

DICK DODDNEY;

Or, The Adventures of An Eton Boy...

BY JAMES GRANT.

CHAPTER XV.

The Water-Spout.
As the sun increased in heat, notwithstanding the season of the year, I was soon sensible of the contrast which grew up between the cool, shaded, and dark woolen or broadcloth, as the latter absorbed, and the former repels, the rays of the sun.

Mr. Hislop illustrated this to me by interesting paper with a burning-glass; whenever the focus was brought to bear upon dark places, the printed letters, they were instantly consumed.

We ran along the coast of Hispaniola, and saw the wavy ridges of its mountains that tower into the clouds; we sighted Tortuga, a rocky island covered with palm trees and a small town, but surrounded by reefs and shoals, and rounding Cape St. Nicholas, stood to the southwest between the great bays of Jamaica and Cuba, but without seeing either of them at that time.

For three days we had drink and steady weather.

About 3 o'clock p. m. on the 21th of January a small spook which appeared on the horizon in our view, and grew rapidly into a gloomy cloud, and swiftly, as if on the wings of a destroying angel, it traversed the thickening air and the sea below; it darkened beneath its shadow, and so this spook came, until it grew an awful thunder-cloud.

"Wear a handkerchief and aft! Harry, my lady! make all snug before the tempest breaks!" were the cheering orders of Weston, Hislop and Lambourne, as the brig was prepared to encounter a heavy squall.

The rain soon fell in torrents, immersing the men at the helm in a deluge of reefing, furling and stowing away some of the heavier canvas, and in tightly belaying the running rigging, for when the heavy ropes flew about in a whirl, and cracking in men's faces like coach-whips, they became sufficiently bewildering to impede the working of the vessel.

Under the lower edge of the approaching cloud, we beheld an object which we at first considered a small boat. It was a tremendous spout, or column of water, connected with the ground above and the sea below; it rose from a circular whirl, and sucked it upward, that was now visible.

This column was like a solid mass of white breakers, approaching with its credible speed over waves that began to rise in short and pyramidal peaks. Hislop was too busy engaged with the canvas, sending yards down from aloft, belaying and ordering, and so the famous opportunity being expiating—as no doubt he would have done—on the theory of these spouts, for this phenomenon filled us with the terror of alarm, lest it might be blown down upon the Eugene, dismast and destroy her like a child's toy ship.

The captain of Cuba, being the most powerful and muscular man on board, was ordered to the wheel.

Across the sea this column seemed to pass with the sound of a mighty cascade pouring into a deep valley, yet retaining a position quite peculiar. Around its base, a white foam seemed in dreadful confusion, rising and falling, seething and glittering in the lightning, which shot at times from the gloomy bosom of the cloud that floated over them.

As this terrible phenomenon approached from the westward, Captain Weston concluded that he would escape its influence by altering the brig's course, and so passing it. I have heard of water-spouts being dissipated by the effect of heavily shotted batteries, but we had no such appliances—at least we had no shot on board.

The breeze, which was a fresh and had not as yet become a gale (to us at least), veered northwesterly; so we shook the reefs out of our topsails and trimmed sharp by the head.

"Luff—luff—keep your luff—keep her!" were the incessant orders of Weston, and the Eugene came through the water like a race horse; the powerful hands of Antonio, as he never yielded an inch, and by especial Providence the got to the windward of the dreadful phenomenon, which, as we saw, cloud and all, about six miles stern, when, as it changed color from a grayish green to white, it presented a scene so sublime and terrible that "the boldest held his breath for a moment," and Antonio, who by a blanched white with terror, though he was frequently seen spouting as these in his native seas, assured me, with characteristic teeth, that he had never seen one's hair stand on end, or a man's teeth (literally, bad luck).

From white the water-spout became purple, when a gleam of the sun glittered in all the colors of the rainbow.

"Thank heaven! that is past," said Weston.

"Our run through the gulf was delightful, and on the 25th of January, just as a rosy light was stealing over the sea and the rocky shore of Cuba, after the sun had set beyond the waters of the Gulf of Mexico, the bright light, bearing south by west, and distant about fourteen miles. So we passed in the night the wealthy capital of Cuba, to fame in the annals of our victories—La Habana, or the harbor of which, from our being far to seaward, we could see nothing but the sea, and the rocky shore of Cuba, so brightly on the high rock of the Morro, or Castelo de los Santos Reyes; and before dawn we descried the light of Santa Cruz on our water-

Weston drew my attention to it, adding, "That is the beacon which we scared me when it showed over the stern windows of the empty polacca brig."

Next day, after encountering a head wind against which we tacked frequently between the Pan de Matanzas and the wooded point of Sumbrerillo, at 10 o'clock we were in the bay of the mulatto pilot came on board and took the brig in charge.

We ran safely into the harbor, and at 11 o'clock we were at anchor at a place recommended by Antonio, half a cable's length from the castle of St. Severino. In half an hour after the sails were up to the key from the main, preparations were made for "breaking bulk," to unload the vessel, whose cargo, I have already mentioned, consisted of sugar, coffee, and cocoa.

Gangs of Spanish mulattoes, negro porters and jambees, with hats, and white drawers, with broad straw hats, and nearly all with rings in their ears, came on board in quest of employment.

As the men were so numerous, and the cargo so heavy, the Spaniards, jabbering in Spanish and Congo, swearing and smoking cigars.

It was now at liberty to go ashore, and after the first bustle was over Weston left Hislop in charge of the brig and accompanied me to Matanzas, where we arrived at 12 o'clock.

I surveyed with interest, not unmixed with wonder, the new world which I found. About 12 o'clock a fresh breeze sprang up, and the ship's course was recomputed.

Above no cloud nor even the thickest fog, then, and the sun shone brightly with sky at the horizon, and seemed to melt into each other, so that no line was traceable. Save a planet or two, twinkling in the firmament, there seemed to be no stars in heaven, for the glory of the full-orbed moon enveloped them all; her light fell brightly on the bay from the westward.

About 12 o'clock a fresh breeze sprang up, and the ship's course was recomputed. "It is no uncommon thing for a craft at sea to be deluged by a spout of water, the height of which is about 100 feet from an inland lake," said Hislop; "and houses, far in shore, have in the same fashion, been deluged with salt water absorbed from the sea, and hence the showers of dried herrings, which we have heard so much of at times."

"Yes, the opposition of the winds will at times produce a perfect calm, and the water absorbing it is always gentle and equal, but when clouds seem to move against the lower winds, or when streams of air denote a variety of winds, the sea is always in consequence the approach of rain."

"What strange sound is that ahead, or at least, what is it?" asked Weston, interrupting Hislop, who would perhaps have theorized for an hour.

"It is Antonio, groaning in his sleep in his room, Ned Carlton, who was at the wheel."

"I wish the ship were rid of him and his dreams," added Hislop, testily. "Well, you are right; it is always the same, and the clouds seem to denote."

"Light ahead!" cried a voice from the fore-cabin.

"Is that you, Roberts?" asked Weston, while Hislop stamped with vexation at the second interruption.

"How does it bear?"

"East-north-east."

"Then it is Cape St. Antonio light, the light of Cuba," said Weston. "I thought I could smell the breeze with the first cat's paw, before the land was visible."

The light dim and distant, like a star, was now seen to twinkle among the waves at the horizon.

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"I was up early, by eight bells, or a little after 4 a. m., and with deep interest I surveyed the coast of that beautiful island, the western part of the last portion of that vast empire beyond the seas which Columbus bequeathed to Spain and Spain."

"Dat is my country, senor," said Antonio, who was at the wheel, and this remark, with the repulsive aspect of the breakers of the western coast of Cuba, was the last I saw of the wretched actor, served to dissipate by momentary enthusiasm.

"That is Cayo Buena Vista—and the breakers of the western coast of Cuba, was the last I saw of the wretched actor, served to dissipate by momentary enthusiasm."

My limited space permits me to give in full detail that I must compress into one chapter all that relates to my visit to Matanzas.

That versatile American citizen, Mr. Richard Croker, of New York, has given me a promise that within a dozen years there will not be a horse in any of the large cities of this continent.

"By my judgment," Mr. Croker said, "the day of the horse as a beast of burden, more particularly in large cities, are numbered."

The introduction of the cable and electric car has practically driven the horse out of the street railroad track. The perfecting of the autotruck and the electric trolley will ultimately make it unnecessary to use the horse for transportation purpose, or even for pleasure riding.

But a short time before the sight of a horse attached to a public conveyance will be almost a novelty in the thoroughfares of New York. He will be in the way if he is there, and will be an invitation for injury to himself and to those driving or riding behind him.

With the passing of the horse, we shall undoubtedly have cleaner streets and the health of our citizens will be improved.

The autotruck which Mr. Croker's company is now operating in New York, differs from the prevailing style of motor vehicles.

All systems of compressed air have the same general basis. Air just as we know it is compressed by powerful machinery and directed through pipes to drive piston rods just as they are driven by steam in the ordinary locomotive.

For use in the city it is proposed to compress the air at central points, where power houses will be erected, and to charge reservoirs with the compressed air.

The electric cars will be placed in the vehicles which are to be moved, and the air will be fed from them to the machinery as it is required to drive the piston rods into the wheels.

It was found difficult to construct tanks sufficiently strong to contain the compressed air, and the tanks were light enough to make them practical.

This difficulty, it is now said, has been overcome.

From the steel tanks the air is conducted through pipes to the motors, but as the heat was forced out of it when it was compressed, it must be restored when it is expanded.

The absorption of heat from the surrounding atmosphere would be so great as to cause an accumulation of heat, which would expand the air, which also adds the expansion, is performed by hot water, under a pressure of from 150 to 250 pounds, in a seamless tank.

Of course, the air cannot be allowed to enter the cylinders of the motors at its greatest pressure, and after the air is cooled, it is expanded, which reduces volume, which reduces the storage pressure to the working pressure of 25 pounds and equalizes the temperature. This valve is used also as a throttle.

From the reducing valve the air

ARE THE DAYS OF THE HORSE PAST?

Auto-Trucks and Motor Carriages Are to Supplant Man's Most Faithful Servant in the Cities.

passes through a hot coil and is introduced into the cylinders, which are similar to those of the ordinary steam engine.

Control of the motors is very similar to the control of electric motors. It is done by moving a crank handle backward and forward. A forward movement supplies power in proportion to the distance the handle is moved.

In two minutes the motor will run at full speed, and the throttle and cut-off of the power. A still further backward movement reverses the motor.

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of the running gears, which have been made lighter and better; in the storage batteries, which are less cumbersome than those of the early motor carriages, and in improved methods for recharging the exhausted motors. Nearly all these improvements have been made in the gasoline wagons also, but the odor from these vehicles and the tendency to radiate heat in each instance the gross amount. When compared with the light phonons and buggies in general which look heavy, but when one takes into consideration that they take the place not only of the vehicles but of the horses to draw them, there seems to be some excuse for their added weight.

The front wheels of the new motor wagons are usually 32 inches in diameter, and the rear or driving wheels 26 inches. The heavy vehicles have solid rubber tires and the pleasure wagons have pneumatic tires, three of this latter are connected to prevent slipping on asphalt, pavement or ice. The wheels are made for the most part with wire spoked, and this gives them a great appearance.

An electric car will be used for delivering parcels was one of the cheap motor wagons on exhibition. It has three motor cars in the rear, one over which the driver sits, and one in front of the box, which contains the goods. In order to show the advantage of this carrier over a horse and wagon the manufacturers have prepared a table which shows that the electric carrier and operation will cost the first year \$2,067.14, and give over 7,500 miles of service, while a horse and wagon and operation will cost the first year \$2,067.14, and give over 4,000 miles of service, making a gain of \$522.24, and 2,000 miles of service in favor of the electric carrier.

By the same calculation it is shown that the two motor carriers will do the work of three single horse and wagon outfits, and show a balance in favor of the carrier of \$2,512.98, or a saving of 47 per cent.

In America a similar condition has been brought about in only ten years since the first electric cars were run in America. Now they are in all of the principal cities.

The electric horse, begun by the electric cars, will be completed by the motor vehicles. They will be improved as time goes on, and one of the chief improvements will be to firm and harden, which will be made in the pavement, which can be kept as clean as the sidewalks.

The horse will be relegated to the country, to those who love him well, and who will take him to the green meadows, far from the electric fever of great cities, where people are eager to benefit by the marvels of modern science.

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ton. British records show that only one has the law-making power dealt with the subject of costume. That was in 1463, when King Edward IV. was obliged to regulate dress for all ranks on the ground that: "The clamors of the realm, as well upon a wimple, wapper, excessive and immodest, as upon the great displeasures of God, the enriching of strange realms, and the destruction of this realm." All eyes are interested in that matter, which will watch for the outcome of the trial.

BREED SILVER-GRAY FOXES.
Some Maine Men Think They Can Do It.

Some citizens of Piscataquis county, Maine, have formed of a quarter-section of upland near Bowerbank plantation, and will attempt to breed silver-gray foxes for the sake of their pelts. Until six years ago black and gray foxes were looked upon as rare freaks of the vulpine race. In 1892 Mr. Leveseller, an American settler in the Waldoboro, Me., announced that from one to four pups in every litter borne by a red fox were silver gray, and the result was that the King Edward IV. was obliged to regulate dress for all ranks on the ground that: "The clamors of the realm, as well upon a wimple, wapper, excessive and immodest, as upon the great displeasures of God, the enriching of strange realms, and the destruction of this realm." All eyes are interested in that matter, which will watch for the outcome of the trial.

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