# A THRILLNG RACE.

**An Oarsman's Adventure on a River of Siam.**

(BY W. A. CURTIS.)

A bronzed young missionary, lately returned from Siam, told me the following story:

I was a member of the boat crew while at college, and when I started for Siam as a missionary immediately after graduation I took with me the single rowing shell in which I had done my individual training for the crew.

The missionary station to which I was assigned was in the large town of Ashenam on the Menam River, some fifty miles above Bangkok, the capital and chief city of the country. The town was not at all important, except that there was a celebrated temple there in which were kept several sacred white elephants. It was a stronghold of heathendom, and the little chapel of the missionary station looking across the river at the huge pagoda of white elephants was quite large enough for its humble congregation

The river was nearly a half mile wide and afforded a fine opportunity for exercise in my shell. Every afternoon at about 4 o'clock I took a row, and I often hovered near the bank upon which the white elephant pagoda stood, watching the sacred creatures as they took their daily bath in the river. I never dared venture very near, for the priests of the pagoda bore no love toward the missionaries and could easily do me some harm; they would justify themselves to the town authorities by saying that they were preventing me from working spells against the elephants.

As it was a sacrilege for a human being to mount the backs of the white elephants, each one was driven to the river between two common elephants. A sort of collar went around the white elephant's neck. To the sides of this collar were fastened two chains, and the other ends of these chains were fastened two similar collars about the necks of the attendant elephants. Priests sat upon the backs of the common elephants and by driving them forward or stopping them could lead or hold back the white elephant. The chains were very long in order to give the white elephant plenty of freedom when taking his bath.

In general they walked between their attendants docile enough, and the drivers held the slack of the chains coiled in their laps.

Among the few European residents of the town was a young English merchant, who, having been a member of the boat crew at Oxford, and owning a shell, felt bound to show England's superiority over the United States by beating me in a boat race on the Menam.

He issued a challenge and I accepted. The appointed day came. The course was to be a two-mile stretch up river, starting two miles below the missionary station.

The race was a close one, but my constant training told, and I left my adversary behind several hundred yards before reaching the goal. But for the honor of America, I wished to make the defeat as severe as possible and I relaxed nothing of my efforts and shot past the buoy, far ahead of the Englishman. The momentum the boat had gathered carried it along in the placid water and I lay upon my oars, scarcely able to move. I was completely exhausted.

All at once a tremendous bellowing caused me to look up in alarm. Unawares, I had floated quite near the bathing-place of the white elephants. One old fellow was in the river, bellowing with rage, while on the bank were his two attendent elephants tugging and straining at the chains in vain attempt to make him come out of the water. The elephants of Siam attain a larger size than the elephants of any other country, and this white elephant was even larger than most Siamese elephants. Observing how firmly the old fellow was planted in the sand, and that the other elephants labored under the disadvantage of standing on the sloping bank, I concluded that he would protract his bath as long as he chose.

All at once the attendant elephants ceased their struggles, and a cry of terror burst from the lips of one of the priests, and whatever I had believed before I am now certain that those white elephant priests love and venerate their charges.

"See! the karoo bokadams! cried the priest, "the white king's life is in danger!"

Floating down the river, directly toward the white elephant was a piece of wreckage, part of a broken bamboo raft, and lying coiled upon it were two of that hideous, terribly venomous variety of water snakes, the karoo bokadam.

If the wreckage kept its course it would float against the elephant's side. If he moved he might excite the vindictive snakes and receive a fatal blow.

The priests on the attendant elephants halted them, but still the white elephant bellowed and swayed from side to side. Truly, the white king's life was in danger. I grasped my oars and forced the stern of the shell about, and backing water, I came up to the raft with its fatal freight, and placing the point of the boat against it, gently pushed it before me out into the current of the river.

A shout of thanksgiving rose behind me as I drifted along down stream, watching the serpents on the raft at the stern. The creatures moved uneasily and stared at me with their unwinking eyes, and at last one dropped overboard and sank beneath the quiet surface.

I thought of the stories I had heard of the quarrelsome and revengeful disposition of the karoo bokadam, how if disturbed it would follow boats for miles, watching for a chance to leap over the thwarts and attack the rowers; how swift, how tireless, and how terrible it was. Even the books at the station corroborated the stories of the natives, from quaint old Montigny's "Voyage Em Siam" to the latest natural history from London, all agreed in their stories of the malignant, dreadful karoo bokadam. And yet I did not believe these stories.

I decided to anger the serpent and see what he would do.

I picked up a heavy piece of wood that was floating in the river and threw it at him, striking him full on the neck. With an angry hiss he raised his head, and then deliberately cast himself into the water and started to swim along the side of the boat toward me.

The shell sat low in the water and he could easily reach me, so I seized the oars and took a strong pull.

The boat shot ahead, but on came the snake, swifter than before, and I took another pull, hardly believing that the reptile was really following me. But my doubt was soon laid at rest, for he darted along on the surface straight in my wake.

I bent to the oars and made the shell go as fast as my weary muscles would allow. And yet the snake seemed to gain, and as I knew that in my tired condition I could not long keep up the race, I decided to run ashore. But the shore line was behind a forest of tall reeds growing far out into the river and the snake could kill me at his leisure while my boat stuck in them.

I thought of striking him with an oar, but there he was, a few feet behind the boat, and before I could get an oar out of its cumbrous fastening he would be upon me, and even could I get the oar out in time it would be too long and unwieldy to use at close quarters.

My only hope was to make for the first practicable landing, and there was none nearer than the bathing place of the white elephants.

It was my second race that day, and the victory meant more than glory. I put forth all my remaining strength, thinking with chagrin how easily I could leave the snake behind if I were not so utterly exhausted.

On, on, tirelessly follows the wriggling, hideous death, and I see the horrible head get nearer the stern. It passes the sternpost, and I mark its progress by the copper rivets in the side of the boat. His nose is opposite the first rivet, the second, the third, I gave a mighty pull at the oars, and it fell back behind the boat once more.

I hear the splashing of water. I glance up. I am nearly opposite the elephant's bathing-place. The old white elephant is still in the water, the attendant elephants by his side. I must make a turn to pass them and reach the shore, and as I loose headway in the turn the snake will overtake me.

Something flashes past my eyes as I pull hard on the left oar to make the turn, and the snake disappears. The head priest of the temple stands erect on his elephant.

As my boat grates the shore, the severed body of the karoo bokadam and a bamboo spear rise to the surface and float down the river.

One good turn deserves another, and the white elephant priest had saved my life.

The Siamese have a curious method of rewarding a person who discovers a wild white elephant or saves the life of one, and so I was taken to the temple and my mouth and ears were filled with gold. For the first time in my life I regretted that I had small ears.

NOTE.—The karoo bokadam of Siam is a very thick bodied snake some four feet long covered with imbricated scales. It is of a gray color above and yellow beneath. Its head is marked by a maze of criss-crossed lines that give it a very strange and terrible appearance.

**To Expel Dishonest Clergymen.**

A bill to facilitate the expulsion of immoral and dishonest clergymen from the Church has just been passed in the British House of Commons. The measure was not opposed except by the extreme Radical members, who took the ground that it is not the business of the State to interfere in spiritual discipline. Of course the Radicals in their opposition are accused, and perhaps not unreasonably, of a desire to bring about the disestablishment of the Church by letting the corrupt clergymen alone as object lessons serviceable to their cause. The existence of the evil which the bill proposes to remedy by empowering the Government to deal with it summarily, is acknowledged on all hands. It is admitted by both Church and lay journals, and by Radicals and Conservatives, and the subject has been under active discussion in England for many months. The agreement is general, also, that unless it is cured, it may prove fatal to the Establishment. To hold the respect of society, a Church must, first of all, be pure in its morals, and its clergy must exemplify in their lives the fundamental principles they teach. It may not be expected of them that they shall obey the plain letter of the Gospel rule in all respects, by abandoning every worldly ambition, for instance; but they are required by public opinion to live cleanly and avoid both the commission and the appearance of evil. In England, with an Established Church, this opinion can be enforced by law, depriving them of their ecclesiastical offices for any gross infraction of morality. With us, it administers its own punishment without the aid of any enactment by the State, which here has nothing to do with the spiritual regulation of the Church. As an institution which must rely on voluntary support alone, the Church must take care to deserve the public respect by jealously guarding the moral purity of its ministry and priesthood. Corruption in its clergy, tolerated and not promptly and severely punished by the expulsion of the offenders, is sure to destroy speedily the moral power of any Church in this republic. The harm done to it by one uncleanly member of its ministry cannot be overcome by the moral spotlessness of all the rest, unless the black sheep is driven from the flock without delay. Any attempts to extenuate his offence must be fatal to a Church whose very existence is dependent on public confidence. It may not die out at once, but it becomes moribund. The Church was never before so critically examined to see whether it lives up to its ethical teachings. The present tendency to doubt theological dogma renders more exacting the scrutiny of the effect of the Church's moral teachings on both the teachers and the taught. Take away from the religious life its moral beauty and its whole influence will be gone. Let the clergy become spotted by the world, the exemplars in their lives of evil rather than good, and they will fall into utter public contempt.

**In the Swim.**

A serious accident happened at the supper table. Somebody—it is alway "somebody" who is to blame—upset a pitcher of water over the cloth. There was a general scampering and a calling for some other somebody to remedy the mischief.

"How could you be so careless, Sam?" cried Will, indignantly.

"Never mind, my boy," replied Sam, in his airy way. "It's all right. We're all in the swim now!"

The lockout of granite cutters throughout the New England States was declared the other morning, throwing 20,000 or 30,000 men out of work at the same time. A number of strikes were ordered in sympathy with the stonecutters, and it is estimated that fully 50,000 men are out.

## VANCOUVER ISLAND.

**Its Importance to the Empire from a Military Point of View.**

The Victoria *News* has an article referring to the discovery, just one hundred years ago, of the island of Vancouver, so named in honor of the great English naval captain, Captain Vancouver. The *News* says that "those of us to whom Vancouver island has become a home, may well pause for a few minutes to consider what changes have taken place since 1792 and what still lies in store for us. Our heritage is an island 16,000 square miles in extent, situated in such a position as to give it both commercially and from a military point of view the command of the Pacific. Held at first by the Hudson Bay company under a lease from the Crown, it became an independent colony and then, in 1865, was incorporated with British Columbia. In 1871 Vancouver island, with British Columbia, was incorporated as a province of the Dominion of Canada. But Vancouver island only made her real debut on the world's stage in 1885, when the Canadian Pacific railway joined the East to the West and made Victoria and the country tributary to her easily accessible to the rest of the world. Even before the advent of the Canadian Pacific railway, Victoria was a town of steady growth, although it is undoubtedly true that in the year of the Cariboo gold craze, prices rose in the city to a point never reached again until the coming of the great line. Since then the advance in values all over the island has been not only steady and persistent, but also rapid. But the Canadian Pacific railway has done more for Vancouver island even than this. The connection of this country with the far East has called Great Britain's attention seriously to the military importance of our position, as may be gathered from Sir Stafford Northcote's speech in the English House of Commons on the 7th of March last, in which he urged upon the House the necessity that exists for taking immediate steps to secure the completion of the works required for the protection of the harbor of Esquimalt."

Sir Stafford Northcote then pointed out the importance of having a strongly fortified harbor and coaling station on this coast; he commented on the existence of an alternative route to the East, and the possibility of the closing against us of the ordinary route via the Suez canal, as well as upon our growing trade with China and Japan, and all that he said upon these subjects was confirmed and strengthened by Admiral Field and Mr. Stanhope, who added that not only from an Imperial but from a Colonial point of view the importance of Esquimalt had enormously increased during the last few years, and that if there were reasons eight or nine years ago for defending the harbor, those reasons had been greatly intensified since. It seems that the guns are already made and waiting only for the building of the fortifications upon which they are to be mounted, and that the admiralty has specially undertaken responsibility with regard to Esquimalt, in sending a certain number of marines to undergo training in submarine mining, and any day those marines are ready to go out to Esquimalt to instruct the local people in Canada as to the proper means of laying and using submarine mining defences. From the whole tenor of the debate in the House on March 7th it is apparent that the date cannot now be far distant when Esquimalt, in whose harbor at the present moment, float five of our British war vessels, will be as strongly fortified as Halifax, and that before long, within a radius of two miles from the stockade of the old Hudson Bay port, we shall have a great naval station and the barracks probably of British as well as Canadian troops on the one side, and on the other a city of health and pleasure, as well as of business, the like of which cannot be found upon the Pacific coast. Nor is it only in Victoria' says the News further, that the growth of our island is so abundantly manifest. Since 1850 some five million tons of coal have been extracted from our coal fields and the mines of Nanaimo and Comox employ between them at the present day some 3000 men. When to our coal mining industry we add the wealth of our lumber limits, our salmon canneries, our sealing fleet, when we consider the exquisite climate and equable temperature of our island, and its accessibility from the East, it ceases to be difficult to understand how the island first found by Vancouver in 1792, has grown to be a centre of Anglo-Saxon activity, as well as a favorite resting place for Anglo-Saxon wealth in 1892. But great as the change is which has already come upon us, it is but the commencement of far greater changes yet to be. So far we have but settled upon the edges of our Island, and have but touched lightly the sources of our wealth. Until within the last few years, the very name of Vancouver and British Columbia had a far off and unfamiliar sound in English ears, but that state of things is beginning to pass away. Great companies and great capitalists are beginning to realize that there is here a new and advantageous opening for their capital and their enterprize, and it is with a feeling half of regret that we consider that those for whom sylvan quiet has a charm must make the most of it whilst it yet remains, for the years are fast coming when man will be more and nature less upon Vancouver island.

**A Little Boat Bound for Africa.**

Early last week a little sloop started from England on a voyage to Sierra Leone, on the west coast of Africa. Her name is the Queen, and she is under the command of Capt. Thomas Jacks, with a crew of two hands. The vessel, which is only fifty-one feet in length, has an under deck tonnage of seventeen tons and a gross tonnage of twenty tons. She is intended for trading purposes on African rivers and along the coast. It has been customary to take such vessels out on the decks of steamships. For some reason in this case it became necessary to sail the Queen to Africa. She is a strongly built hardwood vessel, and her Captain has no fears that he will not reach his destination, although he expects that it will be a rather trying journey. He says she is perfectly seaworthy, and capable of standing the heavy weather she may meet on her long voyage. The Captain and the crew will sleep in a little square house on the after part of the deck. Her cargo is salt. The Captain intends to make Madeira his first port of call.

Sandelin Harter and his wife have both killed themselves at Milwaukee because of domestic troubles, leaving five children, two of whom are deaf mutes.

## THE GREATEST SHIPS.

**Lot of Curious Information About Ships of Many Kinds and Many Nations.**

The first, fastest, finest, biggest ships in the world present a wonderful study. At no time has such general interest been directed to the subject of marine superlatives in this country as in the year 1891. The greatest ocean highway in existence is that across the Atlantic between Great Britain and the city of New York, and the records in which the world is most interested are made along that highway.

The fastest passage between New York and Queenstown, both eastward and westward, was made in the latter part of 1891 by the steamship Teutonic of the White Star line. The fastest passage from Queenstown to New York was made in August, being five days sixteen hours and thirty-one minutes. The fastest passage from New York to Queenstown was made in October, being five days twenty-one hours and three minutes.

The first steam vessel to cross the Atlantic Ocean was the Savannah, which crossed from Savannah, Ga., to Liverpool in 1819. The first steam vessels to reach New York from Great Britain were the Sirius and the Great Western. The Sirius, a ship of 700 tons, sailed from Cork, April 4, 1838, and the Great Western, 1,340 tons, left Bristol three days later. They arrived on April 23, the Sirius in the morning and the Great Western in the afternoon.

The greatest steam vessel ever built, in size, was the Great Eastern, which was 692 feet in length, and 83 feet in breadth. The Teutonic is 582 feet in length.

The largest turret ship in the world, perhaps the largest battle ship in existence, is the British battle ship Hood, which was launched at Chatham, on July 30, 1891. The Hood has a displacement of 14,150 tons. The largest American war ship is the harbor defence vessel Miantonomoh. The finest war ship in the French navy is the Brennus, which was launched early in October, 1891. Her displacement is 11,000 tons.

The longest sailing craft afloat is the British ship Lancing. She is a four-masted iron ship of 2,600 tons and 356 feet in length. In 1890 the keel was laid in a shipyard on the Clyde of what was to be the largest sailing craft in the world. Her tonnage was to be 9,600, her length 350 feet, and she was to have five masts. The three biggest four-masted ships in the world are said to be the Palgrave, the Liverpool, and the Puritan. The Palgrave measures 3,081 tons, the Liverpool 3,330 tons.

The largest sailing vessel in the world, is the five-masted French steel ship La France.

The biggest steam ferryboat in the world is the Cincinnati, built by the Pennsylvania Railroad Company to ply between New York and Jersey City.

The largest steam engine in the world is on the new Italian cruiser Sardegna. A force of 25,000 horse power is developed.

The fastest ship in the United States navy, it is supposed, is the San Francisco, which on her trial on the Pacific coast maintained during a four hours' run a speed of 19.7 knots an hour. That was one-tenth of a knot in excess of the record of the Philadelphia. The maximum speed developed by the San Francisco was 20.06 knots an hour, which is equivalent to twenty-three land miles.

One of the fastest voyages from China to New York was made in the summer of 1890 by the steamship Glen Ogle of the Glen line of Glasgow, which arrived from Amoy in forty six days. The fastest time was by the Glenshiel of the same line, forty-three days.

The greatest fleet of passenger vessels owned by any one company is that of the Peninsular and Oriental Steam Navigation. In the fleet are seventy-two steamships of 199,270 tons and 189,000 horse power. The P. and O. steamships steamed 2,500,000 miles in 1890 without an accident.

The largest floating elevator in the world was launched on Jan. 14, 1892, in Brooklyn. Its tower rises 74 feet above its deck.

The first steamboat to plough the Pacific along the coast of North America was the Hudson Bay Company's steamboat Beaver, which is to be exhibited at Chicago.

The first crew propeller on the great lakes was the Vandalla. Her machinery was built in Auburn prison, New York.

The first steamship to make a direct trip from New York to Australia sailed in October, 1891. Her name was Karlsruhe.

The first whaleback steamship built was the Charles W. Wetmore, which made the voyage to Liverpool and back in the summer of 1891. The first whaleback of any importance was the yacht Livadia, designed by Admiral Popoff for the Emperor Alexander I. of Russia. She is 240 feet in length.

## STRANGE LAKES AND RIVERS.

**Hungary is now Draining a Large Lake that Has no Affluents.**

There is a curious lake in Hungary, known as the Neusiedler See, sixteen miles long and six miles wide in its broadest part, which has no tributaries, but derives all its water from the rainfall that drops into it. It is a very large lake to be supported wholly this way. There are no mountains very near it, but it occupies a slight depression in an almost level plain. Once in a while the lake has dried up, and within the past two years it has lost half of its water, and now its depth is only three feet. The Hungarian Government has decided to do away with this lake, and has commenced to dig a canal by which the precipitation will hereafter be drained away from the lake bed. Some thousands of acres of rich farming land will thus be obtained.

The French scholar Martel, who has long made a study of underground water courses, has recently been exploring the caves and underground channels of the Peloponnesus, in Greece. He says that these underground rivers serve a most useful purpose, for through them a large amount of water is drained away which would otherwise stagnate, make swamps, and breed ill health in large districts that are now healthful and devoted to agricultural purposes. It was Martel who discovered an underground river at Taka, not far from Tripolis, in Africa, by means of which some enormous swamps that had been the occasion of much sickness were drained and fitted for agriculture by the process of connecting them with these remarkable underground channels.

Ten thousand foreign Jews in Odessa have been ordered to leave Russia forthwith.

## HE JUMPED OFF THE THRONE.

**The Fugitive Rajah of Sikkim Encountered a Snow Storm and Came to Grief.**

The Rajah of Sikkim owes political allegiance to the Government of India, but his heart is with the Grand Lama of Thibet, and he is finding it exceedingly difficult to serve two masters. His little country is just north of Bengal, and Everest, the loftiest summit in the world, overlooks the Rajah's domain on the west. A few months ago the Rajah decided that he would have relations with the Indian Government no longer, and as he could not loosen its grasp on his little country, he decided to run away. He packed his treasures, and, with his harem and children, set out for Thibet, intending to abandon his country forever. He had not gone far on his way before a terrible snow storm filled the mountain valleys, rendered the passes almost impassable, and covered the lofty summits with a thick mantle. He pushed on with his train of camels for nearly a fortnight, while the poor women and children of his household were suffering terribly from cold. Then the camel drivers declined to go any further in the direction of Thibet. They said that to attempt the passes in that direction would be nearly to court death. They had lost much of the awe with which they regarded the Rajah formerly, for a self-deposed ruler did not seem to them to be very far above ordinary mortals.

In spite of his Highness's protests, they turned to the west, and in a few days they landed the ex-potentate in Nepaul. That country is very friendly to India, and the rulers decided that they would do a very good thing for themselves if they turned the fugitive Rajah over to the Indian Government. They set his caravan marching southward with a guard of soldiers, and before long his unhappy Highness found himself a prisoner in the hands of the Indian Government.

He is now in a great dilemma. As he has deposed himself, the Indian Government regards him as politically dead, and now the officials are hunting around for some trustworthy member of his family to install in his place. The ex-Rajah, therefore, has no country to rule, and he is also further from Thibet than he was when he jumped off the throne. If it had not been for that aggravating snow storm he would probably have reached Lhasa in safety, and would then have been secure among the fanatical Thibetans, who have succeeded in keeping their capital and its environs entirely free from foreign influences.

**Italy in Africa.**

Italy, in withdrawing from the territory she has recently acquired about Massowah and her protectorate over Abyssinia, surrenders a dream of African colonization which has shone before her statesmen for nearly ten years. Stung by the conquest of Tunis by France and attracted by the easy occupation of Egypt by England, Italy, in 1885, stepped forward, ostensibly to aid in reducing the "rebels" of the Soudan, and occupied Assab, a little port on the Red Sea, which the Khedive's Government had seized when Ismail's plans of African conquest included Zanzibar as well as Abyssinia and the ruler of Egypt looked forward to supplementing his great inland empire on the Red Sea with the highlands of Abyssinia and its coasts. Italy followed the occupation of Assab by turning the Egyptian troops out of Massowah, and two years later, having fortified this fort, marched inland. The King, or Negus, of Abyssinia, met this invasion by a strong force under a savage leader of unusual ability, Ras Alulu, and defeated the Italian force with heavy loss. General Gene's defeat in January, 1887 was succeeded by the dispatch of heavy Italian reinforcements, amounting to 19,000 men, in 1888, under General Marzano; but the troops never marched inland, and returned to Italy without inflicting defeat on the Negus, although the Italian Government raised the Italian flag over Massowah and formally annexed the region. France protested vigorously, and the friction and ill-feeling, which has since cost both nations so much in lost trade and sums sunk in armaments, has been considerably increased by the disputes over the precise status of French subjects in Massowah, which France has persisted in treating as Egyptian soil, under Italian protection, and not as a colony of Italy.

Italy, however, continued to extend its influence and territory on the Abyssinian coast of the Red Sea, and by 1890 had occupied three ports and astonished Europe by proclaiming a protectorate over King Menelek of Abyssinia, while Crispi hinted at ambitious plans for advancing through Abyssinia on the Upper Nile and the great lakes. Adona, the capital of the rich and fertile province of Tigre, was successfully occupied after a march of 150 miles from Massowah and a very considerable territory was brought under Italian control. Gratifying as this advance was to Italian pride, it was carried out at a heavy cost. The territory did not prove self-sustaining; the losses of men from disease were large, and with the establishment of the Abyssinian protectorate there came a change in Italian finances which converted a surplus of $4,700,000 into a deficit nearly as large. This steady drain on the resources of Italy has continued ever since, and there was small consolation for these losses in a protectorate over 312,000 square miles, inhabited by 5,610,000 savages on even the occupation of 4100 square miles, inhabited by 258,000 persons whose taxes did not pay for the expenses of civil administration, let alone a large army. For a year past, also, Italian finances have grown steadily worse. At best, Italy is a poor country. In the comparative prosperity and peace, from 1870 to 1885 Italy added $622,000,000 to her debt. It is now $2,900,000,000 and nearly one-third of this, 28 per cent., is held abroad. Italian bonds which had slowly risen from 35 in 1862 to par in 1886 on the Paris Bourse, are now at 88 and slowly sink. In ten years, 1880-90, the value of Italian exports fell one-fifth, and in the same time her public expenditures rose one-third. Compared with thirty years ago, the Italian Peninsula has made great progress, but for ten years past taxes have increased, trade diminished, and useless public expenditure multiplied. The deficit has for three years now averaged $12,000,000 annually. Italy has paid heavily for her insane ambition to figure as a great power with colonies, armies and a fleet. The retrenchment now in progress is the first sign of returning sense.

Representative Milliken, of Maine, says Mr. Blaine's health is excellent, and that there is no reason why he should not accept the Republican nomination for the presidency.