WHEN THE CAPTAIN IS ANXIOUS.

Modern Steamships Have No Fear of Storms—It Is Fogs That Alarm.

It is not when the sun comes pouring over the bows that the captain's face brightens. Even when it is necessary to keep the passengers below, and the sun is cursing as high as the funnels, he is only down to his ship to confabulate. He mutters an oath and goes with the barometer, and though the shoals hang low and the sky is lined with stinging molasses, he has eyes from the blazing seas—even when boats are torn out of the davits, and iron bits and ventilators are snapped from their fastenings like pipe stems, he has no struggling with the reality of the ship to weather the gale or the fiercest hurricane that can blow.

Give him an open sea, without bare or fog or snow, and neither black nor wave are alarm him. He knows very well, as all who are experienced in such matters, that the modern steamers of the great Atlantic lines are so carefully constructed and of such strength that the frequency of one of them through stress of weather alone is well nigh impossible.

But when a fog descends, then it is that his face and manner become like those he has been the most variable and grayest of men suddenly become the most anxious and uneasy. His seat at the head of the table is vacant, not for his food you will not find him, as in fair weather, directing groups of girls tucked up in steamer chairs on the promenade deck, but pacing the bridge and ruffling a mane which apparently has not been allowed to go out since it was fledged as the big ship backed from her wharf into the North river.

Wherever and whenever it seems fog is a source of danger from which neither prudence nor skill can guarantee immunity, and whether the ship is slowed down or going at full speed there is cause for fear while this gray blindness baffles the eyes.

With plenty of sea room the danger is least, and it increases near land, especially where the coast is wild and broken, like that of Ireland and Wales, and where there are many vessels as well as rocks to be passed.—William H. Rossing in Scribner's.

How Paper Eyebrows Are Made.

At a certain factory a number of young women were working at small tables, each table covered with little instruments and odd things, which only those who know the business would positively understand. At one table two girls were dressing needles with fine, silky hair, and sewing them in little squares on a thin, transparent gauze.

"These girls," said the reporter, "are making some of those beautiful arched eyebrows you may sometimes see on the stage. They are frequently seen in both actors and actresses. Those worn on the net are the less expensive kind, and are only used on special occasions. The real brow is very expensive, and can only be made by a person of great skill.

"The patient sits low in his chair, which very much resembles a dentist's operating throne. In this cushion is my left arm stuck a score or so of those needles you see being threaded. Each stuck only leaving two strands of hair, to facilitate the operation a number of needles could be at hand. As each thread of hair is drawn through the skin over the eye, it is cut, so that when the first stage of the operation is over it leaves the hairs bristling out on top or so, presenting a rugged, promiscuous appearance. Now comes the artistic work. The brow must be arched and can does with the utmost delicacy, and a number of hours is required to do it.

"Small as the eyebrows are, they are very important in the makeup of the face. You have no idea how odd one looks when utterly denuded of hair over the eyes. The process I have described is painful, but it makes good eyebrows and adds the per cent. to the looks of a person who was without them. It is, too, much better than the blackening and scorching the hair of people too, especially people who have more pretense of brows, comprising only a few hairs."—London Tit-Bits.

A Remarkable Canadian River.

The Saguenay, a large river in Canada, falling into the estuary of the St. Lawrence, on the north side, about 112 miles below Quebec, is rightly renowned as being the deepest and most remarkable stream in the world. Emerging in a very few miles from a narrow gorge, it falls over a ledge, the average depth is 900 feet, the bottom at the spot where it joins the St. Lawrence being over 600 feet below bottom of the adjacent stream. There a low point of rocks at the shore, or an island, is really the top of a moderate sized mountain, continuing up in the Saguenay depths until it gets deeper of all rivers. As the spring tides rise about eighteen feet, the currents of this river are violent and uncertain. In some places the ebb assumes a speed of four or five miles an hour. The eddies along the shore are like those of a rapid, the undercurrents sometimes laying hold of a vessel to turn her about or to hold her in spite of all efforts to escape.

Before the use of towboats on the Saguenay, a vessel left helpless by a calm sometimes drifted against some submerged mountain peak, and, when the tide fell, capsized in deep water. An anchorage having very rarely found, large iron rings have been set in the rocks which show themselves above the water, and vessels often tie up to these "hitching posts" and await a fair wind. The tide of the Saguenay for some unexplained reason, advances with extraordinary rapidity, thus, notwithstanding the fact that the ebb current very rarely comes to flow out of the river, high tide arrives at Chicoutimi only forty-five minutes later than at Tadousac, seventy miles away. On the St. Lawrence the tide advances in the same time only from Tadousac to Murray bay, thirty-five miles distant.—St. Louis Republic.

How Cuban Tobacco Is Raised.

The Cuban tobacco enjoys a high reputation, but only a few districts in Cuba produce the best varieties. For aroma, combustibility, elasticity and firmness of texture the tobacco of the Manzanillo valley is unsurpassed by any. Its excellence is no doubt due to some peculiar quality of the soil, though what cannot be stated, as no analysis has been made. It is said to be a sandy loam, and must be very rich, for although it has been cultivated for hundreds of years, no fertilizer of any description is employed.

The valley is enjoyed by arroyos, or brooks, which flow from the mountains into the River Cauto, and a custom thing about the river is that, contrary to the usual practice of tropical streams, there is rarely a flood, the river remaining nearly stationary all the year. The seed is now broadcast in the nursery toward the end of August, and the plants are set out when about four inches high. The utmost care is taken in cleaning and pruning, and all the worms and other insects are picked off by hand. The first cutting of leaves is made in about four months after planting, the other cuttings according to circumstances.

The leaves are hung on poles and left in the open air for a day or two, guarding, however, against rain; then are taken to the drying house and trussed much as tobacco is stored elsewhere, save that a decoction of solution of the tobacco leaves is sprinkled over them from time to time in the process of drying. The packing is done in palm leaves, and the bales are tied with bark ropes. The cultivation is all in the hands of small peasants, who do most of the work themselves. One year one acre of land yields and about 1,500 plants are set out for each acre.

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IS THE ONLY KNOWN REMEDY IN THE WORLD THAT WILL ABSOLUTELY CURE

SICK HEADACHE!

TESTIMONIALS.

TUD & CRAWFORD,
Druggists, Stockton and Jenkins on Building, Mission.

SANTA ROSA, Cal., Jan. 20th, 1891.
Dr. Leslie's Special Prescription, Dr. Bergen Medicine Co.:
Dear Sirs—Some of the 75th received. I am to state to state that, as a physician, the sale of Dr. Leslie's Special Prescription, Dr. Bergen's Medicine, Dr. Bergen's Medicine, Dr. Bergen's Medicine