JULNEO PIRATES.

How They Plied Their Murderous Vocation in the Fifties.

SHIPS DESTROYED AND THE PASSENGERS PUT TO DEATH.

A COLONY CLEARED OUT BY A BRITISH PRIVA-TEER.

From Singapore, situated at the extreme end of the Malay peninsula, the China Sea to the north for four hundred miles is studded with islands. They number, great and small, a good hundred. Some are not more than an acre in extent, and some are fifteen miles long. A portion of these islands are occupied by Malays, and the remainder by Dyaks. The first come from the peninsula, and the second from Borneo. There is but little difference between the two races, but what there is favors the Dyak. He is clean-

captive. Up to the year 1850 these islands in the China Sea were the rendezvous of pirates. The fellows made no secret of their trade, but practised it openly and boldly whenever opportunity offered. It was estimated they numbered 15,000 able-bodied men. With the women and children and slaves the number could not have been less than 40,000. I once saw a list of the ships captured and destroyed by these pirates between the years 1838 and 1850, and the number was over a hundred. As a rule everybody was put to death, but if exception was made, the captive was doomed to labor as a slave. In 1850 the English, with some assistance from other nations, opened a cru-Those who got away fled to the northern end of Borneo and to the islands on the north, and for seven or eight years remained very quiet. Then, under the leadership of a Dvak called Riker, they made

THREE OR FOUR CAPTURES

in one year. England had her hands pretty full at the time, and the single man of-war sent out to break up the new colony accomplished nothing. There was at this time some international dispute about the islands, and John Bull fought shy of complicating matters by opening a war on people who five or even boasted that they were pirates.

In this emergency the foreign traders on the peninsula, assisted by others in Siam and along the China coast, bought the brig Campa of her Scotch owners and quietly large, stout, and handsome craft, and she was outfitted at Pahang. She was armed with nine guns on a side, with a "Long Tom" on a swivel, and when she left Pahang she had 130 men aboard. This was crowding her somewhat, but as she was a clean, new ship and well provisioned there was no growling. Her crew had been picked up at half a dozen different points, and were all sailors and white men. I am quite sure that the Captain and Lieutenant and fourteen English sailors aboard were quietly drafted from H. M. S. Kildare, but the others were runaway sailors from various French, German, and Russian ships. When the brig went out of Pahang she was a match for anything of her size ever floated, and no crew were ever under better discipline. She carried three extra boats, and, as I had helped to stow her ammunition, I knew that she had a great plenty.

There were men on the peninsula who were in communication with the pirates, and to befog them we ran off up the Gulf of Siam until we sighted Cape Cambodia. Then we headed to the northeast, and at once began the work of disguising the brig. An old set of sails were bent on, the paint pots brought out, and in the course of twentyfour hours we made the Relief, as she was called, look like a tea barge or a trader. It was no use to hunt pirates with a man-ofwar. They were altogether too sharp to be caught under her guns.

We cruised up and down the China Sea for a week, keeping well over toward the Borneo coast, but met with no adventure.

Then we got the TAIL END OF A HURRICANE,

which we rode out safely, and after it subsided we limped along to the north with foretopmasts down and sails torn and rent. A sailor looking at us from a distance of half a mile would have said that we had pulled through by the skin of our teeth. A dead calm usually follows a storm in that sea, and as we were opposite Opokonoke, or the westernmost island of the Phillipine group, we were not surprised to find ourselves within five or six miles of the green coast and without steerage way. This was the state of affairs at sunrise on a very sultry morning, and as the tide set shoreward we drifted in for a couple of miles and then let go our anchor in forty feet of water. The Dyaks not only had as good marine glasses as any ship carried, but they had erected platforms in the tops of tall trees, and could see as far out over the occan as a man at our masthead could see inland. We knew that they infested that island, and had no doubt we should soon be an object of scrutiny. For this reason all but a dozen men were sent below, and those remaining on deck were dressed as merchant sailors. There was a man or two in the rigging, apparently engaged in making repairs, but really to watch the coast, and at about noon it was reported that a sampan was approaching. The craft is a sort of Indian canoe made of bark, and in this case there was but one occupant. He was doubtless coming as a scout-to see how matters stood. He came straight on until within half a mile of us, and then halted and took a long survey. Our ports were up, yards askew, a lot of raffle hanging over the stern, and it did not take him long to determine that we were a merchantman in distress. To further this idea we waved a white cloth at him, as if inviting him to come on board. He came no nearer, although he stood and waved his arms, as if saying that he would return to the shore and bring us help. Back he went, paddling with all his might, and then we felt quite sure that the game was in our hands. The crew were called to quarters shot, shell, and grape passed up, and when cutlasses and pistols had been served out we

were ready. As the tide was setting inshore, the brig's stern was toward the Island. We quietly the whole structure there will be some 3,700 themselves of their children. tailed on to the spring which had been set and brought her starboard to bear. This manœuvre might have

AROUSED THE SUSPICIONS

less argued that it was for the purpose of ity is perfection in godliness .- Philips National Convention will be appointed with assisting us in our repairs. At any rate, at Brooks, D. D.

are fooded by the acar carry

about three o'clock in the afternoon, we caught sight of their fleet coming out. The sea was smooth and glassy, and we could see the craft almost as soon as they left shore. There were five of the native craft called prahns. These are clumsy-looking affairs to a European, but as a matter of fact, are light, buoyant, and quite safe in a heavy sea. None of those approaching us had masts or sails, but were propelled by rowers. Each had a small iron cannon mounted on the The golden curls on his forehead bows, and the rowing and steering was done from behind a screen or partition, which crossed the boat about a third of its length from the bow. As they came nearer we could count about twenty men in front of each screen. Some had muskets and all had the sword-like weapon called a kris.

While our guns were loaded and the ports ready to be dropped, the most of our crew were out of sight behind the bulwarks. The prahns came on in line until about half a mile away, and then they formed in a line the other way. That is, each was now bow on to us, with an interval of not more than er in his habits and has more mercy on his ten feet between them. You would have thought they would play the hypocrite a bit and try and get aboard of us without any fighting or loss of life, but that isn't Dyak nature. They didn't mean to spare a soul of us, and they probably hoped for a little shindy to make matters more exciting. They by Lieut. Cairn of the English navy that got it, sure enough. At a given signal each one of their howitzers sent a solid ball whizzing at us. Every man raised a yell, and five prahns dashed forward to board us. We let them come within a quarter of a mile before we dropped the ports and run out nine guns, loaded with short-fuse shell and grape. "Bang!" "bang!" "bang!" went gun after gun, the muzzle of each depressed for the short range, and, although we could see nothing for the smoke, we heard enough to satisfy us that great havoc had sade on the pirates and cleared the islands. been wrought. While we waited for the smoke to lift, some object dashed against the brig, and next moment we were being boarded by about thirty Dyaks. They belonged to a prahn which had escaped injury, and you can judge what manner of men they were. While they must have realized that they had caught a Tartar, and while our broadside had sunk or disabled the other craft, this solitary one hoped to carry us by a dash. She'd have done it, too, had we been a merchantman, for she reached us under cover of the smoke, and no sooner had we felt the shock of contact than twenty-

THIRTY SWARTHY FELLOWS were on the rail. We opened on them with our pistols and then sailed in with the steel, but before we had overcome them they had cut down three men and wounded two more. fitted her out as a man-of-war. She was a One fellow, who seemed to be a leader, kept six of us away from him for four or five minutes, and the way he handled his kris would have done honor to a fencing master.

When those left in the prahn saw how the fight was going they backed her off, but a solid shot was clapped into one of the guns, the muzzle depressed at the right moment, and the shot sunk the craft as if she had been loaded with stone. Two of the prahns were sneaking shoreward, though badly battered, when Long Tom was turned loose on them and finished the job. A dozen sampans had come out at the opening of the fight, some carrying one and some two men, and these picked up a few stragglers and took them to shore. As was afterward known, the number of warriors who came out was 143. Of these only eleven escaped death at our hands. We had no sooner disposed of the prahns than four boats were dropped, each filled with well-armed men, and then we pulled for the beach. The anchor was lifted, and the brig drifted in after our soundings until she brought up in four fathoms within musketshot of the beach. Then we lay off for half an hour, while she plied the woods with her shells and when we landed it was to meet with a scene of devastation. There had been a good-sized village just opposite the brig. and such of it as had not been knocked to pieces by her shells was now on fire. We found about thirty dead bodies, men, women and children, and in the mouth of a small river were three prahns and about twenty sampans. These we destroyed, and after the brig had turned her shells loose again as a good-bye we went on board. The forest was now on fire in twenty places, and the flames were not extinguished until they had burned every tree and bush over a space twenty-five miles long by fifteen broad.

Parisian Ruffians at Work.

Considerable excitement and alarm prevails among the inhabitants of the Avenue The woman and her helpers called themde Villiers, in Paris. The correspondent selves "The Society of Angels," and engaged of a contemporary says that for some time in the atrocious work of "despatching the past a gang of ruffians has been amusing self by discharging revolvers at windows in which lights were to be seen during the small hours of the morning. The consternation of the unfortunate victims of these dastardly outrages may well be imagined, the more so as in not a few cases the rooms thus converted into targets have been occupied by sick people, at whose bedsides anxious relatives or friends have been watching. A night or two ago a bullet grazed a gentleman as he was reading in his bed in a room situated on one of the lower storeys, and, but for the merest accident, he might have been killed outright. The Avenue de Villiers, which lies to the north of the Parc Monceau, intersecting the Boulevard Malesherbes at the square of that name which is embllished with a statue of the Elder Dumas, is much patronised by painters, and contains many a well-appointed and commodious studio.

A Mammoth Building. Buildings eight and ten stories, and some even twelve and fourteen stories high, are no uncommon sight in our large cities. And among these mammoth structures is one which is now being erected in Chicago by Rand, Mc Nally & Co., the well-known publishers of that city. It is to be ten stories in height above the basement, and the frame is to be entirely of steel-a novelty in the way of building. It will contain fifteen miles of steel railway ; twelve miles of steam pipe ; seven acres of floors, the boards of which, if laid end to end, would reach from Albany to Boston, some 200 miles. If the cement used in the building were in barrels one upon another, the pile would be two miles high, and an ordinary street for more than a mile. In tons of steel. The building, when finished, will probably be unequaled in the west.

The best hour you ever lived was the of the Dyaks had we not taken so much pains truest hour; the highest level, not alone to disguise the brig. As it was, they doubt- of man, but of God, for perfection in human- complished fact. It is expected that the in five or six months, we have

will percupping three Lines.

A Message for Mamma in Heaven.

"Is this the tel'graph office?" Asked a childish voice one day, As I noted the click of my instrument, With its message from far away; As it ceased I turned; at my elbow Stood the merest scrap of a boy, Whose childish face was all aglow With the light of a hidden joy.

Shaded eyes of deepest blue, As if a bit of summer sky Had lost in them its hue: They scanned my outfit rapidly From ceiling down to floor; Then turned to me with eager gaze, As he asked the question o'er:

"Is this the tel'graph office?" "It is, my little man, said; "pray tell me what you want, And I'll help you if I can. Then the blue eyes grew more eager, And the breath came thick and fast, And I saw within the chubby hands A folded paper grasped

"Nurse told me," he said, "that the lightn-Came down on the wires some day :

And my mamma has gone to Heaven, And I'm lonely since she is away; For my papa is very busy And hasn't much time for me, So I thought I'd write her a letter, And I've brought it for you to see.

"I've printed it big so the angels Could read out quick the name, And carry it straight to my mamma And tell her how it came : And now won't you please to take it, And throw it up good and strong Against the wires in a funder shower, And the lightning will take it along.'

Ah! what could I tell the darling? For my eyes were filling fast; I turned away to hide the tears, But I cheerfully spoke at last; 'I'll do the best I can, my child," 'Twas all that I could say ; "Thank you," he said, and then scanned th "Do you think it will funder to-day?"

But the blue sky smiled in answer, And the sun shone dazzling bright, And his face, as he slowly turned away, Lost some of its gladsome light; "But, nurse," he said, "if I stay so long, Won't let me come any more; So good-bye, I'll come and see you again Right after a funder shower.

Beating her Child to Death.

cording to the Daily News correspondent) value. proved that the child's liver had burst in consequence of blows, that several ribs were broken and that the body was covered with bruises. The child's schoolmaster declares her to have been tractable and obedient, and says she looked very well when she first came to Vienna. After a while cruel neglect was evident from her whole bearing, and she became subject to epileptic fits. The father was heard to say that the woman often beat the child, and hated her in a manner to make his hair stand on end. Some of the school children who were in the poor child's confidence showed that the mother had beaten her with a club, knelt upon her breast, struck her on the head with a hammer, and inflicted upon the little creature all the pain which her hate could invent. The little schoolchildren's despositions were so terrible in their truthful simplicity that the jury could never for a moment have doubted the mother's guilt and their verdiet was unanimous. The judge pronounced a sentence of ten years' imprisonment with hard labour.

A RUSSIAN SENSATION.

A Society Whose Object is to Kill Hlegitimate Children.

Some time ago a midwife of Warsaw, Skublinskaya by name, was brought to justice, with several of her coadjutors, for the crime of killing illegitimate children. little ones to heaven," of course for a certain consideration paid them by the unfortunate mothers or their friends. This fact aroused a discussion in all the Russian papers on the fate of illegitimate children in that country. The mortality of such waifs was found to be over eighty per cent. even among those in the Government asylums in St. Petersburg and Moscow. Those asylums keep the children only for a short time, and send them to villages to be raised in the families of peasants. There they die in large numbers. But the number of such children as are "despatched" directly by professional mnrderers like Skublinskaya can hardly be estimated. Only about three weeks ago a similar "Society of Angels" was discovered in Vilna. The fate of the unfortunate infants has raised the question illegitimate child in Russia, if it ever grows | white a little distance ahead. It looked at to be possessed of any, there is no hope and and just cleared the ice wall, crashing, howhis way into some gang of criminals passing leaking, got safely into New York harbor. In view of these facts it is no wonder that have saved the vessel and crew. sinful mothers regard it as a benefit for their children to be "despatched to heaven"

In the course of a recent speech Sir Henry Parkes, Premier of New South Wales, expressed his confident belief that within two years Australian Federatio, will be an acTHE ELECTRIC WORLD.

Successful Experiments in Telephone Work-Six Hundred Miles of Electric Railway Beinglaid in Brooklyn-Value of the Electric Search Sight-Electricity in Fire Matters.

Mr. T. C. Martin, editor of the Electrical Engineer, recently told an amusing story. Five or six years ago he received a letter from Mr. John Crawford, and electric engineer, then engaged in telephone work in Russia, detailing some successful experiments over the line from Moscow to Bologoe, a distant of about 400 miles. Mr. Martin printed this story. The following week it was reprinted by another te chnical paper, which took occasion to amend the spelling of the word Bologoe, and made it Bologna. The week following another paper figured out that from Moscow to Bologna must be more than 400 miles, and so made it 4,000. The week after that another paper concluded that Bologne in France was meant, and made the necessary correction. The story was then ready for its travels, and has since been globe trotting at a terrific pace. Mr. Martin says that he has started several corrections of it, but, as a stern chase is proverbially a long one, he is afraid that for ages to come papers all round the world will be telling of the wonderful work of those Russian engineers in telephoning a distance of 4,000 miles when the simple fact of the matter was that the distance was only 400, and that the work was done by an American, who sighed to get back to "God's country," and at last threw up his job in disgust because, as he humorously put it, "the telephone couldn't stand the Russian language.

The application of the Brooklyn City Railroad Company for permission to substitute electric motors for horse cars on its lines is a significant step. Six hundred miles of track are controlled by this company. President Lewis says: "It is the coming power, and we propose to utilize it. In all probability we shall have two power stations, so that we shall not be inconvenienced if one blows up. I am very strongly in faver of supplying power from one central station to all the roads that will use electric motors. That would reduce the cost to a minimum."

A German scientist has discovered tha trees, the trunks of which are covered with moss or lichen, are more liable to lightning strokes than others, and imputes to this the comparative immunity of the oak.

A paper of great interest to electricians has just appeared from the pen of O. T. Crosby of the Weems Rapid Transit Com-A woman stood before the Vienna Court of pany of N. Y. The subject of the paper is Justice charged with having beaten her little air resistance at high speeds. A speed of six-years -old daughter to death. The wretch- 180 miles an hour by electric car is promised ed woman confessed to having repeatedly before long. At such high speeds the elebeaten the child, who, she says, was rude ment of air resistance becomes a most imand obstinate. The judge read extracts from portant one, and any addition to the store the post-mortem examination, which, (ac- of knowledge on the subject is of the utmost

> An arrangement for the prevention of accident by the electric current has been adopted at the works of the Morgan Engineering Company of Alliance, Ohio. A board is fixed on the wall facing the dynamo in the engine room. On this board are six hooks on the checks of the six men who are employed in looking after the circuits. When a man is called on duty he removes his check from the hook and takes it with him. The engineer sees by a glance at the board that one hook is absent, and that, therefore, one man is engaged about the lines around the good success. shop, and and the dynamo is not started until the check is replaced on the hook. The engineer then understands that the coast is clear, and turns on his current without fear of accident to any of the linemen.

A defect is said to have declared itself in the mechanical construction of the phonographic doll, and Mr. Edison says that several weeks of hard work will be required to set it right. The manufacture of the speaking dolls has been giving employment to 300 young women, who are laid off until the required modifications in the anatomy of the dolls are effected.

The whole secret of the Keely motor has been explained by the inventor himself. What can be more lucid than the following:"There is a triple sympathetic order of vibration diverting the position and negative current to one general polarized centre; this rotary action is continuous when sympathetically associated with the polar stream.'

There is nothing prosaicabout the life of the electrician in South America. A correspondent at Montevideo writes : "We must watch lest the lamp lighters of the gas company, who are the sworn foes of the electric light, do some mischief. For half the town I have thirty men, as well as some secret inspectors, armed with knives, who look out for the mischief makers. I and my official often range the streets by night, with loaded revolvers in our pockets. The chiefs of the wire and lamp inspectors are on horseback as also myself and my chief official, and as soon as any mischief begins we gallop up from all sides."

as to the causes for the prevalence of such a [A new iron steamer left Newcastle, Engcrime. The papers hint, as broadly as the | land, in the beginning of the month, for her strictness of the censor of the press allows, first voyage across the Atlantic. In the that the cruel laws with reference to waifs | course of the voyage she got into a heavy fog. are at the bottom of the whole trouble. An The electric search light showed something up, has no standing before the law. No first like a cloud, but immediately afterward matter what his abilities or virtues, if by the form of a great iceberg loomed up. The chance or by natural endowment he happens | helm was instantly put hard to starboard, no prospect for him to do any good in the ever, into a huge ledge which jutted out world or for himself. The law will not re- from the berg. There was a heavy avalcognize him as a member of society, and he anche of ice, which threw the ship on her is tossed about and buffeted until he finds beam ends, but she soon righted, and though their lives in a mine in the Ural Mountains. But for the electric light, nothing could

Prof. Elihu Thomson, in speaking on "The before they grow up to live in ignominy and Problems of the Future," says: "In the suffering on earth, and that "Angels" like | near future railways will be run by electricthe plaster used in the building would cover | Skublinskaya should be found who have no ity; not the small roads, I mean, but really scruples to help sinful mothers ridding the large ones connecting cities, and there is no reason why we should not expect higher speeds than we can attain at present with our steam locomotives. There we have reciprocating parts that must be put in motion, stopped and reversed continually, while in the electric locomotive we have the simple rotary motion, which is all we need, which makes it possible accordingly to run at | self since. The police have traced the a much higher rate of speed. Although the jewels, which he had pawned for £300.

steam locomotive has been very much improved, yet it can hardly compare with the economy of stationary engines placed where they can have an abundant water supply for condensing purposes. We can, therefore, by employing stationary engines and electric roads, do away with a great deal of unnecessary weight, and the moving parts being symmetrical, we can attain a much higher speed, say a hundred miles an hour. This would be a grand step forward, which would save us a great deal of time. It might even be possible to reach a speed of 150 miles an hour; it simply depends upon finding the method of apply sufficient power. and building the locomotives to suit, arrangements being adopted to keep the cars on the track.

A Boston Fire Commissioner, speaking at a recent meeting, said: "Electricity is very important in all fire matters. The question of getting an engine of the greatest waterthrowing capacity to a fire with greatest celerity will, it seems to me, be solved by electricity. Substitute for the steam power of any modern engine stored electricity or electric power conveyed to each hydrant, making of your engine a pump on wheels, and you have lightness itself as regards weight, with almost unlimited power of throwing water. This will be the fire engine of the future; so say the prophets.'

Some interesting experiments made last week are likely to lead to important modifications in the use of the search light in marine work. The idea mainly illustrated was not so much the disclosure of the whereabouts of an approaching vessel as the indication of the position of the ship on which the light was placed. The piercing of a thick fog by the horizontal rays of the light. is not practicable, but it is believed that by throwing the concentrated rays up vertically against the clouds a reflection of the light can be seen and the danger of a collision avoided. Fog is generally much less dense at the height of the pilot house than nearer to the surface of the water, and, it is this fact that induces the belief of its being possible to communicate the position of approaching vessels by vertical rather than horizontal rays. In connection with tht search light there is also included in the cireuit an attachment to the steam whistlewhich can be worked simultaneously with the light, or independently, as may be desired, the idea being to call attention by sound and by sight at the same moment. A system of blasts of various lengths is to be introduced, whereby two vessels passing may communicate with each other, very much in the same way that a telegraph operator reads a message by the ticks of the sounder

One of the most interesting things in connection with the growth and development of the electric light and power business is. its influence upon allied industries, the demand for certain classes of material being insome cases greater than has ever before arisen. This is well illustrated by an orderwhich has just been placed by a Louisiana electric company for two new driving belts, one of which is to be 160 feet long and 72 inches wide, and the other 48 inches in width and of much greater length. These will require the hides of more than 600 head of

There is now an excellent opportunity foran ingenious inventor to devise a cheap and trustworthy speed indicator for electric cars. An instrument of this kind, which could always be relied upon to indicate to the driver the exact speed of his car, would meet with

Mr. W. H. Peace, the head of the postal telegraph system in England, says: "There are several insulating materials in the market capable of insulating 2,000 volts, but my experience is chiefly with India-rubber. see no difficulty whatever in maintaining a pressure of 2,000 volts in underground conduits. I know, however, no reason why high pressure currents cannot be safely dis. tributed by means of overhead conductors, which are certainly more economical than underground. Such overhead cables have been in use in London for five years with complete success." The subway promises to be productive of as much trouble in London as it has been in this city. No fewer than thirty-six petitioners have deposited petitions in the private bill office of the House of Commons, praying to be heard in opposition to the bill promoted by the London County Council for constructing subways for pipes and wires under the streets of the metropolis, and for the creation of a system of control over aerial wires and

A very complete and handy form of cabinet battery has been put upon the market. It has been specially designed to fill the want of a battery that shall require practically no attention, and the manipulation of which can be effected with great facility. The various connections and switches for placing any desired number of cells in circuit are placed on the top of the cabinet, and by means of a compound circle switch any number of cells can be thrown in and cut out of the circuit singly and without shock. It requires no other attention than the renewal of the zincs and sal ammoniac.

Five hundred thousand dollars is to be invested in electric street railroads in Springfield, Mo., and the company which is now being organized for that purpose will purchase all the rights and property of the old street railway company.

The English Widow and the Sporting Russian.

A young English widow, says a Vienna correspondent, sought the aid of the police on Thursday because her fiancee had disappeared since Saturday, having taken with him her jewels, worth £1000. The man has spent several seasons in Vienna, and was well known in sporting circles for heavy betting on the turf. He was believed to be a Russian and a man of great wealth. This winter he made the acquaintance of the lady in Nice, and came to Vienna with her as her accepted suitor. Last week he looked at his fiancee's diamonds, and said the mounting was quite old-fashioned: he would have them fashionably mounted for her. She was grateful, and on Saturday handed him the diamonds. He has not shown him-