THE COST OF HIS HEAD. THE LEHICH VALLEY'S TURN

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

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Colonel Capel, an English officer, sent to take command in the Cork district of Ireland during the troublesome 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 Athgarven. He is specially charged to secure one Valentine Costello, a young lifehman, educated in France, who is active in behalf of the Fenians, Capel arrives at Athgarven and finds Grace and her friend, Nelly O'Grady. As Grace, who seems agitated about something, is receiving him, the arrival of Mme, de Suresne, Grace's former governess, is announced, who has come on a visit, Capel is deeply interested in Grace, whom he met at Bath, but he notices the rather strange appearance of Mme de Suresne, Who is dressed in old-fashioned satis, and they after Mme, de Suresne sibps in the hail, sprains her ankle, and is carried upstales by the servants. The sprain prove to be a bad one, and Grace and Nelly take turns at reading to the invaiid. Mean while Capel tries to bring matters to a head with Grace, who eviades him. At hast they ride out together, and just as they start a courier brings dispatches summoning Capel to Cork, Grace and he retarn to the house, and she asks him to escort Mine, de Suresne to Cork when he goes. He takes the opportunity to propose, but can get no more satisfactory and the passing the secured of the pass a sound of voices, cries, laughter reached Capel's ears, and turning a be

PART IV.

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

Though on the point of leaving what was to him an earthly paradise. Capel felt joyous—almost exuitant. In spite of her ambiguous speech he thought Grace had betrayed a certain degree

Grace had betrayed a certain degree of liking for him which he hoped to transform into a tenderer, deeper feeting by the force of his own passionate devotion, and "he dreamed of bright days to come." It seemed, too, that every one 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 away. Ellen O'Grady tried to laugh and talk as usual, but her eyes told a tale of weeping and sleeplessness.

ing and sleeplessness.

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

a bad cold; she has quite lost her voice." 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 his majesty's shio Calliope, but we are all in the doleful dumps
this morning. Begad, colonel, we'll
when you togethy. You must come over this morning. Begad, colonel, we'll miss you terribly. You must come over as often as you can spare time from hunting the rebels, and restoring peace by dint of licking them."

"I only hope you may not find me too frequent a visitor."
"Ah, not I! or the darlings here, I'll

promise you."
"Yes, colonel, dear, you'll come back "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 seal, mind."

low seal, mind."

And, Colonel Capel, you will see our dear friend safe into mademoiselle's house, 72 Demenic street. All the post boys know it." said Grace; and she also rose to assist her cousin in last attentions to their invalid guest.
"I wonder what alls 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-"What a queer, thoughtless, fun-lov-

ing 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

But Mme, de Surest,e now appeared, limping, a stick in one 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 tted under her chin, and black kid



PROFOUND ATTENTION WAS CIV-EN TO HER WORDS.

ploves, with long empty finger ends She made Capel a courtesy in spite of her impreed 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 hav-ing a bit of u scrimmage there by Murroghmore 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 Athgarvan." "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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ly loving. With this delightful im

"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 car-riage, hooting, yelling, and evidently

bent on violence.
"Why do we ston you!" screamed a
red-headed giant of a countryman, in reply to Capel's question; "because we don't intend you to be hounding on your informers and murderers to win the price of Costello's head. You're twice as bitter an enemy as the ould

brigadier!"
"Stop!" cried Mme. Suresne, laying
her hand on his arm. "Let me speak."
She put her head out of the window

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



SIVE FAREWELL OF HER KIND ESCORE.

mouths opened and protound attention was given to her words. Presently ap-plause began, then ecstades of laugh-ter, exclamations, and shouts of evident delight followed. At last madame drew in her head. "Tell him to drive on while the boys are in good humor, she said.

The command, however, was need less. The postillion used his spurs, the horses broke into a gallop, and for some yards a cheering, laughing, up-rearious following kept pace with the chaise. They soon talled off, however, and Capel laughingly complimented madame on her fluency in Irish. "You must have a wonderful memory," he concluded.

"Ah, you see I have been staying with Mme. la Comtess—Lady Masserene. They live in a very remote wild country where they all speak Irish, so it all came back to me."

"Why did they want to stop us?"
"Voyez vous? They are Costello's boys. They thought you had put a price on his head, and I think they wanted to murder you. I said you were a friend of Shaun Digby, and told them a funny story. They are mere children."

"Very unpleasant children. Anyhow, madame, I owe you my life."

Madame made a little grimace.
"Could I ever have faced my sweet pupil had I let a hair of your head be hurt?" she said.

be hurt?" she said.
"Do not suggest false hopes to me, cried Capel. "It is cruel."
"Ah, mon Dieu, how tired I am!" said madame, and relapsed into silence and perhaps sleep. No further inter-auption occurred till they reached the first of a series of outposts on a line at some distance from the town. Here the chaise was stopped by a sentry who demanded the password and looked scrutinizingly into the carriage.

"Who is the officer in command?" asked Capel, in a tone of authority. "Lieutenant Merrick," replied the sentry. "I wish to speak with him."

The sentry called out the guard, and soon a bright-looking young officer came up. He shook hands cordially with Capel.

with Capel.

"Delighted you have come. We are at sixes and sevens—poor old Elton is not up to his work. You've been stay-MADAME TOOK QUITE AN EFFU-ing at Athgarvan? Ah—a delightful place. Haye you carried off Digby's grandmother? Eh, what, Miss Digby's old French governess? Ah! she is not the rose, but has dwelt with her, Pray present me."

present me."
This accomplished, and some compliments exchanged, Merrick and Capel

ments exchanged, Merrick and Capel spoke apart.
"Seems rather like a mummy with a cold," said the former.
"By the way the people seemed in a disturbed state in a place called the Pass of Murroghmore," said Capel.
"They tried to stop us, but we managed to get through. Come and dine with me tonight at the Harp and Crown. I must deposit my French friend at her destination. I fancy she has had enough, so I'll not delay any longer."
"Afraid I cannot have the pleasure "Afraid I cannot have the pleasure of dining with you today, but tomor-row I shall call. I suppose you will

enter on your command the day after?" They parted cordially, Merrick walk-ing with Capel beside the carriage till past the sentries.

Less than an hour after they stopped at the door of the renowned French milliner, and madame took quite an ef-

fusive farewell of her kind escort.

"I shall call and see how you are tomorrow," said Capel.

"Pray do! I'll send a line to that
dear child, Grace, this evening and tell
her what a delightful compagnon de

voyage you are—what a companion for life you would make." To be concluded.

Appropriate Fashions. "I understand that plaids are to be generally worn this winter," said the alderman to his tallor.
"Yes," replied the tallor thoughtlessly.
"It's unfortunate, too. Stripes are much better for some people."
Too late the tallor realized that he had lost a customer.—Chicago Post. AN OCEAN LINER.

Its Piftieth 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 fiftleth anniversary on April 21, but unlike the Pennsylva nia railroad no official notice of thi golden jubilee will be taken by the company. This is another railroad of this state that has grown from a small beginning to a position of importance and now has branches extending east. west and north from the line which was originally laid out. The railroad com-pany now has a direct line of its own from Jersey City to Buffalo, besides numerous extensions into the anthra-cite coal fields. Recently the company has acquired several lines in New York has acquired several lines in New York state, which gives it an outlet to Lake Ontario. Within a few weeks the company is going to make a number of radical changes in its train service, which is thought will bring this city and the cities of the western part of New York into closer affiliation.

The charter for the construction of a railroad from Easton to Mahoning Creek near Mauch Chunk was granted.

Creek near Mauch Chunk was granted by the legislature April 21, 1846, to the Delaware, Lehigh and Schuvlkill Railroad company. At this time it was the intention of the projectors of the road to extend the line virtually into the Schuylkill coal region. The company also had a right to build across the river at Easton to Phillipsburg. For some reason the name seemed inappro-priate and about 1850 it was changed to the Lehigh Valley Rallroad com-pany, as the road was then principally in the Lehigh valley. Although the in the Lehigh valley. Although the charter was granted in 1846 the road was not opened until September, 1850, During this interval there were several stretches of the road built, but for some reason the road remained unconstruct

ed considerably longer than it was the intention of the projectors. The building of this road created considerable discussion in and around Mauch Chunk, Easton and Bethlehem. The projectors were men of prominence ind while Judge Asa Packer was the and while Judge Asa Packer was the father of the operation of the road James M. Porter, a prominent citizen of Easton, was the first president. Be-sides Mr. Porter there were other men of renown who subscribed their names to the charter of the company.

BRANCHING OUT. For several years most of the work was confined to the operation of the road between the points set out in the charter, but as the business increased and a larger field was opened to the company the first steps towards branch-ing out and making the road the sys-tem it now is was begun in 1862, when it subscribed to all the stock of and practically built the Penn Haven and White Haven railroad, which extended from Penn Haven to White Haven, a distance of about eight miles. This construction made a connecting links with the Beaver Meadow Railroad and Coal company, which extended from Coal company, which extended from Mauch Chunk to Audenreid, 24 miles. In 1864 the Beaver Meadow Railroad

In 1864 the Beaver Meadow Railroad and Coal company was merged into the Lehigh Valley, and in 1866 the Lehigh and Mahanoy railroad, extending from Black Creek junction to Mt. Carmel, about 100 miles, was merged into the Lehigh Valley system.

The road now began to assume large proportions and it was considered one of the ideal lines of the state. Its earning powers were great and its business was constantly increasing, and in 1868 the Hazleton railroad and the Lehigh and Luzerne Railroad companies. and Luzerne Rallroad 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 in the Lehigh coal field and made it one of the big coal carriers at that time. Previous to 1865 the North Branch Canal company, which extended from Wilkes-Barre to the New York state line, along the Susquehanna river, a distance of 104 miles, was bought, and the Lehigh Valley Railroad company, on the property thus acquired, constructed the road which is now known as the Pennsylvania and New York as the Pennsylvania and New York Canal and Railroad company.

LEASES A BANK. In 1871 the Lehigh Valley railroad leased the Morris Canal and Banking leased the Morris Canal and Banking company. This company, at that time doing not only a canal business, but a large banking one as well. The canal extended from Phillipsburg to Jersey City, a distance of about 101 miles. About one year afterward the construction of the Eastern and Amboy Railroad, from Phillipsburg to Perth Amboy, was commenced. The Lehigh Valley Railroad company at this time, as well as now owned considerable. as well as now, owned considerable property at Perth Amboy, and had bellt large wharves at that place. For

seme time this extension answered the purpose, but later the line was extend-ed from South Plainfield, on the Eaton and Amboy division, to Jersey City where the company has a valuable water front. water front.

For a number of years the Lehigh
Valley Railroad company's only meth-

od of reaching Buffalo was by a connection with the then 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 Buffa-lo the road is called the Lehigh Valley Railway company. The company has also under lease the Lehigh and New York Railroad company, in New York which is the old Southern Central, ex-tending from the state line at Sayre, through Owego to Fair Haven, on Lake Ontario, a distance of about 110 miles.

ITS LAKE FLEET. When the Lehigh Valley Railroad company began to run trains to and from Buffalo it found that it had a considerable freight business, 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 grape growing district, and the Elmira, Cortland and Northern, which is 115 miles long and runs from Elmira through Ithaca to Camden, on the bor-

der 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, 1893, 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 \$57,196,000.

The company now has \$55 becomes

The company now has 685 locomo-tives, 16,369 freight cars, 31,926 coal cars, tives, 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 1,145 miles of single track, 530 miles of second track, which, with branches and siding, make a total trackage of 2,490 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 Whytal, the author of "For Fair Virginia," is 31 years old, Mrs. Whytal is only 23 years of age.

The Cost of a Single Trip Across the Atlantic-Quantities of Food Consumed. Some of the newer vessels of the Cu-nard line are distinguished for their enormous size, and this magnitude is, of course, extended to the culinary depart-

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

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

In these will be found immense quan-tities of food when the great liner is carrying her full complement of pas-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 yeal,

500 pounds of pork, 3,500 pounds of fresh fish, 1,100 fowls, 400 chickens, 150 ducks, 100 turkeys and eighty geese In the vegetable department thirty to as of potatoes, together with thirty enormous hampers of green stuff. Ice cream, too, is present to the extent o 360 quarts; and there are 1,600 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 1,000 pounds of pulverized sugar; 2,400 pounds of cheese, 2,000 pounds of butter, 6,000 pounds of ham and 1,800 pounds of bucon.

Eighteen thousand eggs seems "large order," being about two per min-ute 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 devilled sardines 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 2% per head per day.

No figures 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 foregoing figures is not without its due proportion of drinking.-New its due proporti York Mercury.

ONLY A LITTLE LETTER.

t 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

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 proofreader. "A mere trifle, but the fellow is making an awful roar about it.'

"What was the mistake?"
"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 im-poverishing himself—in order to make the finest collection of jugs now in existence." 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 proofreader; "it wasn't the name. The compositor got an 'a' for 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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