





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 not directly concerned. I am pursued by his brothers, who are close behind, and who have sworn to kill me on sight. I ask you, will you let me ride with you, 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. "Now 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, where they were two powerful, evil-looking fellows, with their stufed full of revolvers, and a rifle across the pommel of each saddle.

"After looking one of the two addressed Ernest: "Have you seen anything of a man and woman on horse any where here?" As he spoke he turned his eyes to 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 intend 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."

He and the other 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 notched 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 now 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 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."

The ferryman put him across the river and returned, and the boat came to the bank where the wagons were. Meanwhile I had driven up the hill and relieved the occupants of the wagon from their uneasy, smothered, but had made no movement until all was safe.

The young man jumped to the ground, and with a simple shake of the hand and the earnest words, "I thank you both," assisted his companion up to him and the stranger turned: "I love you my life, and if ever I can in some manner pay to great debt, trust me I shall not be wanting."

"I am glad to have been of service to you," said Ernest, simply. "There is no other ferry within twenty miles, and they will not cross anyone after dark. If you remain with too high to swim over. If you remain with the wagon and the rest must take the ground. You can tell us then how you managed to get into the skiff."

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.

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

At 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 next week. The Top mill will also resume operations Monday in all departments.

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

At Erie, Pa., Jan. 9.—The Erie steel works have notified their employees of a 10 per cent. reduction in their wages, to take effect on Monday next. The Erie gas company on Wednesday announced a reduction of 25 per cent. in wages and their men immediately went on strike.

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PHILADELPHIA 1876. G. N. A. 1876. AUSTRALIA 1877. PARIS 1878.

TESTIMONIALS SELECTED. Toronto, April 18th, 1880. I have examined samples of JOHN LABATT'S INDIA PALE ALE submitted to me for analysis by James Good & Co., agents for this city, and find it to be perfectly sound, containing no acetic acids, impurities or adulterations, and can strongly recommend it as a perfectly pure and a very superior malt liquor.

By the Hon. J. G. Macdonald, M.P. I have analyzed several samples of INDIA PALE ALE and XXX STOUT from the brewery of JOHN LABATT, London, Ont. I find them to be remarkably sound, brewed from pure malt and hops, and have examined both the March and October brewings, and find them of uniform quality. They may be recommended to invalids or convalescents, where malt beverages are required as a tonic. Signed JOHN BAKER EDWARDS, Ph.D., Professor of Chemistry and Public Analyst.

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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. 11:30 a.m.—Mixed for Kingston and intermediate stations. 1:15 p.m.—Local for Belleville and intermediate stations. 3:30 p.m.—Express for main points, Ottawa, Montreal, etc., run daily.

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