

"See," he said, "here is a copy of the list, and your father's name is not on it. See, here is Napoleon's letter, expressing satisfaction with my work here and in Königsberg, where I have been served by an agent of my own choosing. Many have climbed to a throne with less than that letter for the first step. See!" he opened another drawer. It was full of money.

"See, again!" he said, with a low laugh and from a chest he took two or three bags, which fell upon the table with the discreet, unmistakable clink of gold. "That is the Emperor's. He trusts me, you see. These bags are mine. They are sent back to France before I follow the army to Russia. What I have told you is true, you see."

"See," he said, after a moment's hesitation, opening another drawer in his writing-table, "before I went away I had intended to ask you to remember me."

As he spoke he drew a jewel-case from under some papers and slowly opened it. He had others like it in the drawer, for amongst these bags are diamonds. "But I never hoped," he went on, "to have an opportunity of seeing you thus alone—to ask you never to forget me. You permit me?"

He clasped the diamonds round her throat and they glittered on the poor cheap dress, which was the best she had. She looked down at them with a choking breath, and she said that the glitter was reflected in her eyes.

She had come asking for reassurance, and he gave her diamonds; which is an old tale told over and over again. For in human life, we have to accept not what we want, but what is given to us.

"No one in Dantzig," he said, "is as glad to hear that your father has escaped as I am."

And, with the glitter still lurking in her dark-grey eyes, she believed him. He drew her cloak round her and gently brought her hood over her hair.

"I must take you home," he said, tenderly, "without delay. And as you go through the streets you must tell me how it happened, and how you were able to come to me."

"Desiree was not asleep," she answered; "she was waiting for me to return, and told me at once. Then she went to bed, and I waited until she was asleep. It was she who managed the escape."

De Casimir, who was locking the drawers of his writing-table, glanced up sharply.

"Ah! but not alone?" "No—not alone. I will tell you as we go through the streets."

CHAPTER XI. The Wave Moves On. La femme fermée qui sert a resister a l'amour sert aussi a le rendre violent et durable.

It is only in that the unexpected admitted happened. In love and other domestic calamities there is always a relative who knew it all the time.

The news that Napoleon was in Vilna, hastily evacuated by the Russians in full retreat, came as a surprise, and not to all as a pleasant one, in Dantzig.

It was Papa Barlasch who brought the tidings to the Frauenzasse, just after noon in July. He returned before his usual hour, and sent Lisa upstairs with a message given in dumb show by her into the hands of the young German, that he must see the fact ladies without delay. Far back in the great days of the monarchy, Papa Barlasch had been a little child in a peasant's hut on those Cotes Nord, where they breed a race of Frenchmen startlingly similar to the hereditary foe across the Channel.

Mathilde—which made her wonder for a moment. "I saw him depart with his staff soon after daybreak. And the Emperor has forgotten Dantzig. It is safe enough for the patron now. You can write him a letter to tell him so. Tell him that I said it was safe for him to return quietly here and live in the Frauengasse-I. Barlasch."

He was ready now, and, buttoning his tunic, he fixed the straps across his chest, looking from one to the other of the three women watching him, not without some appreciation of an audience. Then he turned to Desiree, who he always had in mind, and with whom he now considered that he had the soldier's bond of a peril passed through together.

The Emperor has forgotten Dantzig, he repeats, and those against whom he had a grudge. But he has also forgotten those who are in prison. It is not good to be forgotten in prison. Tell the patron that I put in his pipe and smoke it. Some day he may remember an old soldier. Ah, one thinks of oneself."

And then, his bushy brows he looked at her with a gleam of cunning. He went to the door and, turning there, pointed the finger of scorn at Lisa, stout and tearful. He gave a shout of triumph, and then he disappeared and departed without further parley. On the doorstep he paused to put on his boots and button his gaiters, stooping clumsily with a groan, conversation burlesque of havercast and kit. Desiree, who had had time to go upstairs to her bedroom, ran after him as he descended the steps. She had her purse in her hand, and she thrust it into his, quickly and breathlessly.

"If you take it," she said, "I shall know that you are friends."

He took it ungraciously enough. It was a sliver of silk with two small rings to keep the money in place, and he looked at it with a grimace, weighing it in his hand. It was very light.

"Money," he said, "no, thank you. To get drunk with, and be degraded, and sent to prison. Not for me, madame. No, thank you. One thinks of one's career."

And, with a snuff laugh of worldly wisdom, he continued his way down the worn steps, never looking back at her as she stood in the twilight watching him, with the purse in her hand.

So in old age Papa Barlasch was borne forward to the war on that human tide which flooded all Lithuania, and he was the first to be sent into the barren ground and was no more seen.

As the slow autumn approached, it became apparent that Dantzig no longer interested the watchers. Vilna became the base of operations. Smolenek fell, and most wonderful of all, the Russians were retiring on Moscow. Dantzig was no longer a hot spot. For a time it was of the world forgotten, while men continued at liberty, though they had an evil savor, while innocent persons in prison were left to rot there.

Desiree continued to receive letters from her husband, full of love and war. For long she lingered at the Count's, hoping every day to be sent forward. Then he followed Murat across the Nemen, and wrote of weary journey over the rolling plains of Lithuania.

Toward the end of July he mentioned curiously the arrival of de Casimir at headquarters.

"Will you bring me a courier," wrote Charles, "bringing your dear letter. I don't believe you love me as I love you. At all events, you do not seem to tell me that you do so often as I want to tell you. Tell me what you do, think every moment of the day."

And so on. Charles seemed to write as easily as he talked, and had no difficulty in sending forth a stream of letters. "The courier is in the saddle," he concluded. "De Casimir tells me that I must finish. Write and tell me everything. How is Mathilde? And your father? Is he in good health? How does he pass his days? Does he still go out in the evening to his cafe?"

This seemed to be an after-thought, suggested by conversation, passing in the room in which he sat.

The other exile, writing from Stockholm, was briefer in his communications. "I am well," wrote Antoine Sebastian, "and hope to arrive soon after you receive this. Felix Meyer, the notary, has instructions to furnish you with a passport for household expenses."

It would appear that Scitzig, who had kept him advised of all that passed in the city.

For neither Mathilde nor Desiree had obeyed Barlasch's blunt order to write to their father. They did not know whether he had fled, neither had they received any communication giving an address or a hint as to his future movements. It would appear that the same direct and laconic mind which had helped them to their escape deemed it wiser that those left behind should remain in no position to furnish information.

Transporting a Herd of Buffalo.

By Basil C. A. Easum in "Canada."

I have just seen one hundred and ninety-eight buffaloes ignominiously prodded with spiked poles and dragged out of seventeen Northern Pacific common stock cars. I have been told that the freight charges on this assignment, from Ravalli, Montana, to Lamont, Alberta, amounted to \$5,500. Shades of the happy hunting grounds, what do you think of freight charges on living buffalo! Buffalo bought and sold like a band of sheep. The pity of it! There is no poetry or romance about the cold hard fact that Canada has just become the owner of the largest herd of bison in the world. (By the way, you may call them bison or buffalo, which you please. Out West we generally call them buffalo.)

The bargain came about in this way. I suppose most people have heard of Allard's herd in the Flathead country in Montana. I think it was in 1892 or 1893 that I saw some of this band on the Flathead reservation; it was a far cry then to the stock cars and the fenced corral in Canada. Allard started his herd in the early eighties, and increased it by breeding and purchase to over one hundred. In 1893 he bought the herd belonging to "Buffalo Jones," a veteran angler of the west, who had a herd of about 150 head of bison on the south bank of the Saskatchewan river. This last herd consisted of 120 head of bison and 30 head of half-bloods and half-breeds—the result of cross-breeding of bison and cattle.

The cross-breeding was found to be impracticable, as the "cattle" proved to be a mongrel, with all the poor qualities and few of the good qualities of his ancestors. The pure-bred bison were separated from the mongrels and placed on a range near the Big Butte, close by where Mad Creek empties into the Pend d'Oreille river. Here they thrived exceedingly and required but little herding. After the death of Allard, his partner, Michel Pablo, began to sell the herd, and a few days ago he sold the herd to the late 1907 contract, a lake three miles long and more than a mile wide, containing many pike and other coarse fish. Chiefly through the efforts of Mr. Frank Walker, member of the provincial legislature for this district, the Canadian government has set aside a tract of land four miles wide (which includes the lake) for a government game reserve. During the past winter this tract was fenced with sixteen miles of wire fencing, eight feet high, with a strand of barbed wire nine inches above this, with sturdy posts set close by. Under the command of Major Strickland, and did excellent work in keeping the people back from the fences. Some two or three hundred people were on hand to see the unloading of the buffalo—a typical western crowd. And when you say a "western crowd" you come pretty near saying a cosmopolitan crowd—all sorts and conditions of men who have seen things and men who have done things, tenderly and old timers. At 10.15 in the morning the buffalo train arrived at Lamont. Throughout the previous night it had rained, and the morning was cold and cloudy. Also, the mud Lamont was rich, juicy, and very clinging. All of which things had a somewhat demoralizing effect upon the spectators of a scene which was certainly novel and unique. Nor was there anything inspiring in the sight of the stock cars filled with the bison, tied and penned.

The eye of a buffalo is all of expression and sullen, slumbering fire. It was easy to imagine that those old bulls were thinking of the profane vulgar who crowded round the cars, among the bulls was "King" an old timer, said to have been with Colonel Cody's Wild West Show that toured the world. Horses had been provided for Michel Pablo and his five cow-punchers who were with him on the train. welcome touch of picturesque was given to the comparatively prosaic nature of the affair by the goat-skins, silken spurs and typical cowboy regalia. It was a matter for regret that their horses were disgustingly doleful, for their easy seat and "abandon-

ed" style of riding would have been sent to great advantage on "bad" horses.

The usual business of unloading was hasty and tedious work. Eight bulls were in the first car, and it took two hours to unload. Some of the buffalo came out easily, but the majority had to be roped and hauled out by main force, men on the roof of the car and at the sides prodding them with long poles. Once inside the wire corral the animals paid little attention to the crowd and began to eat the new grass or the hay which was spread for them. They were very thirsty and drank greedily from the troughs, coming within three feet of the spectators. A few cows and bulls charged the corral fence, but to the disappointment of themselves (and some of the people present) failed to break through.

The buffalo were in a fairly good condition, although the fact that they had not finished shedding their winter coats gave them a ragged appearance. The calves looked particularly well, and were full of life, bounding about the corral with a gait that reminded one of a coyote, antelope, and barnyard calf combined. The mature bison had a most deceptive gait, sometimes described as being clumsy-looking, but in reality a delightfully easy trotting gait which gets over the ground very quickly.

A striking feature in connection with the work of unloading was the almost complete silence of the bison. All the prodding and hauling, all the insane remarks of the champion idiots who always come to the front in such a crowd, provoked no sound from the buffalo. Certainly they kicked with their hind feet and hammered with their horns in a "heart-souled" manner, but there

was no vain bellowing or noisy complaining. They kept their dignity and self-respect.

By Saturday night one hundred and twenty-five buffalo were in the corral, and in view of possible danger of a stampede they were allowed to wander down the lane towards the park, accompanied by Pablo and one of his men on horseback. Unloading started again at four o'clock on Sunday morning, and by noon the job was finished. It was a repetition of the previous day's performance, the last bull to be taken out, however, creating a welcome diversion by charging one of the cowboys. After dinner the animals were driven down the lane to the park by Michel Pablo and his men, assisted by Mr. E. Simmons, the park ranger, and others. Some of the bulls objected to be hustled, and one old chap provided the spectators with a few moments of healthy excitement when he turned and charged the fence.

At the entrance to the park the leading bunch broke through the fence and ran westward outside the park. The riders went after them, and with some difficulty rounded them up and brought them back, the country being very rough with scrub, willows, and poplars. The runaways were brought back just as the main herd reached the park. These also made a dash at the break in the fence with the result that the whole herd had to be rounded up out of the timber and driven into the park. One calf strayed away by himself, but was brought back by Pablo riding into the timber and imitating the call of a buffalo cow.

With the delivery of the herd at the park the first part of Pablo's contract was ended. The rest of the herd, amounting to nearly three hundred head, will be shipped as soon as the calves are now calving, are able to stand the journey. One bison cow died on the trip, and her calf is being brought up on domestic cow's milk by Mr. W. Alton, a Lamont farmer.

Mr. Frank Walker, the sportsman member of the provincial legislature of Alberta, is to be congratulated on getting the buffalo for Fort Saskatchewan Park, and even if some of the bison are at large among the peaceful inhabitants of the Galician settlement, but I am afraid they will soon be placed behind the wire fence.

Canada is bound to take good care of her bargain in buffaloes.

DRIVING THE BUFFALO FROM RAILWAY TO THE PARK.

Washington, Oct. 9.—The locks of the projected Panama canal must be wider than they were originally planned, in the opinion of the naval member of the Isthmian Canal Commission, Lieut. and Civil Engineer H. H. Roseau, who arrived in Washington to-day, direct from the isthmus. It is presumed that he bore this message from the commission itself although that fact could not be determined, owing to the departure of the officer from Washington for New York in the afternoon of the 7th. The low figure was 93% under the high price for the year, and 77% under the low price for 1906. Railroads and industrial suffered alike during the week, but the close-to-day clearance in the case of the latter substantially above the low figure for the week.

Roseland, Oct. 19.—The slope on the 400-foot level of the Idaho, one of the Consolidated Company's mines, continues to improve, and promises to yield a large tonnage of good grade ore. The shaft on the Idaho has reached a depth of 215 feet, and has a strong showing of ore. The Idaho is turning out as well as was expected by the Consolidated Company management when it was purchased. Coke is coming to the smelter in considerable quantities, and it now looks as though there would be no more serious trouble on the score of shortage of fuel.

The following are the shipments for the week: Centre Star, 3,318 tons; Le Roi, 1,285 tons; Le Roi No. 2, 589 tons; White Bear, 140 tons. Total for the week, 6,405 tons, and for the year, 217,032 tons.

OPERATORS' PAY. C. P. R. Telegraph Officials Now Touring and Adjusting Scale of Wages.

Winnipeg, Oct. 19.—C. P. R. superintendents of divisions who have been in the city for some days in connection with the demands of the telegraph operators for more pay, left to-day for Western points. It has been fully agreed to make an increase to the telegraphers of fourteen per cent. all round with extra pay for Sundays, and the superintendents are now looking after the individual increases requiring their attention.

There is a regular schedule of wages, but the amount of work to be done differs very much at different points. The operator at a small station along the line would not have nearly as much to do as one at a terminal point, so that some operators have been getting more than others, and it is the increase in such cases as these that are now being adjusted by the superintendents. It is for this purpose they are making a tour of inspection.

They agree with Mr. McNeill that it is the largest advance ever made for any organization, and with the pay for Sundays will mean no fourteen per cent. increase, but about twenty-three per cent.

KILLED BY COLLISION. Ten Are Injured by Clash Between Chicago Suburban Passenger Trains.

Chicago, Oct. 21.—One trainman was killed and ten other persons were injured in a head-on collision between two suburban passenger trains on the Chicago and Northwestern railroad at Grand avenue, in this city, on Saturday night.

The engineer of the northbound train was arrested, and is being held pending an investigation. The train crew tell conflicting stories of the cause of the wreck, each engineer asserting that he had the right-of-way. Comparatively few of the passengers were hurt, and most of their injuries consisted of cuts and bruises.

GENERAL BOOTH ILL. 'Seventy-eight Years Young' Leader of Salvation Army on Bed of Sickness.

Chicago, Oct. 21.—The condition of General Wm. Booth, of the Salvation Army, remained unchanged yesterday. A consultation was held and Dr. Cleff announced that unless unexpected complications arose the general would be able to continue his trip in a week.

NECESSITY OF ENLARGED LOCKS MAY ADD MILLIONS TO COST OF PANAMA CANAL.

Naval Member of Isthmian Commission Lays New Plans Before Secretary Metcalf.

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Unoubtedly exigencies supplemented by the building of the giant Cunarder Lusitania were the basis for the projected change of plans which will involve the expenditure of many millions of dollars and perhaps the extension of the time estimated for the completion of the canal project. It is also probable that the same suggestion of such a considerable change of plans as that proposed by Lieut. Roseau will precipitate a general debate in congress and reopen the whole issue of sea level versus lock canal, which was believed to have been favorably settled by President Roosevelt and Secretary Taft when they gave the order for beginning work on the lock canal plan.

Already the dimensions of these locks are being closely approximated by naval ships actually built or building, and it is regarded certain that the Atlantic lines will, in the near future, build great turbine ships which could never pass through the locks as heretofore planned, and so would be well-nigh useless as naval auxiliary ships in time of war. The famous British battleship Dreadnought, now afloat, measures eighty-three feet in the beam and the American Delaware class, two ships of which class are building, will measure eighty-eight feet in the clear, which would leave only six feet clearance at the sides of the locks under existing designs.

These facts have been laid before Secretary Metcalf, and it will be for him to make some recommendation to the president in the matter. Details of the new plans cannot be obtained at present, but the change is said to be costly, though of its necessity, few naval officers have any doubt.

WHITE BEAR SHUTS DOWN. Low Price of Copper Affects Conditions in Mainland Mine.

Roseland, Oct. 21.—The White Bear mine has closed down for a time. One of the reasons alleged is that the low price of copper makes the difference in the returns from the ore that it was thought it would be a wise move to cease operations until the price went up. Some of the ore from the mine runs very high in copper.

Another reason for closing down was that the single compartment was used by his attorney, but he made for the murder of Stanford White, turned the document over to Martin W. Littleton, his chief counsel, to-day. E. W. Nesbitt Thaw has recovered her health and visits her husband daily. As she was leaving to-day, said Thaw was in good health and spirits.

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WEEK CLOSED WITHOUT PANIC

MOMENTOUS TIME IN WALL STREET

Looking for Successor to Heinze as President of Mercantile National Bank.

New York, Oct. 19.—The situation with regard to the affairs of the Mercantile National Bank became further involved to-day, when it was learned that Comptroller of the Currency Ridgely had declined its presidency.

It is stated that the directors of the Mercantile, whose resignations have been tendered, but have not gone into effect, will doubtless select some one between now and Monday to succeed F. Augustus Heinze, who resigned.

There was an air of relief in the financial district when the short session of the stock exchange ended to-day, marking the close of one of the most panic weeks that Wall street has known for a long time. The declaration of the presidency of the Mercantile National Bank by Wm. B. Ridgely, federal comptroller of the currency, did not come until after the business day was over, and therefore had no effect on the market. It is the general opinion of financiers that the week end will serve to settle matters in the street, and that unless there are unexpected developments confidence will be in a large measure restored.

The clearing house committee again to-day took care of the debit balance of the Mercantile National Bank, nine clearing house banks. It is said, providing \$1,900,000 to make good the balance. No action was taken looking to the future support of the bank should any be necessary.

F. A. Heinze, who resigned the presidency of the Mercantile National Bank, immediately following the suspension of his brother's firm by the stock exchange, issued another statement to-day in which he reiterated his declaration that he had not sold any of his stock in the bank. He sharply criticized the clearing house committee for referring to the impairment of the surplus of the bank, saying that this action was due to a desire on the part of other bankers to induce customers to withdraw their deposits from the Mercantile National Bank, and that their own institutions might obtain them.

It was announced to-day that C. W. Morse, who is heavily interested in the Mercantile National Bank, has resigned from the directorate of the Van Norden Trust Company, in which he held a small interest.

On the stock exchange and the curb practically every stock dealt in suffered a decline during the week. United Copper, which is not a listed stock, and is dealt in only on the curb, met with the net loss of \$2.00, and the same member of the Isthmian Canal Commission, Lieut. and Civil Engineer H. H. Roseau, who arrived in Washington to-day, direct from the isthmus. It is presumed that he bore this message from the commission itself although that fact could not be determined, owing to the departure of the officer from Washington for New York in the afternoon of the 7th. The low figure was 93% under the high price for the year, and 77% under the low price for 1906. Railroads and industrial suffered alike during the week, but the close-to-day clearance in the case of the latter substantially above the low figure for the week.

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