

A TRIP ON THE VIGILANT.

How the Police Boat Makes Its Daily Tours of Inspection.

Washington's Water Front as Seen From the Deck of the Little Craft—Beautiful Vistas Through the Trees Which Skirt the Shore.

Along the line of the Seventh Street wharves one notices a huge silver steaming... the immediate neighborhood... This steamer, which does not, however, appeal to the water, contains the one word, "Harbormaster," an official whose duty it is, in a general way, to see that "all is quiet along the Potomac," or, at least, that portion of the noble river which flows within District limits. In regard to his title, which is not euphonious, it may be as well to mention that Harbormaster Sutton is more generally, and, perhaps, more properly, known as "Commodore Sutton, a title conferred on him by a well-known newspaper man of this city, who also suggested the name of the commodore's craft, the Vigilant.

In order to give an idea of some of the multifarious duties which come under the commodore's supervision, it may be interesting to take a trip on the Vigilant. The commodore himself does not accompany us, but he introduces us to the junior officer commanding the boat, and we make ourselves as comfortable as possible preparatory to starting off.

It is a bright, beautiful morning, and there is exhilaration in the air, and sky, and water. A blue uniformed policeman is washing down the decks of the Vigilant with a fire hose, a similar occupation being carried on upon a passenger steamer which is lying close by. Another man on the police boat is polishing the brass fittings of the little craft until they shine in the sun like gold. In the interval of waiting on the commodore's trim little pier, the visitor notices on one side, and enclosed in a new and elegant dock, a neat launch. This craft belongs to the Secretary of War, who forms one of an enthusiastic party of boating men, including General Corbin. On the other side of the pier is a low-lying rowboat, dingy and time-worn. It is used in dragging for the bodies of those who have met death, either accidentally or through design, in the river. One cannot help reflecting that it must have carried a considerable number of such gruesome freight, and regarding it with some little aversion.

And now the Vigilant's whistle gives a piercing scream, as if it were impatient to be off, and the motor comes over the side of the wharf, down a small metal ladder, onto the deck of the police tug. Another whistle, and off we go, the captain in the pilot house above and a couple of policemen on deck, sharply roasting the double row of miscellaneous craft to see if all lie within their prescribed limits, and do not obstruct the middle channel.

There's the same boat we warned yesterday, lying outside the line again," says one of the policemen. The other runs his eyes critically along the row of broadsides and sterns, and arrives at the same conclusion. The offending craft, a sluggish-looking sloop, with a cargo of cordwood, is promptly borne down upon. No reply comes to the hail from the police tug. A solitary individual is at length discovered asleep on top of a pile of wood—he might be taken for a log himself. He is finally aroused by repeated hails.

"Where's the captain of this boat?" "Gone, sir," replies the only occupant.

"None where?" "I don't know." "What's his name?" "I don't recollect, but I think it's Simpson." The name is promptly entered in the books of the police captain, a record somewhat impaired in value from the fact that another interrogatory regarding the cognomen of the offending mariner addressed to a man on a neighboring boat leads to the circumstance that the latter rather thinks it is Jones, while another person is convinced it is Johnson.

The captain expresses his firm determination to subject the unknown to the penalty of a fine, and does not conform with the regulations, and the tug now runs alongside an ice schooner from Maine. A piece of the insectible summer luxury is taken on board, and a start is made for what, in all probability, will be an uninterrupted run up the channel, which, winding around the reclaimed ground of the "flats," constitutes a portion of what may be called the upper Potomac.

The operation of reclaiming the flats has often been alluded to and described, but it is impossible not to reflect, in passing, on the wonder of an engineering achievement which caused this beautiful island to rise as if by magic from the water, and to utilize in this manner the waste material which was washed down, in successive layers, by the turbulent upper Potomac.

The fine row of weeping willows on the side of the island facing the wharves is well known, doubtless, to all river excursionists. These trees were planted as a bulwark to protect the enclosing zone which otherwise would be broken out and destroyed by the weight of the earth behind.

The different vistas of the city and river from points along the water front not accessible to the average excursionist can be only enjoyed by those who maneuver small craft, or who have sufficient enthusiasm on the subject to investigate specially for themselves. From the Washington end of Long Bridge, very attractive and picturesque views are afforded. To say nothing of the almost unobstructed line of dusky country westward that pass to and fro across the bridge proper on market days, their suburban occupants in straw sombreros and sunbonnets in the view down the main channel is very pretty; the wharves on the one side, and the island on the other, with the trim emerald green beds of the Agricultural Department's experiment garden, contrasting somewhat strikingly with the grimy coal piers opposite, the double line of craft of all descriptions from the twinkling houseboat to the light canoe, the stern-wheel excursion steamer, and the grand old and distant point of the Arsenal beyond.

DAWN OF AN AGE OF GLASS.

The Prediction of Jules Henrievaux, the French Scientist.

He Claims That the Brittle Substance Is the Best Known Material for Every Kind of Structural Purpose—Some of Its Present Uses.

That the world is about to see the inauguration of an age of glass is the prediction of Jules Henrievaux, till lately the director of the great glass manufactory at St. Gobain, and one of the greatest French chemists. M. Henrievaux is an enthusiast on glass. He believes it to be the material of the future. He does not pretend that we can look for glass cannon or glass men-o-war or glass greyhounds of the ocean, nor does he contemplate the substitution of vitreous machinery for that which we now employ in our various processes of manufacture, but he does claim that glass is the best substance known to us for every kind of structural purpose, and especially for dwelling houses. In short, if the visions of M. Henrievaux are realized we shall all be living in glass houses before long.

The point of the idea is found in the inexhaustible supply of the materials from which glass is made, in its adaptability to all shapes and forms, its durability, and its cleanliness. With regard to the second point, it is obvious that glass can be shaped, colored, and decorated to an extent which no other material is capable of, and it is upon this aspect of the idea that M. Henrievaux lavishes his imagination. There are six ways in which glass can be manipulated. It can be cast into window panes, paving stones, panels, etc. It can be rolled into cornices, slates, wall decorations, and even statues. It can be blown into bottles, tumblers, vases, and all the utensils comprised under the name of "glassware." It can be blown and ground into crystals, lenses, prisms, and other objects of art and utility. It can be drawn into the finest threads and made into pipes, baskets, and dresses made of material. It can be turned into mosaics and enamels, and can be brought into the closest imitation of most of the precious stones.

Imagine, with M. Henrievaux, the construction of a glass house. The foundations and the walls would be constructed of a variety of glass, recently invented, called "stone glass," which has already successfully withstood the severest tests. When crushed it gives a resistance three times as great as granite. When subjected to heat or cold it is found less sensitive than steel. The floors, ceilings, and doors would be of less wear than porphyry. Shock, as of a hammer blow, it resists to a degree twenty-two times as severe as that which would fracture marble. The test of tension has practically no effect on it whatever.

The walls, then, would be built of glass held together by angle-iron so as to permit of a hollow space through which pipes could pass (the pipes themselves being glasswork), conveying hot air, hot and cold water, gas, electric wires, drains, and everything needed for the heat and comfort of the inhabitants. Stairs and balustrades, ceilings, and wall decorations, mantelpieces and fireplaces, would all be constructed of glass. Some of M. Henrievaux's conceptions in the way of decorations, in which the glass is made opaque or tinted with brilliant colors, or made silver and golden, or arranged in prisms and crystals with facets like diamonds, are perhaps too fanciful to be taken seriously, but through them all there runs the same enthusiasm, the same belief that glass, as Thiers once said of Louis Napoleon, is capable of anything.

On the chairs and tables, in the new glass age, will be made of vitrified material, toughened to the strength of oak and mahogany. Our cooking utensils, our plates, and cups and saucers, will be made of the same substance. Even our knives and forks will have glass handles, if not glass blades.

The new glass will be absolutely clean and practically indestructible. The whole of its surface can be washed from the top story to the basement, without a trace of humidity being left. Dust cannot collect on its polished face, and the spider will find no place on which to hang its cobwebs.

The Parisian architect is to pave the streets of Paris with glass, and it is found that the substance, while practically indestructible, is admirably suited to the feet of both men and beasts, and as it neither holds nor makes any dirt, it is absurdly easy to clean. Its only fault is that it somewhat increases the noise of the traffic, but even this might, by and by, be overcome.

One of the features of last year's exhibition was the Palais Lumineux, or the Palace of Light, built entirely of glass. It was to the extent the realization of M. Henrievaux's ideal. Not only was it of solid construction, but the adaptability of glass to every class of decoration in form and color, aided by its various degrees of opaqueness and transparency, enabled its builders to raise a structure which as far transcended London's Crystal Palace as a diamond outshines the imitation.

The question of cost has not been left out of account. Glass can be made out of almost anything amenable to the influence of fire. The stone glass, which reference has already been made to, is manufactured mainly from what have hitherto been regarded as waste substances. The slag heaps which disfigure our mining and iron districts are all convertible into glass. Evidently the days of bricks and slate are numbered.

Perhaps it might be possible, in connection with one of the many projected exhibitions to construct on a modest but sufficient scale, a dwelling of the kind M. Henrievaux describes. People would then be able to experience the actual sensation of walking along glass floors, of climbing a glass staircase, of being surrounded by glass walls, of sitting on glass chairs at glass tables, drinking tea out of glass cups, and stirring it with glass teaspoons. How far this could be accomplished with due avoidance of monotony it is hard to say. Certainly M. Henrievaux is enthusiastic enough to believe in the fullest developments of his idea. It is, perhaps, a fanciful idea, but it must be confessed that M. Henrievaux's guidance, an inspection of the brilliant, comfortable, clean, indestructible glass houses of the future is a thing to charm the imagination and delight the esthetic senses.

A BRITISH OFFICER'S PAY.

Numerous Expenses to Meet on Two Dollars Per Day.

Five shillings and three pence is the daily pay of a British officer of the infantry when he first joins. When he rises to the rank of lieutenant he draws £31, 6s. 6d. a day, and when he reaches the rank of captain he receives £50, 10s. 6d. a day. He is allowed a mess allowance of 10s. 6d. a day, and a clothing allowance of 10s. 6d. a day. He is also allowed a horse allowance of 10s. 6d. a day, and a travelling allowance of 10s. 6d. a day. He is also allowed a mess allowance of 10s. 6d. a day, and a clothing allowance of 10s. 6d. a day. He is also allowed a horse allowance of 10s. 6d. a day, and a travelling allowance of 10s. 6d. a day.

JAPANESE TO HONOR PERRY.

A Monument to Be Unveiled Where He Landed in 1853.

An Expression of Gratitude From the People of the Mikado's Empire to the Commodore and His Men for Their Famous Expedition.

The Boku-yu-Kyu-Kai, or American Association of Japan, proposes on July 14, the fortieth anniversary of Commodore Matthew Calbraith Perry's memorable visit to Japan, to unveil a monument to his memory upon the very spot where his first step trod Japanese soil. The association's circular tells how the Japanese today regard Perry's work. Baron Kentaro Kaneko says: "The visit of Perry was, in a word, the turning of the key which opened the doors of the Japanese Empire to friendly relations with the United States, and subsequently to the rest of the nations of Europe on similar terms, and may, in truth, be regarded as the most memorable event in our annals—an event which paved the way and accelerated the introduction of a new order of things, an event that enabled the country to enter upon the unprecedented era of national ascendancy in which we are now living.

There is a reason, then, a strong reason, why the spot where Commodore Perry, no less than the spot where those memorable conferences took place, should be perpetuated in the memory of the Japanese people. She owes, in no small degree, her present prosperity to the United States of America, and she has ever honored her the great and lasting service rendered her.

After the lapse of these forty-eight years her people have, however, come to entertain but an uncertain memory of the name of the man who first opened to Perry the first step trod of Japan, and for the first time, awoke the country from its slumberous seclusion of three centuries—there it has ever since hummed Japan's warlike and born career of progress. Bearing in mind the purpose of Commodore Perry, the Portuguese first landed in Japan as early as 1543, and for nearly a century enjoyed rare advantages until factional dissensions and their expulsion in 1639. The Dutch reached Japan at the beginning of the seventeenth century; in 1699 they were licensed to trade, and to carry favor assisted in the persecution of native Christians in 1720. Two years later they established their factory and trading station, and their position there, even up to the arrival of Perry, was tantamount to imprisonment and ignominy. Prior to Perry's expedition both the British and the Russians had secured temporary advantages of a local nature, but these had long been abandoned.

FAILURE OF THE FIRST EXPEDITION. In 1540 an expedition was sent by this country to Japan for the purpose of effecting commercial negotiations with the island empire. The expedition consisted of thirty men, and the corvette Vincennes, Commodore Biddle commanding, reached Yeddo in July, and without once going on shore after a stay of ten days Commodore Biddle received the Emperor's answer to his application, which curtly said: "No trade can be allowed with any foreign nation except Holland."

Glyn's work made an impression upon the Japanese mind, and he was forgotten when his toil in the war with Mexico was over. The immediate result of that war was the opening up of the golden territory of California and the consequent suggestion of a market and commercial relations with the United States. After meeting many vexatious delays, Commodore Perry at last was sent on the expedition he had planned and early on July 2, 1853, sailed from the Loo Choo Islands in the sloop-of-war Saratoga, and Plymouth in tow, respectively, of the Susquehanna and the Mississippi, and headed directly for the Bay of Yeddo and the memorable landing place at Kurushima, then called Goshima. On the morning of July 8, 1853, the ships were sighted out of the enveloping haze as though timidly at the sight of the barbarians' "fireships."

The anchors had hardly gripped bottom ere the Vice Governor of Uraga—the town immediately above the ships set out for the squadron followed by a fleet of guardboats to surround the vessels. Great was his surprise to see his police craft ordered from the ships' sides at the point of bayonets and open-mouthed shouts, and he was not admitted to the flagship until his purpose was fully stated. When permitted to board finally he was met only by delegates of the unseen Commodore—for the sake of added impression created in name—admiral who was given to understand that no one short of the Governor of Uraga would be recognized in the beginning, and he was plainly told that the vessels would not go to Nagasaki—previously the only port open in Japan to foreigners. Nakashima, for such was the deputy's name, went home to ponder over his snubbing, polite as it was, and the first card, a trump, had been played by Perry in the great game of Japanese ceremonial, while the Emperor's answer to the Commodore's demand for a passport was characteristic of his charmingly approachable personality under customary conditions.

RECEIVED BY THE GOVERNOR. Whether the portent of a peculiarly impressive meteoric display of the following night weighed upon the Japanese mind as they gazed upon the "barbarians' fireships" or whether Perry's impressive isolation carried the day is not known, but at 7 o'clock the Vice Governor, the Governor himself came out to the flagship Susquehanna, glorious in embroidery, gilt brocade, lacquered helmet and swords, surrounded by a company of glittering retainers. He was treated with the same disdain as his predecessor. To the Governor was vouchsafed a mere glimpse of the thousand-dollar gilt case holding the precious edicts—enough to whet his Oriental curiosity—and to him was entrusted a copy of the document to be transmitted to the Emperor previously to a ceremonial presentation of the real letter at the place and upon the day to be set by his Highness at Yeddo. One more ceremonial lesson had been borne in upon the Japanese mind.

On Wednesday, July 12, in the afternoon, the Governor, with a thousand apologies, brought the Emperor's letter detailing his First Counselor of the Empire, Toda, Prince of Ido, to receive the President's answer. No less than two hours and a half were absorbed in arranging the place of landing and fixing the minutest details of ceremonial and dress. Kurushima, just above Uraga, was appointed as the place of landing. The Emperor's answer to the official account of the ceremonies on July 20 says: "The Emperor received the ceremony

RUSSIA'S FIGHTING PORT.

The Retzivan an American Made Fighting Machine.

Big Battleship Completed for the Casr Is a Model Vessel—One Thousand Men Employed for Two Years at Philadelphia in the Construction.

In her dock at Cramps' shipyard lies the Retzivan, a "floating fort" being completed for the Casr of Russia. When she goes to sea it will be as the embodiment of the work of 1,000 men for about two years. More for the work of those other men who dug the ore and the coal with which that ore was smelted, and who worked the railroad which brought the iron to the mill, and of the men who made the great guns, and of the men who made the armor, and of the men who made the air-compressors, should be counted as well.

Yet the work of all these men may one day be undone in an instant by the explosion of the Retzivan. The Retzivan is a model vessel, one thousand men employed for two years at Philadelphia in the construction. In her dock at Cramps' shipyard lies the Retzivan, a "floating fort" being completed for the Casr of Russia. When she goes to sea it will be as the embodiment of the work of 1,000 men for about two years. More for the work of those other men who dug the ore and the coal with which that ore was smelted, and who worked the railroad which brought the iron to the mill, and of the men who made the great guns, and of the men who made the armor, and of the men who made the air-compressors, should be counted as well.

However, men continue to build battleships. America claims to have recently added some of the best to her navy; yet the Retzivan, which goes to the Russian navy, is the first battleship of her class to be built in America in the manner which now commands general approval. In size she is not of the largest, her total displacement in normal trim being less than 12,000 tons. That, she is, is about the size of the new battleship Maine, but not so great as the Illinois or Wisconsin.

The noticeable feature of all these new ships, including the Retzivan, is their speed. The Retzivan is expected to be at least eighteen knots per hour. That is to say, she must be able to steam at that rate for twelve consecutive hours to enable her to acceptance. It is a recent matter to demand such speed in a battleship. It is not so long ago as eighteen months that a battleship was regarded as a remarkable speed for a cruiser. Yet cruisers now exceed that speed by a considerable number of miles.

Turning back to that revelation of naval architecture and work, the performance of the battleship Oregon in coming from the Pacific Station to the East around the "Horn," it looks very much as if the speed attained there was the precursor of the high speed of the American battleships. Sixteen knots were once deemed almost the limit for battleships.

The length of the Retzivan on the load-water line is 284 feet, a normal trim she will displace 12,000 tons. The Retzivan is of the Krupp variety, the main belt at the side having a maximum thickness of nine inches. Her armament is practically the same as that of the American battleships. She carries two 12-inch guns in the turrets, two 8-inch guns in the main battery, and two 6-inch guns in the secondary battery. She has two submerged and four above water torpedo tubes, twelve 6-inch rifles and forty-six rapid-fire guns.

In the American ship, it should be here noted, the 12-inch gun is to utilize the 8-inch gun, in preference to any other. It was demonstrated that the 8-inch gun is most effective, taking into account the ability to handle and fire it as well as the effect of the shot. The 12-inch gun in the turrets and the 6-inch rifle of the 8-inch gun occupies a point of considerable vantage. It is doubtful if any of the 12 or 13-inch shells fired at Santiago hit a mark. The big guns are not so accurate as the 8-inch gun, and it is nearly impossible to point, and so unworkable. On the other hand, the 6-inch shells, by reason of their diminished size, lose much effect in long range firing. The effect of the 8-inch shells was amply shown in the Spanish fleet. It literally swept the Spanish fleet there.

There is therefore little to choose between the two types of vessel, barring the superior size of the American craft, unless it be the 8-inch gun. The 8-inch gun, in preference to any other, it was demonstrated that the 8-inch gun is most effective, taking into account the ability to handle and fire it as well as the effect of the shot. The 12-inch gun in the turrets and the 6-inch rifle of the 8-inch gun occupies a point of considerable vantage. It is doubtful if any of the 12 or 13-inch shells fired at Santiago hit a mark. The big guns are not so accurate as the 8-inch gun, and it is nearly impossible to point, and so unworkable. On the other hand, the 6-inch shells, by reason of their diminished size, lose much effect in long range firing. The effect of the 8-inch shells was amply shown in the Spanish fleet. It literally swept the Spanish fleet there.

So, after all, comparison comes back to speed, and in speed, theoretically at least, the American ship has a decided advantage. In effect, the belief is that the advantage will be very great. The advantage, if there be one, will be chiefly in the superiority of the men, or rather in their greater mechanical skill and capacity, which Americans claim, and probably claim rightfully, but which should be assumed with much conservatism. In material there will be no choice, and in ships, except as pointed out above, the Retzivan, being an American-built vessel, there should be none.

The Russian navy has one advantage, however, which may ultimately be very great, and that is its power of conscription, whereby a full personnel may always be depended upon. Recent experience in America has demonstrated that volunteer enlistments in the navy are inadequate to secure a full force for the ships. Indeed, when some new ships were lately put in commission others had to be taken in reserve for lack of crew. A battleship calls for many skilled men—mechanics, electricians, and such like, to whom neither the pay nor the chances of advancement are enticing.

Indeed, a battleship is a huge machine and an immense field of force. Skill, mechanical and scientific, wins the day. Skill is needed to run the machinery, to utilize the hundreds of scientific appliances for loading and firing the guns, for compassing the aim for the torpedo motors, for determining the range, for handling the ship, for keeping her in motion when partly disabled by an enemy's fire, and almost all of the details of her operation. A slight calculation only will be necessary to show how great the advantage to the party possessing the more skillful men. It is no disparagement to the Russians to say that their mechanical requirements are not on a par with those of the Americans, because no European country has such machinery as generally as does this. It is likely that the difference in mechanical skill ought to rest with the Americans.

One factor in a general comparison has not been referred to. Coaling stations are an important part of the armament, and may ultimately be the deciding factor in an international struggle. The Retzivan carries a maximum load of 2,000 tons of coal. This would last her a considerable time.

The Retzivan was designed and planned by Charles H. Cramp, of the famous shipbuilding firm and family, the Russian Government making no stipulations other than as to speed, coal capacity, and weight of battery. The Retzivan is a battleship built in the United States to be provided with Krupp armor and equipped with water-tube boilers. In subsequently designed American vessels these characteristics were adopted. It is likely that the Retzivan may be delivered to the Russian Government before the end of the year—Philadelphia Times.

WONDERFUL DOLL HOUSES.

Some of the Most Elaborate Cost a Fortune.

Some of the doll houses that are built these days leave little to the imagination of the children fortunate enough to possess them. Very often they cost a small fortune and the workmanship expended on them is of the highest order.

Doll houses of this kind are not to be bought ready made in a toy shop, but are built to order and often on specifications, in which the smallest detail is considered. They are built of wood, and are furnished with every conceivable article of furniture and household utensils. The chairs are of solid wood, and the tables are of inlaid wood. The chairs are of oak, with a high back and a curved seat. There are also a side table, a buffet, a couch of inlaid wood and an ornate bedstead with a canopy in the corner. The dishes are china.

The second floor is occupied by the parlor, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The parlor is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The parlor is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The third floor is occupied by the bedroom, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The bedroom is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The bedroom is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The fourth floor is occupied by the kitchen, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The kitchen is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The kitchen is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The fifth floor is occupied by the bathroom, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The bathroom is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The bathroom is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The sixth floor is occupied by the attic, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The attic is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The attic is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The seventh floor is occupied by the basement, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The basement is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The basement is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The eighth floor is occupied by the garden, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The garden is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The garden is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The ninth floor is occupied by the stable, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The stable is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The stable is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The tenth floor is occupied by the carriage house, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The carriage house is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The carriage house is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The eleventh floor is occupied by the garage, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The garage is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The garage is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The twelfth floor is occupied by the workshop, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The workshop is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The workshop is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

The thirteenth floor is occupied by the storehouse, which is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The storehouse is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat. The storehouse is furnished with a high-backed chair and a white and gold bed with a high back and a curved seat.

BANDITS IN CUBA.

Planters Pay Well to Prevent Destruction of Property.

Banditry in Cuba is to all intents and purposes a well-recognized profession. The American sugar planters in Cuba are doing their utmost to prevent the destruction of their property by means that differs in some respects from the mode of the Italian brigands, but leads to the same results.

A gentleman who has lived in Cuba in the past few years has written me that he has seen a large number of bandits in the mountains of Cuba, and that they are doing their utmost to prevent the destruction of their property by means that differs in some respects from the mode of the Italian brigands, but leads to the same results.

I know of one man in the province of Ciego de Avila, who has been compelled to pay vast sums annually in order to prevent the destruction of his property. This money has been paid to a man who figures prominently in the last revolution, and who has been known to force money from wealthy people. This man, who makes the collections, is supposed to have a large following in that province, and for this reason it is an easy matter for him to intimidate those who have any property in the province which the law should give.

He will go to the owner of a large plantation in the mountains of Cuba, and for a few weeks. The owner of the plantation knows that it is useless to refuse, and he knows, too, that if he refuses to pay out in this way he will never be paid back to him. It is a tribute which he feels he must pay to those who have the power to have some influence because of their connection with the late revolution. The money is paid without protest, and it is not long before another request for funds is made.

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