

IN THE SIERRAS.

So far away the city lies, Deep in the fog-hung vale below, I cannot hear its murmurs rise...



[Copyright, 1897, by Longmass, Green & Co.]

SYNOPSIS.

Chapter I—D'Auriac, commanding outpost where scene is laid, tells the story. De Gomeron has been appointed by Gen. de Rone to examine into a charge made against him...

most read the device, "Pretium non vile laborum," on the fleecy. "You may rise, monsieur," the king said at last, coldly, and added: "And you may speak. It is because I understand that I have for the moment excused you—now what have you to say?"

As he spoke his glittering eyes met me full in the face, and for the moment I could not find words. "Ventre St. Gris!" and Henry picked up a melocoton from a salver that was by him and played with it between his fingers...

With my heart boiling with rage, I made for the stairway. I did not dare to look for madame. There was enough despair on my face to enable her to read it like a book were she to see me, and I had no doubt she had. I felt I had miserably failed. There was one chance, however, and that was to urge her to instant flight, and I determined to ride straight to the Rue Varenne, and there await either madame's or Pain's return...

It did not take me five minutes more to find Couronne, but as I turned her head on reaching the gates of the town towards the river face, I heard de Belin's quiet voice behind: "Not that way, d'Auriac—you come with me."

CHAPTER XIV. UNDER THE LIMES.

It mattered little to me if I rode a portion of the way back with de Belin, and so I turned Couronne's head as he wished. Before setting off, however, he gave some rapid and whispered orders to Vallon, emphasizing them with a loud "Quick, mind you, and do not fail!"

In the meantime Belin rode by my side whistling a march to himself, whilst a couple of lackeys immediately behind us shouted themselves hoarse with an insistent "Way—way for monsieur le comte!"

Without any further hesitation I drew forth Coiffier's gift. It was, as I have said, a hollow wooden globe, and was made in two parts, which could be joined together, or separated by a turn of the wrist. I held it in my hands for a moment or so, and then opened it, and had just pulled forth the paper it contained, when by ill chance as it seemed the capuchin, who was urging his mule past us, brushed violently against my horse, with the result that the paper slipped from between my fingers and fluttered to earth...



Belin himself joined in the merriment, and I picked up the paper, muddy and much soiled. Smoothing it out against the flap of my saddle, I made out the words: "To-night, at Compline." There was no doubt about the writing, and, thrusting the precious scrap into my breast pocket, I remounted. As I did so de Belin said: "Well, have you changed your plans?"

"Partly; but I think I shall go back to my lodging." "Do nothing of the kind as yet. I have asked Pantin to meet us at the Two Ecus, your own ordinary—Vallon has gone to call him; you can give him any orders there. You owe me as much as to yield to me in this."

room in the Two Ecus, with the dark oak wainscoting, the furniture that had polished, the open window, showing the yellow sunset between the high-roofed and many-gabled houses, the red Frontignac, sparkling like rubies in our long-necked glasses, and the deft service of Suseite, the landlord's daughter, whose pretty lips pouted with disappointment because no notice was taken of her good looks by the two cavaliers who supped together...

He laughed and said: "Not yet good-by; and as for your business, there is some of it in Coiffier's wooden ball. I would open that here before you decide to leave me."

EARLY DAYS OUT WEST.

How Outlaws and Indians Banded Together to Capture the Overland Stage Coaches.

Col. "Jim" Stephenson, the liveryman of Omaha, is one of the veteran freighters of the old west. There are not many of the tribe left, and few of them at any time had more adventurous experiences than he. The terror of the freighters in those remote times was Three-Fingered Jack, who was assisted by Roman Nose and a band of 50 Sioux. In those days Stephenson was driving a Concord coach, one of a line of which he was operating, making connection with western railroads. One of these coaches was set aside to carry treasure. By leaving Omaha on Monday morning the 600 miles to Denver could be made by Saturday afternoon.

Stephenson says: "At the same time Ben Adams fired both barrels of a heavily-loaded shotgun into the band and killed three of their number. From both sides of our treasure coach the passengers fired their pistols at the outlaws. They did little execution, but the bandits evidently thought they had surprised an army from the way they scattered. I gained the brow of the hill before the road agents were ready to act. "They poured a volley into the rear of our coach, which killed two passengers outright and wounded George Golden. In spite of his wounds the brave fellow climbed up to the rear window of the coach and as the great vehicle swayed and rolled as we dashed wildly down the hill poured shot after shot into the outlaws. This kept the bandits at a distance, and they were afraid to approach until their Indian allies came up. We came two miles down the hill in three minutes. As we reached the foot of the hill the Indians hove in sight. They could not get up close to us and the road agents were afraid. They sent a cloud of missiles through the coach, over our heads and into the horses pulling the coach. One arrow pierced the face of Golden as he defended our rear. Another feathered shaft stuck into Adams' back. In addition he received no fewer than ten other wounds. In spite of the jolting of the coach he managed to knock several of the pursuers from their horses with his rifle."

Attorney—You say you had called to see Miss Billings and was at the house at the time the burglary was committed? Witness—Yes, sir. "Then how did it happen that when the prisoner dashed into the room and assaulted you you leaped through the window and went home, making no attempt to defend the lady or give the alarm?" "I thought it was her father."—Hartford Times.

THE BUNKS TOPPLED OVER.

Two Hundred Ohio Soldier Boys Were Rudely Awakened While in Slumber—Several of Them Injured.

COLUMBUS, O., Jan. 7.—Two hundred members of the 4th Ohio volunteers, gathered here for muster out, were hurled from their improvised beds at the Auditorium at an early hour Friday morning, and 23 were injured, quite a number being seriously hurt, although no fatalities are expected.

In order to accommodate the men, temporary double-decked bunks had been constructed out of tent floors and scantling, and under the weight of the sleeping soldiers the structure toppled over. All the injured were 2d battalion men. The more seriously hurt were as follows:

John Kashner, Company M, Ashville, injured about the neck and spine; Gordon Withrow, Company M, Hallsville, spine and abdomen injured; Albert Barber, Company H, Portsmouth, lower bowels and lumbar region; Nat J. Coffman, Company E, Washington, C. H., back; Ed. I. Walker, Company M, Circleville, back and abdomen; Samuel Spangler, Company M, Circleville, hip and back; Charles Neal, Company H, Portsmouth, back and neck; Samuel A. Johnson, Company H, Portsmouth, back and right hip; Albert Messer, Company H, Portsmouth, neck and back of head; French Simms, Company E, Washington C. H., rib broken; George Newhard, Company M, Circleville, rib broken.

There are 12 others who received severe injuries and many more or less bruised. Lack of bracing of the bunks is the reason given for the accident. The men in the lower bunks suffered the most. The extent of the various injuries can not be told yet, but the medical staff are doing all possible for the men. A number were removed to the various city hospitals, owing to the severity of their injuries.



MRS. NELSON A. MILES. (Wife of the General of the Army of the United States.)

THE SEVENTH INFANTRY.

Nine Companies of this Regiment Will Be Sent to Various Points—Balance to Remain at Fort Wayne.

DETROIT, Mich., Jan. 7.—Company F, 7th United States infantry, left Fort Wayne Friday morning and started for Fort Thomas, Ky., by special train over the Lake Shore railroad. According to one plan of distribution there will be nine companies, or parts of companies of this regiment, stationed at various points and five companies will remain at Fort Wayne. One company will be stationed at Fort Brady, one-half company at Fort Snelling, St. Paul; one-half company at Walker Lake, Minn.; one company at Fort Crook, Omaha; one at Fort Sheridan, Chicago; one at Jefferson barracks, St. Louis; one at Fort Thomas, Ky., and one at Columbus barracks, Columbus.

Lieut. Allison, of Company D, received orders Friday morning to proceed to Columbus as soon as possible. It is contemplated that the small number of men sent to these posts are to act simply as guards while the other regiments proceed to service in the Philippines, Cuba or Porto Rico.

Fatal Gasoline Explosion.

TOLEDO, O., Jan. 7.—A special from Pemberville, a town 18 miles south of here, says that by an explosion of gasoline the hardware store of Keil & Son was badly wrecked and Augustus Keil, the junior partner, so badly injured that he died in an hour. His right arm was blown off and the right side of his face torn off. Mr. Keil was a leading citizen and former mayor of the village. He leaves a wife and infant son.

Steamer Catania Reported Safe.

LONDON, Jan. 7.—The American steamer Catania is safe. A dispatch from St. Michaels, Azores, to Lloyd's, says that the Catania, from Glasgow, December 17, for New York, previously reported in distress by the British steamer Messaba, which spoke and endeavored, unsuccessfully, to tow her on December 20, has put into that port. Her funnel had been washed away and her decks swept of everything moveable, including her boats.

Senator Morrill's Successor.

CHICAGO, Jan. 7.—A special from Montpelier, Vt., says: "Gov. Smith has tendered the place in the United States senate left vacant by the death of Senator Morrill to E. F. Fife, of this city. Mr. Fife has not yet accepted."

Houses Under Water.

WESTON, W. Va., Jan. 7.—All the lower portion of Weston is inundated. The water stands eight feet in many homes. The river gauge showed 17 feet and falling at 1 o'clock Friday night.

DEWEY'S WANTS.

He Makes a Request For More War Ships and Supplies.

With His Present Vessels, the Captured Spanish Ships and Those Under Way, Dewey Will Have the Largest Fleet in Time of Peace.

WASHINGTON, Jan. 9.—The navy department received a long cipher cable dispatch from Adm. Dewey making requisitions for ships and supplies urgently needed on the Asiatic station. The admiral reiterated the request he has made several times in the last few weeks, that additional light draught gunboats should be sent to him, notwithstanding the fact that Secretary Long informed him Friday that the Castine was starting immediately by way of Suez, and other vessels would follow when they could be spared. A reply was sent to the admiral Saturday that the Bennington, now on her way from Honolulu to make surveys at Guam, would be ordered to Manila in the course of a few months, and the Machias, now repairing at Portsmouth, N. H., would follow the Castine through the Mediterranean in a few weeks to join his fleet.

Secretary Long added a request to Adm. Dewey to designate specifically any other gunboats he desired, in order that the department might gratify him, if possible. The authorities recognize the advisability of sending all the gunboats that can be spared to the Asiatic station, on account of their adaptability to service in the archipelago, but in addition to the Concord and Petrel, which are now at Olojo, the Helena is at Port Said on her way to Manila, and Adm. Dewey now has in commission the Callao, the Manila, the Culgoa and the Barcelo, which he captured from the Spaniards, and in a few weeks the Isla de Luzon and the Isla de Cuba, which he raised and sent to Hong Kong, will be manned by the crews sent out on the Buffalo.

He also has the captured gunboats Leyte and Mindanao awaiting crews, and when the Machias, Castine and Bennington join him he will have 30 vessels under his command, not counting the Oregon and the Iris, which will soon be at Honolulu, awaiting orders to go to his support. Such a large fleet has never in times of peace been under the command of a single American officer, but the department has such confidence in the admiral's judgment that it will not hesitate to send him any further reinforcements that he demands.

In his dispatch Adm. Dewey requested for large quantities of soap and American food. It will be remembered that soon after the destruction of Montojo's fleet the admiral cabled for 40,000 bars of soap finding he could buy none in Asiatic waters. This supply has either been exhausted or the admiral is determined to have a fresh supply on hand before it gives out in order that there shall be no uncleanness in his fleet. His demand for more plug tobacco is explained in letters which have recently reached Washington from officers of the fleet, telling how tired the men are of Philippine cigars, and how they miss their sweetened navy plug and clay pipes.

To carry these needed supplies the department decided Saturday to fit up the auxiliary cruiser Yankee or her sister ship, the Prairie, and load them full of necessities, sending them to Manila by way of the Suez canal. These vessels are now at League island, but one of them can be sent around to New York and made ready to start in the next two weeks.

MISHAPS AND ADVENTURES.

A Wrecked Crew Subsist as Best They Can on a Small Island for Four Months Before They Were Rescued.

NEW YORK, Jan. 9.—Capt. R. R. Shaw and the crew of ten of the British bark Glenhantley, long given up for lost, are alive and well and on their way to Liverpool. They abandoned the Glenhantley in a fierce gale on June 4, 1898. For 154 days the 11 sailor men lived on Tristan d'Aunha Isle, more than 1,500 miles south of west of the Cape of Good Hope. They subsisted on penguin eggs and the flesh of sea eagles and shared with the 72 white inhabitants the scanty stock of provisions that the captain of a passing vessel could spare. After almost four months of such existence the British war ship Thrush, making an annual voyage of inspection through the south Atlantic, rescued the castaways, and late in November last landed them at Simon's bay, South Africa. A letter has been received in this city from Capt. Shaw, by way of Cape Town, which tells his mishaps and adventures.

Columbia River Blocked With Ice.

VANCOUVER, Wash., Jan. 9.—The Columbia river from the mouth of the Willamette to the Cascades, for the second time this winter, is blocked with ice. No boats are now able to navigate the stream above the mouth of the Willamette, six miles below this city.

Declines To Be a Candidate For the Senate.

LEXINGTON, Ky., Jan. 9.—Judge John S. Phelps, who served as representative from Fayette in the legislature of 1896, has declined to become a candidate for state senator.