



For Dyspepsia, Costiveness, Sick Headache, Chronic Diarrhoea, Jaundice, Impurity of the Blood, Fever and Ague, Malaria, and all Diseases caused by Derangement of Liver, Bowels and Kidneys.

SYMPTOMS OF A DISEASED LIVER. Bad Breath; Pain in the Side, sometimes the pain is felt under the Shoulder-blade, mistakes for Rheumatism; general loss of appetite; Bowels generally constive, sometimes alternating with lax;

It should be used by all persons, old and young, whenever any of the above symptoms appear.

Persons Traveling or Living in Unhealthy Localities, by taking a dose occasionally to keep the Liver in healthy action, will avoid all Malaria, Bilious attacks, Dizziness, Nausea, Depression, Depression of Spirits, etc.

IT IS PURELY VEGETABLE. And has all the power and efficacy of Calomel or Quinine, without any of the injurious after effects.

A Governor's Testimony. Simmons' Liver Regulator has been in use in my family for some time, and I am satisfied it is a valuable addition to the medical sciences.

Hon. Alexander H. Stephens, of Georgia: Have derived some benefit from the use of Simmons' Liver Regulator, and wish to give it a further trial.

"The only thing that never fails to relieve." I have used many remedies for Dyspepsia, Liver Affection and Biliousness, but never have found anything to benefit me to the extent Simmons' Liver Regulator has.

Dr. T. W. Mason says: From actual experience in the use of Simmons' Liver Regulator in my practice I have been amply satisfied to use and prescribe it as a purgative medicine.

Take only the Genuine, which always has the Wrapper the red Z Trade Mark and Signature of J. H. ZELLIS & CO.

FOR SALE BY ALL DRUGGISTS

"THE HALLIDAY"



A New and Complete Hotel, fronting on Lewis and Railroad Streets, Cairo, Illinois.

The Passenger Depot of the Chicago, St. Louis and New Orleans; Illinois Central; Wabash, St. Louis and Pacific; Missouri and Southern; Mobile and Ohio; Cairo and St. Louis Railways are all just across the street; while the Steamboat Landing is but one square distant.

This Hotel is heated by steam, has steam Laundry, Hydraulic Elevator, Electric Call Bells, Automatic Fire-Alarm, Baths, absolutely pure air, perfect sewerage and complete appointments.

L. P. PARKER & CO., Lessees

W. STRATTON, Cairo P. BIRD, Missouri.

STRATTON & BIRD, WHOLESALE

G-R-O-C-E-R-S

Commission Merchants, No. 57 Ohio Street, Cairo, Ill.

HALLIDAY BROTHERS, CAIRO, ILLINOIS.

Commission Merchants, LEMER

FLOUR, GRAIN AND HAY

Proprietors Egyptian Flouring Mills Highest Cash Price Paid for Wheat.

Goldstine & Rosenwater,

136 & 138 Com'l Ave. have received a full and complete line of new Fall and Winter

DRY GOODS, DRESS GOODS, Cloaks, Dolmans, Notions, Etc.

A heavy stock of Body Brussels, Tapes and Ingrain

Carpets, Latest Designs. A full stock of Oil Cloths, all sizes and prices.

Clothing & Gents' Furnish'g Goods. A full and complete stock is now being sold out at bargain prices.

Arbitration Failure. CINCINNATI, O., Jan. 2.—Thirteen firms, boot and shoe manufacturers, have signed a paper declaring the board of arbitration a failure, for a year or two, has been fixing schedule prices and settling disputes about shop discipline, and agreeing hereafter not to discuss these matters with employees, but fix their own wages and settle questions of discipline. This action was opposed by a number of leading firms.

Italian Laborers Outraged. VICKSBURG, Miss., Jan. 2.—A hundred Italian laborers brought here from Buffalo ten weeks ago to work on the Kemp Levee found on arrival that other laborers had been engaged and that there was consequently no employment for them. They demanded to be returned home, not being compelled with, they seized the labor agent, named Oisher, and two clerks who had brought them here, and threatened them with violence. Armed citizens rescued Oisher and his clerks. Oisher fled to this city, pursued by the Italians, and the police had to interfere to disperse the mob.

Quincy at the Mercy of Thieves. QUINCY, Ill., Jan. 2.—Last night thieves and burglars had a carnival here. The wholesale liquor store of J. Altmyr was entered, the safe blown open and \$100 secured. Wm. Hobbs and Rev. Mr. Worden were stopped by highwaymen, the former losing \$10. A third similar robbery is reported. J. Siepler's saloon was rifled of \$50 worth of stock. Several minor cases are also reported. The latest outrage is reported at the residence of F. Bartlett. His house was entered and his daughter knocked down and robbed of a considerable sum.

Demoralized Community. CLINTON, Mo., Jan. 2.—Thos. J. Armstrong, who lives ten miles north of Clinton, was brought in by a constable on New Year's day on a charge of betraying Miss Simms under promise of marriage. He furnished bond in \$500 to appear on the 8th for a hearing. Chas. Rombold was brought in by Sheriff Hopkins last night on a charge of criminally assaulting June, the 18-year-old daughter of John Barth, in June last. He was released on a bond of \$500 to appear on the 8th.

Villard, Too. NEW YORK, Jan. 2.—Wall street men up-town resorts yesterday discussed the committee report on the collapse of the Transcontinental. The report was seriously interpreted as making the stock worth anywhere from zero to fifty per cent. The report that Villard and his wife have made an assignment of all the property to the company is unconfirmed. The impression is prevalent that Villard has suffered as much as his associates by the collapse of the enterprise.

Col. Frank James. KANSAS CITY, Mo., Jan. 2.—Judge Kregel of the U. S. Court, to-day remanded Frank James back to his home, holding that the State authorities, having first obtained possession of the prisoner, were entitled to hold him until no longer wanted. James was placed under recognizance to appear in the Federal court after his trial for the Blue Cut robbery, in case it results in acquittal.

Destroyed the County Records. BRECKENRIDGE, Mo., Jan. 2.—This town, situated near the Dakota line, was nearly destroyed by fire yesterday. Among the buildings burned are the Sherman House, Wilkin County offices, containing all the county records, and nine business buildings. Loss, \$75,000; insurance, \$85,000.

Murders Weakened. CINCINNATI, O., Jan. 2.—At noon today Palmer and Berner the two Kirk murderers were bound over on a charge of murder in the first degree. Both are weakened.

The Shoemaker's Strike. CINCINNATI, Jan. 2.—There are no new developments in the shoemakers' threatened strike this morning.

Towboats Burned. PITTSBURG, Jan. 2.—An accident occurred at Davis Island Dam, nine miles from this city, at 2 o'clock this morning, by which one man is known to have lost his life, while three others probably perished, as they are still missing. Shortly after midnight the towboats J. N. Bunton and John F. Case left this city with tow for lower ports. Their progress was slow, owing to the ice and strong current. When Davis Island was reached, the boats lost control of their tow and swung against the south pier. The three coal boats sank at once. The Case drifted to the head of Neville Island, where she lodged. The Bunton was not so fortunate; the shock of the collision threw the fire under her boilers, and in two minutes she was burning in a dozen places, a scene of the utmost confusion following. Her crew, numbering twenty men, became panic-stricken, and several jumped overboard. Midway between the dam and Neville Island the boat careened and went down in shallow water. The Case not having been injured, put out a yawl and succeeded in picking up sixteen of the Bunton's crew. The other four are missing. Shortly afterward the body of Engineer Underwood was picked up. It is possible the three still missing managed to make the shore, but up to noon to-day they had not reported. Their names are Frank Young and Alvin Bevington, deck hands, and Gustavus Athenhauff, a cook. They are all young and unmarried. Engineer Underwood leaves a wife and five children. The steamer Bunton is a total loss. She was owned by Walton & Co. of this city and valued at \$25,000, and the loaded coal boat which sunk was valued at \$25,000, making a total loss of \$50,000. No insurance.

GOVERNMENT NEGLECT. The accident is attributed to the neglect to have the Government signals lighted. Signals have been required on the lock wall and dam. If this precaution had not been neglected the pilots would have had no difficulty in holding their tow between the lights. When the Bunton arrived within the usual distance of the dam, at which lights were supposed to be visible, the lookout was unable to distinguish more than one light, which was discovered afterward to be on the lock wall. It was then too late to tie up, or even prevent the tow from drifting, such was the force of the ice-capped current, and the boats went crashing against the pier. As nothing has been heard of the missing men, it is supposed they have all perished.

A Costly Blaze on the Water. ST. LOUIS, Jan. 2.—Shortly after six o'clock this morning the steamer City of Alton and Colorado, lying in winter quarters near the Work House, in South St. Louis, caught fire and were burned to the water's edge. The origin of the disaster is unknown. With the exception of a fire in the barber-shop of the Colorado, there has been no fire on board either of the boats for the past two months. Fred. Baker, the day watchman, and Charles Johnson, night watchman, were at work all night pumping water out of the Colorado, as she had been leaking badly.

At the hour named Baker started to enter the cabin, but was driven back by a dense cloud of smoke. Calling to his companions, they endeavored to locate the origin of the blaze, but were unable to do so. Finding it impossible to quench the fire, they tried to save the City of Alton by cutting her loose from her moorings, but before they could do so her stern caught and was burning. The fire spread with such rapidity that both men were unable to reach the cabin that contained their clothing, and they were finally forced on shore, abandoning the steamers to their fate. A high wind from the south fanned the flames so vigorously that in a half an hour both boats were ablaze from stem to stern. The Alton's hawser were burned or broken and she floated off down stream, lighting up the bluffs and bottom lands of Illinois shore; and attracting the attention of hundreds. She finally caught in the ice half a mile below, where she sunk in shallow water. The Colorado remained securely moored at the scene of the disaster, burning ferociously until nearly 10 o'clock, when she broke her stern going down in a cloud of smoke, and the hissing of steam from her boilers and the water pouring in upon the flames. Capt. Smith, whose residence is but a short distance from the Workhouse, saw the flames and hastened to the spot, but all efforts to save the steamers were unavailing. It is supposed that the fire started from the stove in the barber shop.

Baker lost all of his clothing, together with quite a sum of money which was in his vest pocket. Johnson lost all of his effects, and was quite badly burned about the head and hands. The Colorado was built at Madison in 1861 for the Anchor Line company, but was afterward partially rebuilt and sold to the Colorado Transportation company, whose property she was when burned. She was used as an excursion boat and was considered in good condition. Only \$6,000 insurance was placed upon her, although she was valued at twice that amount.

The City of Alton was the property of P. P. Manion and was valued at \$10,000, on which there was an insurance of only \$3,500. She was built in 1859 by Capt. Chamberlain, but was rebuilt in 1872 and was in fair condition.

TEN WORKMEN KILLED.

A Terrible Collision on the Grand Trunk Railway. DETROIT, Mich., Jan. 2.—An accident occurred on the Grand Trunk at Toronto, near High Park, this morning. A suburban train with employes of the Bolt Works on the way to work was run into by a freight train from the west, and ten men were killed and forty wounded.

There was a heavy deposit of snow throughout Michigan last night. A snow-bound passenger train on the Detroit and Milwaukee railroad was run into early this morning by a freight train near Muir, Mich. Several passengers in the sleeper were bruised. None were killed.

Another Victim at Yazoo City.

YAZOO CITY, Miss., Jan. 2.—Fritz Holder, who was wounded while nobly setting the part of peace-maker during the tragedy of Monday night, died during the night. He has been county treasurer for the past four years and was a young man of energy and industry and highly esteemed by the community.

The preliminary trial of Octavius Thompson and other defendants in the tragedy began yesterday.

The Hays Murder Case.

JEFFERSON CITY, Jan. 2.—The Supreme court held a short session this morning. The case of John Hays, from St. Louis, who was convicted of murder in the first degree April 15th, 1882, for shooting Philip A. Mueller, in the city of St. Louis, August 26, 1881, was set for hearing the 28th of this month. Court adjourned till next Wednesday, at which time the call of the docket will be resumed.

The Pardon Mill Still Grinding.

JEFFERSON CITY, Mo., Jan. 2.—Gov. Crittenden granted a pardon, this morning, to Charles Stevens, who was convicted of murder in the second degree at the June term, 1879, of the Nodway County Circuit Court and sentenced to the penitentiary for twelve years. The pardon was recommended by county officials and citizens.

Fire and Ice.

LOUISVILLE, Ky., Jan. 2.—A fire this morning destroyed Wagner's millinery, Beckman's grocery and two dwellings. Loss \$30,000. The clothing of the firemen frozen stiff on them. At one time the whole square between Seventh and Eighth streets on Market seemed doomed.

Rescued With Difficulty.

CHICAGO, Jan. 2.—Two frame saloons on West Madison street, occupied by Marlin and Ryan, burnt at 3 a. m. Eight poor families living in the upper stories were rescued with great difficulty, saving nothing. Loss not ascertained.

No Clue to the Assassins.

LITTLE ROCK, Ark., Jan. 2.—No clue yet to the parties who attempted to assassinate United States Marshal Reidenbach in Indian Territory Monday, by firing from behind a hedge. A rigid investigation is being pursued.

Again Convicted of Wife-Murder.

CINCINNATI, Jan. 2.—W. H. McHugh was this morning for the third time convicted of murder in the first degree for killing his wife in 1881. After each conviction he has been granted a new trial owing to defects in the legal proceedings.

An Extended Snow Storm.

CHICAGO, Jan. 2.—Dispatches from various points in Missouri, Kansas, Illinois, Iowa and Wisconsin report furious snow storms raging for the last 24 hours. Railroad travel generally obstructed.

The Fire at Howard City.

HOWARD CITY, Mich., Jan. 2.—The fire was not brought under control until 2 a. m. Both sides of Main Street from the Post Office to the depot are burnt, in all thirty buildings. Losses \$75,000; insurance \$97,000.

WASHINGTON.

The Railway Mail Service.

WASHINGTON, Jan. 2.—Following are the recommendations of the Committee on Railway Mail Service, to which reference was made in late dispatches.

1. That the compensation to railroads for carrying mails shall be determined upon a basis of space used, and frequency and speed of mails conveyed.

2. That the space factor shall be determined by the Postmaster-General in view of the needs of the service modified by the weight and frequency of mails; that the speed factor be determined by the schedules of various railroads in connection with the official reports of the railway mail service.

3. That pay for all mail transportation hereafter be fixed at a rate per linear foot per mile run. This rate to cover the entire cost of service, furniture and fixtures in car, transportation of clerks, etc.

4. That the Postmaster-General may at any time order an increase or reduction in the amount of space to be paid for, if, after weighing, it shall be found to be sufficient increase or diminution of the amount of mails transported on any railroad to require the same.

5. Closed or pouch mails, now carried express on baggage cars, without postal clerks accompanying them, requiring no space for distribution en route, to be paid for on the following basis: Aggregate weight of closed or pouch mails carried on any road on all trains for twenty-four hours, shall be made a basis of pay, and this aggregate weight be reduced to an equivalent in linear feet of car space in the following proportions: Two hundred pounds mail or less, to be rated as equivalent to six linear inches; to be paid for at the rate of 100 mills per linear foot per mile run; 500 pounds of mail to be rated as one linear foot, and for each additional 500 pounds one linear foot of car space to be allowed, with a proviso that pay for the transportation of mails upon any railroad route for six round trips per week shall not be less than 25 per cent per annum.

6. That such service be discontinued.

7. That pay for railway post-offices at a sized 20 or less miles per hour between terminal points be 5 mills per linear foot, inside measurement of car-space per mile run; for each increase of speed amounting to 2 miles per hour, up to and including 30 miles per hour, 1-10 mill; 22 miles per hour 5.1 mills; 24 miles, 5.2 mills; 26 miles, 5.3 mills; 28 miles, 5.4 mills; 30 miles, 5.5 mills; and each additional mile per hour 1-10 mill; and it is further recommended in adjustment of space by linear foot for railway post-offices, of a daily average weight 500 pounds of mail or less be entitled to pay for space not exceeding 12 feet from 500 to 1,000 pounds space, not to exceed 15 feet from 1,000 to 2,000 pounds space, not to exceed 25 feet from 2,000 to 4,000 pounds space, not to exceed 40 feet, and we recommend for the committee that no change in allotment space be made until the average weight reaches 6,000 pounds. For 6,000 pounds 50 feet, 8,000 pounds 60 feet, weight to be ascertained by weighing not less than thirty consecutive days, and no additional space to be paid for unless found necessary.

In all railway post offices load should not exceed double the greatest weight specified for the respective lengths and for any gross weight carried two or more miles on trains daily space may be subdivided upon gradients of space for lower weights as the nature of the service may require, with further provision that the Postmaster-General may increase the compensation by any railroad route to exceed 50 per cent per annum, for special mail trains performing special schedules fixed by law. In all cases estimates the minimum car width should be fixed at eight feet six inches, inside measurement.

Lieut. Greely Believed to be Safe.

WASHINGTON, Jan. 2.—Capt. Pike, who was sailing-master of the ill-fated Proteus, which went to the rescue of the Greely party in the regions of the North Pole, has been here several days attending the Proteus Court of Inquiry.

He is a jolly fellow, weighing upwards of 250 pounds, with a very florid face and deep set, small, light-gray eyes. He walks like a veritable old salt and looks like one who drank deeply, but he says he never dissipates. He is a Newfoundlander. He says his face has been frozen stiff several times, and it scales like a fish. I met him on Penn avenue and asked him if he thought Lieut. Greely and party were safe.

"Ah! yes," he replied. "Why do you think so?" I asked. "Because I believe Lieut. Greely to be a man of horse sense, who knows when to go in out of the rain."

Merely Waiting for Relief.

"Then you think he is merely waiting for relief in some safe place?" I asked. "I do, I believe that while he is using them judiciously, and will make them hold out many months yet."

"What of the management of the Proteus expedition? Did Lieut. Garlington do what he could to rescue the Greely party?"

Capt. Pike looked me in the face a moment and smiled, then said, slowly: "No you don't. I'm not going to be interviewed," which must be taken as an opinion that he thinks Garlington did not do all he could have done to rescue Greely and his party.

The Life-Saving Service.

WASHINGTON, Jan. 2.—It is expected that an effort will be made to establish some of the features of the Life-Saving Service on the Mississippi River. Congressman Robertson last session introduced a bill for the establishment of life-saving stations on that river, with one or two paid men at each, the remainder of the crew to be of the "volunteer" order. The work of the Life-Saving Service in the past year has been remarkable. The number of wrecks on the coast and on the lakes, within its territory, was in the past year more than at any time in the history of the service, yet the number of lives lost was remarkably small. The number of wrecks was over 400, while the loss of life was but fifteen. The system now extends over the entire coast of the United States and on the lakes and one or two points on the Ohio river. So efficient has the service become that in all its territory, with the constant increase in shipping, the loss is now less, all over the United States, on its coast and on the lakes, than it was on the New Jersey coast before the establishment of the system.

De Long's Body.

WASHINGTON, Jan. 2.—Secretary Chandler received the following cable message from Minister Hunt at St. Petersburg, dated yesterday: "Harber telegraphs from Tomsk of his arrival there yesterday. He expects to reach Orenburg on the 10th inst. Harber has charge of the bodies of De Long and his comrades, and is bringing them

HOME VISIT ST. PETERSBURG.

At Orenburg Harber will strike the railway, which takes him to St. Petersburg in two days. He should reach New York about February 1."

The Public Debt.

WASHINGTON, Jan. 2.—Decrease in public debt, December, \$11,748,337; decrease since June 30, \$83,500,494 83; cash in treasury, \$375,374,200; gold certificates, \$109,988,611; certificates deposit, \$16,560,000; refunding certificates, \$315,000; legal tenders, \$546,081,018; fractional currency, \$5,988,428 cash balance available January 1, 1884, \$142,478,445.

United States Supreme Court.

WASHINGTON, Jan. 2.—The Supreme court met to-day, but rendered no decisions. The greenback test case was submitted on briefs without argument. Senator Edmunds stated that the principal briefs on one side had not yet arrived, but he had telegraphed Gen. Butler and had no doubt they would be here to-morrow.

A TWO-HEADED POLICE FORCE.

Officers and Citizens Still in Doubt as to Who is the Legal Chief. ST. LOUIS, Jan. 2.—The two chiefs occupied different ends of the western wing of the Court House this morning. Campbell came in first, about 9:30; went to his private office and remained a few moments and then walked up to the Central District office, where he stood for nearly an hour talking with officers. A reporter asked him if he was awaiting orders from the Captain of the Central District.

"By no means," was the reply, "and I never shall be."

In response to an inquiry as to what he proposed to do, he said: "I know no more about it than you do. I am entirely in the hands of my lawyers." Shortly after 10 o'clock the Chief left the building with Officer Holmes. Mr. Lodge met him on the court house steps and requested him to go to Mr. Hitchcock's office for consultation at 11:30.

CAPT. HERCULES.

remained in the Chief's public office to-day and bore himself very sensibly. He had little to say, was decided in what he did say, and seemed determined to act the man untried circumstances.

CHEERFUL WOODWARD.

Woodward reached the Four Courts at 11 o'clock, and approached with regard to the report that at the regular meeting of this board this afternoon a new chief would be appointed he said:

"I don't know anything about it anymore than you do. It may be so, but if it is I don't know it. I've been attending to New Year's myself, and fortunately for a little time could forget all about police matters."

SECRET CONSULTATION.

This morning at 10:30 o'clock a secret consultation was held between Chas. F. Joy and Henry Hitchcock, Jr., at the latter's office, respecting future proceedings in the case. The conference had no special significance, and was held because Mr. Joy has been out of the city several days. Recent editorials and clippings from the local columns of the daily newspapers were submitted to Mr. Hitchcock, who read them aloud in the presence of Chief Campbell, and then said he would spend the remainder of the day looking up the local points.

RUSSIA.

ST. PETERSBURG, Jan. 2.—A police spy named Jablouski was arrested charged with complicity in the murders on Tuesday night of Lieut. Luderkin and his nephew. It is asserted that Jablouski gave Col. Luderkin false information that a Socialist meeting was to be held in Kalkoff building on the night of the murder and persuaded him that a large force of detectives was unnecessary. Thus getting his victim to do away with his usual precautionary measure.

THE MARKETS.

JANUARY 2.

Live Stock CHICAGO.

CATTLE—Receipts 3,500; weak; exports \$8 00@20 25; good to common shipping \$7 75@8 40; common to fat \$7 25@8 40.

HOGS—Receipts 7,000 dull and slow; light at \$4 80@5 40; rough packing \$4 00@5 40; heavy packing and shipping \$5 45@6 85.

SHEEP—Receipts 1,000 head; shipments 900 head. Market unsettled. Packers selling at \$4 85@5 20 for rough mixed; and butchers steady at \$5 25@6 50.

SHEEP—Common, medium and light \$2 50@3 10; fair to good \$2 50@3 50; prime \$3 50@4 25; fair to good Texans \$2 75@3 50.

Grain CHICAGO.

WHEAT—January 93%; February 84%; March 85 1/2%; May 1 01 1/4%; June 1 02 1/4%.

CORN—January 56%; February 55%; May 59; June 58 1/2%.

OATS—January 49%; February 48 1/2%; March —; May 47 1/2%.

ST. LOUIS. WHEAT—January \$1 03 1/4; February \$1 05 1/4; March \$1 07 1/4; May \$1 11 1/4; year —.

CORN—January 49%; February 50%; March —; May 54 1/2%; year —.

OATS—January 31 1/4; February 32; March —; May 38 1/2%; year —.

NEW YORK. WHEAT—January \$1 09 1/4; February \$1 11 1/4; March \$1 13 1/4; April \$1 15 1/4; May \$1 18 1/4.

CORN—January 64%; February 64 1/4; March 66 1/4; May 67 1/4.

OATS—January 40; February 41; March 42; May 44 1/4.

Country Produce.

ST. LOUIS. BUTTER—Creamery at 30@31 to 34@35 for selections, a shade more in small way; seconds at 28@29. Dairy at 24@25 for choice to fancy, to 27 for selections mixed, \$1 25@1 91; hens, —; turkeys, 35@37 dozen; according to size, and dressed at 12 1/2@13 per lb.; ducks \$3 00@4 00; Geese 3@7.

LIVERPOOL.

Wheat arrived quiet and corn to arrive unchanged. Wheat heavy; corn to arrive quiet. Mark Lane—Wheat dull and corn dull. Country markets quiet. California wheat to arrive declined 1d. Spot wheat dull; No. 3 spring, 64d; No. 3 spring, none in market; Western winter, 64d. Mixed western corn dull 1/2d. Demand from Continent and United Kingdom not much doing in wheat and corn.

HE SURRENDERED.

How the Gallant Avenger Captured Black Mike, the Terrible Pirate.

[Chicago Tribune "Lakeside Musing." "Avast heaving."

Capt. Fomerson turned quickly on his heel after giving this order in the sharp, decisive tone habitual to commanding men and continued to pace the quarter-deck of the Avenger with regular tread. With hands behind him and eyes steadily fixed on the oaken planks which upheld him he did not look like a man on whose mind was pressing the weight of a great responsibility—a responsibility that ere the sun sank to rest beneath the waters might necessitate the shedding of human blood. For five minutes he paced the deck in silence, and then, turning with a show of impatience and speaking in a tone that betrayed irritation, if not anger, he again said: "Avast heaving."

The man to whom the command was addressed, a fine, burly fellow, with a clear eye and honest face—in fact, the very model of a first-class sailor, drew in his head from over the bulwarks and replied: "I cannot."

"How long have you been in the American navy, my man," asked the captain, in not unkind tones.

"Ten years, sir," was the reply.

"And this is your first experience on the water?"

"Yes, sir."

"Very well; avast heaving as soon as it is convenient."

"Aye, aye, sir," replied the man, hitching up his pants respectfully.

The captain walked slowly aft and addressed the man at the wheel—"Old Tom, that a grizzled sea dog, who had sailed the Wabash under Secretary Thompson, and seen service off the rock-bound coast of Lemont when a hostile constabulary endeavored to attach a canal boat.

"How does she head?" asked the captain, looking into the binoculars.

"West by south," replied Old Tom, giving the wheel a turn and glancing aloft to see that the topsails were drawing. "I think we shall have a cupful of wind from the north to-night," he added. "You clout has a wicked look."

"Very well," said the captain. "I will tell the cook to lash the breakfast to the galley and make fast the toothpicks, in case anything should happen."

Night has come.

The Avenger is cleaving the water in gallant style, the white foam curling from her bow as she comes in stays and stands away on the starboard tack. The quarter-deck is deserted by all save by Lieut. Allant, whom watch it is.