(These short serial stories are copyrighted by Bacheller, Johnson & Bacheller, and are printed in The Tribune by special arrangement, simultaneous with their appearance in the leading daily journals of the large cities).

THE winter of 189— was memorable on account of many things; but to me it was chiefly remarkable for having given me my young bride. We were spending our honeymoon in the lotus-eating land, and had taken up our quarters at that admirable hostelery known as "Mena house," which stands at the foot of the plateau where the great pyramids of Gizeh are so majestically enthroned. It was in truth a halcyon time, to be marked in our memories with the whitest of stones.

One slight drawback there was certainly, but it was a mere crumple in our rose leaf. The Bedouins would never leave us alone. Wherever we went they insisted on accompanying us; it was impossible to get rid of them, but they were withal so polite and good tempered that we could not find it in our hearts to be angry. The only way to avoid the pests was to carry out our wanderings by moonlight. The Arabs believe firmly that "El-Ahram" are haunted, and will not on any account venture near the ruins after nightfall. In this way we had the whole place to ourselves but that, for us, was ample society. We revelled in our freedom, and soon became thoroughly acquainted with the entire plateau from the sphinx on the south to the dilapidated temple on the northern verge.

One lovely night, before the moon was quite full, my wife proposed a visit to the interior of the great pyramid; and having procured candles we clambered up the well-worn track leading to the entrance, and speedily made our way down the sloping shaft to the central chamber. Outside the air was slightly chilly, and the warmth of the great tomb was very agreeable, in in spite of the closeness of the air. Sitting ourselves down on the edge of the lidless sarcophagus, we began one of those conversations so dear to young lovers, during which the hours glide away like minutes, or rather when all sense of time is lost.

Our candles were burning brightly and steadily beside us, when suddenly—without the slightest warning—a gust of wind descended from above, and in the twinkling of an eye we were in darkness. The expected transition was startling to a degree. My wife clung to me convulsively, trembling in every limb, and I freely confess I too was not free from that sign of discomposure. Hurriedly I examined all my pockets, one after the other, in a vain search for my matchbox. It was not to be found! I must have dropped it somewhere en route.

This was terrible; and I was still carefully examining every receptacle I possessed, when a dull, grinding noise made itself audible through the obscurity. There is something dreadful in a noise that one cannot account for, no matter when or where one hears it. Out in the open a mysterious sound is bad enough, but situated as we were, inside a narrow, confined space amidst total darkness, it was simply appalling!

Shrinking toward each other we listened intently, not knowing what to do, for the noise, however caused, seemed to come from a direction between where we were and the door of the chamber. At last it ceased, and although half dead with a mixture of awe and terror we were obliged to muster up enough courage to try to find our way out. Gradually we crept along hand in hand, feeling the smooth surface of the wall with our disengaged hands as we went. The chamber is not spacious, but our progress was necessarily very slow, and after what appeared to be an interminable time, I actually stumbled up against an obstacle.

What could it be? Stooping, I tried to make out by sense of touch what it was that impeded our progress. A very slight investigation satisfied me. There could be no doubt that this barrier in our way was the sarcophagus. We must have made the entire circuit of the chamber without finding the door!

Concluding we had missed the entrance through some stupid mistake or other we set out afresh, tracing with the utmost care every inch of the polished wall. Again the distance seemed interminable, and again we accomplished the round of the accursed place, and found ourselves back at the original starting point.

IN THE SECRET CHAMBER.

It was a most astounding thing. Either the door had vanished or we were losing our senses. The silence now was terrible and the darkness was truly Egyptian—it could be felt! The heavy, close air was so thick and clammy that we could hardly breathe; our hearts were beating at railway speed and the perspiration dripped from every pore. The circumstances were, in sooth, as desperate as they were inexplicable, but since no good could come of sitting still we arose once more and recommenced our search for the vanished opening.

'Twas all in vain! The granite was as smooth and unbroken as though it had been fashioned out of one enormous block. Not a fissure or crack could be found large enough to admit even the point of a knife. Whether we tried from right to left or from left to right the result was still the same; we invariably found ourselves back at the horrible sarcophagus.

At this juncture, while we were resting in a half-dazed state against the border of the fatal sarcophagus, gradually a faint, weird light became apparent above our heads. By degrees the light grew stronger, till finally the whole chamber was filled with a pale green luminousness whereby we were enabled to distinguish each other's features.

Lost in astonishment, we gazed around us and at each other, too deeply amazed for speech; and, as we found out afterwards, uncertain whether we were asleep or awake. The reason we had been unable to find the entrance was plain. The cyclopean mass of stone forming the lintel of the doorway had descended bodily, thus completely blocking up the passage, which it fitted with mathematical accuracy. It was from the gap thereby created on a higher level that the light was shining, the lower edge of the new aperture being about eight or nine feet above the floor of the chamber.

The opening disclosed in this wonderful manner was the commencement of a tunnel, or shaft, extending at an acute angle upwards into the body of the pyramid. It was rectangular in form, and in other respects bore a general resemblance to the passage by which we had entered, save that it seemed to be loftier.

The question now was—should we attempt to escape along this new road; or should we wait where we were, and trust to the return of the lintel to its proper place?

The light now began to fade away in the same gradual manner it had arison, and it became painfully evident that we should be again plunged in darkness. Any fate would be preferable to the frightful sensation of being hermetically shut in amidst an intense and stifling blackness to which the darkest night outside would be the bright clearness of noon.

Taking our courage in both hands we resolved to make an attempt to escape. I seized hold of Annette round the waist, and swung her form up until she was able to scramble on to the ledge of the opening. With her assistance I had then no difficulty in

LOST IN ASTONISHMENT, WE GAZED AT EACH OTHER.

climbing up myself, and as we were both pretty active we contrived to establish ourselves in the mouth of the gallery down which the pale green light was now but faintly streaming.

The sloping floor was so smooth and steep that we were obliged to crawl on our hands and knees in order to make any progress. In this way we clambered along for fully fifty yards, with much labor and weariness; slipping back every now and again, and more than once narrowly escaping a glissade into the hateful chamber. It was a fearful task! but at length we reached the top, and found that the gallery debouched at a spacious hall where everything was brilliantly illuminated in a most peculiar manner by means of appliances which for want of a better term must be called reflectors.

The whole of the upper part, or ceiling, of this marvelous room presented a most extraordinary appearance, being honeycombed—so to speak—by a vast array of hollow cones, each cone ending in a small aperture, or skylight, through which the beams of the moon, or the rays of the stars, were shining with a hundredfold their normal power. The apices of these cones must have consisted of some magnifying material, and the sides were lixed with a kind of material that multiplied to an enormous extent their power of transmitting light. The entire series was so skillfully arranged that the combined pencils impinged on one spot, where there was a most singular and complicated apparatus for their reception.

In front of the mouth of the gallery stood a manifold frame, almost completely filling the opening, which, however, was scooped out on one side, thus enabling us, breathless as we were from our climb, to creep through. This frame was in truth an extraordinary structure. It was fitted with an infinite multitude of lenses and other transparent appliances, the like of which I had never seen before. I very much regret that I cannot give a better and more detailed description of this piece of work, which to my mind affords conclusive proof that the ancient Egyptians were the possessors of a long since vanished lore. The reader will shortly be able to see why it is that any account of these marvels is so vague.

Whilst I was in the act of making my way past this frame the never-to-be-forgotten grinding sound again met my ears, coming from below in the direction of the chamber we had just quitted. I at once turned and looked down, but could see nothing. The track we so painfully had traversed was now as dark as Erebus. It was manifest that our retreat was cut off; the ponderous lintel had risen to its original position.

[TO BE CONCLUDED.]

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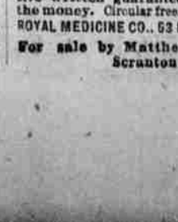

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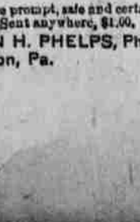

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RAILROAD TIME-TABLES

Central Railroad of New Jersey.

(Lehigh and Susquehanna Division)

Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a.m., 12.50, 2.03, 3.20, 5.00, 7.25, 11.05 p.m. Sundays, 9.00 a.m., 1.00, 2.15, 7.10 p.m.

For Atlantic City, 8.20 a.m.

For New York, Newark and Elizabeth, 8.20 (express) a.m., 12.50 (express with Buffet parlor car) 3.30 (express) p.m. Sunday, 2.15 p.m.

For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a.m., 12.50, 3.30, 5.00 (except Philadelphia) p.m. Sunday, 2.15 p.m.

For Long Branch, Ocean Grove, etc., at 8.20 a.m., 12.50 p.m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a.m., 12.50, 5.00 p.m. Sunday, 2.15 p.m.

For Pottsville, 8.20 a.m., 12.50 p.m.

Returning, leave New York, foot of Liberty street, North river, at 9.10 (express) a.m., 1.10, 1.30, 4.30 (express with buffet parlor car) p.m. Sunday, 4.30 a.m. Leave Philadelphia, Reading Terminal, 9.00 a.m., 2.00 and 4.30 p.m. Sunday, 6.27 a.m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN, Gen. Pass. Agent.
H. OLHAUSEN, Gen. Supt.

Lehigh Valley Railroad.

PICTURESQUE LEHIGH VALLEY RAILROAD

MAY 13, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 7.45 a.m., 12.05, 2.38 and 11.38 p.m. via D., L. & W. R. R., 6.00, 8.05, 11.29 a.m., and 1.30 p.m.

Leave Scranton for Pittston and Wilkes-Barre, via D., L. & W. R. R., 6.00, 8.05, 11.29 a.m., 1.30, 3.50 6.07, 9.50 p.m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6.40 a.m., via D. & H. R. R. at 7.45 a.m., 12.05, 2.38, 4.00 p.m. via D., L. & W. R. R., 6.00, 8.05, 11.29 a.m., 1.30, 3.50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R. 7.45 a.m., 12.05, 2.38, 11.38 p.m., via D., L. & W. R. R., 6.00, 8.05, 11.29 a.m., 1.30 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R. 8.45 a.m., 12.05 and 11.38 p.m., via D., L. & W. R. R., 8.08 a.m., 1.30 p.m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R. 8.45 a.m., 12.05, 9.15, 11.38 p.m., via D., & W. R. R. and Pittston Junction, 8.05 a.m., 1.30, 3.50 p.m., via E. & W. V. R. R., 3.41 p.m.

For Elmira and the west via Salamanca, via D. & H. R. R., 8.45 a.m., 12.05, 6.05 p.m., via D., L. & W. R. R., 8.08 a.m., 1.30, and 6.07 p.m.

Pullman parlor and sleeping or L. V. chair cars on all trains between L. & H. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

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W. NONNEMACHER, Asst. Gen. Pass. Ag't, South Bethlehem, Pa.

"The Bee Line."

DELAWARE AND HUDSON RAILROAD.

Commencing Monday, day, July 30, all trains will arrive at new Lackawanna avenue station as follows:

Trains will leave Scranton station for Carbondale and intermediate points at 2.20, 5.45, 7.00, 8.25 and 10.10 a.m., 12.00, 2.20, 3.55, 5.15, 6.15, 7.25, 9.10 and 11.20 p.m.

For Parview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

For Albany, Saratoga, the Adirondacks and Montreal at 5.45 a.m. and 2.20 p.m.

For Wilkes-Barre and intermediate points at 7.45, 8.48, 9.38 and 10.46 a.m., 12.05, 1.20, 2.38, 4.00, 5.10, 6.05, 9.15 and 11.38 p.m.

Trains will arrive at Scranton station from Carbondale and intermediate points at 7.40, 8.40, 9.34 and 10.40 a.m., 12.00, 1.17, 2.31, 3.40, 4.54, 5.55, 7.45, 9.11 and 11.32 p.m.

From Honesdale, Waymart and Parview at 9.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.

From Montreal, Saratoga, Albany, etc., at 4.54 and 11.32 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.55 a.m., 1.16, 2.14, 3.19, 5.10, 6.08, 7.20, 9.03 and 11.16 p.m.

Del., Lack. and Western.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 2.50, 5.15, 8.00 and 9.55 a.m.; 12.55 and 3.50 p.m.

Express for Easton, Trenton, Philadelphia and the south, 5.15, 8.00 and 9.55 a.m., 12.55 and 3.50 p.m.

Washington and way stations, 3.55 p.m.

Tobyhanna accommodation, 6.10 p.m.

Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.15 a.m. and 1.24 p.m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 9 a.m.

Binghamton and way stations, 12.37 p.m.

Nicholson accommodation, at 4 p.m. and 10 p.m.

Binghamton and Elmira Express, 6.05 p.m.

Express for Cortland, Syracuse, Oswego Utica and Richfield Springs, 2.15 a.m. and 1.24 p.m.

Ithaca, 2.15 and Bath 9 a.m. and 1.24 p.m.

For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 6.00, 9.55 a.m. and 1.30 and 6.07 p.m.

Nanticoke and intermediate stations, 9.55 and 11.29 a.m. Plymouth and intermediate stations, 3.50 and 8.52 p.m.

Pullman parlor and sleeping coaches on all express trains.

For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 228 Lackawanna avenue, or depot ticket office.

New York, Ontario and Western Railway.

SCRANTON DIVISION.
In Effect Sept. 16th, 1894.

North Bound. 205 Local Pass	203 N Y Day Ex	201 Local Pass	Stations (Trains Daily, Except Sunday)	South Bound. 202 Local Pass	204 Ontario Day Ex	206 Local Pass
	P M		Arrive Leave		A M	
...	7 25	...	N Y Franklin St	...	7 40	....
...	7 10	...	West End St	...	7 55	....
...	7 05	...	Weehawken	...	8 10	....
P M	P M		Arrive Leave	A M	P M	....
8 20	1 15	...	Hancock Junc.	6 00	2 05	....
8 10	1 00	...	Hancock	6 05	2 11	....
7 38	12 56	...	Starlight	6 18	2 22	....
7 31	12 46	...	Preston Park	6 25	2 31	....
7 25	12 40	...	Cono	6 32	2 41	....
7 18	12 35	...	Poyntelle	6 40	2 50	....
7 13	12 28	...	Belmont	6 45	2 58	....
7 02	12 03	...	Pleasant Mt.	6 55	3 06	....
7 10	f11 30	...	Uniondale	f6 58	3 09	....
7 08	11 49	A M	Forest City	7 10	3 19	P M
6 51	11 31	9 15	Carbondale	7 24	3 38	5 34
6 48	f11 30	9 12	White Bridge	7 27	f3 38	5 37
f6 43	....	f9 05	Mayfield	f7 32	f3 43	f5 42
6 41	11 23	9 03	Jermyn	7 34	3 45	5 45
6 35	11 18	8 57	Archbald	7 40	3 51	5 51
6 32	f11 15	8 54	Winton	7 43	3 54	5 54
6 29	11 11	8 50	Peckville	7 48	3 59	5 59
6 25	11 07	8 44	Olyphant	7 52	4 01	6 04
6 21	11 05	8 41	Dickson	7 54	4 07	6 07
6 19	11 03	8 39	Throop	7 56	4 10	6 10
6 14	11 00	8 36	Providence	8 00	4 14	6 14
f6 13	f10 57	8 33	Park Place	8 02	f4 17	6 18
6 10	10 55	8 30	Scranton	8 05	4 20	6 20
P M	A M	A M	Leave Arrive	A M	P M	P M

All trains run daily except Sunday.

f. signifies that trains stop on signal for passengers.

Secure rates via Ontario & Western before purchasing tickets and save money. Day and Night Express to the West.

J. C. Anderson, Gen. Pass. Agt.
T. Fitzpatrick, Div. Pass. Agt., Scranton, Pa.

Erie and Wyoming Valley.

Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.35 a.m. and 3.24 p.m. Also for Honesdale, Hawley and local points at 6.35, 9.45 a.m., and 3.24 p.m.

All the above are through trains to and from Honesdale.

An additional train leaves Scranton for Lake Ariel at 5.10 p. m. and arrives at Scranton from the Lake at 7.45 p.m.

Trains leave for Wilkes-Barre at 6.40 a. m. and 3.41 p.m.

AMUSEMENTS.

THE FROTHINGHAM.

Tuesday Night, **NOV. 13.** Only One Night.

BOB FITZSIMMONS

Champion Middle-Weight of the World, Now Matched to Fight

James J. Corbett,

For a $41,000 Purse and $10,000 Stake, and His Own

COMEDY AND SPECIALTY CO.

Including HOWLEY & DOYLE, the FITZ GIBBONS FAMILY and many others.

BOB FITZSIMMONS will appear in his great Ball Punching ocene, and display of the Manly Art with his companion, Con Reardon.

Sale of seats Monday. Regular prices.

ACADEMY OF MUSIC.

Tuesday and Wednesday, NOVEMBER 13 AND 14.

ENGAGEMENT OF

WILLARD SPENSER'S OPERA CO.

The Original Organization Direct from the Broad Street Theater, Philadelphia, PRESENTING

THE PRINCESS BONNIE

By the Author of "The Little Tycoon."

70 PEOPLE, including an Augmented Orchestra. PRICES—First Floor, $1.50 and $1; Balcony, $1, 75c., and 50c.; Gallery, 25c. Sale of seats opens Saturday, Nov. 10.

ACADEMY OF MUSIC.

FRIDAY, NOVEMBER 16.

A Notable Dramatic Event, Engagement of the Distinguished Actress,

MISS KATE CLAXTON,

And the Celebrated Tragedienne,

MME. JANAUSCHEK,

Supported by a Selected Company of Players, in a Grand Revival of

The Two Orphans.

Special Scenery and Accessories. Sale of seats opens Wednesday, Nov. 14.

DAVIS' THEATER

Monday, Tuesday and Wednesday, NOVEMBER 12, 13 AND 14

THE CHARMING COMEDIENNE,

Pauline Parker

In the Beautiful Comedy-Drama

WILD ROSE

Supported by a Powerful Company, and the Favorite Comedians, Richards and Rawson.

ADMISSION, 10, 20 OR 30 CENTS

Two performances daily at 2.30 and 8.15 p.m.

THEY'RE AFTER ME

But so far behind in the race when it comes to selling standard goods, at low prices, that they are not worth considering as competitors.

DON'T TAKE MY WORD

For it. Compare the values I offer in Diamonds, Watches, Jewelry and Silverware, with what you can get elsewhere and be guided thereafter by your own judgment.

C. W. FREEMAN

CORNER PENN AND SPRUCE.

CLEARING SALE OF BICYCLES

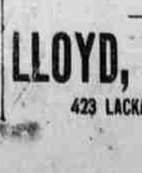
A Child's Bicycle, Rubber Tire, new	$9
A Child's Bicycle, Rubber Tire, new	10
A Boy's Bicycle, Rubber Tire, new	12
A Boy's Bicycle, Rubber Tire, new	18
4 Boys' or Girls' Bicycle Cushion Tire, new, 60 down to	28
1 Youth's Bicycle, Pneumatic Tire, new	35
2 Victor B Bicycles, Pneumatic Tire, second hand	70
1 Victor B Bicycle, Pneumatic Tire, new	80
1 Secure Bicycle, Pneumatic Tire, second-hand	50
1 Lovel Diamond Bicycle, Solid Tire, second-hand	10
1 Ladies' Bicycle, Solid Tire, second-hand	25
2 Victor A Bicycles, Solid Tire, second-hand	15
1 Victor C Bicycle, 1½ in. cushion Tire, second-hand	35
1 Victor B Bicycle, 1½ in. Cushion Tire, second-hand	40
1 Columbian '92 Bicycle, Pneumatic Tire	55
1 Chainless Bicycle, Pneumatic Tire, nearly new	100

Come Early for Bargains.

Lawn Tennis Racquets at a discount of one-third for two weeks.

J. D. WILLIAMS & BRO.

314 LACKAWANNA AVE.



"WELL, SIR"

"Spectacles!" Yes sir! We have a specialist here to fit you who does nothing else. Sit right down and have your eyes fitted in a scientific manner.

**LLOYD, JEWELER