

ALL OF A TREMBLE.

Most Remarkable Seismic Disturbances on an Island.

Montserrat, One of the Leeward Islands, Fairly Bombed with Shocks—Said to be Agitated Like Waves of the Sea.

Montserrat, one of the lesser Leeward islands, which is blessed with telegraphic isolation and communicates with the outside world by mail only twice a month, has just sent forth a somewhat remarkable earthquake story. For some time, a period apparently coincident with the recent seismic disturbances on the mainland, extending from Argentine through Brazil and the Guianas northward as far as Salvador, Montserrat had felt repeated shocks. But little attention was paid to these. They were slight and inoffensive and were regarded by the natives with the contempt born of familiarity.

But following this experience a remarkable thing happened. From one a. m. to six a. m. the little island was fairly bombed with shocks, some of them lasting about two minutes, with an occasional exceptionally heavy one thrown in. Altogether during the five hours there were 43 shocks. After that there was a lull of several hours, and then came one or two more. During the night there were others, and so on, at intervals by day and night for a week, when the record stops.

What has happened in the island since is not known. But the result of the "seismic bombardment" was singular, to say the least. What may be regarded as peculiar was the effect on the surface of the soil. It is said in a descriptive letter to hand by mail that in many places the open ground under cultivation was thrown up into wave formation, thus to some extent destroying the cultivation. Trees, small houses or huts, fences and similar objects were prostrated in a uniform direction, as though a cyclonic blast had passed over them. Elsewhere, in the hilly interior, several landslides were precipitated, which did some damage to the lines. The total injury, however, is less than might have been expected, and the crop will not be appreciably affected. Montserrat is famous the world over for its excellent lime juice and essential oils, which make it far better known commercially than geographically.

TALKS OF NAVAL WARFARE.

Vice Admiral William Evashintsoff of the Russian Navy Visits This Country.

Vice Admiral William Evashintsoff of the Russian navy is in this country on a pleasure trip. He has served 49 years in the Russian navy and speaks English correctly. He was a lieutenant in the Russo-Turkish war in 1853.

When asked what naval lessons had been taught by the late Spanish-American war, the admiral replied: "Your war with Spain, while decisive enough, did not permit of comparisons between methods of armaments, because one of the belligerents was so much superior to the other. The men, however, showed on one side lack of training, and on the other a perfect mastery of the knack of handling their fighting machinery. The battle of Manila was the triumph of iron over wood, and the battle of Santiago the triumph of marksmanship and training over indifference and nigardliness.

"The submarine boats will without doubt mark the greatest development in the modern history of naval warfare. The period of experiments is passed, and all the powers now have some of these craft.

"The new gas projectiles are a great invention, and the night attack will no longer succeed merely on account of darkness. A cordon of gaslights will be a formidable barrier to the frail torpedo boats and range finding at night will no longer be a matter of chance or conjecture."

BES ATTACK EXPRESS TRAIN

Vast Swarm Descends on Cars, Many Entering Windows and Stinging Passengers.

When an express train east-bound on the Pennsylvania railroad rolled into the station of Elizabethtown, N. J., the other morning a vast swarm of bees, headed by a queen bee, came whizzing from the northeast, driving baggage-master John Harsel from the building. The swarm of bees attacked the train, striking the sides and roofs of the cars and making a noise as if cartloads of earth were being dumped thereon.

Passengers quickly closed the windows, but not prompt enough to prevent some of the bees from gaining an entrance and stinging them about the face and hands. The conductor yelled to the engineer to "go ahead," which he promptly did. The bees then started toward the west for a distance of several hundred feet, when, led by the queen, they went in an oblique direction to the northwest, and in five minutes had disappeared.

The Color of the British Flag.

Let the British listen to this story, which is an old but true one, says a writer in the London Post. Two young Boers were arguing about the color of the British flag. One said it was the union jack, but the other declared it was the ensign. An old Boer listening quietly settled the question. "I've seen," he said, "the British flag three times—once at Laing's Neck, once at Majuba and lastly at Doornkop—and each time it was white."

A Delicate Art.

Some of the screws used in watches are so small that it takes 380,000 of them to weigh a pound.

TOP-HEAVY SHIPS.

Sensation in the Navy Over Discoveries Affecting the New Orleans and the Albany.

Disclosures in regard to the cruisers Albany and New Orleans have created a profound sensation in the navy department. There was a disposition to minimize the defects of the two ships, declared "dangerous" by Constructor Bowles, but the authorities do not deny the seriousness of the conditions which are calculated to endanger the lives of officers and men. Some of the experts in Washington refer to the fine trip made by the New Orleans when it came to this country with the San Francisco in April of last year. The latter ship was obliged to put into Halifax for coal and reported a severe passage, which it weathered poorly; the New Orleans, on the other hand, encountered no trouble and all through the war did admirable work.

The experiments with the New Orleans at Brooklyn were carefully conducted, and if there is anything in theory and mathematics in naval architecture naval officers here are willing to let the whole matter rest with Bowles' findings, serious and sensational as they are.

Indeed, there are reports from other ships which would condemn them for their performances at sea in rough weather. Instructions will be given at once to the commanding officers of the New Orleans and Albany to exercise the greatest care.

The weights below the water line will be strictly maintained and the slightest loss due to coal consumption and the issue of provisions will be made good by placing an equal amount of water in the double bottoms. This will be a troublesome matter and does not by any means insure the safety of the ships from "turning turtle," as naval officers term the capsizing of a ship of war.

The placing of permanent ballast in the double bottom, as has been suggested by Bowles, will help matters but little. The radical changes, at enormous expense, which would be necessary to make either ship reasonably stable, would involve the reconstruction of the vessels, and the proposition is not likely to find favor.

TUNNEL TO JERSEY CITY

Capitalists Buy Up the Old Hudson River Tunnel and Will Complete It.

Within a year, if the present plans of capitalists do not miscarry, New York and Jersey City will be connected by a tunnel. With that object in view, the old Hudson river tunnel, which, although two-thirds completed, has been abandoned for years, was purchased by Frederick B. Jennings, of the law firm of Stetson, Jennings & Russell, who represent the bondholders. Mr. Jennings was the only bidder at the sale, which was held in Jersey City under a decree in the suit brought by the Farmers' Loan & Trust company, of this city, as trustee of a mortgage of \$4,000,000, to secure the bonds of the tunnel company. The price paid was \$300,000.

The men behind the new project are the English and American bondholders of the old company. They have agreed to furnish the money necessary.

Of a total length of 5,690 feet, as proposed, 4,977 feet of the tunnel, or more than two-thirds, have been constructed. From the Jersey City terminus, at Fifteenth street, the work has been pushed 3,897 feet, while from the New York terminus, at Norton street, 180 feet have been dug.

The tunnel was in this condition in 1892, when work was stopped on account of lack of funds.

GIANT SEA LIZARD MOUNTED.

It is Being Exhibited at the American Museum of Natural History.

The big sea lizard dug out of Kansas chalk two years ago has been mounted at the American museum of natural history at New York city. Every bone is in the original chalk in which it was deposited. Mr. Bourne, a lawyer of Scott City, Kan., discovered the skeleton while hunting for fossils in the Bad lands of the Smoky Hill river in western Kansas.

It was slightly less than 30 feet in length and belonged to the largest and most powerful type of sea lizards which ravaged the great American Mediterranean sea in the chalk period. The skull is four feet long, the fore paddle three feet long and the hind paddle 3 1/2. It is estimated that the girth of the body, behind the fore paddles, was nine feet. The jaws are armed with powerful teeth. The back is eight feet long, and the tail, 15 feet in length, was evidently the great propeller of the body.

First Bicycle in Corea.

Some years ago Lieut. Lansdale, who was recently killed at Samon, visited Corea on one of the American cruisers. He had a bicycle with him and when Chemulpo was reached went ashore for a ride. It was the first bicycle the ignorant and superstitious coolies had seen and they fled at the first sight of the strange man gliding along on it. The king heard of the wonderful machine and Lansdale received a polite summons to come to Seoul and bring his wheel. He did so and taught the king to ride. The latter at once ordered a royal collection of wheels and he and Lansdale took many rides together. They grew to be excellent friends and the young officer was always a welcome guest at court. The friendship endured to the end of the life of the officer.

Horrible!

A cigarette smoker sends into the air about 4,000,000 particles of dust at every pull, according to Dr. Atkins' investigation.

A STRANGE AFFECTION.

It Creeps Out Amongst Society Ladies, Who Have the Five O'Clock Tea Habit.

There is a nervous disease—the result of the five o'clock tea habit—which afflicts many women, says the New York Herald. Said one bright woman, lately:

"I never remember finishing a sentence which I have commenced at one of these functions. Before I have a chance to round it off I am interrupted, dragged away or confronted with a new face to whom I am introduced. I begin again, to have the experience duplicated again and again. I have the same trouble with my cups of tea. I put them down half emptied to greet some new arrival, to find them whisked away, and each one repeats the history of its predecessor.

"I leave those 'bum worries' with a trail of unfinished phrases and undrunk cups of tea behind me. I go home in a thoroughly unknempt frame of mind, with a tendency to leave off everything I undertake and start something fresh. It is really a disease, a sort of five o'clock-tea paralysis. Just listen at any of these receptions and you will agree with me. The women talk in spasmodic, staccato gasps. You never get the point of a story or the telling point of a biography. Everyone has her eye on the door for the new arrival, who may prove more interesting or desirable than the one she is talking to.

"Pardon me," seems to be the excuse for every form of conversational rudeness. I believe this form of nervousness is one of the many symptoms of the national unrest, or lack of poise, of which foreigners so bitterly complain."

DONE BY MACHINERY.

Luxuries as Well as Necessities Have Been Multiplied by Invention.

By the aid of improved machinery, that which at the beginning of the century was the luxury of the rich is now the comfort of the poor, and the engineering Magazine. Materials of labor are no longer the sole factors of production. Assisted by machinery and tools, man's labor now converts the raw materials of nature into the useful, necessary, and, in some cases, even the artistic paraphernalia of civilization with one-third of the exertion formerly necessary. Even Russia, the latest competitor in the industrial field, has with the aid of machinery, more than doubled, since 1861, the individual output of those employed in her manufacturing. In the course of 20 years (1870-1890) the number of persons employed in the American manufacturing and other industries has nearly trebled. I mention these facts to show the important part that machinery now plays in modern industrial warfare. Few realize or stop to think how much we are indebted to the inventor and machine designer for the comforts, luxuries and necessities of our daily life. The loom which weaves our silks, cottons and woolsens; the harvesting machines which reap our corn; the machinery which forms our bricks and mixes our mortar; the printing machine which makes the penny daily publication; our food, clothing, furniture, literature, all are produced on machinery which it is practically impossible to make or maintain without the modern machine tool.

CENTENARIANS IN SPAIN.

The Percentage is Very Large in the Southern Provinces and Steadily Increasing.

Would you like to live to the age of Methuselah? Then, according to the latest authority on the subject of longevity, you should spend the remainder of your days in the south of Spain.

According to statistics which have just been published in Madrid, Spain is wonderfully rich in centenarians. The compiler, indeed, estimates that there are 25 centenarians to every 1,000,000 inhabitants. Moreover, this proportion has been constantly increasing during the last half century. In 1837 there were 12 centenarians to every 1,000,000; in 1867 there were 15.97, and in 1877 the number rose as high as 29.81. For a few years after 1877 the proportion was not as great as usual, but since 1889 it has recovered almost all of its lost ground.

Centenarians thrive better in some parts of the country than in others. In Andalusia there are more than anywhere else. In Malaga the proportion is something like 100 to every 1,000,000 of inhabitants. On the other hand, there is not a single centenarian in the provinces of Soria, Alava and Teruel. Broadly speaking, it may be said that centenarians flourish best in the country south of the Sierra Morena; the proportion there being approximately from 50 to 60 to every 1,000,000 of inhabitants. In the north, on the contrary, it is very rare, nay, almost impossible, to find a single centenarian.

A Queer Coincidence.

The stillwater (Min.) Prison Mirror tells of an Irishman at McCook, Neb., who went out to celebrate the other night and returned at three in the morning only to find that his family had also been enlarged by three in the meantime. He looked at the clock and then at the kids, and remarked: "It's a queer coincidence. However, I'm don't glad Oi didn't return at eight!"

Dodging the Contribution Box.

A boy accompanied his father to church and when the collection was taken up the youngster closely watched the performance. When the collectors made their return the boy said to his father: "Half of them got in for nothing."

GENTLENESS IN WAR.

A Singular Characteristic of the Samoans—An Illustrative Incident.

War is savage in its very nature, and one looks for war among savages to be peculiarly barbarous. That such is not always the case among the people of Samoa is attested by a letter sent from Samoa by an American gentleman who recently visited Apia, and who gives a description of Matafa's army in camp after a battle between the rival claimants to the throne, says Youths' Companion.

"We went all about among the huts where the savages were resting after the battle and making preparations for the next fight. It was a very peaceful scene, for their arms were all concealed under the mats where the men sat, and many of the soldiers were accompanied by their wives and children. They were amusing themselves by smoking and beating tom-toms.

"The Samoans are a most amiable race of savages, and white people are always perfectly safe among them. Everywhere we were greeted with smiles and friendly nods and the salutation, 'Talofa,' which means 'Love to you,' from men, women and children.

"One instance of their friendly feeling occurred during the big battle. A white man, who lived in the street where they were fighting, saw that two of his horses had strayed out between the hostile lines. He did not want to lose them, and he did not want to venture out in the line of fire. So he stuck a white flag out of his window. Upon seeing it, both chiefs ordered their men to stop firing, and hostilities were suspended while the white man went out and drove his horses to a place of shelter. Then the combatants went at it again."

AFRICAN RIVERS.

Eight Months Out of Twelve They Are Dry and Drifts of Sand Mark Their Course.

It is a distinguishing feature of most African rivers that they contain no water for at least eight months of the year. It is true that water can almost always be found in a river bed by digging for it, but in outward appearances a river is usually a broad bed of sand lying between high and precipitous banks. Many and many a coach has been upset in one of these drifts, as they are called. The descent is always steep, frequently so steep that the brakes cannot hold the coach, says Gentleman's Magazine.

They start going down at a crawl, and then the coach gathers way and goes on with a rush, the mules are driven into a heap anyhow, and one wonders that they do not get their legs broken; but they usually land all right, while the coach, practically unmanageable, goes down like a sort of toboggan, jumping from stone to stone, and away like a ship in a sudden squall, and may or may not arrive right side uppermost at the bottom. In fact, the passenger who has gathered his ideas of coaching from a trip to Brighton or a drive to Virginia Water, finds that he has a lot to learn about the subject when he gets to South Africa. Still, on the whole, it was wonderful how few accidents did occur, and if one considers that the coaches ran night and day, and that when there was no moon it would sometimes be too dark to see the mules from off the coach, it reflects great credit on the drivers.

RACING THE MOON.

Over the Siberian Railroad Earth's Circuit May Be Made in Thirty Days.

A military gentleman declares that in the year 1902 he intends with a friend to travel around the world in 30 days. His companion will be Prince Hillkof, the Russian minister of railways, says Stray Stories.

"Suppose," he says, "we start from Baltimore. It is, say, 3,150 miles to Seattle; then, via the Pacific, to Yokohama, 4,500 miles, whence to Port Arthur, via Nagasaki, it is 1,200 miles more. "At Port Arthur we leave ship, and, going ashore, take train on the Manchuria extension of the Transiberian railway for St. Petersburg, 5,600 miles, and on to London, 750 miles. Ship again, this time on the Atlantic, to New York, 3,200 miles, winding up with 200 miles or less of railroad.

"The total of rail travel is 10,700 miles, and of water 8,900 miles, an aggregate of 19,600 miles.

"An average of 40 miles an hour by train and 20 by ship would insure the transit within 30 days.

Prince Hillkof declares that with the completion of the great Siberian line to Port Arthur and Ts-Lien-Wan in 1902, he will make the time from London to Shanghai 12 days.

The distance from London to Yokohama has already been done in 20 days.

A Duel by Post.

Duelling is passing out of France. Recently a Paris journalist offended an artist by a criticism, and in a letter received this: "You are below my level, so I simply send you a cuff on the ears by post." In response this was sent: "Thank you for the cuffs. In return I desire to shoot you by post with six bullets. Consider yourself dead!"

Russian Oil.

In the Russian oil district of Bakt the average daily production of crude oil in 1898 was over 20,000 barrels (of 42 gallons) more than in 1897, and as the average number of wells producing in the former year was 146 more than in the latter, the average increase per well per day was about 100 barrels.

Explosive Compounds.

Thirty years ago there were only two dozen explosive compounds known to chemists; now there are over 1,000.

QUEER POSTAL SERVICE.

That of Havana When the United States Took Charge of Its System.

Under the Spanish system the letter carriers received their pay by charging from three to five cents, and sometimes more, for every letter they delivered. It took only a day or two to have that system abolished in Havana, much to the relief of the merchants. The carriers were put on salaries equivalent to that which they were supposed to earn by the assessment method they were permitted to use under the former regime.

The carriers under the Spanish system not only charged for the delivery of mail matter, but they rifled letters freely, and made money by stealing stamps from mail matter and selling them. The letters and other grades of mail matter would be forwarded without stamps, and the carrier at the other end of the route would collect not only for delivery, but for the stamps that had been stolen. There was simply an unparalleled looseness in the conduct of post office business, and every man seemed to have license to steal wherever he could. Even newspapers would be stolen from bundles and sold for whatever could be got for them.

Another form of corruption was evident when the salary lists were examined. There was no scale of salaries. In one city a postmaster would receive twice the salary that the postmaster of a larger city received. Salaries seemed to be arranged on the "pull" plan, with the possibilities of division with the appointing power afterward. Places that under the liberal payment of the United States would rate at \$1,500 a year were worth frequently as much as \$3,000 a year.—Harper's Weekly.

THE REPORTORIAL SCOOP.

How It Was Worked on a St. Louis Scriber by a Conscientious Contemporary.

A reporter named Jones on a daily in St. Louis was detailed to interview the governor of another state, who had slipped into the city on a secret political mission, says the San Francisco Argonaut. He learned to his disgust that Jackson, the star reporter of the rival sheet, also proposed to call in an hour. Acting on inspiration, he sent up a card bearing Jackson's name, and was promptly admitted. When he had learned all he wanted he asked, with gross intentional impudence, whether the information was really true.

The governor turned purple. "D'y' question my word?" he asked. "Oh, don't get gay!" replied Jones airily; "common governors cut no ice with my office."

The old man foamed at the mouth. "You insolent scoundrel!" he roared, "get out of my room!" That was exactly what Jones wanted and he went.

Presently Jackson showed up. "Here, boy," he said, pompously, "take my card to the governor." When the old man looked at the pasteboard he nearly expired. "The blankety-blanked infamous villain!" he spluttered. "I never heard of such blankety-blanked effrontery in my life! Tell that miscreant if he or anybody else from his infernal paper comes up here I'll kill 'em!" The word was carried to Jackson, who went away raving. Next day the paper intimated the governor was in town on a bender. Jones' paper had a capital interview and a big "scoop."

FIRE SERVICE IN ENGLAND.

The Force Employed in London is Only Half as Large as That of Paris.

The British towns seem to have the smallest number of paid firemen of any cities in Europe and America, says Municipal Affairs. The London fire brigade has about 800 men, about the same number as Berlin, which has only a fourth of the population, and less than one-half the size of the Paris corps. Glasgow has but 100 men to 800,000 population; Leeds but 33 to 400,000 population, and Sheffield 22 men to a population of 350,000. Liverpool, Bristol, Cardiff, Norwich, Brouley and other towns have no separately organized fire department, the work of suppressing fires being performed by the regular police force. The expenditures for fire protection are on an admirably unimportant scale. Thus Leeds spends less than \$5,000 a year, and Sheffield less than \$10,000 a year; Preston, with a population of 113,000, reports only \$1,500 spent for its fire brigade, and Norwich, with 108,000 population, only \$750 a year.

A larger range of expenditures. Glasgow and Liverpool each annually expend in the neighborhood of \$75,000—about ten cents per capita—and proportionate amounts are expended by Edinburgh, Dublin, Belfast and Salford. The London brigade costs about \$950,000, or 20 cents per capita. But even these exceptional instances are below the per capita expenditures for fire protection in other European cities of the same size.

A Faithful Dog.

The Paris Figaro relates a touching souvenir of the poet de Musset, as mentioned by the poet's governess, Mme. Adele Colin Martellet, who has just published her memoirs. The poet had a small dog named Marzo. After the poet died, the dog, supposing him absent, continued to await his return at the same hour every evening for a period of seven years, when it also died. Mme. Martellet's husband took the dog to Autueil to be buried, and found some workmen engaged in digging out a new street. The faithful dog was buried by the men, and the street in which the animal's remains were laid is called the "Rue de Musset."

Invention by the Marquis of Lorne.

The marquis of Lorne has taken out a patent for a brake to be applied to the back wheel of a bicycle.

FLOWERS FOR OLD STAMPS.

How the Women of St. Mark's Episcopal Church in Chicago Get Altar Decorations.

One church congregation in Chicago collects 25,000 canceled postage stamps every week, and 1,300,000 in a year. This is St. Mark's Episcopal church, corner Cottage Grove avenue and Thirty-sixth street. These stamps are sold to a florist for eight cents a thousand, and in return he furnishes flowers for the altar every Sunday. For a long time the committee of ladies in charge of the church decoration were dismayed at the scant appropriation for the purchase of flowers. At last one of them hit upon the plan of selling old postage stamps. Enthusiasm was communicated to the Sunday school pupils. They visited offices of vestmen and prominent church members downtown and got them to save the postage stamps on their correspondence. Ladies of the church began to take them up for the sake of accumulating canceled postage stamps, and the habit is now fixed, says the Inter Ocean.

"Why, I'd as soon think of throwing away car fare as to waste old postage stamps," said one.

The stamps at first were counted, but now an arrangement has been made with the florist to take them by weight. It is said that they are purchased by foreign paper mills. Owing to the fine quality of the material used by Uncle Sam for stamps they make over into an excellent brand of paper.

SHE IS GROWING RICH.

Chicago Woman's Hands Bring Her About \$5,000 Yearly—She Is a Housewife.

Half the world is as ignorant of how the other half makes its money as of how it lives. There is a Chicago woman, for instance, who earns with her hands yearly sums that would make the average brain worker envious. She does not print, nor write, nor design, nor make dresses, nor do any of the things that one usually picks out as woman's work. She earns all this money by giving massage to women.

She is not in any way an impressive woman. She is of medium size and middle age. She gives one the idea of being in perfect health and of being kindly and sympathetic. Otherwise there is nothing noticeable about her. But her patrons consider her a wonderful woman.

Most of her work is done at the homes of her patrons, though they may come to her establishment at about half the home rate. She rubs a woman an hour at each visit, and her patrons are positive that she imparts to them a tremendous amount of vitality.

Of course, there are many women engaged in massage. The only remarkable thing about this particular woman is the amount of money she earns. Her monthly receipts run from \$200 to \$500, every dollar of which she earns personally.

GOTHAM'S INFAMOUS CAFES.

A Glimpse at the Interior of a Notorious One That Was Raided by the Police.

Through one of the most infamous of the cafes a Leslie's Weekly writer went recently, just after the police had raided it with axes. The entire ground floor was a drinking hell of tawdry elegance. On the second floor was a gambling room reached by devious passages through heavily barred gates. The upper floors were lodgings-rooms of almost unimaginable dirtiness and squalor. Throughout the entire establishment was a series of signal bells, peep holes, falling bars and special locks, and ready exit was given by no less than four specially constructed and supposedly secret passages. The rickety old tenement had been made into a veritable labyrinth of pseudo-mysterious precautions against the police. When the police did come the warning was given by a man stationed in the street for that purpose—called appropriately enough a "light-house"—the signal bells clanged, the bars fell, the special locks slid into place, eyes blinked at the peep holes and at the last moment the aroused inmates scurried through the secret passages into the arms of the officers who were waiting for them there. That cafe went out of existence, but others are still doing a cautious business.

BELS IN CAPTIVITY.

They Keep Their Appetite and Grow Fat and Appear to Get Along Very Well.

Eels appear to be pretty hardy in captivity. There are in a tank at the aquarium a number of eels that have thrived and grown fat there, although they must there be content themselves with a gravel bottom instead of one of mud, which they would seek in nature, says the New York Sun. The eel in captivity is rather susceptible to fungus, but the disease responds readily to treatment, and the eel never loses its appetite. All the eels in this tank have increased materially in size and weight there. The eel that has been in the tank the longest time came from Cold Spring Harbor and has now been in the tank about three years. One of the eels was caught about a year and a half ago right in the aquarium; taken from the valve of a pump which had become choked up. The eel was got out substantially uninjured. It has about doubled its weight since then.

The eels are fed on chopped-up clams, with occasionally some live killicies, which they are easily able to catch and which they like. Killicies, in fact, make a good bait in fishing for eels, with the killicie hooked through the back in such a way as not to kill or deprive it of the power of motion.