

SYRACUSE : : INDIANA

INTERESTING NEWS COMPILATION.

FIFTY-THIRD CONGRESS.

Regular Session.

Among the assignments announced is that of a dealer in rum. He would think that business was picking up.

Mrs. LEMON, of Colorado, is reported to have married thirteen husbands. She had probably been squeezed so often that she is not superstitious.

There are said to be twenty-three thousand species of fishes, of which about one-third inhabit fresh water, and it is the largest that always gets away.

There are 65,000 post offices in the United States, and about 2,000 of them do not pay their running expenses. The profit of the New York city post office is \$4,000,000 a year.

Since the Fifty-third congress came into existence March 4, 1893, there have been six changes in the United States senate and sixteen in the house of representatives from death and other causes.

It has come out in the course of certain legal proceedings in New York that a woman can keep a secret. As this particular woman was paid five thousand dollars, perhaps the principle is not affected after all.

Last year the fire insurance companies wrote up \$79,574 worth of business in Alaska and paid out only \$1,125 in losses. A general immigration of insurance men to the moist land of the Siwash is confidently expected.

England is an apoplectic nation. Recent statistics show that out of every 10,000 deaths 270 are caused by apoplexy. This is a much larger proportion of deaths from this disease than can be shown in any other country.

A DARK-EYED man was kept for fifteen years in an unlighted dungeon in Salzburg, Austria. During that time he never saw a human face. When he came forth into daylight, it was noticed that his black eyes had become blue.

A SHORT time ago the girls of Winchester, Ky., organized a "matrimonial club" and proposed to pay \$50 to the first girl who got married. Four members are already engaged and hurrying for the preparations, and it is probable that it will wreck themselves if they all happen to select the same day and hour.

PROF. CHAMBERLAIN, of Glasgow, has become convinced by experiments and observation that chloroform, taken in a teaspoon dose as a gastric sedative, is the long looked-for specific against seasickness. Enterprising steamship companies will soon be advertising "Passengers chloroformed for the trip gratis."

THE new tunnel through the Palisades in New Jersey, built by the Susquehanna & Western railroad, costing \$3,000,000, is completed and ready for coal traffic. The tunnel is nearly two miles long. Work was begun on it about eighteen months ago and during its construction twelve workmen lost their lives.

THERE are about 4,000 persons living in foreign countries who receive checks from Washington quarterly in payment of pensions. There are 5,000 in Canada, who receive \$145,000 a year; 600 in Germany, receiving \$98,000 a year, and 150 in Great Britain whose checks aggregate \$130,000 a year. One man in the Fiji Islands draws \$24 every three months, and four times a year checks are sent to men who are living in Africa.

THE writing of books is not as easy a matter as some people imagine. Great labor is required in their preparation, especially if they are of a scientific character. The late Prof. Ritchie, the astronomer, was engaged upon a work for twenty-five years, and it was just ready for publication when death overtook him. It will be issued by his daughter, a resident of Chicago, who was greatly interested, and frequently assisted in her father's investigations.

IT is expected that power from the Niagara falls plant will be delivered in Buffalo as early as the beginning of October. The electricity generated by the falling water is to be raised to a potential of about thirty thousand volts and transmitted to Buffalo along underground wires. The selling cost is to be about two-thirds that of steam power for the same amount of work, which will be an important saving to manufacturers and for transportation purposes. The street railways are to be operated by a direct current.

A RECENT census bulletin treats of the wealth of the United States, and shows a total valuation of real and personal property amounting to \$65,973,091,197. Of this total, \$39,444,544,333 represents the value of real estate with improvements thereon and the remainder, \$26,528,546,864, represents the value of personal property, including railroads, mines, quarries, live stock, etc., at the close of the census year 1890. At that time the total assessed value of real and personal property was \$24,473,173,418, of which \$18,096,356,073 represented real estate with improvements and \$6,376,817,343 personal property.

IN Newburg, N. Y., the women for the first time voted in a taxpayers' election and defeated a proposition to issue \$50,000 in bonds for a new courthouse. This event leads a naughty Gotham newspaper to remark: "How different it would have been if on the eve of the election the bond advocates had advertised: 'Great reduction! Saturday is bargain day! Marked down to \$49,999.98! Last opportunity for a new courthouse at this price! Not a woman would have stayed away from the polls or voted against the bonds. They would have walked five miles, if necessary, to get that courthouse for \$49,999.98.'

AN electric ventilator for supplying a building with fresh air, either cold or warm, as desired, is so arranged that the electric motor sets the ventilator revolving, which sucks cool air in. When warm air is desired, a current is sent into a network of fine wire possessing a high resistance, and through the network the air is obliged to pass; the current heats the wire and the air becomes heated. The movement of the commutator is sufficient to change the character of the air supplied by the ventilator. This system is capable of considerable adaptation, and it is stated that the hygienic results are good.

MONDAY, May 14.—Petitions were presented in the senate praying for the recognition of Lincoln's birthday as a national holiday. A bill was introduced making it a crime punishable by imprisonment from one year to twenty years to retard or obstruct the passage of any train carrying the United States mail. The tariff bill was further considered. In the house the resignation of Representative Compton, of Maryland, was received. Several district of Columbia bills were passed.

TUESDAY, May 15.—In the senate Senator Tamm (Neb.) called up his resolution to investigate the industrial condition of the country, but it went over for the day. A bill to place Dunbar Ransom on the retired list of the army as captain was passed and the tariff measure was further considered. In the house the naval appropriation bill was passed and the agricultural appropriation bill was discussed. The committee on pensions voted to report a bill increasing the rates of all pensioners of the Mexican war and Indian wars from \$5 to \$12 a month.

WEDNESDAY, May 16.—Tariff discussion occupied the time of the senate. A resolution for an investigation of the charge that bribery had been attempted to defeat the tariff bill was offered. In the house the joint resolution authorizing an investigation of the industrial depression was reported from the committee on labor. A bill was introduced for the erection of a national memorial for the aged colored people in Washington. The agricultural appropriation bill was considered.

THURSDAY, May 17.—A resolution for an investigation of the charge that bribery had been attempted to defeat the tariff bill was adopted in the senate and a bill providing for the admission of Utah as a state was reported. In the house the agricultural bill was passed.

FRIDAY, May 18.—A resolution calling upon the attorney general for information as to the existence of a sugar trust in violation of the law was adopted in the senate. The tariff bill was considered. In the house the legislative executive and judicial appropriation bill was discussed. At the evening session private bills were considered. Adjourned to the 21st.

FROM WASHINGTON.

THE death of Ex-Gov. A. C. Hunt, of Colorado, occurred at his residence in Tenandlytown, near Washington, at the age of 65 years.

BROKERS, bankers and investors report no improvement in the general business situation and are correspondingly depressed.

It was said that plans had been formulated whereby the Pacific railroads may liquidate their debt to the government in fifty years.

In the United States there were 230 business failures in the seven days ended on the 18th, against 206 the week previous and 247 in the corresponding time in 1893.

At the leading clearing houses in the United States the exchanges during the week ended on the 18th aggregated \$887,677,573, against \$903,225,545 the previous week. The decrease, compared with the corresponding week in 1893, was 27.6.

THE EAST.

FOUR Harvard college students, E. S. Beach, W. C. Truesdell, J. F. Browne and Franklin Whitall, were drowned in Boston harbor, their sailboat capsizing.

IN New York Charles Samsmiller, aged 39, killed his mother, aged 90, and then took his own life. Poverty was the cause.

WHILE drunk Anson Hyatt, a well-known citizen of Waverly, N. Y., stabbed his wife fatally and then killed himself.

FLAMES swept away two schooners, 50,000 tons of coal and several buildings on the river front at Pawtucket, R. I. The loss was \$500,000.

FIRE destroyed Jones Woods, a popular New York resort, with many surrounding dwellings. The loss being over \$500,000.

THE republicans of the Twenty-fifth Pennsylvania district nominated T. W. Phillips for congress.

FLAMES that started in the United States appraiser's office in Boston caused a loss to the government of \$150,000 and other losses amounted to \$30,000.

EDWARD BRIGHT, the editor of the Examiner, a prominent Baptist newspaper, died at his home in New York, aged 60.

IN a storm in New Jersey fourteen houses were struck by lightning in Bridgeton, three in Cedarville, four at Newport, two at Dutch Neck, seven at Vineland and several in Millville.

THE tenth annual convention of the National Editorial association will be held at Asbury Park, N. J., July 2 to 5.

IN Philadelphia application was made for a receiver for the Order of Tontine. The liabilities were said to reach into the millions.

AT Breese cottage, Garden City, L. I., the anniversary of the establishment of the first post office in America was celebrated.

WEST AND SOUTH.

J. A. TERRY and Orem Jackson were killed. William Hurst fatally injured by the car in a tunnel on the Monon road at Owensburg, Ind.

At Monroe, Ind., poison, supposed to have been placed in the well by an enemy, killed two children of Mart Adler, and Adler and his wife would probably die.

In the state convention the populists of Georgia nominated J. K. Hines, of Atlanta, for governor.

AT Austin, Tex., Gaudaur broke his own 3-mile record of 19:06 at the professional regatta, beating Peterson in 19:03.

DURING a cyclone one-fourth of a mile west of Kunkle, O., great damage to property was done and Daniel Barrett and his wife and two granddaughters, Myrtle and Martha, Cassa, and George Oringer, were killed, and Charles Cole and his wife were fatally injured.

Mrs. CHLOE GIBSON, aged 78, and Nathaniel P. Crane, aged 94, were married at Belvidere, Ill. The officiating minister is 92 years of age.

At the annual encampment in Rockford, H. H. McDowell, of Pontiac, was elected department commander of the Illinois G. A. R., and Mrs. M. R. M. Wallace, of Chicago, was elected president of the Women's Relief Corps.

THREE election commissioners, Keenan, Hutchins and Schomer, were fined \$1,000 each for contempt by Judge Chetlain, in Chicago, for refusing to turn over ballots to the grand jury.

On the board of trade wheat touched 53 1/2 cents, the lowest price ever known in Chicago.

In Cleveland the conference of coal miners and operators came to an end, nothing having been accomplished toward settling the strike.

DEMOCRATS renominated H. C. Snodgrass for congress in the Third district of Tennessee.

In a snow and windstorm on the Sierra Nevada ranges over 13,000 sheep perished.

THE authorities in Cincinnati forced food down the throat of Father "Grady," the murderer of Mollie Gilmer, who was starving himself.

A TERRIFIC gale on Lake Michigan strewn the beach from Glenview to South Chicago with wreckage, and eight vessels came to grief and at least ten lives were sacrificed. The financial loss was estimated at \$100,000.

The scene of the lake front was unparalleled in Chicago's history. During the storm the old cottonwood tree in Chicago, marking the Fort Dearborn massacre of 1812, was blown down.

THE execution of William McKell took place at Mobile, Ala., for the murder of his wife, whom he found to be unfaithful to him.

In state convention at Oakland, Cal., the prohibitionists nominated a full state ticket, headed by Henry French, of Santa Clara, for governor.

STORMS of wind and snow swept over Illinois, Wisconsin, Ohio, Iowa and Indiana, doing vast damage to crops and buildings and causing some deaths.

By the wrecking of the schooner M. J. Cummings at Milwaukee five men and a woman were drowned.

In the Second district of Indiana the populists nominated E. A. Higgins, of Davies county, for congress.

NEBRASKA populists will hold their state convention at Grand Island on August 15.

FOREIGN INTELLIGENCE.

THE president of Brazil has broken off diplomatic relations with Portugal because of the latter granting asylum to insurgent refugees.

EARTHQUAKES in the vicinity of Mexico and New Pomerania, N. S. W., destroyed almost all of the houses of the missionaries and traders.

In Vienna an artist named Kellarz and his three unmarried sisters, all over 30 years of age, took their own lives with poison. Fear that they might outlive one another was the cause.

BRAIN fever caused the death of William H. Edwards, of Ohio, United States consul general at Berlin.

BRAZILIAN government forces were defeated by insurgents near Iguaçu and 140 men were killed.

In their official report the British royal commissioners to the world's fair pay a glowing tribute to the great enterprise.

IN 64 days 11 hours and 30 minutes George Griffiths, of London, completed a trip around the world. Nellie Bly's record was 74 days.

LATER NEWS.

A BILL was introduced in the United States senate on the 19th to authorize several American citizens to accept decorations and testimonials from the Hawaiian government. Several bills of minor importance were passed. The house was not in session.

THE CHIMES.

The quarter hour chimes, like some young life
Whose tender melody
Has just been heard
Not till the hour is done
Can we know fully what the tune shall be.

The half-hour sounds; an added chord is played;
Yet the melodious tone,
Though rich and sweet,
Is still all incomplete—
Like infancy when but to boyhood grown.

Three chimes play next; the time is wearing on.
The air is much more clear.
I now can see
What the last note shall be.
As manhood ripe in goodness doth appear.

Four chimes, the tune is done. Soft, sweet, and low
Sounds forth the final chord.
I think I see
An old man patiently
Await the coming summons of his Lord.

The hour strikes; to an eternal rest
The summons is at last
And every time
Has sounded in its time.
And age itself feeling more is past
—Anna Temple, in S. S. Times.

INDEXES LAND
BEFORE THE WAR.
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CHAPTER XXII.
THE GLADIATORS OF THE MISSISSIPPI.
The Cotton Queen was behind time at Donaldsonville, and the hours that we waited there were torturing ones. What would have happened had pursuit overtaken us before the boat came is a matter of certainty with me. I had found an opportunity to arm myself. Le Fevre did the same. We exchanged significant looks, but no words. There was no need of words. We had already earned a term of imprisonment, and we and our fair charge were not now to be captured without bloodshed.

Aboard the Queen, and she rapidly putting miles of the wide and crooked river between us and pursuit, our spirits rose. We did not then know how narrow was our escape at that point. We got our breakfast with a crowd of passengers, cheered up Coralie and bringing her again on deck, as if to show that it came from burning turpentine. The Queen drew on, and from her bow the officers of the Prentiss were seen driving some of the people from her stern. Both captains frantically shouted for more steam. The bow of the pursuing boat was past the stern of the other. Foot by foot she gained. Her bow reached the paddle box. A prolonged, exultant cheer arose from her decks. Yells of defiance came from the Prentiss. Fists were shaken over the rails. A babel of human voices arose.

But these and all other sounds were swallowed by a roar that seemed to shake the heavens, mingled with a terrific and prolonged rush of escaping steam. The smoke pipes of the Queen tottered and fell with a crash on the deck forward; the steam flooded everything to the bows; a bright glare shot up amidships, and the poor rent, ruined, burning Queen drifted down with the current, her decks ringing with the agonizing shrieks of dozens of victims. While the river was black with others who leaped overboard.

The Prentiss was put about, and every effort was made to save the passengers and crew of her luckless rival. Her boats picked up many of the wretches who struggled in the water; many more were drowned. Bodies were found floating miles below, the next day, some with arms or legs bitten off by alligators. The Queen grounded on a point two miles down from the place of the explosion. Many of those who were fortunate enough to be afloat of the engine escaped to the shore; others were burned alive as they lay mangled and scalded. Two hundred and thirty-nine human beings killed or dreadfully hurt was the price paid for the effort to determine which of these boats was the faster.

CHAPTER XXIII.
TURNED BACK FROM DEER.

While the steamboats were flying up the river, and all aboard seemed to share in the madness of the time, the cool head of Le Fevre kept its balance. He took Coralie and me by the arms and hurried us as far as possible.

"We are rushing on to destruction," he said; "her boilers can never carry the steam that they are crowding them with. Remain here; this is the safest place on board. I will go forward and warn them."

Brave, great-souled being! We never saw him more. Even at this distance of time tears fill my eyes as I write, at the thought of his courage and devotion. One of the survivors afterward told me that he saw him

"The S. S. Prentiss, by — Why, she is in New Orleans twelve hours ahead of us."
"She's been waiting for us," said the pilot, quietly.

"She has not waited for nothing, then. I've heard of her brags from St. Louis down about what they'd do with the Queen when they had a chance. By the Lord Harry, we'll show 'em! Here's almost a straight course to Port Hudson bluffs, and no chutes or side-toms. I'll beat 'em or go to the bottom!"

He rang the engineer's bell for more steam. Presently the black smoke began to pour from the lofty stacks in clouds. The speaking-tube brought up the night-pilot, who was sleeping in his berth. The two men at the wheel kept their eyes fixed on the glass front of the pilot-house, ready to take any advantage offered by the current or the curves of the shore.

The speed of the Queen, was visibly increased. The vibration of her powerful engines could be felt in every part of her. The puff of the pipes and the fierce churning of the paddles mingled in a steady sound.

Baton Rouge was passed, many people standing on the shore and waving their hats and cheering. Some of the passengers clamored up to the captain that they must get off here, and that they had freight about that was to be delivered here.

"You and your freight be d—!" roared the captain, leaning out of the pilot-house. "Do you think the Queen is going to stop a race that we've tried for months to get to Chicago?"

Hundreds of other passengers laughed and cheered and applauded. The excitement of the contest had by this time spread all through the boat. The bows were so crowded that some of the boat's officers came and ordered half of the people back, that the boat might not settle too much by the head. Thousands of dollars were wagered on the length of time before the Queen would pass her rival. A few disloyal folks, who were willing to bet that she would not pass at all, had the chance promptly offered them to take ten to one. Before the contest was determined the Baton Rouge men were as crazy with excitement as anyone.

"We're gaining a little," said Pilot Dobbin. Again the speaking-tube. "How much steam is on?"

"Hundred and fifty," came back in a sepulchral tone.

"File her out. Stick her up to seventy-five."
"She'll stand that," said Dobbin, sotto voce, as the four hands made half a dozen rapid turns of the wheel, and the bows took an acute angle for the farther shore.

"She'll have to carry more than that before she catches that flyer ahead," said the other.

To the feverish passengers who were watching the leading boat, the interval between the two seemed the same for hours. It was in fact very slowly closing. The half-mile was reduced to a quarter. At a speed against the cur-

rent that caused the immense boat to tremble in every fiber, foot by foot, yard by yard, she gained on her rival. The mass of faces at her stern could be separated and almost counted with the naked eye. Then the Prentiss took a sudden spurt, and a cheer from her crowded decks showed that she was increasing her lead.

The captain of the Queen raged round the pilot-house, and shook his fist at the other boat.

"What steam?" he shouted down through the pipe.

"Hundred and eighty—and everything red-hot and glowing. Dunno how much more she'll bear."

"We've got to find out!" yelled back the captain. "Keep the water buckets ready to drown the furnace when we've passed her by a mile or so, and crack on the steam. Pile it up, I tell you!"

Under the terrific impulse of a head of steam which no man would have ordered but a lunatic or the captain of a Mississippi river steamer in a race, the Queen literally dashed at her rival. The loss in distance was made up, was doubled. The captain, leaning far out in the effort to better observe the gain of his boat, heard again the hoarse murmur of the tube from the engine room.

"What is it?"

"The pine is used up and the cypress don't burn well."

"There's a hundred hams and shoulders for'd that belong to those Baton Rouge passengers. Tell the niggers to get 'em and chuck 'em in. If the boat won't pay, I will."

Steadily the Queen pulled up on the Prentiss, her officers almost coming to blows with some of the passengers in the effort to keep more of them amidships. The leading boat was quivering and vibrating and her pipes belched forth a pall of smoke so black that it needed not the smell that came from it to show that it came from burning turpentine. The Queen drew on, and from her bow the officers of the Prentiss were seen driving some of the people from her stern. Both captains frantically shouted for more steam. The bow of the pursuing boat was past the stern of the other. Foot by foot she gained. Her bow reached the paddle box. A prolonged, exultant cheer arose from her decks. Yells of defiance came from the Prentiss. Fists were shaken over the rails. A babel of human voices arose.

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of the victims were there, having oil and cotton applied to their injuries. I saw and heard a little, and then went on deck, faint with the living misery of the scene.

The Prentiss was overcrowded and it was difficult to move about. But quickly my attention was arrested by the fact that we were moving with the current.

"How is this?" I asked of a man whose hair and eyebrows were singed. "We're not going down stream?"

"That's what we are doing,"

"My heart sank within me."

"What's this for?"

"It's all right. We're much nearer to Baton Rouge than to Vicksburg, there's only one doctor aboard, and no opiates, and the captain of this boat decided that he must get those poor wretches below to a place where they can be cared for, as quickly as possible. I need the doctor myself, and I got off pretty well, too. You saw on the Queen, wasn't you?"

I rushed along the decks, half-distracted, demanding to see the captain. He was overwhelmed with care and responsibility; but when I found him he did listen to me for an instant.

"Captain, put us ashore—Coralie and myself," I cried. "We can't go back to Baton Rouge."

He stared at me.

"One hundred dollars to put us ashore!" I shouted.

"Take care of him," said the captain, turning away. "He's been crazed by the accident."

I wandered through the crowd, pleading with every man whose attention I could get that we might be landed quickly. Some looked compassionately; others avoided me. One of the officers told me to keep quiet, or he would lock me up in his cabin.

It was too cruel to believe. On the way to freedom and safety, just escaped from the jaws of death, at the last moment we were turned back to certain bondage. For me, the bonds of prison; for her, the bonds of a living death!

I leaned over the rail, restrained only by the thought of her from flinging myself into the dark, turbulent waters.

Was there no escape? No hiding on the boat?

"The quest would be as thorough as eager."

We were doomed!

A telegraph station near the river had sped the news of the disaster and the return of the Prentiss with the victims and survivors. A thousand people were gathered at the Baton Rouge landing as we approached. Several officers took possession of the gangway of the boat and permitted nobody to land. The captain was called for; a long telegram was handed him, and a brief colloquy took place.

"I know nothing of the Cotton Queen's passengers," he said, "nor whether these people were saved. You'll have to search for yourself."

A faint hope sprang up in my breast that we might escape in the crowd and the confusion. It quickly died. While the officers were keeping the clamorous passengers on board, and preventing any access to the shore, a small steamer came up the river and landed. I saw Conrad Bostock and his gang jump ashore and hail the officers on the Queen. They were allowed to come aboard, and Coralie and I were at once arrested.

In her presence I was handcuffed. She clung to me, and begged them not to separate us.

"You are to go before the magistrate," said one of the officers. "Come all these poor wretches in the saloon can't be removed till you are gone."

"Hold on!" said Bostock. "I must find that cunning devil, Wash Le Fevre. He's at the bottom of all this mischief."

From the depth of my misery I raised my hand and cried:

"He is beyond your persecution. He bravely perished in the wreck."

"It's just as well for him. It would have been better for you, my fine fellow, if you'd done the same."

We were taken up to the magistrate's office. Coralie, unvelled and clinging to me, was stared at by the crowd. The news of the arrest for attempted abduction of a slave-girl was hinted about, and public attention and curiosity were divided between the wretches of the accident, who were now being brought ashore on stretchers from the hospital. Hundreds of men and boys followed us up the street, and the magistrate's office, the passage and the stairway were thronged. I saw threatening looks directed toward me and heard the words muttered: "Yau-kee," and "slave-stealer."

[TO BE CONTINUED.]

