

THE WAR-TRAIL!

CHAPTER XLVIII. AN ADIOS.

TO-MORROW, and to-morrow, and to-morrow—a denulment of love, whose every hour was consecrated to its god. At earliest dawn, by the rosy rays of Aurora; at golden noon, shadowed under sweet acacias; in the gleam of the purple twilight, beneath the silvery light of the moon.

For you who have loved, I need not portray the pleasure of this noble passion; for you who have not loved, I cannot. Love is a delight that may be known only to those who have experienced it.

Ours was a half-month of happiness without alloy. True, there were moments of pain—the moments of daily parting—but these were brief, and perhaps only prevented the cloyment of too much joy—if such a thing be possible. Moreover, these short-lived sorrows were in part neutralized by the knowledge we should soon meet again; we never parted without exchanging that fair promise. In the morning, it was "hasta la tarde;" at night, our last words were "manana por la manana." Lovers have felt, and poets have sung, the pleasures of hope; of the anticipation of a pleasure rivals in piquancy its actual enjoyment.

Let memory not be forgotten; it too, has its joys; and oh, how sweet the retrospect of those blissful hours! If there was monotony, it was a monotony of which my heart could never tire. It was an intoxication I could have endured for life. There is no surfeit of such sweets. Why are we not permitted to enjoy them for ever? Alas! there is an ending.

There was so. A crisis came, and we must part—not with the pretty promise upon our lips—"until the morning," "until the evening," but for long weeks, months, maybe years—an uncertain time—"hasta seacabo la guerra" (until the war is over).

Oh, the misery of that parting! Cruel destiny of war! Never felt I so weary of wearing a sword.

There was a struggle 'twixt love and duty. No not duty; I might have sheathed my sword, and wronged no one; I was but a cipher among thousands, whose blade would scarcely have been missed. Nor would I have wronged myself I was simply, as I have already declared, an adventurer. The country for which I fought could not claim me; I was bound by no political conscience, no patriotic esprit. Perhaps, now and then, I entertained the idea that I was aiding the designs of "manifest destiny"—that I was doing God's work in battling against the despotic form. Yes, I may confess that such sparks glowed within me at intervals, and at such intervals only did I feel enthusiasm in the cause. But it was no consideration of this kind that hindered me from deserting my banner. Far otherwise: I was influenced by a motive purely selfish—pride.

I could not—an adventurer almost penniless—I would not presume to claim that richly dowered hand. Fortune I might never have to equal hers, but fame is worthy wealth, and glory mates with beauty. I knew that I was gifted with an apt head and a bold aspiring heart; and I knew that I carried a keen blade, and hoped to hew my way to rank and fame. Perhaps I might return with a star on my shoulder, and a better handle to my name, and then—

Ah, for all that, it was a bitter parting! It was hard to list unheeding to those earnest entreaties, adjuring me to stay—terrible to untwine those tender arms—terrible to utter that last adios!

Our troth was plighted within that same glade that had echoed our first vow. It had been plighted a hundred times, but never sadly as now, amid sobs and tears. When the bright form, screened by the frondage, had passed out of sight, I felt as if the sun had become suddenly eclipsed.

I lingered not long, though I could have stayed for hours upon the hallowed spot. Again duty, that stern commander summoned me away. It was already close upon sunset, and by to-morrow's dawn I must be en route with my troop.

I was about heading my horse into the track, now, well known to me; Isolina had gone down the hill on the opposite side, by a path that led more directly to the hacienda. From precaution, this had been our habitual mode of parting; and we also met from opposite sides. In the wild region of the cerro—for by this name was the hill known—we never encountered a human being. There was no habitation near, and the vaqueros rarely strayed that way, so that our place of meeting remained a secret—at least we fancied so—and we acted without much apprehension, and perhaps without it sufficient caution. Each hour we had grown more confident of security, and, blinded by love, had taken less pains to conceal the fact of our daily assignation. It was only that morning I had heard a whisper that our affair was known, and that they of the rancharia were not as benighted as we supposed them. Wheatley was my informant—Conchita, his. The lieutenant had added some friendly advice, cautioning me against the imprudence of going so far from the post unattended.

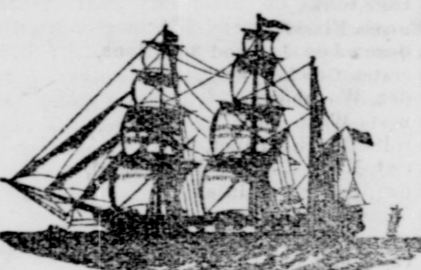
TO BE CONTINUED.

A sixth of France (including Corsica) is underwood, but, notwithstanding this, an immense amount of timber is annually imported into the country from the United States and the North of Europe. In 1824 the Nancy School of Forestry was instituted, and a new code of forest laws was adopted in 1827. The fact has of late been recognized that the floods, which have proved so terrible destructive in France, have been largely due to the absence of trees on mountain sides. A forest acts both mechanically and hydrographically; in the former case by preventing any large body of water from collecting, and as a sort of permanent flood-gate; in the latter, by the trees themselves absorbing a vast deal of moisture.

The Island of Jamaica, which fifteen years ago was deprived of its partial self-government and made a crown colony in consequence of the Gordon riots, is now in the throes of a struggle for responsible government. The people demand a popular council and reductions in the number and cost of the public and officials staffs. The only wonder is that they should have submitted so long to a system of Crown government which has cost the little colony on an average over \$133,000 per year more than any Government which previously existed. The Governor has, by the questionable method of casting two votes, staved off the question for the time being. But if the people are in earnest in their demand for responsible rulers they are sure to get them.

An old bachelor says:—"One of the delights of a slushy morning is to have a wet gossamer containing a woman neither young nor handsome sit down by you in a street-car and stay until your new overcoat has absorbed all the water and mud on one side of it, and rheumatic twinges begin to shoot through all your joints." And the response comes that next to this the happiest situation imaginable is to have an old bachelor come into a car, with an overcoat wet through, set plump down on your new silk circular, set his umbrella to drain upon your skirts, and adjust his hat-brim so that the exuding moisture trickles down between the back of your neck and your collar.

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These Burners are reported to be the best Flat Flame Burner yet produced, and will give a far greater amount of light than any other Burner with the same consumption of Gas.

Dr. Wallace, F. R. S. E., F. C. S., Gas Examiner to the City of Glasgow, in a lecture delivered by him, calculated that 410,000 (\$650,000) a year are thrown away in Glasgow by the use of imperfect fittings. On the subject of Gas Burners he says: "Another and as I think a better Burner is that called Bray's regulator, and as I consider these the best, unless Burners attainable at moderate cost, I have selected them for a series of experiments."

The report of the Committee of the British Association of Science to enquire as to the best means for the development of light from Coal Gas of different qualities—comprising Dr. William Wallace, Professor Dittmar, and Mr. Thomas Wills, F. C. S., F. I. C. E., showed that Bray's Burner yielded the greatest amount of light of all the two or three score of Burners reported upon which included all the Burners of repute in the market.

In a pamphlet upon Light and Heat, published by R. B. Tater, A. M., he says: "The cost of Gas as compared with other illuminants is much more economical when rightly used, than many suppose. From experiments made for this purpose, the following results have been obtained. They were made by burning samples of Devos's Brilliant Oil and ordinary Oil, and testing their illuminating power. It was found that Coal Gas costing one cent at \$3 per thousand feet, gave a light equal to 18 candles, while Devos's Brilliant Oil consuming 27.4 grammes costing half a cent, gave a light equal to 9 candles."

A good Argand or Johnson's Burner, the Burner used in the last experiment, will therefore give the light of 2 ordinary Oil Burners in direct comparison, at no greater expense in the case of the finer and safer grades of Oil. Lights, however, on the authority of scientists, are not to be compared in direct proportion, but in proportion to the squares of their powers, and such a comparison with the case of the use of Gas, its cleanliness, freedom from odor and dangers, renders its use desirable wherever it can be introduced."

As the above experiments were made with Gas at \$3 per 1000 feet, and not consumed through Bray's Burners, it will readily be seen how much more economical it is to consume Gas instead of Oil, when its price is only \$2.63 per 1000 feet as now charged here when consumed, more especially through Bray's Burners.

Messrs. Goodwin & Co., of Philadelphia, the well-known manufacturers of Scientific Instruments for testing the illuminating power of Coal Gas, etc., say in their Circular to Gas Companies: "In presenting the Bray's Standard Patent Silt Union Burners and Lanterns, for which we are the sole Agents in the United States, to the attention of the public, we are convinced that we are filling a want long felt." They further add: "The yield of light from these Burners is 12 to 20 per cent. greater per cubic foot of Gas consumed than that from any flat flame Burner hitherto introduced."

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SIGN OF THE PADLOCK.

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FRED W. HYNDMAN, Trustees of the Estate of Joseph Boats and Donald K. Currie. Charlottetown, Oct. 8, '81—1aw 4f

Prince Edward Island RAILWAY.

TIME TABLE NO. 17.

WINTER ARRANGEMENT.

To take effect on the 1st Dec., 1881.

TRAINS OUTWARD.

Table with 3 columns: STATIONS, MIXED, MIXED, MIXED. Rows include Charlottetown, Royalty, N. Wiltshire, Hunter R., Bradalba's, Co'ty Line, Freetown, Kensington, Summ'side, Wellington, Port Hill, O'Leary, Bloomfield, Alberton, Tignish.

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E. B. ARCHIBALD, Superintendent. Railway Office, Charlottetown, Nov. 29, 1881

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