

# THE COST OF HIS HEAD.

By MRS. ALEXANDER.  
Author of "The Wooing O't."

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**SYNOPSIS.**  
Colonel Capel, an English officer, sent to take command in the Cork district of Ireland during the troublous times of the first decade of the century, arranges to stop on his way from Dublin and visit Mr. John Digby and his daughter, Grace, at Atharva. He is specially charged to secure one Valentine Costello, a young Irishman, educated in France, who is active in behalf of the Fenians. Capel arrives at Atharva and finds Grace and her friend, Nelly O'Grady, as Grace, who seems agitated and nervous, is receiving him. The arrival of Mme. de Surresne, Grace's former governess, is announced. She has come on a visit, and is deeply interested in Grace, whom she met at Bath, but is not the rather strange appearance of Mme. de Surresne, who is dressed in old-fashioned garb, with long locks, a lace handkerchief over her hair, and blue stockings. She is the party discusses young Costello's case, for whose head a reward has been offered. Shortly after Mrs. de Surresne slips in the hall, sprains her ankle, and is carried off to the servants. The sprain proves to be a bad one, and Grace and Nelly make turns at reading to the invalid. Meanwhile Capel tries to bring matters to a head with Grace, and she tells him that she will ride out together, and just as they start a courier brings dispatches announcing that the Fenians have taken the town to the house, and she asks him to escort Mme. de Surresne to Cork when he goes. He takes the opportunity to explain that he can get no more satisfactory answer than that she shall ask her agent O'Grady, who has seen Mme. de Surresne at Cork, although she shows interest in him.

### PART IV.

It was a fresh bright morning when the party reassembled at breakfast next day.

Though on the point of leaving what was to him an earthly paradise, Capel felt joyous—almost exultant. In spite of her ambiguous speech, he thought Grace had betrayed a certain degree of liking for him which he hoped to transform into a tender, devoted feeling by the force of his own passionate devotion, and "he dreamed of bright days to come." It seemed, too, that every eye was sorry to part with him.

The usually radiant countenance of his host was graver than Capel had seen it before. Grace was very pale and quiet, though when her eyes met those of her lover, a soft color rose in her cheeks and faded again. Little O'Grady, who had been laughing and talking as usual, but her eyes told a tale of weeping and sleeplessness.

"I am so glad it is fine and dry," she exclaimed. "Mme. de Surresne has such a bad cold; she has quite lost her voice."

"Yes, faith," put in Mr. Digby, "she was as hoarse as a raven last night. She'll be all right, however, when she's safe on board her master's ship. Little Capel, but we are all in the delightful mood this morning. Be glad, colonel, we'll miss you terribly. You must come over as often as you can, and we'll be hunting the rebels, and restoring peace by dint of licking them."

"Only hope you may not find me too frequent a visitor."

"Ah, not if the darlings here, I'll promise you."

"Yes, colonel, dear, you'll come back soon," said Nelly, caressingly; "and now I'll go and see that madame eats a good breakfast. It will be quite a fatiguing day for her."

"Grace, my heart," said Digby, "make sure that they put up a luncheon basket with a bottle of port; yellow-salad, mind."

"And, Colonel Capel, you will see our dear friend safe into mademoiselle's house, 72 Demeray street. All these boys know it," said Grace, and she also rose to assist her cousin in last attentions to their invalid guest.

"I wonder what ails that little O'Grady girl," thought Capel. "She is not sorrowing over my departure; she has anything but a fancy for me."

An hour later a chaise and pair was at the door, and "all hands," that is, all the masculine hands in the house, seemed busy about it, strapping on the luggage, putting in the wraps, looking to the wheels and talking to the post-boy.

"What a queer, thoughtless, fun-loving lot they are. Why, none of them ever served me at meal without a broad grin on their faces," thought Capel, as he stood on the doorstep looking at the group.

But Mme. de Surresne now appeared, limping, a stick over her hand, and the other resting on Digby's arm. She was carefully wrapped up in a large cloak of velvet, a huge bonnet, over which an extensive black lace veil was tied under her chin, and black kid gloves, with long empty finger ends. She made Capel a courtesy in spite of her injured ankle, and thanked him hoarsely for his kindness in taking charge of a tiresome old woman, then with much care she was assisted into the chaise.

"They do say the boys has been having a bit of a scrimmage there by Murroughmore pass," said the butler; "but sure you'll get through in the height of daylight, and if they meddle with you the colonel can just say he comes from Atharva."

"I can tell them that. Did I not use the noble Irish tongue in the old times when I was helping the dear lady who is gone, in her charities?" said madame. "Come, M. le Colonel, let us be going."

Capel took leave, therefore, kissing the young lady's hands. He thrilled at the look that came into Grace's eyes as they met his—they were infinitely sad, wistful and loving; yes, absolute—

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# THE LEHIGH VALLEY'S TURN

Its Fiftieth Anniversary Will Come on Tuesday Next.

MANY LINES ARE NOW MERGED

The Name at First Delaware, Lehigh and Schuylkill, but Changed Later to the One It Now Bears.

A Detailed History.

From the Philadelphia Press.

The Lehigh Valley Railroad company will celebrate its fiftieth anniversary on Tuesday next. The Pennsylvania railroad's official notice of this golden jubilee will be taken by the company. This is another railroad of this State, and its history is one of importance and now has branches extending east, west and north from the line which was originally laid out by the Lehigh and Schuylkill railroads, which were merged into one line in 1832.

It might have been half an hour later when the road entered a narrow valley of gorges, with steep rocky sides, and Capel observed that the post-boy whipped up the horses; they were tired, she thought, and of a long and tiring ride. As they reached the middle of the pass a sound of voices, cries, laughter reached Capel's ears, and turning a head of the road they came in sight of a wild-looking crowd of ragamuffins, some armed with pikes and some with pitchforks and pistols. "This is awkward," cried Capel, "but pray do not be alarmed. I'll speak to them and they will probably disperse."

The men crowded around the carriage, shouting, yelling, and evidently bent on violence.

"Why do we stop you?" screamed a red-headed giant of a countryman, in a hoarse, guttural voice, "because we don't intend you to be hounding our informers and murderers to the wilds of the Lehigh valley. You're a better enemy as the old brigadier."

"Stop!" cried Mme. Surresne, laying her hand on his arm. "Let me speak to them. They are not so bad as they seem. They are only poor fellows who are looking for work. You're a better enemy as the old brigadier."

"Hooray for the old lady!" cried the red-headed leader, derisively, and adding some words in an unknown tongue, unknown at least to Capel. Whereupon the French lady addressed the crowd, apparently in the same language, and produced a great effect. First eyes and

BRANCHING OUT.

For several years most of the work was confined to the operation of the charter between the points set out in the charter, but as the business increased and a larger field was opened to the company, the steps were taken for branching out and making the road the system it now is was begun in 1862, when it subscribed to all the stock of and practically built the Hazleton and Lehigh Valley railroad, which extended from Penn Haven to White Haven, a distance of about eight miles. This construction made a connecting link with the Meadon Railroad, which was a coal company, which extended from Mauch Chunk to Audenreid, 24 miles.

In 1864 the Beaver Meadow Railroad and Coal company was formed, which extended from Lehigh Valley to the Lehigh and Mauch Chunk junction, extending from Mauch Chunk to Audenreid, 24 miles.

The road now began to assume large proportions and it was considered one of the best lines of the State. The Lehigh Valley Railroad company was organized in 1862, and its business was constantly increasing, and in 1868 the Hazleton and Lehigh Valley Railroad and Lehigh Valley Railroad companies, which branched from Penn Haven to the Hazleton and Black Creek coal fields, were merged. This gave the company quite an extensive system of lines in the Lehigh coal field and made it one of the big coal carriers at that time.

Previous to 1867 the North Branch Canal company, which extended from White Haven to the New York State line, along the Susquehanna river, a distance of 104 miles, was bought, and the Lehigh Valley Railroad company, on its property thus acquired, constructed the road which is now known as the Pennsylvania and New York Canal and Railroad company.

LEASING A BANK.

In 1871 the Lehigh Valley Railroad leased the Morris Canal and Banking company. This company, at that time doing not only a canal business, but a large banking one, had a branch extending from Philadelphia to Jersey City, a distance of about 101 miles.

About one year afterward the construction of the Eastern and Amboy railroads, from Philadelphia to Perth Amboy, was commenced. The Lehigh Valley Railroad company at this time, as well as now, owned considerable property at Perth Amboy, and had built large wharves at that place. For some time this extension answered the purpose, but later the line was extended from Perth Amboy to Jersey City, where the company has a valuable water front.

A number of years the Lehigh Valley Railroad company's only method of reaching Buffalo was by a connection with the New York, Lake Erie and Western railroad, now the Erie railroad, at Sayre. It ran its own trains over this line by virtue of a traffic agreement with the other company, but a few years ago it gave up its agreement and began the operation of its own line in the State of New York. From the New York State line to Buffalo the road is called the Lehigh Valley Railroad company. The company also under lease the Lehigh and New York Railroad company, in New York, which is the old Southern Central, extending from the State line at Sayre, through Owen to Erie, a distance of 110 miles.

ITS LAKE FLEET.

When the Lehigh Valley Railroad company began to run trains to and from Buffalo, it had a considerable fleet of freight boats, and to encourage this in 1880 it began the operation of a fleet of vessels on the lakes which now is composed of four steel steamers and six wooden ones. Within the last year the company has acquired also the Middlesex Valley Railroad, which extends from Geneva into the great growing district, and the Elkhira, Cortland and Northern, which is 115 miles long and runs from Elkhira through Ithaca to Camden, on the border of the lake.

On Feb. 11, 1892, the railroad and other properties of this company, but not the properties of the Lehigh Valley Coal company, were leased for 999 years from December 1, 1891, to the Philadelphia and Reading Railroad company, but this lease terminated Aug. 8, 1895, and the property reverted to the company. The capital stock and bonded indebtedness of the company at first was about \$3,500,000, and now it is \$74,614,000, besides stocks of affiliated companies to the amount of \$57,190,000.

The company now has 685 locomotives, 16,369 freight cars, 31,926 coal cars, 1,171 passenger and other cars used in conducting the business of the company. It now has 1,146 miles of single track, 530 miles of second track, which, with branches and siding, make a total trackage of 2,400 miles. The Lehigh Valley Coal company, which is owned entirely by the Lehigh Valley Railroad company, was organized Jan. 11, 1891, to mine and sell coal. Since the company was organized it has acquired over 100,000 acres of coal land.

Russ Whynal, the author of "For Fair Virgins," is only 25 years of age.

THE COST OF A SINGLE TRIP ACROSS THE ATLANTIC—QUANTITIES OF FOOD CONSUMED.

Some of the newer vessels of the Cunard line are distinguished for their enormous size, and this magnitude is, of course, extended to the culinary department.

The ordinary housewife would be amazed to behold the kitchens of a Campania or a Lucrenia an immense cooking range twenty-five feet long, and with a surface on which nearly 170 ordinary dinner plates could be set.

The cold-air stores for keeping the provisions are below the kitchen.

In these will be found immense quantities of food when the great liner is carrying her full complement of passengers.

There will be found something like 20,000 pounds of fresh beef, 1,000 pounds of corned beef, 10,000 pounds of mutton, 1,400 pounds of lamb, 500 pounds of veal, 500 pounds of pork, 2,500 pounds of fresh fish, 1,100 fowls, 100 chickens, 150 ducks, 100 turkeys and 100 geese.

In the vegetable department thirty tons of potatoes, together with thirty enormous hampers of green stuff, ice cream, too, is present to the extent of 200 quarts, and there are 1,500 quarts of milk. Groceries, again, form an equally large item in the catering department.

For in this way the vast steamer is provided with 1,000 pounds of tea, 1,500 pounds of coffee, 2,800 pounds and 4,500 pounds respectively of white and moist sugar, with 1,900 pounds of pulverized sugar, 2,000 pounds of cheese, 3,000 pounds of butter, 5,000 pounds of ham and 1,800 pounds of bacon.

Eighteen thousand eggs seems a "large order," being about two per minute of the duration of the voyage, but they are used in many forms; and our informant adds that it is not unusual to see a gentleman just recovered from mal de mer finish off a supper of grilled chickens and deviled strawberries with four eggs! Lemons disappear at the rate of 1½ per head per day; oranges, at the rate of three per head; and apples at the rate of one per head per day.

No flures are forthcoming as to the wine, beer, and spirits consumed; but we have no doubt that the enormous amount of eating that may be inferred from the statistics is not without its due proportion of drinking.—New York Mercury.

ONLY A LITTLE LETTER.

It Was a Trifling Mistake, but It Brought on a Lot of Trouble.

From the Chicago Post.

"It's strange what a rumpus a little mistake can stir up," said the proof-reader, reflectively.

"What's the matter now?" asked the copy-holder.

"Oh, just a little slip in that article about collectors of bric-a-brac," explained the proof-reader. "A mere trifle, but the fellow is making an awful roar about it."

"What was the mistake?"

"Why, according to the copy, the paragraph that has made all the trouble should have read: 'Professor Jenkyns has devoted years of his life and a vast amount of money—in fact, almost impoverishing himself—in order to make the finest collection of Jugs now in existence.'"

"And I suppose his name was spelled wrong," said the copyholder. "Those professors are mighty cranky and particular about their names."

"No," returned the proof-reader; "it wasn't the name. The compositor got a 'u' in Jugs, and I failed to catch it."

He Couldn't Say.

The Lady—"Is this novel a fit one for my daughter to read?"

The Salesman—"I don't know. I'm not acquainted with your daughter."—Life.

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RESOURCES.		LIABILITIES.	
Loans	\$1,456,773 46	Capital	\$200,000 00
Overdrafts	714 01	Surplus	280,000 00
U. S. Bonds	106,081 10	Undivided Profits	\$1,550 00
Other Bonds	301,555 20	Circulation	88,500 00
Banking House	25,724 65	Dividends Unpaid	1,616,744 19
Premiums on U. S. Bonds	8,950 10	Deposits	24,898 10
Due from U. S. Treasurer	7,770 00	Due to Banks	None
Due from Banks	157,304 73	Re-Discounts	None
Cash	125,738 85	Bills Payable	None
	\$2,191,500 30		\$2,191,500 30

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