

IN THE SOUTH SEAS.

By Frank T. Sullivan, in "The Cruise of the Cachalot." When between Cosmoledo and Astove, the next island to the northward, we sighted a "solitary" whale, the only one we saw in the day.

It was the first for some time—nearly three weeks—and being well seasoned to the work now, we obeyed the call to start with great alacrity. Our friend was making a passage, turning neither to the right hand nor to the left as we went. His rising and tumbling of the body, as well as the blowing, he remained below, were as regular as the progress of a clock, and could be counted upon with quite as much certainty.

Bearing in mind, I suppose, the general character of the whales we had recently met with, only two boats were sent out to approach, and I was quite unconscious of our coming, pursued by his leisurely course unheeding.

We got a good wearage of him, and came round with great interest two tons planted in the style. But surprise awaited us. As we sheered up into the wind away from him, Louis shouted, "Right in!"

Small use in looking out when hampered as we always were at first with the unobscuring of the mast, we could do next to nothing to avoid him. With out any of the desperate floundering generally indulged in on first feeling the hit, he turned upon us, and had not seen that he caught sight of the second mate's boat, which had just arrived, and turned his attention to her, there would have been but scant chance of any escape for us.

He took it with a very long and quiet "You are a good fellow, and I don't want to be selfish, you know."

"Will you really give me one of your flowers?"

"If I might choose, I would ask for one of those." He pointed to a vase full of marguerites.

"They are my favorite flowers," he said. "Of course you may have some."

She selected three of the pale starry flowers, and, with a ready laugh, and dexterously made up a button-hole for him to take.

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THE HEAVIEST B. & O. TRAIN.

When the receivers of the Baltimore & Ohio Railroad began the new famous series of improvements of the physical condition of the entire system, their object was to increase both the weight and the number of locomotives per mile and at the same time reduce the cost of transportation.

The first step was the strengthening of grades, elimination of curves, laying of new steel rails and the purchase of new and more powerful engines, very materially added to the number of cars per train. But it was not until the summer of 1915 that the demonstration was made of what might be expected of the new Baltimore & Ohio heavy iron.

It was a 2225 ton consolidation locomotive weighing 188,700 pounds and having 54 inch driving wheels. The train was made from Cumberland, Md., and the destination was Brimley, Mich., on the second division. In his report General Superintendent Fitzgerald says that the train was pulled with ease and that the class of engines used will be able to handle 50 cars of 50 tons each or about 2,500 tons, a 40 per cent increase over that of five years ago.

The 10-car train was composed of 100 tons of coal, 100 tons of freight, 100 tons of grain, 100 tons of lumber, 100 tons of iron, 100 tons of steel, 100 tons of copper, 100 tons of zinc, 100 tons of lead, 100 tons of tin, 100 tons of nickel, 100 tons of silver, 100 tons of platinum, 100 tons of gold, 100 tons of diamonds, 100 tons of rubies, 100 tons of sapphires, 100 tons of emeralds, 100 tons of pearls, 100 tons of opals, 100 tons of garnets, 100 tons of amethysts, 100 tons of topazes, 100 tons of tourmalines, 100 tons of aquamarines, 100 tons of citrines, 100 tons of peridots, 100 tons of alexandrites, 100 tons of tsavorite, 100 tons of malachite, 100 tons of turquoise, 100 tons of malachite, 100 tons of turquoise, 100 tons of malachite, 100 tons of turquoise.

They did not know that you had come," he said.

"I arrived two or three hours ago. They told me you were somewhere in the grounds, so I went to look for you as far as the lake-side. Then I came back; you were being well entertained and did not want me."

"Lady Mildred's ebullient spirits came rushing back in a swift flash. Her thought she had a key now to his cold greeting and warm appearance. It was love, she thought, which was telling upon him; she had accomplished her object, she had made Valdemar jealous."

CHAPTER XI. Bernard Selwyn had persuaded the doctor and his family to go to the seaside. It was a treat which they had never before enjoyed, and great was their delight at the prospect.

The doctor, to whom a holiday had hitherto meant no more than the space of time between Friday and Tuesday, now procured another doctor to do his work for him and prepared for a couple of months' relaxation. They were very happy, Bernard, they all agreed, had behaved remarkably well; he had shown such thought and consideration.

"Your brother tells me that Mr. Martineau, of the firm of Leroy & Martineau, is your cousin, Lady Mildred," he remarked as they walked together through the park to the water.

"Yes, he is," she answered, without raising her head.

"It is strange. He has the management of some business for Miss Lilbourne."

"Indeed! Did she go to him by chance? By chance, she says he is very kind and painstaking. I shall be glad to meet him."

"I can't fancy Valdemar taking with him," she said, laughing. "He is so essentially a society man."

Bernard said that he had started an antelope couple. He had changed the subject.

The water was the great feature of the Claridge estate. It was a beautiful irregular-shaped lake with a small island in the middle, much used for picnics.

A long silence fell upon both during the latter part of that row, and they walked slowly home together under a saffron-colored evening sky they hardly spoke at all.

She was conscious, as she entered, that she was looking at that moment as beautiful as it was in her power to look, but nothing in her perfect manner betrayed the thought.

She was the room slowly, stopping on the way to replace some flowers which had fallen from a vase. As she turned again, her glance fell upon a gentleman who stood on the

DOES YOUR HEAD ACHE?

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