES EPPS & CO., Homœopathic Chemists, London, England. ja6-tts

IN USE 100 YEARS.

THE

POOR MAN'S FRIEND

Dr. Roberts' OINTMENT

SKIN DISEASES. THIS VALUABLE OINTMENT (as originally prepared by G. L. ROBERTS, M.D. is confidently recommended as an unfailing remedy for Wounds, of every description, Chilblains, Scorbutic Eruptions, Burns, Sore and Inflamed Eyes, Eczema, &c.

SKIN DISEASES.

SKIN DISEASES.

SKIN DISEASES.

SKIN DISEASES.

SKIN DISEASES.

SKIN DISEASES.

Dr. ROBERTS' ALTERATIVE PILLS FOR THE BLOOD and SKIN.

SKIN DISEASES. They are useful in Scrofula Scrobutic Complaints, Glandular Swellings, particularly those of the neck; they are very effectual in the cure of that form of skin disease which shows itself in painful cracks in the skin of the hands and in all scaly diseases.

They may be taken at all times without confinement or change of diet.

Sold at 1s. 1½d., 2s. 9d., 11s. and 22s. each, by the Proprietors, Bridport, England. my20

THE

NEW GROCERY STORE

SITUATED ON

MAYNE ISLAND - - - PLUMPER PASS.

F. G. Powell, the proprietor, begs to inform the inhabitants residing in and around Plumper Pass that he is prepared to supply all articles of

GROCERIES, DRY GOODS and HARDWARE

At the lowest possible price.

All kinds of Farmers Produce bought and sold on commission. Note the address:

POWELL'S STORE, Mayne Island, Plumper Pass.

ap27-3mo-w

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, with a VALUABLE TREATISE on this disease to any sufferer who will send me their EXPRESS and P.O. address. T. A. SLOCUM, M. C., 186 ADELAIDE ST., WEST, TORONTO, ONT.

se18-1y-w