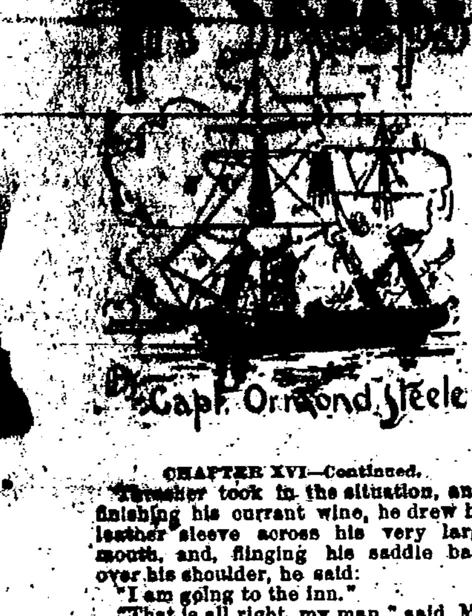
In Sheep's Clothing



By Capt. Ormond Steele

CHAPTER XVI—Continued.

Thrasher took in the situation, and; finishing his currant wine, he drew his leather sleeve across his very large mouth, and, flinging his saddle bags over his shoulder, he said:

"I am going to the inn."

"That is all right, my man," said Mr. Hedges, handing him a coin; "I'll see you again."

"Will you send back an answer, sir?"

"Yes; to-morrow all the Captain's friends will give you letters to hand to him."

"But, sir, I must leave to-night."

"To-night?" in chorus from the people about Thrasher.

"Yes; I must go to Gardner's Island, where a boat will take me to New York," replied the fellow, with a self-possession that proved him no novice in this business.

"How long will you remain?" asked Valentine Dayton.

"About two hours."

"Very well; we shall try to have the letters by that time," said Mr. Hedges.

Thrasher bowed humbly and left. He had but just gone out of hearing when the Squire, bursting with impatience, called out:

"Well, George, what is the trouble?"

"Trouble!" repeated Mr. Hedges. "Why, the trouble is that Fox is to be back in a few days, and I am to report to him for orders!"

"Report to Fox for orders!"

"Fox to have command of the Sea Hawk!"

"What does Ralph mean?"

These were a few of the exclamations that broke from the lips of the people on the veranda when Mr. Hedges uttered the sentence given above.

Mr. Hedges ran the fingers of his left hand nervously through his frosted hair, his right hand clutching the letter.

He was debating the propriety of reading it, and on such an important question, for he had the old-time regard for official etiquette. He could not afford to come to a hasty conclusion.

"Sit down, sit down," he said at length; "I can't see any harm in letting you all know now what every one aship and ashore must know in a few hours."

'Squire Condit and his wife sat down on the lieutenant's right hand, and Valentine Dayton and Ellen just in front of him.

He was noticeably deliberate in his speaking, and painfully so in his reading. He hesitated over some of the words, and his soundless lips spelt them to himself before pronouncing them.

This was the letter:

"NEW AMSTERDAM INN, BOWLING GREEN,
"CITY OF NEW YORK AND YE
"PROVINCE OF SAME.

"To 1st Officer,
"George Hedges,
"Com'd'g ye Provincial Cruiser,
"Sea Hawk,
"Her M's Service,
"Off Sag Harbor,
"County of Suffolk,
"Long Island.

"SIR:—The Governor of ye Province of New York, to whom I have made due report of ye condition and state of ye provincial cruiser, Sea Hawk, hath ordered and commanded me to remain in attendance on his worshipful honor, until such time or times as ye great council meet, to whom I shall make s[illegible] explanation of ye condition of piracy [illegible] Spanish Main as shall be fitting ye occasion.

"I therefore command, instruct and order, that you, George Hedges, 1st officer, com'd'g ye aforesaid cruiser, Sea Hawk, shall, on ye arrival of Captain William Fox, of H. M. Ship Wanderer, report to him for such instructions as it shall please him to give, and to be unto him obedient in all things pertaining to the conduct of ye ship and crew.

"In witness whereof, I have hereunto affixed my signature, and the seal of ye aforesaid cruiser, Sea Hawk.

"I have the honor to be,
"Most truly,
"Your h'mble,
"Ob'n't servant,
"RALPH DENHAM.
"Captain of ye Provincial Cruiser, Sea Hawk."

"There," said Lieutenant Hedges, "that's the letter, Val. What do you think of it?"

"I am very sorry," replied Valentine Dayton, "but, of course, you can do nothing but obey orders."

"Of course," echoed the Lieutenat.

"I wish that fellow Fox never showed his red head in this town," said the squire, angrily.

"Oh, he is not to blame; he must obey orders like ourselves," said the bluff old Lieutenant.

"My dear," said Mrs. Condit, inclining her pretty head to her husband, and turning her mild eyes to the others to induce them to note what she was about to say, "I do not think that Ralph wrote that letter."

"I'm sorry to say," said the lawyer, to whom a bit of wax with a seal on it was the badge of law and authority, "that there can't be any doubt about it."

"Still," she persisted, "I feel that he did not write it."

"Have you any other reason than your own feelings, dear wife?" asked the squire.

"Yes; I cannot think that Ralph Denham, who, man and boy has known George Hedges for one and twenty years, would write a cold, stiff, heartless letter like that."

"Nor can I believe that Ralph wrote it," added Ellen.

[illegible] Dayton. "It was written by [illegible] of the Sea Hawk [illegible] If he had written to [illegible] as Ralph Denham, our true old friend, he'd put as much heart into his words as any man that ever handled a pen."

"Yes," explained Mr. Hedges, who saw and appreciated the mistake of the ladies, "official communications, even between father and son, as I've seen time and time again in the service, has all got to be written that way. Why, they wouldn't be official if they wasn't stiff, and cold; and lofty, and all that."

Neither Ellen nor her mother attempted comment, for, with the exception of the Squire, there was not to them a greater authority than Lieut. George Hedges in all the country round about.

"There is but little satisfaction in a man trying to do his duty," said Valentine, with some bitterness. "Why couldn't the Governor have left Uncle George in charge of the ship?"

As no one attempted to answer this question, the Squire asked Mr. Hedges if he had any objections to letting him see the letter.

"Not at all," replied Mr. Hedges; "read it for yourself."

The Squire took the letter, adjusted his spectacles, and coughed with great solemnity, while his face took on that expression of judicial gravity which was the terror of all evil-doers in that country.

He was about to read the letter when Lea Hedges came up the path and joined the party. She has seen the post-rider going to Squire Condit's, and her heart told her that he carried news from Ralph Denham.

After Ellen and her mother had explained the situation, and Lea had expressed her sorrow in her face rather than by words, the Squire read the letter aloud, and then, spreading it out on his knee he took off his spectacles, and after wiping them, again adjusted them with great nicety to his nose; he concluded these preparations by taking a vigorous pinch of snuff, after he had passed round the box with no takers.

"Let me ask you a question, Lieutenant Hedges," he began, with a severity of mien that startled his wife and perplexed Ellen not a little.

"Aye, aye, sir. Fire away," said Mr. Hedges.

"Captain Denham left you in command of the Sea Hawk?"

"Yes, sir."

"To hold till he returned?"

"Yes, sir, or till I am relieved by some properly commissioned officer."

"Just so; that is the way I see it. Now this letter does not say that you are to turn over the command of the ship to Captain Fox; on the contrary, it is expressly stated that you shall obey him as a superior officer, so far as the movements of the vessel under your command are concerned."

"I think you are right there, squire," said Mr. Hedges, his face brightening up.

"I know I am. When Fox comes he will have orders from the Governor, and you'll see that they accord with my opinion as justice of the peace." And satisfied that all the judges in the world could not differ from this opinion, the squire handed back the letter.

When Lea learned that Thrasher, the post-rider was about to return in about an hour or two, she got a quill and paper from Ellen and sat down then and there to write her lover a letter.

All wrote, Mr. Hedges' being the only letter that had an official tone, and the only one in which love or friendship was not sent to Ralph, with strong injunctions to answer as soon as possible, and give them all the particulars, particularly the particulars of his return.

When all the letters were ready, Mr. Hedges and Valentine Dayton took them down to the inn, where they found Thrasher smoking his pipe with an air of great enjoyment, and looking like anything but a man exhausted by a long ride.

"These letters," said Valentine Dayton, taking a gold coin from his pocket and handing it with the letters to Thrasher, "are all private, so I will pay you now, and when you hand them to Capt. Denham, I am sure he will give you an additional reward."

"I like Cap'n Denham as much as any man I ever came across, except, perhaps, mebbe, Cap'n Fox; he comes up about to him; and you'll see I won't forget myself," replied Thrasher, whose flushed face showed that he had been taking advantage of his unexpected prosperity to treat himself to wine.

Soon after this the post-rider left for Greenport, from which point he said he was going to Gardner's Island, then and still in the possession of the family that first purchased it from the Indians.

"I don't like that man, Thrasher," said Mr. Hedges, as he and Valentine stood on the beach signaling the Sea Hawk to send a boat for them.

"Nor do I, but of course the fellow has nothing to do with the nature of the messages he carries. I almost wish the Sea Hawk was out of commission, and we were settled down on shore again," said Valentine.

"Oh, it's all very well for you, Val, who have a pretty girl ready to become your wife, to talk about settling down, but here I am—five-and-forty, with no wife and the prospect of none."

"That is your own fault, Uncle George."

"Perhaps it is; I could have married in my time, and when I was your age, if any one had told me I should live to be as old as I am now, without getting married, I would call him crazy. Yet, here I am, with no bride but the ship and no home but the sea."

"Oh, come, Uncle George, don't talk in that way. Every house on the island is your home and every man is your friend; and as to getting married, why a man of forty-five should be in his prime. If you doubt this start out at once with the object of [illegible] and my word for it, you can [illegible] nearly as sweet as Ellen [illegible] that is saying a great deal [illegible] ers of fascination of any [illegible] old."

The lieutenant's [illegible] clear, brave eyes [illegible]

[illegible] love, I'll tell you something, if it wasn't [illegible] I'm afraid you'd laugh at me."

"You do me an injustice, Uncle George, if you think I could entertain any other feeling than respect for what I think to be the noblest emotion that can stir the human heart. A man himself in love, is not apt to ridicule the feeling in another."

"I think you are right, my lad, and more particularly when that other is one's uncle. But I don't see why I shouldn't tell you, though you may think strange of my taste, that I have had my eye on a certain girl for two years and more."

"May I ask if I know her?"

"You do, Val," said the lieutenant, blushing through his tan.

"Well, Uncle George, who is she?"

"She is not of our race," said the lieutenant, with a solemn shake of the head.

"Not of our race! What do you mean?"

"I mean, Val, she aint white——"

"But she aint black!" cried Val.

"Mercy preserve us! No, she's red. She's an Indian, Val, a princess in her tribe, and a prettier or nobler woman nev r trod the shores of Long Island, I don't care what color the next is——"

"Do you mean Untilla?"

"I do, Val."

"And have you said anything to her about it?"

"Of course I haven't. But I say, Val, my boy, you must do it for me."

"But why not make the proposal yourself, uncle?"

"Hang it, lad, I'd rather attack a war frigate. You must do it for me," said Mr. Hedges, appealingly.

By this time the boat from the Sea Hawk reached the shore near by, and so brought an end to what the old lieutenant afterwards declared was "the most trying conversation he had ever tackled during the five-and-forty years" of his by no means uneventful life.

Lea Hedges parted with Ellen at the gate, and under an impulse that she could not resist, she made her way to the place where she and Ralph Denham had for the first time come to an understanding.

She felt hurt that he had not sent one word to her by the messenger. "It would have taken so little of his time," she said, as she sat down on the fallen trunk of the same tree, "so little of his time, yet it would have fed my hungry heart, if he had only repeated what I so well know 'Lea, I love you.'"

She saw Valentine and her uncle in earnest conversation, as they waited for the boat that hastened to them from the Sea Hawk; and she envied them, for she supposed they were discussing naval matters, and that love could only engross men when they had nothing else to do, while with her own sex, love absorbed all their thoughts, if it did not control all the acts of their lives.

She regretted that Captain Fox was coming back, and she made up her mind to hold him at arm's length if he continued his coarse attentions. She could not even think kindly of her father while this man plagued her thoughts.

She was not aware that another person was near her till she heard her name called in accents low, musical and thrilling, and looking up with a start, she saw Untilla before her. The Indian maiden had attended the same school with Lea, Ellen and the young ladies of the better families in the place, and in many respects she was the intellectual equal of the brightest.

She was particularly distinguished for the frankness of her manners—a frankness that was as far removed from rudeness as the clear waters of a willow-shaded spring differ from the tinged stream to which it gives rise.

Untilla had all the dignity of character that distinguished the rulers of her race, but there blended with it a gentleness and a freshness of disposition, which some call natural, and all know to be loving.

In the days when they were laughing school girls, Lea made no secret to her friends of the feeling then being warmed into a life that should only die out with her own. And the Indian maiden, with the dignified reticence of her people, kept her own counsel; but as she could not act a lie, her manner to Ralph Denham told her feeling for him as plainly as if she had announced it in a meeting of the tribe.

Untilla, since the return of the Sea Hawk from the last cruise, saw where the young Captain's affections lay, and while her heart rebelled for a moment against the inevitable, she made up her mind to submit, and for his sake continue loving what he loved.

"Why, Untilla!" exclaimed Lea, as she took the Indian girl's hands, and drew her to a seat on the fallen tree. "I supposed you were miles and miles away."

"I would be back at my home, I should be there, for my brother has the white man, Colonel Graham, for a guest, were it not for you," replied Untilla, still holding one of Lea's hands.

"Then, my dear Untilla, if you come to see me, you must do it at my father's house," said Lea, preparing to rise.

[TO BE CONTINUED.]

There has always been a great [illegible] of romance concerning the sunken [illegible] frigate Hussar, which went [illegible] in the East River off New [illegible] 1780, because the boat is suppo[illegible] have had a large amount of tre[illegible] on board. There have been seve[illegible] companies formed at different times during the century to raise the Hussar and secure the gold in her hold. A well-known lawyer of that city has had a contract with the government for the recovery of the treasure, but after mak[illegible] of the British government [illegible] records, he is convinced that [illegible] no money conce[illegible] that the legend [illegible]

[illegible]

In a quiet, safe retreat, [illegible]
And her dear cub, Nimblefeet.
And often she told her baby bear
Of the dangers of the wood,
And warned him ever to stay at home,
Just as a little bear should.

In a cottage small, beyond the wood,
With his mother, kind and true,
There lived a frolicsome, laughing boy,
Just about as big as you.
And often this mother told her child
Of the dangers of the wood,
And warned him ever to stay at home,
Just as a little boy should.

But it chanced one day, when from her home
Mrs. Bear was forced to go,
That the baby bear crept slyly out
For a little walk, you know;
But the sights were all so strange and rare
That, before he hardly knew,
He had wandered far into the wood,
And his home was lost to view.

Now it also chanced that afternoon
That another runaway—
The little boy, from his cottage home—
Came into the wood to play;
And just when the shadows longer grew,
In a dark and gloomy place,
The timid bear and the frightened boy
Came together, face to face.

With a snort and squeal and whine of fear
The little bear turned and fled,
While with screams and cries, with equal haste,
The little boy homeward sped.
And now, it is said, the little bear
Stays at home, just as he should,
And the boy no more desires to play
In the shadow haunted wood.

HOW NATURE COVERS UP UGLY SPOTS.

Nature doesn't like bald spots. Up in Michigan there is an old railroad grade which was made of cinders so that weeds would not grow up between the ties and reach out over the rails. While the trains ran over it daily it remained black and barren, but as soon as it was deserted nature began to take measures to hide the ugly ridge. First, the wind brought sand and earth and small bits of rubbish and sprinkled them over the cinders, where they gradually worked down and filled up many of the little holes. Then the ants came and dug tunnels deep down into the ground and brought up mounds of good soil from below. After that some white clover plants, crowded out of the neighboring pasture, sent their arms out over the cinders a few inches, and put down new roots. For a time the cinders were very hot, and it was hard for the clover to get rooted, but it worked bravely, and if one plant failed others pushed forward in its place. Then some seeds of the shepherd's purse and other tough little weeds were blown out on the cinders, and presently they came up, and their stems and leaves furnished lodging places for more sand and soil brought by the wind. So it continued for three summers, until now you would hardly know that there ever was a railroad grade stretching across the country. It is so smoothly and softly covered with green, and it matches so well with the surrounding woodland.

In case Chicago was suddenly deserted no doubt its paved streets would all be green within a few years.

THE BOYHOOD OF SOME NOTABLE MEN.

Kant, the philosopher, spent his youth in a saddler's shop.

Keats, the poet, it is said, was born in a livery stable.

Powers, the sculptor, spent his youth on a farm.

John Calvin, the preacher, was an apprentice at the cooper's trade.

Turner, the painter, spent his boyhood in a barber shop.

Washington's boyhood and youth were passed in the country.

Lincoln's boyhood was spent in the roughest and coarsest description of farm work.

Schumann, the composer, was raised in a book store, and to the end of his life retained a fondness for the business.

Luther's father was a miner, and the future reformer often earned a support by singing in the streets.

Chaucer's boyhood was passed in a wine vault, where he was required to wash barrels and clean wine casks.

Wagner, the composer, spent no small share of his time when a boy in the police court where his father was the clerk.

Napoleon's first plaything was a toy cannon. Late in life he said: "The whole course of my life was determined by that cannon."

As a boy Thomas Jefferson was fond of hunting, athletic sports and music. He was a good shot and played well on the violin.

Oliver Cromwell was the son of a country gentleman, who was also a [illegible] little boy was always [illegible] ration of [illegible]

A CHILD'S AFFECTION FOR A PLAYTHING.

Chief Steward Bucher of the Receiving Hospital yesterday performed a remarkable surgical operation. He restored to its place the accidentally amputated left foot of Tootsy, the four-year-old doll of Edna Newman, a little girl who resides at 1281 Market street. And herein lies an illustration of the real affection that a child can bear toward a plaything.

Edna is nine years of age. Yesterday morning she was playing with Tootsy, her doll, and chanced to let it fall. When she picked it up it was minus a foot. Not knowing how to repair the injury, she determined to take Tootsy to the Receiving Hospital, for the reason, as she told Steward Bucher when he asked her how she knew that dolls were treated at that institution, that the hospital was the place where everybody got patched up.

When Edna reached the hospital with her pet plaything she was very down-hearted. With a remarkably long face she approached Bucher and told him that her doll had broken its foot and asked him if he would fix it for her. The idea of the Receiving Hospital being transformed into an institution for the care of injured dolls forcibly appealed to Bucher's sense of humor. But in the face of the steward's laughter the little girl maintained her sad composure and insisted that Tootsy was seriously injured. "I don't care how much you patch her," she said, "only I don't want her to die."

The child's apparent sincerity won Bucher's heart and he set about to restore Tootsy's lost foot. Edna intently watched the operation, and the look of sorrow never once left her face until, the work of repair finished. Bucher handed her the doll and told her that her Tootsy was as good as new. Then she became all smiles and was profuse in thanking Bucher for having saved Tootsy's life. She pressed her plaything close to her breast, gave it a big kiss and then started for home, after having told the kind-hearted steward that Tootsy would be five years old on the sixth day of next November.

BOYS IN WALL STREET.

Every wide-awake American boy has heard of Wall street, in New York City. In a more or less hazy way he understands that it is the great money market of this country, the heart of our commercial body, a place of large transactions, where the sums that change hands every day amount to the biggest kind of a fortune. But there is one thing about this famous street very interesting to the young American which he probably does not know. This is the fact that it is the greatest place in the country for boys. Boys' work is an important part of the work that goes on in Wall street and there are more boys to the square yard there than in any other part of the metropolis with its 700,000 boy population.

It may be said in explanation that when a broker refers to Wall street, or "the street," as he is apt to call it, he includes not only the narrow thoroughfare in which General Washington stood when he took the oath as first President of the United States, but also Broad street, New street and the lower part of Nassau street, which branches off from Wall on either side. This district is occupied almost entirely by the offices of brokers and speculators who deal in money, stocks and securities, and it is all known as Wall street. It doesn't cover very much ground, not more than a three-acre lot altogether. I haven't taken an exact census of the boys who work here, but it is a safe guess that there are between 1,500 and 2,000 of them employed in the offices within this narrow space. "What do they all find to do?" A young man who is now the cashier in one of the most prominent firms in the stock exchange, but who began his work as an errand boy in this same office ten years ago, shall answer.

"Most boys start in when they are 15 or 16," said this young man, "and they usually begin as stock runners. A runner in Wall street parlance is a boy who delivers stock. In ordinary business, unless there is a special agreement to the contrary, the stock sold on a certain day is delivered on the day following. The time for these deliveries ends each day at 2:15. Fifteen seconds before the quarter the tickers which announce the quotations of the exchange in all the offices stop. Then they go 'Tick-tock, tick-tock,' until they have told off the fifteen seconds. After the final 'tock,' a buyer is not bound to receive stock which he has contracted for until the following day, and if it is offered to him he will usually refuse it. That means that the firm holding the stock must keep it over until the following day. They are then compelled to hypothecate the stock, that is, they borrow money on it, and it costs them one day's interest. As the amount involved is frequently large, the sales often being in thousand share lots, the interest charge may easily amount to $95 or $100, or even more, and be[illegible] item.

[illegible] broker whose [illegible] sold to another [illegible] shares. They [illegible] and the book-keeper [illegible] them, jotting down the [illegible] memorandum slip. The [illegible] thrust into my hands and [illegible] to the buyer's office, well [illegible] that if I don't get there by [illegible] that last tick-tock is struck off [illegible] ticker it may cost my employer [illegible] You see the possibilities for [illegible] work in such a situation, and it [illegible] happens that for the few [illegible] around 2:15 p. m. the running [illegible] the most important figure in the [illegible] one after another of the clerks [illegible] their tasks as the seconds grow [illegible] and fewer to watch the boy dash [illegible] and perhaps to lay a small wager [illegible] to whether he will be on time.

"But running is not all of a [illegible] boy's work. Between 2:15 and [illegible] o'clock he will perhaps be busy [illegible]fying checks. All transactions between the brokers are settled by checks, and each broker before he deposits the checks in his own bank at the close of the day's business, sends them around to the banks on which they are drawn, to be certified. Checks amounting to thousands of dollars are placed in the boy's hands and he must go to half a dozen different banks with them. Frequently this demands quick work, too, for there is a long line of waiting boys at each bank. The boys often work an interesting labor-saving scheme in doing this work. No. 1 goes to the Fourth National bank, we'll say, with several checks. He finds his friend No. 2, from a neighboring office, already in line. He don't want to wait, so he says to No. 2: 'Here, take my Fourth National and give me your Hanover.' The exchange is made and afterward the boys meet and each takes back his own checks. Yet, with all this promiscuous trading, it is very seldom that a check is lost or goes astray."

FAST TRAINS THE SAFER.

Reasons Why They Kill Fewer Persons Than the Slower Trains.

"There seems to be an impression," said a railway superintendent, speaking of the fast service the railways are now giving, "that the fast trains are the most dangerous for people to ride on, and that more persons are killed in crossing tracks, &c., than by the trains which are slower. This is a mistake.

"The Pennsylvania Railroad Company has given the matter special attention, and has statistics to show that, in proportion to the fast and slow trains run, more accidents have occurred to the slow trains and more persons not in the employ of the company killed by the slower trains. Men in charge of fast passenger or freight trains are constantly on the watch for danger. The engineer feels that there is more at stake, and one will notice that the blasts of his whistle are more frequent and sharper; that the fireman is more particular to ring the bell when passing through a town or a city near a highway crossing. It would be difficult to find people living on the lines of the roads which run fast trains that have not heard of the Chicago limited on the Pennsylvania lines, the fast express No. 2, between St. Louis and New York, over the Vandalia and Pennsylvania lines; the Empire State Express, the Knickerbocker on the Big Four, and the hundreds of other fast trains. Fast trains are run nearer on time, and people know their time and keep out of the way. The equipment of the fast trains is kept at the best standard, and everything conduces to make them safer to ride on and less liable to injure people at highway crossings and in passing through towns and cities. The Pennsylvania transportation department is fully satisfied that the above statement is correct."

The same remark will apply to the freight service. In 1888 twelve miles an hour was considered the highest speed limit for a freight train, and J. J. Turner, when superintendent of the Indianapolis division of the Panhandle, was the first to increase the speed of freight trains in this section, scheduling a train at sixteen miles an hour between Indianapolis and Columbus. Competitors soon took similar action and increased the speed of the fast freights to eighteen miles an hour, then to twenty miles, which was the maximum for through freight trains for several years, but with the better track and better locomotives some of the roads are scheduling freight trains at twenty-three to twenty-five miles an hour, using the schedule of passenger trains during the seventies and eighties.

Every day we find [illegible] being used for new purposes. [illegible] made of it to support [illegible] weak spines that hitherto [illegible] held in position by [illegible] In view of the con[illegible] we can easily believe [illegible] its inventor that "it [illegible] lightest and strong[illegible] support ever invented."

[illegible]

Pittsburg, Aug. 30.—Before going to the St. Louis convention Patrick Dolan, district president of the United Mine Workers, expressed himself very freely concerning the statement of the press committee of the coal operators of Saturday. The statement charges M. D. Ratchford, the national president, with making certain assertions that are untrue. It gives the details of the offers made by the operators and shifts the burden of the blame to Ratchford.

"It is unfair to the miners and their officials to have such statements go before the public, for they are misleading and in the main untrue," said Dolan. "Let me tell something concerning what passed between us at that conference. When Ratchford had given his ultimatum and the operators were excited, and some of them very much excited, I took the floor. I told them that I looked into the faces of many operators who had repeatedly told me that if the miners' officials succeeded in bringing about a suspension in certain mines that were paying a lower rate they would agree not only to pay 69 cents, but $1 a ton.

"I told them that we had brought about the suspension they asked for, and they knew I referred to the New York and Cleveland Gas Coal company's mines. It seemed absurd to them to accept our proposition to go to work at the 69 cent rate pending arbitration. I explained to them that we had brought about a suspension in the mines that seemed to bother them so much and wanted them to keep their promises.

"Of course it is well known that they would not listen to our proposition. I then appealed to them to use their efforts to bring about a conference of operators and miners in all the states involved. I told them that every one present should make an honest effort to bring about such a conference and assured them that the miners' officials would do all in their power to bring the parties interested together.

"If after every other effort had been exhausted to bring about such a conference had failed, I told them that I would be willing to cut loose and act independently for the Pittsburg district and had the support of the local organization. Now, if this was not fair, I would like to know of an argument against it.

Refused to Keep Their Word.

"They refused to be as good as their word on the first proposition and on the second did not even exhibit a desire to bring about a conference of the various states as I suggested. We are in favor of bringing the question to an honorable and fair settlement and on a just basis. This effort to put the odium on the miners is as unfair as it is unjust, and the public should know it."

It has been decided to start a campaign among the miners of the Wheeling division of the Baltimore and Ohio railroad. The miners formerly employed in the Anderson, Hackett, Germania, Nottingham, Snowden, Gastonville and First Pool mines will hold a mass meeting at Finleyville Wednesday morning.

It has been learned that the Gastonville miners who were served by an official of the Pittsburg and Chicago Gas Coal company with notices to vacate their houses will resist the eviction. Nearly all of them forfeited wages aggregating $9,000 when they went out on strike under conditions imposed upon them by the ironclad contracts they had signed.

They claim the money is due them, and they intend to remain in the houses until their accounts are squared. The meeting Wednesday is to be addressed by M. B. Garrick, Cameron Miller and others.

Advance Granted.

Dubois, Pa., Aug. 30.—General Manager Robinson has issued a circular to the Rochester and London striking miners in which he grants an advance to 40 cents per net ton and gives the company's side of the controversy. On Tuesday, after the committee notified Mr. Robinson that the miners here had decided to strike notwithstanding his request for them to work until Saturday, when he would reply to their demand for an advance, he told them he would have no further communication with Dubois [illegible]

In his circular yesterday he says he [illegible] his duty to send them a com[illegible] as they have been misled [illegible] After explaining the [illegible] of the company and its efforts [illegible] contracts Mr. Robinson says: [illegible] effect of the lost tonnage you [illegible] long after these agitators with [illegible] and careless statements of [illegible] have disappeared."

[illegible] circular also contains the information that the Pittsburg miners are [illegible] under this scale of 54 cents for [illegible] coal. The 40 cent rate here is [illegible] the proportion as the 60 cent in [illegible] region. The granting of [illegible] advance asked ought to result in [illegible] resumption. Nothing [illegible] be stated until the miners have [illegible] the communication and acted [illegible]

[illegible] Adrian and Melvin mines [illegible] Saturday, while the striking [illegible] from Reynoldsville and [illegible] at the fair grounds at [illegible]

[illegible] the lack of supplies was [illegible] received [illegible] last week except [illegible] money. A citizens' special committee is exerting itself to secure temporary relief. If outside help does not come soon, the consequences will be appalling.

Wages to Be Reduced.

Raton, N. M., Aug. 30.—Notices have been posted at the Blossburg coal mines, operated by the Raton Coal and Coke company, of a reduction of 10 per cent in wages, to take effect Sept. 1. The price now paid for mining is 65 cents per ton, but as the men are employed only part of the time they claim they cannot live at the reduced rate.

A FAMOUS REGIMENT.

The Twenty-third Ohio to Hold a Reunion Next Month.

Fremont, O., Aug. 30.—The first and second days of September will have noted events here, at both of which President McKinley will be in attendance. On Sept. 1 occurs the wedding of Ensign Smith and Miss Hayes, the daughter of the ex-president, and on the next day begins the reunion of the regiment in which Hayes and McKinley served during the war.

The Twenty-third Ohio regiment claims the distinction of having among its officers more men who attained high positions during and after the war than any other regiment in the United States. Two of its officers became presidents of the United States, R. B. Hayes and William McKinley; one reached the office of United States senator and associate justice of the supreme court of the United States, Stanley Matthews.

Its first colonel, W. S. Rosecrans, was appointed brigadier general in the regular army before his regiment reached the field. The next in command, E. P. Scammon, was afterward made major general of volunteers and was equally successful in business life. The fourth colonel, James M. Comly, was mustered out with the regiment and was afterward known as a distinguished journalist. Lieutenant Colonel Russell Hastings, now a resident of the Bermuda islands, is known as a successful man of business in Ohio since the war.

Captain G. B. Giddings was appointed major in the United States army. Lieutenant B. P. Kennedy was later lieutenant governor of Ohio and also a member of congress. Lieutenant James L. Botsford was made captain on the staff of General Scammon. Lieutenant George W. Hicks was made colonel of a New York regiment.

President McKinley rose from the ranks to second lieutenant Sept. 24, 1862. He was promoted to first lieutenant and then to captain July 25, 1864, and was afterward brevetted major.

The regiment saw severe and trying service in the mountains of West Virginia and participated honorably in the engagements of South Mountain and Antietam in 1862. It was especially conspicuous at the celebrated battle of Cedar Creek, Oct. 19, 1864, when Sheridan made his ride to Winchester.

SHOT AT A CRAP GAME.

A Haverstraw Negro Seriously Wounded by an Unknown Man.

New York, Aug. 30.—A young man describing himself as Timothy Walters, a laborer, of Haverstraw, N. Y., applied for surgical aid at the Leonard street police station here. He was suffering from a pistol shot wound in the back, which he said he had received in a fight at Haverstraw. As the injured man declined to give any particulars of the affray the police are inclined to doubt the story of the fight and suspect that Walters was shot while attempting some unlawful act up the Hudson. Walters' home is at 21 Jerome park, Haverstraw. He is now a patient at the Hudson street hospital.

Walters, who is a negro, when told that the bullet had pierced his lung and the injury was serious, consented to tell a detective the circumstances of the shooting. His story was to the effect that on Saturday night he and a number of colored men, all employed in the brickyards at Haverstraw, gambled at crap at Doggen's saloon at that place. Among the "crap shooters" were two characters known only to him as Devil Jack and Coffee Cooler.

While the game was in progress, long after midnight, some one extinguished the single kerosene lamp in the place. Then there was a scramble for the pile of money on the table. Walters admits that he tried to get some of the stakes and in doing so got shot.

There were several shots fired in the darkened saloon, and another bullet struck Devil Jack in the left eye, and the Coffee Cooler was hit in the left arm.

Walters says he does not know who fired the shots, but declares that if he had possessed a gun he would have joined in the fusillade, because it was a case of every man for himself.

The Haverstraw authorities have been informed of Walters' whereabouts by the police of this city.

Suicide In a C[illegible]

Saratoga, Aug. 30.—Mrs. Cora Vanderburgh [illegible], aged [illegible], the wife of [illegible] committed suicide by jumping into a cistern. [illegible] years [illegible] her parents [illegible]

[illegible]

STORIES OF SOME RICH CLAIMS.

It Is Estimated That the Finds In the Klondike Will Aggregate $60,000,000 In the Next Three Years

Seattle, Wash., Aug. 30.—The steamer Portland arrived here yesterday morning at 3 o'clock. It was 14 hours after the Portland was sighted off Cape Flattery before she arrived here. The Portland carried 13 miners, each of whom brought only a small part of his stake.

The total amount of dust on the vessel is perhaps $575,000. The Portland was delayed by the failure of the P. H. Weare to arrive at St. Michaels and by a storm on the north Pacific ocean. The miners on board, with the amount of their total mining profits, part of which was brought with them, are as follows:

J. Rowans, $50,000; Jim Bell, $45,000; Joe Goldsmith, $35,000; N. W. Powers, $35,000; W. W. Caldwell, $35,000; W. Oler, $30,000; C. K. Zilly, $25,000; F. W. Cobb, $25,000; W. Zahn, $15,000; A. Buckey, $10,000; M. S. Lansing, $15,000; B. W. Farnham, $10,000, and M. R. Camler, $15,000.

The returning miners say that the remarkably rich claims on El Dorado creek will number 140.

It is estimated that at the rate these claims are now producing and considering ground yet to be worked the next three years will produce about $60,000,000. To this must be added the wavering possibilities of new gulches and the development of claims already found but not opened so as to permit of greatest production. There have been other rich strikes, on Stewart river, Hunker, Henderson and Indian creeks, but none of these is as rich as claims on El Dorado and Bonanza creeks.

Until the wonderful discoveries of the Klondike were made, ground worth 10 cents to pan with or two or three feet of pay dirt was considered very good for the Yukon, and miners made fair money with rockers and sluices. This year miners are passing entirely over ground of this richness in their search for sand and gravel that will pay like that of the Klondike discoveries.

Up to date none of the claims show any signs of exhaustion, and scarcely a dozen are more than well opened. Every one has large areas of ground to be worked. It is said it is impossible to make anything like an accurate estimate of the probable yield of the mines. The ground is not at all even in richness, and the width of pay streaks varies greatly.

Last Trip of the Season.

The most important news from St. Michaels is that the Yukon river steamers left there two weeks ago for their last trip up the Yukon. It was not certain they would reach Dawson this fall, in which event passengers who left the sound on the steamer Portland as early as July 25 would only reach Circle City before navigation closed.

This makes it certain that hundreds of miners who have left the sound and California since Aug. 1 for St. Michaels will have to winter there. At least they can scarcely get started up the Yukon before the river freezes over solid. All vessels touching at St. Michaels this summer have had great difficulty keeping their crews, who have caught the gold fever very soon after arriving.

One schooner from Victoria was entirely deserted, and her crew, from captain to cook, started up the river for Klondike. The crew of the schooner J. M. Coleman endeavored to desert also, but the attempt was discovered in time, and by the display of firearms the men were compelled to remain on duty. The mates of the schooners Jewett and Coleman and the carpenter of the Sanders were piped off at St. Michaels and departed at once for Dawson. Every vessel from St. Michaels has come away short handed. The Portland lost several of her crew, but was able to obtain new men by paying high wages.

Danger of a Famine.

San Francisco, Aug. 30.—W. A. Ryan, en route to the Yukon goldfields, writes from St. Michaels under date of Aug. 15 to the effect that there is grave danger of a famine on the Klondike this winter. According to all reports received from the upper country, it will be impossible to land sufficient food at Dawson City to support the population already dependent upon that base of supplies.

R. T. Lyng, local agent of the Alaskan Commercial company at St. Michaels, declares that there are already over 4,000 idle men in Dawson, and new parties arriving every day via Chilkat pass, while the total amount of freight landed there this year will not exceed 4,000 tons, of which not more than three-fourths is provisions.

Miners returning from Klondike, who left there in July, report that the food was running very low then, and it was disposed of as fast as discharged from the steamers. Old timers realize the situation and predict distress and death as a result of the Klondike craze.

William Ogilvie, Dominion land surveyor, who has been making topographical surveys of British possessions along the Klondike, has been recalled by the government for consultation as to important matters affecting new goldfields and is now en route to Ottawa via San Francisco.

He will make a report embodying suggestions for new mining laws, governing the sale of liquor and [illegible] wood for fuel, [illegible]

LOOKING FOR CROZER

Constable Cannot Find the Missing Treasurer.

THINKS HE WILL SOON SURRENDER.

The Son of the Alleged Embezzler Has Assured the Sheriff That His Father Will Give Himself Up When Bail Is Arranged.

Trenton, Aug. 30.—Constable William Dolton, who made a second trip to Belmar Saturday with a warrant for the arrest of Peter Crozer, the embezzling loan association treasurer, returned unsuccessful to Trenton last night. He said he had been at Belmar, Spring Lake and other places and had learned enough to satisfy him that Crozer was at the seashore. He is convinced that Crozer will surrender himself within a day or two. Dolton had had a conference with Crozer's son Edward, who practically assured him that his father would be produced as soon as the arrangements, for the furnishing of bail can be completed.

Dolton says he understands that three of those who are to go bail are William Hancock, a Trenton banker; ex-Judge William S. Yard and General Richard A. Donnelly. Donnelly is the quartermaster general of the state, and his wife is Crozer's stepdaughter.

Donnelly has a summer home at Spring Lake, but the constable made no attempt to gain an entrance, not being justified in such action by the possession of any tangible proof that the wanted man was therein. The house is being watched with a view of arresting the old man if he should venture out.

Irvin W. Rogers and Edward Crozer, assignees of Peter W. Crozer, have placed in the hands of a lawyer for collection a large batch of notes and checks given to Peter W. Crozer by various persons, which have apparently never been used. One suit has been begun against Edward W. Evans for money advanced by Crozer on Evans' notes and checks.

Evans was the solicitor of the two building and loan associations and for years occupied the same office with Crozer. Rogers and Edward Crozer say that if they could realize on all the unused notes and checks which Peter W. Crozer turned over to them they would be able to liquidate the entire shortage.

Mr. Rogers says the notes and checks were evidently given in return for cash advances made by Crozer and that the latter never attempted to realize on the paper given to him, but put it away in his safe. The notes and checks are for amounts ranging from $5 up to $1,000 and bear various dates, extending back over a period of several years.

Mr. Rogers exhibited a number of the checks and notes. Among them are some signed by John W. Lindsay, president of the two building and loan associations; John Matheson, who is auditor of one of the associations and who swore to the correctness of Crozer's accounts in 1894; Daniel Loder, John A. Steen and Thomas Clark.

The latter helped Crozer to make up his last report. President Lindsay, who up to Saturday denied that he had been loaned any money by Crozer, has admitted that he and Crozer had an open personal account and that the balance might be in Crozer's favor.

Cut to Pieces by a Train.

New York, Aug. 30.—Samuel Dwyer, while taking desperate chances to escape from a policeman who was pursuing him in Hoboken, N. J., was cut to pieces by a train on the Erie railroad. Dwyer and a number of others were members of a gang which congregates at the corner of Seventh and Monroe streets, Hoboken. Three policemen descended upon the gang. Dwyer and two others fled. They raced along Seventh street to where the street crosses the Erie tracks. Here was a train approaching. Dwyer's companions crossed the tracks in safety. Dwyer hesitated, but seeing the police almost upon him, turned just as the locomotive reached him. He leaped for the pilot, but missed his footing and rolled down in front of the passed over his body, tearing it to pieces.

Governor Black Inspects Quarantine.

New York, Aug. 30.—Governor Frank S. Black and Mrs. Black, Senator T. C. Platt and Mrs. Platt and Lieutenant Governor Timothy L. Woodruff were the guests of Health Officer Doty at quarantine. The governor and party left the Oriental hotel, Manhattan Beach, by train, and were met at Bay Ridge by Dr. Doty with the steamboat Governor Flower and proceeded to the quarantine station on Staten Island. After a brief inspection of the quarantine grounds the party sailed down the bay, visiting Hoffman and Swinburne islands.

Russia to Use Her Own Vessels.

Washington, Aug. 30.—Consul General Karel, at St. Petersburg, informs the state department that a measure has been sanctioned by the emperor of Russia providing that after Jan. 1, 1900, all coastwise trade of Russia must be carried in Russian vessels, with the exception of salt from the Black and Azov seas, to ports on the Baltic. A similar law was passed in 1880, but has remained a dead letter.

New York Woman Dies at Saratoga.

Saratoga, Aug. 30.—Miss Kate Goulding, aged 54 years, of 11 West Forty-second street, New York city, died here quite suddenly.

[illegible]

New York, Aug. 30.—Dr. Thomas W. Evans, the famous American dentist who for the past 40 years has been the dental operator in Paris of most of the crowned heads of Europe and many celebrities, has returned to this country from Havre. He came over with the body of his wife, which is to be interred in Woodlands cemetery, Philadelphia.

Dr. Evans is now 75 years old and is worth $35,000,000. About $5,000,000 of this property is in New York city real estate, the remainder in Paris and elsewhere. This fortune has been gathered since Dr. Evans first went to Paris from Philadelphia in the forties.

During the empire of Napoleon III his fame as a dentist was worldwide. In that capacity he served Napoleon, the Empress Eugenie and all the monarchs of Europe except Queen Victoria and the present sultan of Turkey. Victoria's children and the present czar of Russia, when a child, were his patients.

Dr. Evans has orders and decorations innumerable. It was in his carriage that the Empress Eugenie escaped from Paris after the battle of Sedan. The wife of Dr. Evans died on June 17 last at their residence in Paris. The doctor was accompanied on the voyage by Dr. Edward Crane, his junior partner. There were a number of his relatives at the dock to meet Dr. Evans. He declined to be interviewed.

He had with him in a satchel a tiny sky terrier, which was presented to him six years ago by the Princess of Wales.

He will probably stay at the old family homestead at 4011 Spruce street, Philadelphia.

DESTRUCTIVE CONFLAGRATION.

Loss of $75,000 by a New York Factory Fire.

New York, Aug. 30.—Twenty steamers, one-third of the number belonging to the fire department of this city, were kept busy yesterday afternoon pumping water into the six story factory building, 478 and 480 Pearl street, which had taken fire from some unknown cause and was threatening to ignite the Five Points Mission home on Park street. After a stubborn fight the flames were confined to the premises in which they originated.

The structure was gutted, however, and the roof fell in. The total loss is estimated at $75,000, of which sum $25,000 is on the building, owned by Thomas M. Jackson.

The burned premises were occupied by the Phenix Gas Fixture company; Arnoux & Hochhausen, electric motors; Zahn & Bowly, mirrors; Crescent Steel company, William Snyder & Co., engravers' supplies, and F. Coxford, armorer.

A short time before the fire was discovered there were about 300 children in the mission Sunday school, in the back of the Pearl street factory. They had gone home, however, before the alarm was given.

Fire Chief Sweeney of Chicago, who is visiting friends in this city, attended the blaze and doubtless gained some points in the science of fire fighting from the New York department.

The Cisneros Case.

Havana, via Key West, Aug. 30.—It is asserted here that it was the intention of Captain General Weyler, as the result of quiet and friendly influence on the part of Consul General Lee, to issue an order dismissing the case of Evangelina Cossio Cisneros in a short time, but in view of the publicity given the case and the many contradictory assertions made in regard to it the captain general has decided to postpone action for the present. The military commander of the Isle of Pines recently stated that many of the statements made with reference to Senorita Cisneros were without foundation and that, so far as he could judge, no extreme sentence would be imposed upon her.

A Double Drowning.

Lynn, Mass., Aug. 30.—A double drowning has occurred at Flax pond, the victims being Thomas Hayden, 32 years of age, and Nicholas Garbarino, an Italian, of Barret street, Boston. In company with Thomas Walsh of this city they went to the pond and engaged a rowboat. When near the landing, they attempted to change seats, and the boat tipped over, throwing them all into the water. Walsh managed to swim ashore, but the other two men went to the bottom. The bodies were recovered.

Business From Out of Town Buyers.

New York, Aug. 30.—The officers of the Merchants' association estimate that the benefit by the visit of buyers from all parts of the country this fall to New York will approximate $50,000,000 and say that the benefits to be derived in the future by the extension of trade are incalculable.

Effects of Insurance Failure.

Lima, Peru, via Galveston, Aug. 30.—The collapse of the Massachusetts Benefit Life association of Boston is regarded here as disastrous. The only security that the policy holders here have is $5,000 sols local guarantee, and this is scarcely sufficient to cover 25 per cent of the liabilities.

Rumored Decision Against Portugal.

London, Aug. 30.—A dispatch to The Daily Mail from Cape Town says it is reported from Lourenco Marques that the arbitrators at Berne, in the [illegible] bay, have decided against Portugal [illegible] have awarded the Delagoa railway indemnity of £2,500,000. The [illegible] not credited here.

Want to Start a Big Strike.

Chicago, Aug. 30.—The promoters of [illegible] Louis Labor convention [illegible]

A TELEGRAPH LINE [illegible]

Grave Fears That [illegible] Spread to All [illegible] the Frontier [illegible] Are Aroused.

Quetta, Baluchistan, [illegible]—Much anxiety experienced here over rumors that the uprising of the tribesmen of the frontier will extend to this district has been increased by the fact that the telegraph line through the Bolan pass has been cut.

The Bolan pass is a defile in the mountains of Baluchistan, consisting of a succession of ravines about 60 miles in length on the route from the lower Indus to the tableland of Afghanistan. The greatest elevation is 5,793 feet. The Bolan river rises in this pass at 4,494 feet above the sea.

Baluchistan, by the treaty of Khelat in 1876, came under British protection. The khan receives an annuity and assistance from the British in case of disorder, and Great Britain has the right to maintain military stations in the Bolan pass and to take steps to guard a free passage through it. Since 1877 an agent of the British governor general of India has resided at Khelat, and to him the khan is amenable.

The area of Baluchistan is about 122,000 square miles, and its population is estimated at 450,000. The inhabitants are divided into two great branches, called Baluchees and Brahuees, differing in language, figure and manners. Both races are brave and capable of enduring much fatigue. All the Baluchees are excellent marksmen and are fond of field sports.

Quetta, or Shawl, is a town of Baluchistan, near the Afghan frontier. It is occupied by the British as a military post and is situated in an elevated but fertile valley 30 miles northwest of the Bolan pass. Its native population is only about 2,000 souls.

Chiefs Arrested.

The Bombay Gazette on Tuesday last announced that three of the principal chiefs of Baluchistan—Sirdars Mehratawhan, Ghomesbakhis and Yarmahomed were arrested on the arrival of the Mushkaf-Bolan mail train, upon which they were induced to go to Quetta in order to meet an agent of the governor general of India, the Earl of Elgin, who had arrived there by special train before them.

Sirdar Ghomesbakhis is a son-in-law of Sirdar Sir Arad Khan, one of the most loyal chiefs of Baluchistan. All three of the prisoners belong to the Sarawan division of Baluchistan, are known to have been disaffected for some time past and are suspected of intriguing against the government.

The arrests caused a great sensation among the Mohammedans, and further important developments, The Bombay Gazette said at the time, were expected. The prophecy apparently has been fulfilled by the cutting of the telegraph line in the Bolan pass, which may be a prelude to a rising of the tribesmen in that vicinity and an attempt [illegible] that pass, thereby possibly [illegible] successes of the Afridis in [illegible] Khyber pass.

Runaway Engine Smashes [illegible]

Elmira, N. Y., Aug. 28.—A [illegible] switch engine run into two [illegible] coaches standing on a siding [illegible] Lehigh Valley passenger [illegible] city. The passenger coach [illegible] which contained a man who [illegible] ing cars, were driven thr[illegible] pot building. The ticket [illegible] Passenger Agent Hill jumped [illegible] window into the ticket office [illegible] caped. No one was in the [illegible] ing rooms at the time. The [illegible] and fireman of the switch [illegible] ed after reversing the engine. [illegible] end collision with a freight [illegible] resulted. No one was injured.

Prominent Physician [illegible]

Danville, Pa., Aug. 28.—[illegible] Cabell, a prominent citizen of [illegible] was assassinated at his [illegible] near Callands, 25 miles from [illegible] Edward Hankins, his tenant. [illegible] had refused to rent Hankins the farm for another year, and Hankins refused to move away, from which the dispute which resulted in [illegible] ing. Cabell was shot with a [illegible] barreled shotgun loaded [illegible] shot and instantly killed. [illegible] was 74 years of age. He was a [illegible] of ex-Congressman George C. C[illegible]

CONDENSED DISPATCHES.

By the collapsing of a building on Prince street, Boston, three Italians were killed and several severely injured.

The Chicago pacing stallion Star Pointer went a mile in the extraordinary time of 1:59¼. He was accompanied by a runner.

The Presbyterian general assembly committees on synodical home missions will meet at Indianapolis during the [illegible] week of November.

[illegible] western suburbs of Chicago, doing considerable damage to buildings. [illegible] wood park one woman was killed and three other persons injured.

[illegible]