

THE WAR-TRAIL!

CHAPTER XLIII.—(CONTINUED).

For some minutes we rode on in silence. Twenty times a question was upon my lips, but I refrained from putting it in hopes that Wheatley might have something more to tell me—something of more interest than aught he had yet communicated. He remained provocatively silent.

With the design of drawing him out, I assumed a more careless air and inquired:

"Have we had no visitors at the post? Any one from the camp?"

"Not a soul," replied he, and again relapsed into meditative silence.

"No visitors whatever? Has no one inquired for me?" I asked, determined to come boldly to the point.

"No," was the discouraging reply.

"O, stay! oh, ah—yes, indeed!" he added, correcting himself, while I could perceive that he spoke in a peculiar tone.

"Yes, you were inquired for."

"By whom?" asked I, in a careless drawl.

"Well, that I can't tell," answered the lieutenant in an evident tone of indignation; "but there appears to be somebody mighty uneasy about you. A slip of a Mexican boy has been backward and forward something less than a million of times. I's plain somebody sends the boy; but he's a close little shaver that same—won't tell who sends him, or what's his business; he only inquires if you have returned, and look-dead down in the mouth when he's told no. I have noticed that he comes and goes on the road that leads to the hacienda."

The last words were spoken with a distinct emphasis. "We might have arrested the little fellow as a spy," continued Wheatley, in a tone of quiet irony, "but we fancied he might have been sent by some friend of yours."

The speaker concluded with another marked emphasis, and under the moonlight I could see a smile playing across his features. More than once I had "chaffed" my lieutenant about Conchita; he was having his revenge.

I was not in a mood to take offence; my companion could have taken any liberty with me at that moment—his communication had fallen like sweet music upon my ears, and I rode forward with the proud consciousness that I was not forgotten. Isolina was true.

Soon after, my eyes rested upon a shining object; it was the gilded vane of the little capilla, and beneath glistened the white walls of the hacienda, bathed in the milky light of the moon. My heart beat with strange emotions as I gazed upon the well-known mansion, and thought of the lovely jewel which that bright casket contained. Was she asleep? Did she dream—of what—of whom, was she dreaming?

CHAPTER XLIV.

DUTCH LIGE IN A DIFFICULTY.

The soft blue light of morning was just perceptible along the eastern horizon as we rode into the rancheria. I no longer felt hunger. Some of the more provident of the rangers had brought with them well filled haversacks, and made me welcome to the contents. From their canteens I had satisfied my thirst, and Wheatley, as usual, carried his free flask.

Relieved of the protracted strain upon my nerves—of fear and vigil—I felt deadly weary, and, scarcely undressing I flung myself upon my leathern cot and at once fell asleep.

A few hours repose had the desired effect, and restored both the strength of my body and the vigour of my mind. I awoke, full of health and hope. A word of sweet anticipations was before me. The sky and fortune were both smiling. I made my toilet with some care—my *deayyna* with less—and then, with lighted cigar, ascended to my favorite lounge on the azotea.

The beautiful captive was in the midst of a crowd proudly curving his neck, as if conscious of the admiration he excited. The rangers, the poblans, the hucksters of the plaza, even some sallow lepers stood near, gazing with wandering eyes upon the wild horse.

"Splendid present," thought I—"worthy the acceptance of a princess!"

It had been my intention to make the offering in person—hence the care bestowed upon my toilet. After more mature reflection, I abandoned this design. I was influenced by a variety of considerations—one, among others being a delicate apprehension that a personal visit from me might compromise the family at the hacienda. The patriotic sentiment was every day growing more intense. Even the acceptance of a present was a dangerous matter; but the steed was not to be a gift—only a return for the favourite that had fallen by my hand—and I was not to appear in the character of a donor.

My subtle groom, therefore, would convey the beautiful captive. Already the white lazo formed into a halter, was adjusted around the animal's head, and the negro only awaited orders to lead him away.

I confess that at that moment I felt somewhat annoyed at the publicity of my affair. My rough rangers were men of keen intelligence. I could tell from some whippers that had reached me, that one and I of them knew why I had gone upon the wild hunt, and I dreaded their good-humoured satire. I would have given something at that moment to have remained the steed

invisible—to have been able to transport him to his destination, Venus like, under cover of a cloud. I thought of waiting for the friendly shelter of night.

Just then, however, an incident occurred which gave me the very opportunity I wanted—a scene so ludicrous, that the steed was no longer the cynosure of admiring eyes. The hero of this scene was Elijah Quackenbush.

"Of all the men in my band," Dutch Lige" was the worst clad. Not that there was less money expended upon his outward man; but partly from his ungainly form and loose untidy habits, and more, perhaps, from the wear and tear caused by his botanizing excursions, a suit of broadcloth did not keep sound upon him for a week. He was habitually in tatters.

(TO BE CONTINUED).

The Electric Motor.

A late number of *Fraser's Magazine* M. F. R. Conder forecasts some of the great changes that will result from the employment of electricity as a motor, should the recently invented Faure battery prove capable to development and modification in the degree which Sir William Thompson and other scientific men anticipate. It is in effect a box containing stored force which may be carried from place to place, and applied to any required purpose. This store of force may be produced by burning fuel or by using wind or water power, and in considering the Faure battery the attention to the public has hitherto been chiefly invited to the saving in fuel to be effected by substituting force stored by wind or water for coal-consuming engines. Here of course, would be a great gain; wind-mills, for instance, though too irregular in their action to be satisfactorily employed in directly driving machinery required to act uniformly, could be used advantageously to store electricity which could afterwards be used elsewhere as a non-intermittent agent. But Mr. Conder points out that the benefit thus resulting would be very small in comparison with other gains from the employment of stored electricity.

A railway train propelled by the Faure motor would require no locomotive, which is to say that force expended in carrying coal, in carrying the furnace for burning the coal, in carrying the boiler, and all the huge machinery for making the energy derived from the coal turn the driving-wheels would be saved. The saving would be skin to that effected if the steam of a flour mill would turn of their own volition. When the locomotive was introduced, engineers saw that to make the engine move its own weight was very costly mode of applying power, and many unsuccessful endeavors were made, by rope traction, atmospheric pressure, etc., etc., to move trains by force derived from stationary engines. The Faure motor promises to solve the problem.

To get rid of the locomotive is to get rid of a great part of the cost of railways. For the locomotive demands a level or nearly level line. In the most favorable circumstances, i. e., on a level track, at a low rate of speed, about one-fifth of the whole power produced by a railway is lost propelling itself. This proportion increases rapidly with increase of speed or steepness of gradient, so much so that the money saved in works of construction on a line with steep gradients is lost over and over again in working expenses. Mr. Conder says—

"At fifty miles an hour the work done by a locomotive is nearly double that at ten miles an hour. On an ascent of 70 feet to the mile, hardly perceptible to the eye, an engine can drag only half the load it can draw on the level. At a hill rising one foot in twenty a locomotive is brought to a standstill.

The consequence is the "rigid demand for a plain and level country," to which is due the cost of making the road-bed. "Of the £10,000 per mile spent on the railways of the United Kingdom, certainly more than half is due to need of providing good gradients." The electric motor would require no great tunnels, nor heavy cuttings, nor costly embankments—nothing but an even track. Therefore, in getting rid of the locomotive not only would the cost of moving it be saved, but the infinitely greater cost of preparing a road on which it can be moved. Mr. Conder says:—

"With an electric transmission of force produced by a stationary engine, the cost incurred would be in proportion to the work done; and the values of gravity, of friction, and of atmospheric resistance can be exactly forecast and balanced by the engineer; that an alpine pass will be as easy (though somewhat more costly) to work as a line down to the level valley of the Euphrates."

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TO be sold by Public Auction, at the Court House in Georgetown, in King's County, on TUESDAY, the twenty-eighth day of February next, A. D. 1882, at the hour of twelve o'clock, noon—

ALL that tract, piece or parcel of Land, situate, lying and being on Lot or Township Number sixty-three, in King's County, Prince Edward Island, formerly known as Fairchild's Point, and bounded and described as follows, that is to say:—Commencing on the north shore of Murray River, at a stone placed on the Bank Head, and running thence north four degrees and thirty minutes west for the distance of seventy-seven chains, to the shore of Greek River; thence along said shore easterly and southerly to the shore of St. K. River Bay; thence following the various courses of said shore southerly, crossing a sand point to Murray River; thence westerly along said Murray River shore to the stone or place of commencement, containing one hundred and ninety-six acres of land, a little more or less, together with all rights, members and appurtenances thereto belonging or in anywise appertaining.

The above sale is made pursuant to the power of sale contained in an Indenture of Mortgage, dated the first day of March, A. D. 1880, and made between James Smith and William McKinnon, the younger, of the one part, and J. M. Bell of the other part.

For further particulars apply at the office of Messrs. H. Higgin & McLeod, Solicitors, Charlottetown.

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This Factory was erected last spring and is in good condition. If not disposed of before the 1st March next, it will then be sold at Public Auction.

For further particulars may be had on application to the undersigned. FRED W. HYNDMAN, Trustees of the Estate of Joseph Boats and D. K. Currie, Ch'town, Oct. 8, 1881.

Prince Edward Island RAILWAY.

TIME TABLE NO. 17. WINTER ARRANGEMENT. To take effect on the 1st Dec. 1881.

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Table with columns: STATIONS, MIXED, MIXED, MIXED. Rows include Ch'town, Royalty, N. Wilts's, Hunter R'r, Braialba's, Co'ty Line, Freetown, Kensington, Sunn'side, Wellington, Port Hill, O'Leary, Bloodfield, Alberton, Tignish, Royalty, York, Bedford, Mt. Stewart, Cardigan, George's, Mt. Stewart, Morell, St. Peter's, Bear River, Souris.

TRAINS INWARD.

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L. B. ARCHIBALD, Superintendent Railway Office, Charlottetown, Nov. 30, 1881 [6th whly]

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