

THE CONNOISSEUR.

By HAROLD FREDERIC.

Author of "Seth's Brother's Wife," "In the Valley," "The Damnation of Theron Ware," Etc.

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PART I.

When Mr. Tyndall Passy at last returned to England, most of the people who had once expected remarkable things of him seemed quite to have forgotten that there had ever been such a young man. He went about London for a couple of days, calling here and there at a house, only to find for his acquaintances out of town or living elsewhere, and looking into clubs where hall porters did not recognize the name he pronounced.

Even abroad, his habit had been to avoid large cities; this vast indifferent London became in those two days a horror to his nerves. Against the depressing background of its crowded, joyless, unpleasant visions began to define themselves. He had in his pocket a little account book containing records of his life, and he was nearly driven to the thought of earning some money; and its columns of delicately inscribed figures, which at the outset had barely interested him, now came back to him with a vengeance. He had made a fitting home for the bride, as it were, then the one who should be chosen to be drawn toward it. It was all right, he smiled again, and rolled another cigarette.

"Or words to that effect," Mole asserted in an short, once you have studied, you will know how to live up to it. Without a studio—well, you behold yourself—frightened, disconsolate, pitching fruitlessly about like a cork in a millrace.

"Yes, I profess myself convinced," said Passy. "And, since you spoke of the want of indecision, I will give you a word of advice. Come with me now! I will not sleep until I have scoured the painters' quarters for a studio."

"Oh, it's only twenty minutes' walk," remarked Mole, lighting a second cigar. "Have another cigar of brandy? You will be overpowered with delight at the place. If it had been planned and built for you by Providence, it could not more ideally fit your wants. It will flood you with suggestions and inspirations. It will take charge of Destiny in your name."

Passy lifted his little glass toward his friend. "Your enthusiasm is contagious," he cried. "How wonderfully you have put heart in me! Doubtless, I set my foot on them! Come, let us get on. I am consumed with eagerness to begin. You spoke as if you had a place in mind—but there must be the condition that I enter at once."

"That is the beauty of it all," replied Mole. "I am leaving England, certainly for months, perhaps for years. I start for Malaga this very evening. There is no reason why, if you will it, you should not sleep in your studio to-night."

"Perhaps I do not completely follow you," said Passy, doubtfully. "The exact condition between—"

"Oh, to be sure, I hadn't mentioned it," broke in Mole, as he got to his feet. "It is my studio that you are to take off your hands."

Darkness gathered in early upon the succeeding day—prematurely even for November in London. Passy had never known anything but a single day, and when at last the light faded away in the broad shining shades his head over, he forebore to use the gas, and instead his work done in a novel spirit of content.

A hoarse fire of wood crackled and roared on the iron under the huge open fireplace, and carved chimney front, which monopolized most of one side of his studio. The chimney was a new invention of something that had never been known before, and its days were already numbered in Passy's mind, but for the moment he could almost forgive it, so invigorating and fine was the smoke that it sent down the flue. He drew up a big lounge chair, placed beside it a small table, with glasses and a bottle of sherry—the one native beverage in England which he could not present with—lit a cigarette, and sat down to receive self-congratulations by his own hearthside, at his own pleasure.

The studio was really a wonderful affair. From the point of view of the rising wind outside it was an exposed place, but the structure, which had been placed in an open angle nearest the bridge, where the full sweep of the river

directed firelight upon these was delightful to the eye. The contents of the cases had been brought home in his modest way, and the collector was in evidence—cushions, fans, vases, jars, reliquaries, and the rest—upon the walls or in appropriate corners. Mole, in his hurried departure, had left easels, and an infinity of artistic raw material—big, stretched canvases, portfolios, drawing books and blocks, old frames, rejected beginnings of pictures, and so on into the flat rubbish of a studio's litter. Beyond pushing it as far into the background as possible, and here and there picking out a bit for the walls, Passy had not dealt with this embarrassing legacy as yet. On the morning he would go through it more attentively, and make a delicate clearance of what was not wanted.

The lines upon which his wants would be likely to proceed were hardly clearer than they had been yesterday, but the fact no longer possessed any urgency. What was of much more value than his studio furniture and waste, Mole had left a cheerful and comprehensive impulse toward optimism, which continued to warm and brighten the place. Mole, of course, Mole mentioned incidentally that he was leaving England because he was broken-hearted, or something like that; but if this were true, the fact of his leaving England for keeping his emotions in separate bulkhead compartments, so to speak, for Passy had got nothing but high spirits and gay confidence from contact with him. A casual suggestion from their talk had taken a certain root in Passy's mind. It had to do with the possibility of lectures on the arts in general, illustrated by lantern-slide views of objects, places, ateliers, and the like. Perhaps there was something in the idea, and Passy had gone so far as to get out some hundreds of negative films, and assort them, and think of making prints for them if there was ever any real daylight in London. But if that project came to naught, then some other would fructify. It was all right, he smiled again, and rolled another cigarette.

A noise which seemed to be a part of the wind's general racket repeated itself at the door, and caught his ear. Something like a hurricane was blowing outside, and there were streaming splashes of rain upon the glass now as well. The sound came again. It was hard to make sure whether it belonged to the storm's hubbub or not, but after a moment Passy's zeal as a new proprietor triumphed, and he went to the door.

He opened into a little passage, descending in three steps to the outer door which gave upon the street pavement. When he drew back the spring bolt of this latter a tremendous school of rain-laden wind on the instant flung him backward, with the door banged upon him. A figure of some sort was swept into the passage by the violent propulsion, and when he turned from finally mastering and securing the door, it was to note that this somebody had ascended the steps and entered the studio.

TO BE CONCLUDED.

"I had sore hands for a long time and suffered a great deal. I saw an advertisement of Hood's Sarsaparilla and began taking it. My hands soon began to get better and I have not had any trouble with them since." Mrs. E. A. Moore, 3046 E. St., Philadelphia, Pa.

Hood's Pills are purely vegetable.

Christmas Holiday Tours.

In pursuance of its annual custom the Pennsylvania Railroad company has arranged for two Christmas Holiday Tours, one to Old Point Comfort, Richmond, and Washington, and the other to Washington, D. C., and New York and Philadelphia, December 26 and 29 respectively. The same high standard of excellence which has made these tours so popular in past years will be maintained during the present season. Tourists will travel in hand-somely appointed trains, accompanied by Tourist Agents and Conductors, and will be accorded accommodations at the leading hotels. The social season at both Washington and Old Point will be at its height.

Round-trip rate from New York for the Old Point Comfort tour, returning via Richmond and Washington, \$35.00; \$33.00 from Philadelphia. Returning direct, \$16.00 from New York; \$14.00 from Philadelphia.

Rates for the Washington tour: \$14.50 from New York; \$11.50 from Philadelphia. Proportionate rates from other points.

For tickets, itineraries, and other information apply to ticket agents, or address Geo. W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

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Have you done your Christmas shopping? Don't you know that on the last day before Christmas you can never find such a complete and elaborate assortment as you can if you call early? We still have an unbroken line of the choicest

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Del., Lack. and Western.
Effect Monday, October 19, 1896.

Trains leave Scranton as follows: Express for New York and all points East, 7.30 a. m., 1.10 p. m., and 5.10 p. m. Express for Easton, Trenton, Philadelphia, and the South, 6.15 a. m., 1.10 p. m., and 5.10 p. m.

Express for Hingham, Oswego, Elmira, Corning, B. B. Danville, Mount Morris and Buffalo, 12.30 p. m., and 1.10 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Best accommodation, 9.15 a. m., Hingham and way stations, 1.05 p. m., Nicholson accommodation, 5.15 p. m., Binghamton and Elmira, express, 5.55 p. m.

Express for Utica and Richfield Springs, 2.30 a. m., and 1.25 p. m., Utica 2.55 and 3.15 a. m., and 1.55 p. m.

For Northumberland, Pittston, Wilkes-Barre, Plymouth, Binghamton and Danville, making close connections at Northumberland with Villamont, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 5.00 a. m., 1.10 p. m., and 5.10 p. m., Nanticoke and intermediate stations, 5.00 a. m., 1.10 p. m., and 5.10 p. m., Plymouth and intermediate stations, 5.00 a. m., 1.10 p. m., and 5.10 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, 23 Lackawanna avenue, or depot ticket office.

Erle and Wyoming Valley.
Effective Nov. 2.

Trains leave Scranton for New York, Newburgh and intermediate points on Erie, also for Hawley and Lackawanna, 7.30 a. m., and 2.25 p. m., and arrive from above points at 10.25 a. m., 5.15 and 9.30 p. m.

NEW YORK AND WESTERN RAILWAY

SCRANTON DIVISION.
In Effect October 4th, 1896.

North Bound.

South Bound.

Stations.

Leave.

Arrive.

Time.

For Albany, Saratoga, Montreal, Boston, New England points, etc.—6.45 a. m., 12.30 p. m., 2.30 p. m., 4.45 p. m., 10.15 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For New York, Philadelphia, etc., via Lehigh Valley Railroad—6.45 a. m., 12.30 p. m., 2.30 p. m., 4.45 p. m., 10.15 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Pennsylvania Railroad points—6.45 a. m., 12.30 p. m., 2.30 p. m., 4.45 p. m., 10.15 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For western points, via Lehigh Valley Railroad—7.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Erie and West, via Erie Railroad—7.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Albany, Saratoga, Montreal, Boston, New England points, etc.—6.45 a. m., 12.30 p. m., 2.30 p. m., 4.45 p. m., 10.15 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For New York, Philadelphia, etc., via Lehigh Valley Railroad—6.45 a. m., 12.30 p. m., 2.30 p. m., 4.45 p. m., 10.15 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Pennsylvania Railroad points—6.45 a. m., 12.30 p. m., 2.30 p. m., 4.45 p. m., 10.15 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For western points, via Lehigh Valley Railroad—7.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Erie and West, via Erie Railroad—7.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

RAILROAD TIME-TABLES
PENNSYLVANIA RAILROAD.

Schedule in Effect June 14, 1896.

Trains Leave Wilkes-Barre as Follows
7.30 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington, and for Pittsburgh and the West.

10.15 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the West.

3.17 p. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the West.

3.17 p. m., Sundays only, for Sunbury, Harrisburg, Philadelphia and Pittsburgh and the West.

6.00 p. m., week days, for Hazleton and Pottsville.

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For Philadelphia and New York via D. & H. R. R. at 6.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Pottsville and Wilkes-Barre via D. & H. R. R. at 6.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For White Haven, Hazleton, Pottsville and principal points in the coal region via D. & H. R. R. at 6.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations via D. & H. R. R. at 6.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west via D. & H. R. R. at 6.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

Pullman parlor and sleeping or Lehigh Valley chair cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Niagara Falls.

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CHAS. S. LEE, Gen. Pass. Agent, Phila. Pa.

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TIME TABLE IN EFFECT NOV. 15, 1896.

Trains leave Scranton for Pottsville, Wilkes-Barre, etc., at 6.45 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Atlantic City, 6.30 a. m.

For New York, Newark and Elizabeth, 6.30 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Philadelphia, 6.30 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Baltimore, 6.30 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Washington, 6.30 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Long Branch, Ocean Grove, etc., at 6.30 a. m., and 1.30 p. m.

For Reading, Harrisburg and Harrisburg, via Allentown, 6.30 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

For Pottsville, 6.30 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

Returning, leave New York, foot of Liberty Street, 6.30 a. m., 1.30 p. m., 3.45 p. m., 6.15 p. m., 8.15 p. m., 10.15 p. m.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 2.00 and 4.30 p. m., Sunday, 6.25 p. 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, Scranton.

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