

GOLDEN DAYS OF WHALE FISHING

THIS SEASON'S DISASTROUS ARCTIC HUNTING AND GREAT "KILLINGS" OF THE PAST

With ten whalers out of the Arctic fleet of 20 returning to port "clean"—without having turned up a fin—and with only 76,000 pounds of whalebone to show for the entire cruise of the whole fleet, the old right whale has hit the whaler of the United States hard even for these latter days.

The pursuit of the whale is the only branch of the business now that means big profits, for the sperm whale, that once made New Bedford rich, has dwindled in importance as the price of sperm oil has declined.

Today the pursuit of the sperm whale is carried on as much because of sentiment and family pride as because of any business advantage. The profits made are small, except when an occasional big killing is made by one of the old "sparm" whalers; and although many of the famous old firms of New Bedford of 25 and even 50 years ago still exist as whaling concerns, they make their money nowadays as merchants, millowners and bankers.

New Bedford's pre-eminence as a manufacturing city today did not come as a surprise to them. If ever there was a business in America that demanded the highest type of business acumen, financial talent and commercial daring, it was that of whaling in the famous days of old New Bedford; and the men who were at its head were quick to see their chance in new New Bedford.

Sentimental Whaling.

Hence they can afford now to send out their old whaling bark to cruise for "sparm" even if there is no profit in it; and queer as it may seem to those who have an idea that the New England man is all business, it is absolutely true that a proportion of the famous old ships are sent out purely because of loyalty.

The old whaling owners have a love for their ships that can be understood only when it is remembered that often an old whaling bark has a record of having been commanded successively by grandfather, father and son. These old vessels are overhauled year after year with loving care, fitted with the best and sent out with much of that old-time spirit that impels a nation to cherish its old warships.

It is different with the whalers who go forth into the Arctic and Okhotsk Seas and along the "northwest coast" for right whale and bowhead. The right whale was hardly worth going for in the days when "sparm" was king, for the oil of right whale and bowhead, known as "whale oil" as against "sperm oil," was not nearly so valuable, and the whalebone was practically worthless in those far-off days.

Now conditions are exactly reversed. Sperm oil is low in price and whalebone has gone up. Therefore the pursuit of the right whale is still a promising business proposition, as may be seen from the fact that whalebone is expected to rise to \$6 a pound as a result of the bad luck of the Pacific and Arctic whalers.

Even at that price the Arctic fleet will show a loss. Most of the 20 ships in the business are steamships, and they cost on an average \$25,000 to \$30,000. Seventy thousand pounds of bone, even at \$6 a pound, will not cover the expense.

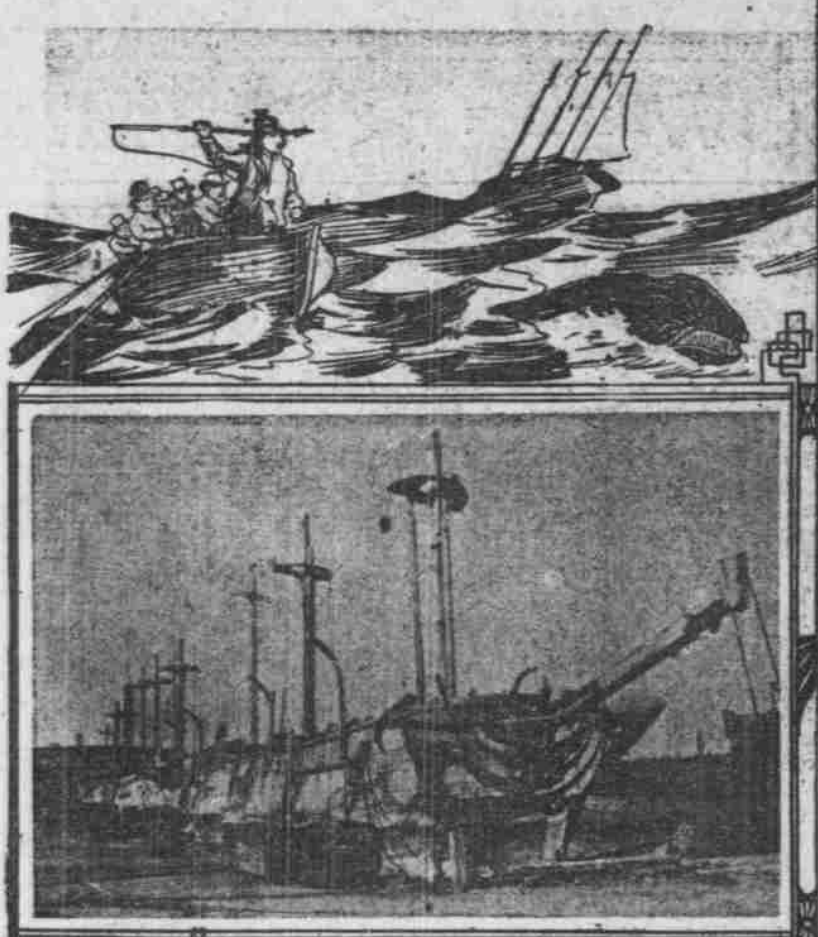
The crack captain this season was a New Bedford man, Captain James Tilton, whose ship, the *Alexander*, made the record by catching seven bowhead whales. She will probably declare the only profit on her cruise. Another steam whaler, the *William Hayles*, which sailed away on September 20, 1898, has returned with 50 pounds of bone taken in trade and two polar bear cubs as the net returns of her adventuring.

It is a true joke of fortune that, in the early days, when whalebone was practically worthless, the whalers carrying whales were plentiful near the New England shore, while the precious sperm whale had to be sought for in the open ocean and in distant seas, and now the sperm whales are fairly plentiful in the Atlantic between the Massachusetts coasts and the Azores, while the whalebone whales are hidden away in the Arctic.

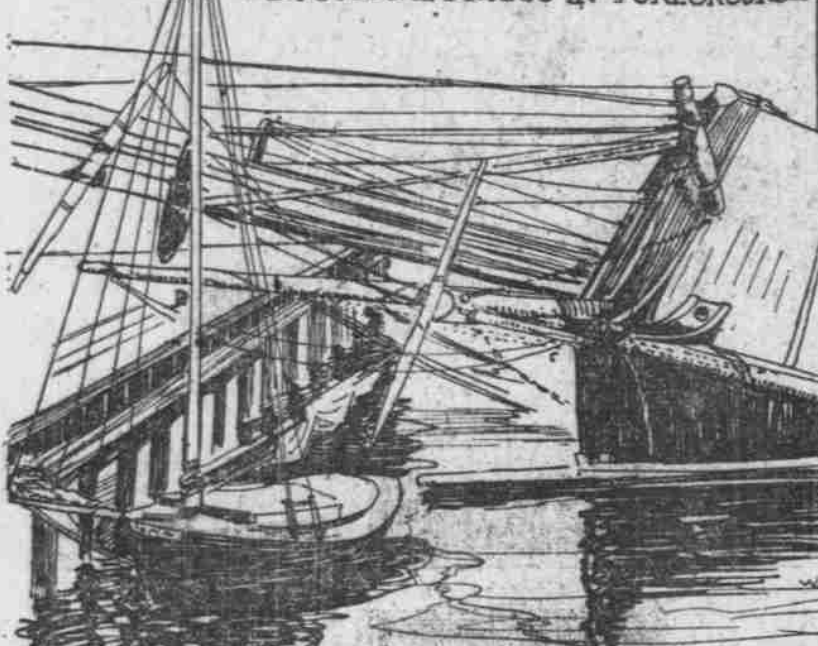
First Whaler a Witch.

They were right whales that were taken by William Hamilton, who appeared at Cape Cod in 1647 and became an overwhelmingly successful that his pious followers soon made him the object of their zealous regard as being one who dealt in witchcraft. Mr. Hamilton found it prudent to abandon whaling over night, and to remove himself into another neighborhood as swiftly as possible.

However, Cape Cod swallowed its doubts as to witchcraft in the whale fisheries, and its inhabitants soon learned to kill whales full as well as the supposed Hamilton had done. So, in 1660, the folk of Nantucket engaged Ichabod Paddock,



OLD TIMERS IN THE GRAVEYARD BASIN. COMMODORE MORRIS IN FOREGROUND.



WHALING BARK Hove down to have her hull repaired.

the over-hunted Massachusetts coast. In 1753 almost 100 vessels, few of them more than 75 tons in burden (not as large as many pleasure yachts of today) took whale off Newfoundland and worked into the ice of the Straits of Belle Isle.

Before the Revolutionary War began the Nantucket whalers had begun to occupy all the whaling grounds of the Atlantic. Captain Uriah Bunker in the *Brig Amos*, the first Nantucket whaler to cross the equator, arrived at home from his voyage on the very day of the Battle of Lexington.

It was a Nantucket man, Captain Folger, who first charted the Gulf Stream. Benjamin Franklin caused this chart to be engraved for the use of navigators and it is substantially correct today.

It was a New Bedford whaler, the *Redford*, which was the first ship that ever saw the "rebellious 13 stripes"

of America in any English port. She was dispatched from Massachusetts the moment peace was declared, and she arrived in the Thames with her cargo of oil before all the acts of Parliament against the "rebels" had been rescinded.

In 1783 the logbook of the Nantucket ship *Panelope* recorded her arrival in the Arctic seas in 78 north latitude, with "one hundred American whale ships a sight." And this point, so far north that it still is a Polar adventure for expeditions to reach it, was reached in these early days by little craft which did not even have coppered bottoms.

Long before that, solitary American whalers had penetrated into the frozen seas. Indeed, in 1753 a Boston schooner had tried to find the northwest passage and had spent seven or eight months in the ice.

It was the sperm whale that first induced American whalers to round the

Horn and enter the Pacific. In 1791 seven ships sailed around the Horn from Nantucket and New Bedford.

Then began the era of enterprise during which the whale ships carried the American flag into every spot on the globe, one Nantucket man entering even the Red Sea.

The first right whales were taken on the northwest coast in 1835, again by a Nantucket ship, and in 1843 the first bowhead whales ever taken in the North Pacific Ocean were killed by two New Bedford ships off Kamtschatka.

In 1848 the *Sag Harbor* bark *Superior*, under Captain Royce, passed through Behring Straits, and within three years 250 American ships were sailing with oil and whalebone there.

Bone was only just beginning then to amount to something in value. In 1723 the finest kind was worth only 3 shillings a pound in Philadelphia. In 1828 to 1834 it was worth only from 8 to 15 cents a pound. In 1837 whalebone was selling for 35 cents a pound. The price of sperm oil then was 92 cents and of whale oil 55 cents a gallon.

In those days the meeting ground of the whalers was off the islands of Oahu and Maui in the Hawaiian group, and that land was then, in practice, as American as it is now in reality.

The mail station was a deserted coral reef far to the west, known as Baker's Island, where a cask on a post was used for the deposit of letters by every passing ship.

Even before the capture of right and bowhead whales had brought the American ships to the Arctic Ocean, and the Behring Sea in force, small whalers from New England had ventured into unknown seas.

Before 1843 two Russian warships on a voyage of exploration sighted a group of islands in the Antarctic Ocean and had begun to send men ashore to take possession in the name of the Czar when the fog lifted and the *Amalgamated Iron and Steel Association* was sighted.

The Russians were disappointed and disgusted, but honest enough to name the islands "Palmer's Land" after the captain of the little sailboat. The British ship *Caribou* had a similar experience at almost the same time, for she thought she had discovered the land now known as "Howe's land" on her way to the south when she sighted the schooner *Oxford*, of Fairhaven, Mass., there, engaged in whaling.

Many of the ships that opened this

Pacific and Arctic fishery are afloat today and catching whales as bravely as if they were brand new. There is the famous old bark *Morning Star*, which, when last reported, had sailed out of Fayal, in the Azores, with 125 barrels of sperm which she had obtained since last July when she left New Bedford on her cruise.

The *Morning Star* entered the Pacific fishery in 1850, and since that time has evaded privateers successfully and landed her cargo at a time when the market had soared to dizzy heights.

In one cruise of 230 days she killed 24 whales. She penetrated Hudson's Bay in 1854 and 1866 and brought back oil and bone that made her two voyages "net worth" \$90,000.

This was at "top" prices, when oil was worth \$1.15 a gallon and whalebone was selling for \$2.50 a pound.

Great as this record was, it was eclipsed in the same period by Captain Ebenezer Morgan, who entered port in 1856 with \$150,000 worth of bone and oil. Even before the Civil War, and without the aid of war prices, the whalers of those days made fortunes in single voyages.

In 1855 the schooner *Alabama*, under Captain Cassius Fisher, of Simpsan, made a six months' voyage and came in with \$11,000 worth of whale. She was worth only \$2500 originally with her full outfit. Another schooner, the *James*, took \$10,000 worth in three months.

Other great voyages were those of the Captain Richmond, of New Bedford, which took \$65,000 worth of whale in two and one-half years in the Pacific Ocean in 1852. The *Palmouth* ship *Uncas* got \$30,000 worth in two years and eight months. The *Loper*, of Nantucket, got \$50,000 worth in 14 months.

The *Star* of Nantucket returned after a three years' cruise with \$99,000 worth of oil.

In 1860 the *South America*, of Providence, started at a cost of \$20,000, and after an outfit, took \$35,000 worth of bone and oil, thus paying her cost in one cruise and earning for her owners a dividend of 125 per cent.

In the same year the *Russell*, of New Bedford, arrived there with \$12,000 worth of oil.

Envoy's Wonderful Voyage.

One of the most wonderful records of those "get rich quick" whaling days is that of the *Envoy*, of New Bedford. In 1818 she was condemned and sold to William C. Brownell to be broken up. He concluded to fit her for one more voyage, and Captain W. T. Walker took her out. Nobody would insure her. At the first port she touched, her captain found 100 barrels of whale oil saved from a wrecked whaler, which he bought at a nominal price, and shipped from Manila to London. Then he cruised in the Pacific Ocean, and in 55 days took 280 barrels of whale oil and 400 pounds of bone. He put into San Francisco, where he sold part of his cargo and shipped the rest home. Then he sold the ship for \$6000. Altogether the voyage brought \$18,450, and the total cost of purchasing and fitting out the *Envoy* was only \$8000.

Big as the profits were when a ship made a lucky voyage, losses were still more heavy when they occurred; for the owners had absolutely no control over their ships once they had left port.

They could not even feel sure that in case of misfortune the limit of their loss would be the sum that they had invested in the ship and her equipment, for the captain of a whaler had unlimited and complete authority to draw on them for any sum he might need, sell his cargo anywhere at whatever terms his judgment might dictate and even to have the ship condemned and sold to be broken up if he thought proper.

Once the captain of a whaler left the headlines behind he was a King. He went whither he pleased and stopped wherever he thought "better" and "faster." But like a King was burdened with heavy responsibilities. The Pacific islands where he had to wood and water were unexplored and many were inhabited by cannibals. The harbors were uncharted. There were tens of thousands of square miles of world then where no man could hope for supplies.

So dependent on themselves were these whalers that there was nothing from a boat nail to bricks for the try works that they did not carry with them. There were no dry docks in their hunting grounds. When the ship was ready to be hauled up to the beach and run around at low tide, broadside to shore, then tackles were fastened to her heavy, stumpy mast, and the ship was hauled on her own rig by a men could get at the injury and repair it.

"Heaving down" was so customary a method of repairing whale ships' hulls that it was a practical even in New Bedford, and it is done there at times at the present day.

GREATEST PROBLEM OF THE NATION

FRANK G. CARPENTER WRITES OF THE ENORMOUS GROWTH OF TRADES-UNIONS AND TRUSTS

This is the introductory letter of a series by Frank G. Carpenter on combinations of labor and capital in the United States. He has arranged for interviews with leaders on both sides. Next Sunday there will be a talk with Senator Marcus A. Hanna and the following Sunday with Samuel Gompers.

WASHINGTON, Dec. 28.—(Special Correspondence.)—I have been asked to make an interview investigation of some of the great bread-and-butter questions which are now agitating the minds of most of the men and women of the United States. These questions are those relating to the new conditions of big dealer swallowing the little one, of high wages and low prices, of long or short hours, of union and nonunion, and especially whether the consumer is to be ground between the upper and nether millstones of employer and employee. These are problems which affect every man's pocketbook, his chance to work for whom he pleases, his wages, if he is a laborer, and, in fact, the comfort and peace of every one in the country.

A Free-for-All.

The interviews will be with representative men of all classes. I shall have talks with some of our chief capitalists, including now and then a millionaire or trust magnate, who will give us the benefits of organized capital; and shall have expressions of opinion from the leaders of the trade unions, who in their mighty hands wield the millions of organized labor. The nonunion mass will be represented by other thinkers, as well as the unorganized and long-suffering public, which pays all the bills and forms the very foundation of the existence of labor and capitalist.

I wish to say at the start that these interviews are not the expression of my opinion or that of this paper. In them the man who talks may say what he pleases, and the more forcible the better. My only aim is to give a fair show to all sides without fear or favor. If labor is denounced this week, capital may have its denunciation next. The unionist and nonunionist here in an equal footing, and the individual establishment and the great trust stand side by side. As for me, I am only the telephone connection between the two sides, and my readers are mere receiver and transmitter.

my chief ambition being to distinctly convey the sound.

The present letter gives some idea of the situation, and the parties at issue. The interviews will begin publication next Sunday.

A Land of Golden Glants.

In the past the United States has been great through its individual citizens. It has been the land of all others where the single man could stand alone and fight his way up through any sphere to fame and fortune. This condition is rapidly changing. We are doing things in the large. Men working in bands, and dollars in millions. The land is one of golden glants, of mighty masses of organized capital and herculean armies of organized labor.

First look at our combinations of capital. They surpass in their accumulations the wildest dreams of a Croesus, an Aladdin or a Monte Cristo. It is not long since the millionaires of the United States could be counted on your fingers and toes. Now they are numbered by the thousands, and the aggregate wealth worth more than the aggregate wealth of some of the smaller European states.

Take Carnegie. No one knows just what he has, but his \$300,000,000 of steel securities bring him in an income of more than \$15,000,000 a year, or more than \$40,000 every day of the week, including holidays and Sundays. John Rockefeller scoops in something like \$200 an hour all the year through from his stocks, real estate and mines, and the Vanderbilts, Astors and Goulds have proportionately large incomes. There are today a hundred men in the United States worth \$50,000,000 and upward, and the organizations of capital whose stock runs into eight or more figures are legion.

Fifteen Billions in Trusts.

We now have, in addition to the billion-dollar trust, which, by the way, is a little shrunken at the waist, and in addition to the gigantic Pennsylvania Railroad, about 325 industrial combinations, which command all told, \$15,000,000,000. We have 23 industrial trusts capitalized at \$7,000,000,000 and more than 500 other corporations. These trusts are swallowing their smaller competitors. They are branching out to include all businesses of profit, and in many cases are binding the hands of industry with trade regulations. Indeed, we are fast becoming a nation of pool-makers, rate-fixers and profit-sharers, and new questions of enormous importance stare us in the face.

The Hercules of Organized Labor.

At the same time our working men are organizing on a gigantic scale. The trades unions are growing as never before, and they are combining into associations of

enormous proportions. We have more than 20,000 unions in one federation, and these unions cover every trade and hope to control every wage-earner. John Mitchell estimates that there are from two and one-half to three million workingmen in the various unions; and Samuel Gompers tells me there are more than 2,000,000 associated together in the American Federation of Labor.

This federation has national, international, central, state and local unions, which it hopes to wield as one man on all great labor questions. Some of the unions are very strong, and some are piling up funds in their treasuries to use in the strikes and struggles which may arise between capital and labor. The United Mine Workers, for instance, has 300,000 workers, and it has \$1,000,000 saved up. The Cigar-makers' union has 40,000 members and it annually handles, all told, more than \$1,000,000, giving death benefits and out-of-work payments to its unfortunate members. There are many other unions of large size, but these will show more or less what all are doing, and the power they may wield in the future.

24,000 Trades-Unions.

The trades-unions do not by any means include the majority of our working men. It is doubtful if they have more than 15 per cent of them. Nevertheless they are banded together under leaders, and a well-commanded army is stronger than ten times as many individuals. I have said that there are 24,000 unions. To show their variety I give you some of those which are of a National and International character, taking them from a list which I have from the American Federation of Labor.

There are National associations of bakers, barbers, billposters and blacksmiths. There are associations of blast furnace-men, boiler-makers, bookbinders, boot and shoe workers, broom-makers, and those who labor in breweries.

There are brotherhoods of carpenters and joiners, of wagon-workers and wood-carvers, car workers and chainmakers, and also of clerks and cigar-makers, coopers and commercial telegraphers. There are unions of electrical workers and electrical constructors, of coalholers, engineers, steam engineers, and also of firemen, flour mill men and freight handlers.

There are garment workers united in a union embracing many thousands, glass workers, glass bottle blowers and glass snappers. Even the goldbeaters have a National union, and also the grinders of table knives. The hatters are united. The house-painters have a brotherhood, and so have the hod-carriers.

Every one knows of the iron and steel workers, the leather workers and the longshoremen. The machinists have nu-

merous unions, and so have the metal workers and the mine workers.

There are National unions of molders, of masticators and metal-polishers. There are brotherhoods of oil and gas men, and also of painters and paper-hangers. Every household knows of the plumbers' union, and every publisher those which deal with the printers and pressmen.

There are all sorts of railway organizations, there are saw smiths and spinners, shipwrights and stage employees, and unions of tailors, tinners and tinplate men. Indeed, I might go through the rest of the alphabet and give numerous unions under every letter and include also those which are National in character and cover the whole United States.

Lost \$400,000,000 in Strikes.

These labor unions are better organized than ever before, and their leaders have enormous power as to the inauguration or the prevention of strikes. Their demands for higher wages and better conditions are steadily advancing and within the past few years the strikes have materially increased. According to the figures of the Labor Bureau here at Washington there have been more than 2,000 strikes in the past 20 years, and these have involved a loss to the wage-earners and their employers of about \$400,000,000. The losses of the workmen have been more than twice those of the employers. They have amounted to over \$200,000,000, and have caused more than 6,000,000 idle workmen. During the same time the lock-outs have affected more than 500,000 workmen in a wage loss of about \$50,000,000.

Of the above strikes about one-half succeeded; some were partial successes and more than one-third total failures. The strikes of the past year have been more than usually successful. Times have been good, orders plenty, and the employers could not afford to stop their factories. They have given in to the men and wages have risen. Times now promise to be hard. Many establishments are cutting down their forces and some are reducing wages. Whether these changes will cause new strikes remains to be seen.

3000 Factories Against the Unions.

At the same time an association of manufacturers has been formed to oppose what they claim are the exactions of the unions. It is said to have a membership of 3000 factories, each of which contributes \$50 a year toward the movement. It is rapidly increasing in size and is extending its work to all parts of the country. It has established a publication and information bureau at Indianapolis, and like the trades unions, it is doing missionary work in adoption of its principles. The head of this as-

sociation is David M. Parry, of Indiana, who is also president of the Citizens' Industrial Association of America connected with the steel industry.

These people claim that the labor union is nothing more than a labor trust, designed for the benefit of its own members at the expense of the public. They stand for the nonunion man and for the employer and employee. The laborers are to be organized as never before, by the employer against organized labor.

They are for the open shop and against strikes and lock-outs, claiming that all differences between employers and employees should be settled by an amicable method that will preserve the rights of both parties.

The Civic Federation.

Perhaps the most powerful force now organized for the prevention of labor troubles is the National Civic Federation. This is composed of prominent employers of labor, the heads of the great labor unions and a number of leading thinkers representing the public. These men meet together in conventions at certain fixed periods to discuss the differences of labor and capital and how they may be amicably settled. They have an executive committee, which tries to bring the employers and employees together wherever there is trouble, and this has already settled many strikes and prevented others. In 1902 the Civic Federation averted a strike of 50,000 workmen in 30 paper mills, and it had settled 11 coal strikes before the troubles in the anthracite fields began. Its members did what they could in the anthracite strike, but they were unable to succeed. During the present year their work has been much greater, embracing labor difficulties of many kinds, a report of which, I am told, will soon be given to the public.

Representatives From Everywhere.

The Civic Federation embraces the leading thinkers of the United States. Its executive committee is divided into three groups of 12 each, one group on the part of the employers, another on the part of the wage-earners, and a third on the part of the public.

The representatives of the public are such men as ex-President Cleveland, Cornelius N. Bliss, August Belmont, Charles Francis Adams, Oscar Straus, Archbishop John Ireland, Bishop Potter, President Eliot, of Harvard, and John G. Milburn, of Buffalo.

The employers are headed by Senator Mark Hanna, and with him are men like Schwab, of the steel trust, Underwood of the Erie Railroad, Nixon of the United States Shipbuilding Company, Marcus Marks, president of the National Association of Clothing Manufacturers; Charles H. Taylor, Jr., president of the Newspaper Publishers' Association; H. H. Vreeland, of the street railway, and others.

The labor leaders are equally strong.

They are headed by Samuel Gompers, of the American Federation, and have such men as John Mitchell, of the United Mine Workers; Theodore J. Shaffer, president of the Amalgamated Iron and Steel Association; James O'Connell, of the American Machinists; Henry White, of the Garment Workers, and John Tobin, of the Boot and Shoe Workers' Union.

The president of the Civic Federation is Mark Hanna. The vice-presidents are Samuel Gompers and Oscar Straus, while Ralph M. Easley is the secretary.

Trusts and Labor Against Public.

All these combinations are chiefly for labor and capital. Their differences are to be reconciled. What the average man wants to know is where the public is to come in. How about the consumer who pays the bill? Everybody's business is nobody's business, and while the representatives of the public in the Civic Federation are men of great force, they have not the vital pocketbook interest of employer and employee. The laborers want high wages, the manufacturers can satisfy them without personal loss by increasing prices, and the public carries the burden.

Indeed, the combinations of capitalists to protect are now organized as never before. Nearly every trade has its association, which meets together to stifle individual competition. There is a wholesale druggist combination which represents 50 per cent of the jobbing trade of the United States. The members of this meet and decide just how much we shall pay for our pills, powders and bitters, and especially for our patent medicines of all kinds. The combination will not permit the dealers to undersell one another. It has spies on the road to watch them, and the man who does the regular list is furnished no more goods.

The bookkeepers and bookpublishers have recently combined to force the retailing of books at net prices, and the bookstore which gives discounts are not to be supplied.

The plumbers' associations are now providing that all sorts of plumbers, and especially for our patent medicines of all kinds. The combination will not permit the dealers to undersell one another. It has spies on the road to watch them, and the man who does the regular list is furnished no more goods.

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Pools to Raise Prices.

In this way the consumer is at the mercy of the dealer and the workman combined. Such combinations are being extended to all branches of trade. In many of the cities the bakers dare not deliver their own bread, but must send it

to the grocery stores. It must be made by union hands, or it will not be accepted. The New York confectioner who cuts the association price of candy is fined \$50.

There is a similar proposition for a combination which fixes the amount paid to the farmers. Indeed, the farmers themselves are talking of pools, and one of them has proposed a National organization to raise the price on corn to \$1 a bushel. Such a demand is no more ridiculous than are the actions of many of the industrial pools of today.

EIGHT THOUSAND PIES A DAY.

(Continued from Page 23.)

customers galore. Pie and coffee serves as much, plan a breakfast in this locality, and oftentimes as his lunch and dinner. Pumpkin, apple and peach are the most popular varieties used in these resorts, and the pies are made thin and the slices are not exactly what one might call quarters.

The big pie manufacturers who do such a thriving business in Eastern cities have not reached the Pacific Northwest as yet, but if the popular appetite for this variety of dessert keeps on increasing we may expect a large factory to be established here any day. At present the wholesale bakers make pies out of their lines, in with rolls, buns, bread and cakes.

What gave our mothers work? We wouldn't let them shirk? What gave our kids delight? When every juicy bite? Pie!

Pumpkin, buckberry, apple, raspberry, rhubarb, plum, cranberry, strawberry, and many other kinds of pie!

What do we eat each year? When Christmas brings good cheer? Pie!

What brings us awful grief? And pains beyond belief? Pie!

Pumpkin, buckberry, apple, raspberry, plum, cranberry, strawberry, but especially Mince pie!

MARION MACRATH.

Denicotinizing Tobacco.

A German chemist removes the poisonous nicotine from tobacco by steeping the leaves before they are made up in a solution of tannic acid, which combines with the nicotine and forms a substance quite inactive and harmless. In order to increase the flavor of the tobacco it is then treated with a decoction of marjoram. The flavor of the tobacco prepared as above described differs in no way from that of ordinary tobacco.