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PART I.

"It looks as if it might rain this afternoon," remarked the lieutenant of artillery.

"It does," the infantry captain assented. He glanced casually at the sky.

When his eyes had lowered to the green-shaded landscape before him, he said fretfully: "I wish those fellows out yonder would quit pelting at us. They've been at it since noon."

At the edge of a grove of maples, across wide fields, there occasionally appeared little puffs of smoke of a dull blue in this gloom of sky which expressed an impending rain.

The long wave of blue and steel in the field moved uneasily at the eternal barking of the faraway sharpshooters, and the men, leaning upon their rifles, stared at the grove of maples.

Once a private turned to borrow some tobacco from a comrade in the rear rank, but with his hand still stretched out, he continued to twist his head and glance at the distant trees. He was afraid the enemy would shoot him at a time when he was not looking.

Suddenly the artillery officer said: "See what's coming!"

Along the rear of the brigade of infantry a column of cavalry was sweeping in at a hard gallop. A lieutenant riding some yards to the right of the column bawled furiously at the four troopers just at the rear of the colors.

They had lost distance and made a little gap, but at the shouts of the lieutenant, they urged their horses forward and dashed along behind the captain and tugged like a wrestler to keep his frantic animal from bolting far ahead of the column.

On the spriny turf the innumerable hoofs thundered in a swift storm of sound. In the brown faces of the troopers, their eyes were set like bits of flashing steel.

The long line of the infantry regiments standing at ease underwent a sudden movement at the rush of the passing squadron. The foot soldiers turned their heads to gaze at the torrent of horses and men.

The yellow folds of the flag fluttered back in silken shuddering waves, as if it were a reluctant thing. Occasionally a firm spring of the charger would rear a giant and steady figure of a soldier suddenly head and shoulders above his comrades.

The hoofs could be heard the creaking of leather trappings, the jingle and clank of steel and the tense low-toned commands or appeals of the men to their horses. And the hoarse shout with the headlong sweep of this movement, powerful undergirds bended back and straightened so that the bits were clamped as rigidly as vises upon the teeth, and glinting necks arched and desperate resistance to the hands at the bridles.

Swinging their heads in rage at the granite laws of their lives which bonded even their anger and their ardor to chosen directions and chosen faces, their flight was as a flight of harnessed demons.

The captain's bay kept its pace at the head of the column, and dashed into the bounds of a thoroughbred, and this horse was proud as a chief at the roaring trample of his fellows behind him.

The captain's glance was calmly upon the grove of maples from whence the sharpshooters of the enemy had been peering at the blue line. He seemed to be reflecting. He stolidly rose and fell with the plunges of his horse in all the indifferent and reflective when his squadron was thundering and swarming behind him like the rushing of a flood.

The column swung in a subtle curve toward a break in a fence and dashed into a roadway. Once a little plank bridge was encountered, and the sound of the hoofs upon it was like the long roll of many drums. An old captain in the infantry turned to his first lieutenant and made a remark which was a compound of bitter disparagement of cavalry in general and sordid admiration of this particular troop.

Suddenly the bugle sounded and the column halted with a jolting upheaval amid sharp, brief cries. A moment later the men had tumbled from their horses and crouching in hand were running in a swarm towards the grove of maples. In the road, one of every four of the troopers were standing with traced legs and pulling and hauling at the bridles of four frenzied horses.

The captain was running awkwardly in his boots. He held his sabre low so that the point often threatened to catch in the turf. His yellow hair ruffled out from under his faded cap. "Go in hand now," he roared in a voice of hoarse fury. His face was violently red.

The troopers threw themselves upon the grove like wolves upon a great animal.

mal. Along the whole front of wood there was the dry crackling of brush and the hiss of flames and smoke that writhed like stung phantoms. The troopers yelled shrilly and spanged bullets low into the foliage.

For a moment, when near the woods, the line almost halted. The men struggled and fought for a time like swimmers encountering a powerful current. Then with a supreme effort they went on again. They dashed madly at the grove, whose foliage from the high light of the field was as inscrutable as a wall.

Then suddenly each detail of the column became apparent and with a few frantic leaps the men were in the cool gloom of the woods. There was a heavy odor as from burnt paper. Wisps of grey smoke wound upward. The men halted and grimed, perspiring and puffing they searched the recesses of the woods with eager, fierce glances. "Plagues could be seen flitting afar off. A dozen carbines rattled at them in an angry volley.

During this pause, the captain strode along the line, his face lit with a broad smile of contentment. "When he sends this crowd to do anything, I guess he'll find we do it pretty sharp," he said to the grinning lieutenant.

"Say, they didn't stand that rush a minute, did they," said the subaltern. The officers were profoundly amused and in their uniforms, and their faces were soiled like those of two urchins.

Out in the grass behind them were three tumbled and silent forms. Presently the line moved forward again. The men went from tree to tree like hunters stalking game. Some at the left of the line fired occasionally at the right, and the right at the left in that direction. The men still breathe heavily from their scramble across the field.

Of a sudden a trooper halted and said: "Hold there! There's a house!" Everyone paused. The men turned to look at their leader.

The captain stretched his neck and swung his head from side to side. "My George, it is a house," he said.

Through the wealth of leaves there vaguely loomed the form of a large, white house. These troopers, browned from the many days of campaigning, each featuring the most telling of their placid confidence and courage, were stopped abruptly by the appearance of this house. There was some subtle suggestion of a lurking danger, which they watched them from their knew not what part of it.

A rail fence girded a wide lawn of tangled grass. Seven pines stood along a driveway which from two distant points of a vanished gate. The blue-clothed troopers moved forward until they stood at the fence peering over it.

The captain put one hand on the top rail and seemed to be about to climb the fence when suddenly he hesitated and said in a low voice: "Watson, what do you think of it?"

The lieutenant stared at the house. "Dorner, I know," he replied.

The captain pondered. It happened that the whole company had turned a gaze of profound awe and doubt upon this edifice which confronted them. The men were very silent.

At last the captain swore and said: "We are certainly a pack of fools. Dorned old deserted house halting a company of Union cavalry and making us gape like babies."

"Yes, but there's something something," insisted the subaltern in a half stammer.

"Well, there's something something in there, I'll get it out," said the captain. "Send Sharpe clean around to the other side with about twelve men. I'll take a few more of the boys and find out what's in the d--d old thing."

He chose the nearest eight men for his storming party, as the lieutenant called it. After he had waited some minutes for the others to get into position, he said "come ahead" to his eight men and climbed the fence.

What the light of the tangled lawn made him suddenly feel was not apparent and he wondered if there could be some mystic thing in the house.

which was regarding this approach. His men trudged silently at his back. They stared at the windows and lost themselves in deep speculations as to the probability of their being shot, their eyes behind the blinds—malignant eyes, piercing eyes.

Suddenly a corporal in the party gave vent to a startled exclamation, and half threw his carbine into position. The captain turned quickly and the corporal said: "I saw an arm move the blinds. An arm with a grey sleeve."

"Dorner, be a fool, Jones, you're a fool," said the captain sharply.

"I swear I--" began the corporal, but the captain silenced him.

When they arrived at the front of the house, the troopers paused, while the captain went softly up the front steps. He stood before the large front door and studied it. Some crickets chirped in the long grass and the nearest pine could be heard in its endless sighs. One of the privates moved uneasily and his foot crushed the gravel. Suddenly the captain swore angrily and kicked the door with a loud crash. It flew open.

(To Be Continued.)

RAILROAD NOTES.

A train on the Michigan Central railroad made a rapid trip from Buffalo to Chicago, covering the 511 miles in the actual running time of nine hours and forty-five minutes. The train was J. Pierpont Morgan special, bound for Minneapolis, and consisted of two heavy private sleeping cars and a baggage car. It pulled out of Buffalo at 2:11 a. m. St. Thomas, 123 miles away, was reached at 4:45. The train to Windsor, 112 miles, was made in 106 minutes. The best time ever made on the run was between Fargo and Charing Cross, the distance being covered at the rate of seventy-two and a half miles an hour. The train left Detroit at 5:34 and stopped in the Michigan Central station in Chicago at 10:34. The time lost

on the road was forty-nine minutes. The running time between Detroit and Chicago, 255.5 miles, was five hours and fifty-one minutes.

The New York, New Haven and Hartford has ordered 1,600 new freight cars, Chicago, 255.5 miles, was five hours and fifty-one minutes.

The car department of the Lehigh Valley is over-crowded with work. The men began work at 6 o'clock and worked until 6 in the evening, with only half an hour for dinner. The order of things will continue until further notice.

East bound from Chicago railroad tonnage continues below 182, though the volume is larger than in preceding weeks this year. The movement west bound of dry goods, staple groceries, and general merchandise is very heavy. In low class freights there is a steadily growing volume of business.

This improvement patented by a Florida man, is designed to relieve car frames from pulling stocks or strains, and its impact on the coupling is on the other. A yoke is transversely secured to each coupling, at each side of which, on the car frame, are guide rods carrying the yokes. The yokes are made of plate, draught rods secured to the yokes passing loosely through the follower plates.

It is reported that a syndicate comprising a number of the most influential banking houses in New York and London had been formed on Monday to purchase from the underwriters of the Ontario and Western \$15,000,000 of its new first consolidated prior lien 4 per cent. bonds, and the assertion was made that the greater part of the bonds would be sold in Europe.

Major Chauncey Ives, chief engineer on the Cumberland Valley railroad, is in charge of a number of men engaged in cleaning out and repairing the tunnel along the South Penn at Ray's Hill and Siding Hill. It is stated on good authority that the Pennsylvania Railroad company has possession of the right of way of the old South Penn, and will, in a short time, complete the line on the original survey.

NEWS OF OUR INDUSTRIES.

Happenings of Interest to the Steel Trades and Particularly to the Trade in Iron, Steel and Anthracite Coal.

It was stated on Tuesday that the Reading Coal and Iron company will, today, advance the price for coal at tide water on an average of 15 cents per ton.

The audited account of the Reading railroad received by the directors of August shows a balance for the Railroad company of \$791,135, and a balance for the Coal and Iron company of \$125,773.

The freight traffic of the Lehigh Valley on the New Boston branch is rapidly on the increase. A little over a year ago one crew handled all the freight traffic. At present the crew consists of three men, and the route from Hazleton to the Schuylkill region, two by day and one by night.

The Hazle mine breaker, which has been idle since June 25 last, will resume operations on Tuesday of next week, and nearly 800 men and boys will again find steady employment. During the long idleness the breaker has been entirely remodelled and the old machinery has been replaced with that of the most modern type, making it the most complete breaker in the region.

THE WORLD OF BUSINESS STOCKS AND BONDS.

New York, Oct. 9.—As of late Chicago Gas was the feature of the railway and stock market. The market for gas fell from 67 1/2 to 65 on renewed pressure from bearish sources, but later rallied sharply to 68 1/2. The market for oil was tempted to cover their recent sales. Sugar and Distilling and Cattle Feeding were in fairly good request, but somewhat higher range. Sugar got up to 10 1/2 and Distilling to 2 1/2. The last named was bought on rumors that the company had made an important deal with outside interests. In railway stocks there was a disposition to cover short interests. The attractive colors were higher on the advance in tide water rates. Lackawanna sold up to 17 1/2 and Reading to 2 1/2. It was reported that the Reading reorganization plan will be issued shortly, but bankers usually well informed stated that no new developments in the quarter referred to can be expected until the coal trade is on a firmer basis. The improvement in the railway list ranged from 1/4 to 1/2 per cent. The Grangers and coalers leading. The net changes in the active list shows gains of 1/2 to 1 1/2 per cent. The total gains were 2 1/2, 807 shares.

The range of today's prices for the active market is given below. The quotations are furnished The Tribune by G. D. H. Dimmock, 110 Wall St., and J. H. Allen & Co., stock brokers, 412 Spruce Street, Scranton.

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