

The Place Where Victories are Won.

Lord, what a change within one short hour Spent in Thy presence will avail to make!

A Modern Voyage to China.

By JAMES H. WILLIAMS. [The author of the following article our readers will remember as the sailor who has done more for the abolishing of the "crimping system" than any one else in the United States.]

I cannot claim that the "Besant" was my choice, for I was not the architect of my own fortunes at the time. The deep water sailor, as a rule, has ship than with the selection of his parents.

On the following morning I was conducted on board with the other unfortunates, under convoy of the usual force of crimps and jacksals, and duly turned over to my new proprietor, the skipper.

As soon as the crimps had secured the captain's endorsement to our advance notes, they climbed nimbly over the ship's side to terra firma, and left us to our fate.

"Anchor's awe, sir!" bellows our chief mate from the forecastle head. "Break her out, sir!" comes the surly response from the bridge.

American, and we are off for China, ten minutes after "whistle blow." By dusk we had left Norfolk far behind and were well out to sea, with Cape Henry, dimly visible astern, pointing like a long, white finger to direct our course, and its tall lighthouse sends us a farewell gleam.

The "Besant" is one of those huge, ungainly freighters commonly known as "ocean tramps." She is about 3,000 tons register, and capable of carrying about 6,000 tons of dead weight cargo.

That brainy old navigator, Mercator, made a literal and lasting demonstration of the seeming paradox, that the longest way around was the shortest way to India.

The United States is, without doubt, the greatest buying and selling nation of the world to day, and England is the greatest carrying nation.

Thus it is our once proud merchant marine has been gradually permitted to "rot in its own neglected brine," while the fleets of foreigners, notably the British, are allowed to earn rich dividends by trading on our necessities.

There was no trashy gingerbread work or useless ornament about the "Besant." Every detail of her construction is marked by the austere consistency of business economy.

When all was complete, the French pilot took his station on the bridge and gave the order to let go. We started off slowly at "dead slow ahead" across the basin at the head of the ditch.

Our next destination was Singapore, at the end of the Malay peninsula, some four thousand miles away. For six days we proceeded to the southeastward through the Red Sea, now catching distant glimpses of the African coast, and again entering the bald, arid tops of the desert islands in our track, as parched and forsaken as the great desert.

To all weak and sickly children he gives rich and strengthening food. To thin and pale persons he gives new firm flesh and rich red blood.

He stands for Scott's Emulsion of pure cod liver oil—a delightful food and a natural tonic for children, for old folks and for all who need flesh and strength.

put it back again. The tools of our trade were a soggy wad and a paint brush.

On the sixth day out one of the tiller chains parted, but was soon repaired, and we proceeded steadily on our way. The only other accidents during the voyage were two broken arms and a broken head. These have not been repaired yet.

We were lucky this time, so the question of good-business management does not arise here. But the sailor who would go to sea, as he would to church, without sea boots and oil skins, would be a fool and his shipmates would call him so.

The houses ashore seem to be mostly of artificial stone, and all built on the same plan. Except for a small clump of trees near its center, the built up sameness of the water front is most oppressive.

Leaving Algiers with full bunkers, we proceeded through the bright, tranquil waters of the Mediterranean to the gateway of morning, Port Said. We passed the colossal statue of Ferdinand de Lesseps, which marks the entrance to the canal.

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school of startled flying fish, darting like silver winged arrows through the air to escape the eager jaws of the beautiful but voracious dolphins.

Items of Interest.

Some years before his death Leo XIII. chose the Cathedral Church of St. John Luteranas his last resting place. In 1895 the Perugian artist Lucchetti received orders to prepare designs for the sepulchral monument which is now about to be executed through the generosity of the sixty-one surviving Cardinals.

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MISCELLANEOUS.

Aunt Clara (to her young nephew, who has just brought a bucket into the parlor where she is sitting) —"Good gracious, Tommy, what are you doing with that bucket? Take it down to the kitchen at once."

Muscular Rheumatism.

Mr. H. Wilkinson, Stratford, Ont., says: "It affords me much pleasure to say that I experienced great relief from Muscular Rheumatism by using two boxes of Milburn's Rheumatic Pills. Price 50 a box."

Willie: "I say, pa, why is a girl called a 'miss'?" Pa: "She is probably so called, my son, because she is unable to hit anything she throws at."

Minard's Liniment cures Dandruff.

"So you quarreled with your wife?" "No, Sir—she quarried with me."

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A LARGE BOTTLE, 25c.

The Holy Father's devotion to Our Lady has found still another expression. One of the memorials of the present jubilee of the Immaculate Conception is to be a rich crown of gold with twelve stars of precious stones to be placed on the famous picture of the Madonna in St. Peter's. The Pope has presented the first of these stones—a magnificent diamond recently presented to him.