

In Sheep's Clothing.



By Capt. Ormond Steele

CHAPTER XIX—Continued.

"You are quite right, sir. But may I ask when Captain Fox is expected back?"

"It may be to-day, or it may be to-morrow. Mr. Frenaud is to inform me. In the meantime, Mr. Layton, I can say to you, sir, in unofficial confidence, that I am not at all pleased with the appearance of things—"

"On board the Wanderer, sir?"

"On board the Wanderer and on board the Sea Hawk, on ship and on shore. My dear Mr. Layton, Val—beg pardon, sir—I do not like the appearance of things, so let us get on shore, where we can talk without man-of-war restraint."

Valentine was more than willing to agree to this. They were soon at Dr. Hedges' house, much to that gentleman's delight—and they insisted on talking in a room apart, greatly to the gentleman's surprise.

"During this conversation Mr. Hedges told his nephew that the Wanderer, in the absence of Captain Fox, was a very different ship from what a man-of-war should be."

"Man and boy, I have been to sea for over thirty years, Val, and may I be swung to the yardarm, if I ever saw anything like it," said the excited lieutenant.

"I do not understand you, Uncle George."

"Then I'll be plain, Val. Yonder ship is without doubt sailing under the commission of good Queen Anne, whom may heaven preserve; but, sir, she looked so much like a pirate when I reached her deck this morning, that, as I am a sinner, named Hedges, I feel like hurrying to the Sea Hawk and preparing for an attack."

"What particularly attracted your attention?"

"First, the evident familiarity of the men and officers; and then many of the bearded pirates, for such they looked to be, wore rings in their ears and jewels of great value on their fingers. Think of such things on the hands of sailors with seven pence half-penny a day, and a penny for rum when at sea. There is something wrong, if one could only lay his finger on it."

"Why did Capt. Fox leave the ship to go among the Indians?" asked Valentine.

"He went to see this Col. Graham."

"How did he know this Col. Graham was there?"

"I don't know, Val."

"When did the ship leave New York?"

"I was so thunderstruck I didn't ask."

"Well, all we can do is to wait till Fox comes. I see no reason to feel alarmed, for everything is right. We are acting under orders," said Valentine.

"That is true. Come, let us stroll out. It may be that I am getting womanish in my feelings; but them that know George Hedges will say that it hasn't been his habit to get alarmed at shadows."

The uncle and nephew walked out and strolled down to the inn, attracted by a large crowd gathered about the place.

In answer to Valentine's question, one of the bystanders said:

"A man been found killed, sir."

"Found with a bullet through his head," said another, "on Hempstead road beyond Riverhead."

In response to further inquiries, it was learned that the unfortunate man was a post-ride on the way from New York to Sag Harbor, that inscription being found on his forehead on the forehead.

Some of the people thought this the work of robbers; others were sure it was done in revenge by slaves who had taken to the woods, and a few wise ones shook their heads and hinted that this was the forerunner of a general Indian revolt.

NOTED CUBAN BRIGAND

MANUEL GARCIA, HIS CRIMES AND HIS POPULAR FAME.

His Specialty the Abduction of Rich Men and Murder—Said to Have Left a Buried Treasure—Cause for Brigandage in Cuba Not Good Now.

Among the institutions of Spanish rule in Cuba which are expected by the New York Sun to go along with the bright and the lotteries is brigandage. A Cuban once declared that brigandage was not really an institution, but rather an old and deeply rooted custom. Some of the American officers have expressed fear that the American troops who are to garrison the island will have plenty to do in keeping down bandits in the rural regions. They argue that the disbanding of insurgents on one hand and of the local guerrillas, who were part of the Spanish army, on the other hand, will turn loose a considerable number of lawless men, who will return to what was once a profession. The Cuban leaders do not share this fear. The suggestion was once made to General Gomez that after peace came trouble might arise from this lawless element, but the grim old warrior replied that dead men never gave trouble. What he meant was that he would suppress any attempt at brigandage at the very beginning.

In the constant struggle of Spain to maintain her supremacy, and in the continual oppression to which the people of the island were subjected, there were bandits who were not exactly heroes of the rural population, but whose existence was tolerated. It was one of the schemes of the Spanish authorities at the beginning of the insurrection to make out that the ranks of the insurgents were chiefly recruited from the lawless and the criminal classes. As a matter of fact the bulk of the criminal classes joined the Spanish guerrillas. Nevertheless, the insurgents had their share of the lawless element. Gomez's iron discipline soon reformed recruits of this class or drove them from the ranks of the insurgents to the Spanish guerrillas.

Several petty chiefs, who were in reality bandits, were recruited by his order. One of the incidents last winter was the killing of two former brigands by their own followers. They were known as Cayito Alvarez and Major Nunez, and were brothers-in-law. They entered the ranks of the insurrection, became tractable and received a small command from Gomez. An arrangement was made by them to accept amnesty as they called it.

This simply meant they had taken a bribe offered them by the Spanish authorities. With some forty insurgents they were encamped near a hamlet in Santa Clara province. When they got ready to ride into the Spanish lines they made known their purpose to their followers and were immediately shot. Both were daring and desperate men. They must have known the risk they were taking, yet they evidently relied on the fear in which they were held by their own followers.

The most picturesque of the Cuban bandits of recent years was Manuel Garcia. He was ambushed and killed by the civil guard a little more than three years ago. It was just at the beginning of the revolution, and his death caused a great sensation in the island. Books were written about his exploits, a romantic glamour was thrown over his crimes, and the discussion of his fate filled more space than did the beginning of the insurrection which was to end the power of Spain. The Havana theatre of the dime-museum variety gave exhibitions with Garcia as the central figure. So attractive and popular were these exhibitions that they were not displaced until the death of Maceo. Then the Spanish element in Havana had the incidents of Maceo's life produced for its benefit, and Garcia, the bandit, disappeared from the stage.

Garcia's history was eventful. It was said that his first crime was committed in avenging an insult offered to his mother, and that, as a boy, becoming a fugitive from justice, he went a step further and became a brigand. For many years he was able to escape the civil guard because the country people to whom he was known did not betray him. He was a sort of Robin Hood, levying tribute only on the rich. Fear, however, had not been his ally. He was a man of great energy and was suspected of attempting to betray him. Garcia gathered about him a small band of men as reckless and daring as himself. He had an unusual facility for disguising himself, and the popular story represented him as meeting the civil guard sometimes as a peddler and sometimes as a simple countryman. He had some fierce encounters with the officers of the law and was several times wounded. At one period, when pursuit grew very warm, he crossed over to Florida and remained in seclusion for a year or more. He carried a large sum of money with him. It was said that he had reformed, but the authorities put no trust in these statements.

In time Garcia was back at his old haunts and was bolder than ever. Several daring robberies were committed by him. His favorite practice was to abduct some rich sugar planter or merchant and hold him for ransom. A breach of faith or an attempt to evade the conditions meant murder. One of the most celebrated abductions committed by Garcia was that of Fernando de Castro, then, as now, a wealthy citizen of Havana. It was done right under the eyes of the authorities. Garcia took delight in defying them and in showing his

GOOD ROADS NOTES

Wide Tires Abroad.

The importance of wide tires in preserving the highways is appreciated in many foreign countries, and laws exist prescribing the width of tires that may be used on the public roads. The San Francisco Chronicle says that "Austria requires tires for wagons built for more than two and one-half tons to be at least four and one-half inches wide. If for more than four and one-half tons, six and one-half inches. Bohemia requires a four and one-half inch tire for two-horse wagons; France requires tires from three to ten inches wide; for four-wheeled wagons tires are usually at least six inches, with the front axle shorter than the rear, so that the wheels do not 'track.' Germany requires at least four-inch tires for 'wagons for heavy loads.' Switzerland requires one inch of width for each draft animal, and six-inch tires for wagons for 'heavy loads.' In Canada the Agricultural Department recommended six-inch tires for loads of a ton or more, and that is probably the law."

Dust on Oyster-Shell Roads.

The advantages of oyster-shell roads were explained in a recent issue of the L. A. W. Bulletin. Mr. W. E. Voorhes now writes to the same paper to point out their disadvantages, which he states as follows:

"These roads become so excessively dusty in dry weather that they are practically unfit to travel over. This fault can be overcome by the liberal use of the street-sprinkler, but it is not always possible to press the sprinkler into service. Just outside the city of Wilmington, Del., there is a causeway over some marshy land which is built almost entirely of oyster shells. I have driven over this causeway when the dust was fully three inches thick, and being so light and of such fine particles, clouds of it would rise after each passing team. At times it would be impossible to see a team ten yards ahead. It may readily be imagined that this was not pleasant going, and I would have very much preferred the common dirt road. While I believe that the oyster-shell road is, in the main, superior to the ordinary dirt road, yet there are few practical road makers who will not concede that it is inferior in every way to a road built of the commonest grade of stone."

Crime in Bad-Road Districts.

As an argument in favor of better roads, it is cited that in those States and sections of States where little or no effort is made to construct or maintain public highways, the law is most openly defied, and crime and bloody feuds are of most frequent occurrence. This is attributed by some authorities largely to the inaccessibility of the people, their ignorance, enforced idleness and consequent wickedness. In many districts the roads are so bad that a four-horse team can pull but a ton during the summer and fall, while at other seasons what little transportation there is takes place by pack mules. Schools could not be attended if they existed, the people are out of touch with their kind, and have nothing better to do than to make and drink "moonshine" whisky and nurse their feuds. Permanent roads would revolutionize these communities, make industry possible and profitable, cause the establishment of schools, and repress criminal tendencies.—New York Commercial Advertiser.

When Will It Come?

A pertinent question is that asked by "E. V. S." in the New York Evening Post: "Will there ever come a time when, instead of boasting of the miles of asphalt pavements in our cities, we can describe the excellence of the country roads? When, instead of talking of the colleges and high schools in the towns, we can be proud of the education given to farmers' sons and daughters in the country schools? A time when farm life will cease to imply loneliness, drudgery and intellectual stagnation, and when to live in the country that God has made will be thought better than to live in the towns that man has built?"

Proper Road Repairing.

Road Inspector Thomas Malley, of Morris County, New Jersey, says that "the scheme of pouring screenings on a road to repair it is very expensive and utterly worthless. The first hard rain carries away the screenings, or they grind up and are blown away in the first dry spell. Experience shows that until a road needs three-quarter inch stone it needs nothing. With this size stone as a basis, a little binder and screenings, all well rolled, will make the road as good as new."

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DEW AND COLORS.

Dew is a great preserver of colors. To prove this take pieces of glass or boards and paint them red, yellow, green and black. Expose them at night and you will find that the yellow will be covered with moisture, that the green will be damp, but that the red and the black will be left perfectly dry.

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LIQUID PISTOL

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Gls.
It is a weapon which protects itself against violence and foot-pads; travels against robbers and thieves; and is not liable to rust or breakage. It does not kill or injure; it is perfectly safe to handle; makes no noise or sound; breaks no windows; creates no heating vapor; does not get out of order; and is easily reloaded. It is the only liquid pistol that gives satisfactory results. It is the only liquid pistol that is safe to use. It is the only liquid pistol that is safe to use. It is the only liquid pistol that is safe to use.

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