

SAVED BY A WOMAN.

BY F. M. MILTON, JR.

The sun was just setting at the close of a long, hot day in June when Ernest Black and myself drove our wagons up to the bank of the Red river, on the territory side. We were hauling freight for the United States government, and were on our way to Texas for a load.

We signed the ferryman, living on the Texas side, and as soon as he came over, began to cross. The boat was too small to take over both wagons at once, so I crossed first and came back to assist Ernest.

He had two refractory mules, which had always to be held in a ferryboat, and it sometimes took both of us to do so.

Just as the ferryboat neared the station a large, powerful horse, evidently nearly exhausted, came into view around a bend in the road, a double burden on its back.

A young man of noble appearance, but looking weary and harassed, rode in front; behind, a beautiful, nearly white, but with sufficient Indian blood showing through the clear skin to add a piquant charm to the features.

They rode up to the wagon, and the young man without dismounting spoke to Ernest:

"Sir, I am a white man, and some days since I had a quarrel with another, in which, however, I was actually shot. I am pursued by his brothers, who are close behind, and who have sworn to kill me on sight. I ask you, will you take me to the river, if possible, unseen."

"Why do they, began Ernest, but the stranger cut him short:

"Time presses, sir; you must answer 'yes' or 'no'! If not I must do the best I can for myself. I dislike to shed blood, but if I am too closely pursued, and the gleaming of the blue eyes finished the sentence.

Ernest took another look at the open, manly face, which, whatever might be written there, showed no trace of crime.

Ernest he spoke, and fast—for the tramping of horses' feet rapidly approaching, could now be heard.

"I suppose you wish to take the lady with you?" "Get into the wagon, and under a wagon sheet, which you will find there. I will hide your horse in the bushes."

The young man dismounted, assisted of the girl who was riding behind him, and did as directed, cowering down in the bottom of the wagon.

After depositing the sheet so as to look as if it had only been carelessly thrown in, Ernest led the horse a short distance from the road, and after taking off saddle and bridle he turned him loose and returned to his team.

I had witnessed the scene from the boat, which by this time had reached the bank, and the wagon drove in. After giving the ferryman a caution to silence, Ernest turned to me:

"I may be helping a fugitive from justice, but I will risk it. Loose the boat and put off, Beecher!" he added to the ferryman.

At this moment however a pair of horses, covered with dust and sweat, came around the turn in the river, and their riders drew rein at the river side; they were two powerful, evil-looking fellows, with their stunk full of revolvers, and a rifle across the pommel of each saddle.

Ernest looking up one of the two addressed Ernest:

"Have you seen anything of a man and woman on horse any where here?" As he spoke he cast a look at Ernest, and the wagon and sheet in it, and both men dismounted.

"Why, what do you want of them?" asked Ernest.

"He has killed a man in the Choctaw nation, is trying to get away from justice with him, and I want to arrest him. If you help him to get away, it will be the worse for you. I believe he is under that sheet anyway."

Ernest stepped on the ferryboat. The killing me on the way, being afraid to do so at home; she had caught two of her own horses (the best in the country), and followed with the hope of recouping me.

"This was a key which she thought would open the padlock fastening the chain that held me. The padlock was one of the spring kind, with the keyhole, a regularly assorted official can search it. The fellow, however, still persisted, as he held his hand on the sheet a well-directed blow from the bank started to draw his revolver, but before he could do so I had him covered. One learns to be quick in the pursuit of the law, as a man's life may depend on his 'getting the drop' on some rascal.

The ferryman, terrified at the scene before him, had remained quiet, but as soon as a sign from Ernest, pushed the boat from the bank.

Ernest, keeping the prostrate man covered with the pistol, spoke to the one on the bank:

"I wish to take your companion with us as a hostage for your good conduct. If you shoot after us, he suffers. I remember."

"After seeing his captive in the skiff, first discharging all his weapons, he spoke to the now cowed man:

"When you get to the other side, stand on the bank until the boat returns. If you attempt to get into the bushes or try any other treacherous I will shoot you."

CAPITAL AND LABOR.

A Monotonous Story of the Reduction of Wages at Industrial Centers.

New York, Jan. 9.—Owing to the recent failure and death of the Worcester's father and son, and the consequent closing of their enormous silk mill at Worcester, N.J., great distress prevails among the people of the industrial community built up by the mills and which was pointed at less than three years ago as a prosperous model for all manufacturing establishments.

The Marshall & Wendell piano manufacturing company announce a reduction in wages of 20 per cent, to take effect next week.

ALBANY, Jan. 9.—Rathbone, Sord & Co., stove manufacturers, announce that their shops will be opened shortly as a non-union establishment.

WHEELING, W. Va., Jan. 9.—The Riverside steel works have notified their employees of a reduction in wages to conform to those exacted from the grand Boston, etc., at Homestead last Monday. The same action has been taken at the Bellair steel plant. Both these were shot up in full scale work.

MANASSAS, Va., Jan. 9.—The 175 employees of the Manassas iron works have been notified of a 10 per cent. reduction in their wages, to take effect on Monday next. The Manassas gas company on Wednesday announced a reduction of 25 per cent. in wages and their men immediately went on strike.

On the 10th of the month, the employees of the Manassas iron works were obliged to offer their original resignation.

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TORONTO POSTAL GUIDE.

Great Reduction in Price Hard Coal and Wood.

Close, DUE.

G. T. E. East 6.00 6.00 6.00 6.00
G. & C. Ry. 6.00 6.00 6.00 6.00
G. W. Ry. 6.00 6.00 6.00 6.00
N. & N. W. 6.00 6.00 6.00 6.00
Midland 6.00 6.00 6.00 6.00
G. W. Ry. 6.00 6.00 6.00 6.00
U. S. N. Y. 6.00 6.00 6.00 6.00
U. S. Chicago 6.00 6.00 6.00 6.00
British Columbia 6.00 6.00 6.00 6.00
Thursday 6.00 6.00 6.00 6.00

TORONTO RAILWAY TIME TABLE.

Departure and Arrival of Trains from and at Union Station.

GRAND TRUNK RAILWAY.

Departures, Main Line East.

7:15 a.m.—Mixed for Belleville.

8:30 a.m.—Fast express for Kingston, Ottawa, and Montreal.

10:00 a.m.—Mixed for Kingston and intermediate stations.

11:30 a.m.—Local for Belleville and intermediate stations.

1:00 p.m.—Express for main points, Ottawa, Montreal, etc., run daily.

Arrivals, Main Line East.

8:15 a.m.—Express from Montreal, Ottawa and main line points.

10:00 a.m.—Mixed from all points east.

11:30 a.m.—Express from Kingston, Quebec, Portland, etc.

Departures, Main Line West.

7:55 a.m.—Local for all points west to Detroit.

9:00 a.m.—Express for Port Huron, Detroit, Chicago and all western points.

11:00 a.m.—Express from London, Hamilton, Port Huron, and Detroit.

1:00 p.m.—Express from London, Hamilton, Port Huron, and Detroit.

3:00 p.m.—Express from London, Hamilton, Port Huron, and Detroit.

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9:00 p.m.—Express from London, Hamilton, Port Huron, and Detroit.

11:00 p.m.—Express from London, Hamilton, Port Huron, and Detroit.

Arrivals, Main Line West.

8:55 a.m.—Mixed from Sarnia and intermediate points.

10:00 a.m.—Express from Chicago, Detroit, Port Huron, and all western points.

11:00 a.m.—Express from London, Hamilton, Port Huron, and Detroit.

1:00 p.m.—Express from London, Hamilton, Port Huron, and Detroit.

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11:00 p.m.—Express from London, Hamilton, Port Huron, and Detroit.

Arrivals, Great Western Division.

8:00 a.m.—Express from Chicago, Detroit, Hamilton, and all points east.

10:00 a.m.—Express from New York, Boston, Buffalo and all points east.

12:00 p.m.—Express from New York, Boston, Chicago, Detroit, London, etc., run daily.

2:00 p.m.—Express from Buffalo, Hamilton, London, and intermediate stations.

4:00 p.m.—Express from Detroit, St. Louis, Chicago, and all points east.

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Arrivals, Midland Division.

12:30 p.m.—Express from St. Catharines, Hamilton, and all points east.

2:30 p.m.—Express from St. Catharines, Hamilton, and all points east.

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12:30 a.m.—Express from St. Catharines, Hamilton, and all points east.

Arrivals, Credit Valley Section.

8:00 a.m.—St. Louis express, for principal points west and stations on main line.

10:00 a.m.—Express from St. Louis, Chicago, and all points west.

12:00 p.m.—Express from St. Louis, Chicago, and all points west.

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Arrivals, Ontario and Quebec Section.

8:00 a.m.—St. Louis express from Quebec, Montreal, Ottawa, Brockville, Peterboro, and intermediate points.

10:00 a.m.—Express from Peterboro, Norwood and all intermediate stations.

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12:00 a.m.—Express from Peterboro, Norwood, and all intermediate stations.

Arrivals, Northern Railway.

Trains depart from and arrive at City Hall Station, stopping at Union and Brook Street stations.

Departures.

7:55 a.m.—Mail for Muskoka wharf, Orillia, Meaford, Penetang and intermediate stations.

11:45 a.m.—Accommodation for Barrie, Gravenhurst, Meaford and intermediate stations.

3:00 p.m.—Express for Collingwood, Penetang, Orillia, and all points east.

Arrivals.

10:00 a.m.—Express from Collingwood, Orillia, Meaford, Penetang, and all points west.

12:00 p.m.—Accommodation from Meaford, Collingwood, Penetang, Muskoka wharf, Orillia, and all intermediate points.

3:45 p.m.—Mail from Penetang, Gravenhurst, Orillia, Barrie and intermediate stations.

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