

# The Lady from the Sea

BY  
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"A Doctor of Philosophy," "The Southerners," etc.

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## CHAPTER XVII.

Having got possession of the privateer thus neatly and expeditiously, and having put matters in train for securing and taking up his prize, Captain Smith stalked aft and entered the cabin. Passing through it, he opened the door of the after cabin, cast off the lashings, pulled out the gag, and set the irate Major Jones free. His wrath had gathered potency, his resentment had increased, during his period of detention and repression. He had heard, if he had not seen, and he knew pretty well what had taken place.

"I'm sorry," said Smith politely, "to have treated a gentleman of your age and position with such apparent discourtesy, but circumstances over which I had no control compelled me to assume a harshness foreign to my nature."

"Look here, young man, did you release me to insult me?"

"You are right, sir," answered Smith, "I beg your pardon, I intended—"

"To take me to a Northern prison, I suppose."

"To let you go free. You are a non-combatant."

"I won't be one long! You've taken my blockade-runner, you've taken my privateer. I hope you're satisfied. I—"

"Not quite, sir. There is one more thing I must have."

"That is?"

"Your daughter."

"Take her."

"Thank you, sir. Will you kindly sit down at this table and write a note which I shall have someone take up to the house, requesting her to dress and come here?"

"No, I won't."

"Pardon me, sir, but you are still a prisoner, you know. You must do what I say. Will you write that note?"

There was no answer.

"I asked you a question, Major Jones," repeated Captain Smith with a ring as of steel in his voice.

"It's not necessary to send for her," answered the Major, sullenly defiant, "she's in there."

"In there?" exclaimed Smith, springing at the door to get it open.

"The door is locked," said Miss Ellen, demurely enough.

"I see," Captain Smith turned to Major Jones. "Where are the keys, sir?"

"I don't know. They were here."

"You took them with you when you went out with the man," said Miss Ellen from the inner cabin.

"Oh, yes, I remember," said the young officer, fumbling in his pocket. Drawing out the bunch, he tried half a dozen before he succeeded in fitting one to the lock and opened the door. Out stepped Miss Ellen.

"Were you in there all the time?"

"Yes."

"Did you hear everything?"

"Every word."

"You heard this young ruffian threaten to murder me and never made a sound?"

"I believe I know that voice," came from the nearest boat.

"Dillingham?" exclaimed Smith eagerly.

"Ay, is it Captain Smith?"

"It is."

"Well!" exclaimed Dillingham, swinging his boat alongside. "I always get there too late," he said disgustedly as he mounted to the deck. "Not hearing from you, the Commodore got anxious and ventured to send the Wamego through the inlet and across the sound. Nobody saw us. We had no chart and had to wait until nightfall, and then, not daring to take the ship in here, Captain Chase gave me this boat expedition. We supposed you were killed or captured."

"Not a bit of it," said Smith confidently, "we're just getting up steam to get away. I'm awfully glad you came, though. Bring your men on board and send one boat's crew over to the Greyhound. I want to bring her out as well."

"Do you know the river?"

"I marked it well when I came in and I guess I can get along."

"Beg pardon, sir," said a man coming out of the darkness, "but Mr. Cleff says that he'll have steam up in five minutes."

"Quick work, that," said Smith gleefully, "we'll cast off at once. First, I want you to come into the cabin a moment, Dillingham."

"Luck is against you, Major," said Smith, genially, "the boats are ours, not yours. Allow me to present to you, Lieut. John B. Dillingham, of the United States ship Wamego."

"Glad to meet you, sir," said Dillingham, who was very much mystified.

"It's more than I am," said the Major, turning his back.

"And this," said the Captain, facing Dillingham about, "is Miss Ellen Jones, my affianced wife."

"Well, you are in luck," said Dillingham with a sailor's frankness, "and you have reason to be congratulated as well, madam."

"Are you through with me?" asked the Major.

"Yes," answered Smith, "we're about to cast off."

"Father," said Ellen piteously, "before I go won't you—"

"Silence!" cried the unrelenting man, and stamped his foot in rage and stalked out of the cabin.

"Dillingham," said Smith, "see him over the side, will you? I'll be out in a moment."

"I understand," said Dillingham, smiling.

"Oh," said Smith, approaching the blushing Ellen when they were alone, "I thought you were a traitor."

"No," said the girl, choking back a sob, "only a woman whose father has cast her off, who has nothing but you."

"I shall try to be everything to you," said the young man.

"You will have to be," said Miss Ellen, smiling through her tears, and then she was lost in his arms.

The evening after these exciting adventures the little flotilla, led by the pri-

vateer, with the blockade-runner in the middle and the gunboat in the rear, flags flying from every masthead, rounded to off the lee of the St. Lawrence, which had been cruising to and fro on the ocean off Ocracoke Inlet. A boat was called away on the Ellen and rowed to the frigate.

"Commodore," said the triumphant Smith to the old soldier, who met him at the gangway, "yonder is the Ellen, and here"—he turned and took the hand of a young lady who had preceded him up the battens—"is the lady."

"Did you bring them both to me, sir?" laughed the Commodore.

"No, sir. You may have the privateer. The lady I reserve for myself."

(The End.)

## DAN SULLY NOW A CLERK.

Former Gotham Plunger Has Gone to Work on Salary.

Daniel J. Sully, who, it seems only yesterday, was the Livermore of the cotton market, has gone to work on a salary, the New York World says. No longer the millionaire employer, the man who made hundreds of brokers jump and squirm as he squeezed or expanded cotton to his fancy, has descended from his high eminence to the post of factotum in the cotton concern of Hayden, Stone & Co.

The whilom "King" Sully is now a cotton expert at a salary estimated at \$10,000 a year. Only four years ago he often made that in a day. He would spend it on a horse or a picture. But fate has swept the floor of his riches and he must now toil a year for what was before a paltry dripping of his huge operations.

Mr. Sully's new office is at 25 Broad street. It is a well equipped office as offices go, but woefully shabby and dull compared with the splendid, bustling suite he occupied in the day of his great prosperity.

In those years (1903-1904) Sully was not regarded as a conservative. In fact, he was heralded as the greatest plunger the cotton exchange had ever known. He bought and sold by the tens of thousands of bales. He dictated prices by squeezes and inflations, by tilting his holdings this way and that to suit the whim of his speculations.

But all that is changed. He has become an ultra conservative. As an expert he must give no radical opinions. And he says that he is through with speculation forever.

"I will convince the people," he says, "that I am a conservative. I have attached myself to one of the most conservative houses in America."

Mr. Sully no longer lives in a mansion on 5th avenue, but maintains a modest villa in Pelham Manor. He is no longer a member of any exchange.

His last big plunge, when he endeavored to become a "soap king," lost him the remainder of his fortune—\$250,000.

## A Dramatic Climax.

James T. Brady, who was one of New York's greatest lawyers, was once counsel for a young woman in a case involving an attempt to break a will. His client sat by his side. She was a very beautiful young woman, whose eyes seemed always to rivet the attention of those upon whom her glance fell. There was a pathetic expression which affected every one. She sat watching the jury during the course of the trial, and at last there was some complaint that she was attempting by means of her glances to excite the sympathy of the jury.

Then Mr. Brady arose and in one of the most touching and beautiful of all the addresses he ever made in court spoke of the blessings which every one who had an appreciation of beautiful things and could see them enjoyed and dwell for some moments upon the happy lot of the jury who could see the budding of the flowers—it was then springtime—and the charms of nature. Then, suddenly turning to his client, he said, "That blessing is denied my client, for, though she has eyes which seem to look upon you, gentlemen, there is no vision in them, for her sight has been taken from her."

She had been, in fact, the victim of total paralysis of the optic nerve, which had not impaired the beauty of her eyes, but had given to them that singular pathetic expression which she was thus falsely charged with employing that she might secure the sympathies of the jury.

## Misplaced Sympathy.

A traveler passing through a mountain district in northern Pennsylvania last summer came across a lad of 16 cultivating a patch of miserable potatoes. He remarked upon their unpromising appearance, and expressed pity for anyone that had to dig a living out of such soil.

"I don't need no pity," said the boy, resentfully.

The traveler hastened to soothe his wounded pride. But in the offended tone of one who has been misjudged, the boy added: "I ain't as poor as you think. I'm only workin' here. I don't own this place."—Everybody's Magazine.

Whereupon there ensued a struggle to induce the applicant to relinquish her idea that she must be addressed by her Christian name. For some time she was rightly uncompromising.

"Under the circumstances," said the lady of the house, "there is nothing to do but to follow the English custom and call you by your last name. By the way, what is it?"

"Well, mum," answered the girl, dubiously, "it's 'Darling.'"—Harper's Weekly.

## His Error.

"I am very sorry to hear, Capt. Salter, that your wife left you so unceremoniously."

"My mistake, sir. I took her for a mate, and she proved to be a skipper."



## FARMERS CORNER.

**Feed for Cows.**  
The cow likes a variety of food, and it pays to give it to her. For the stimulation of the appetite and aid in digestion, some of her feeds should be green and succulent, such as roots and silage for winter. Some linseed meal should be given at frequent intervals. It is not only a rich feed, but an excellent regulator of the digestive organs. Clover and alfalfa hay are both rich in milk-forming elements, and give bulk to the ration. Some corn should be given daily, especially through the cold months, as cows greatly relish the grain, and it helps in forming butter fat and in producing animal fat. Give the cows about all they will eat up clean of each feed, but shift changes often, not only the kinds, but the amounts of each kind, at different times. This change gives a stimulating variety to feeds, and the cows thrive and produce on it.

**Simple Egg-Tester.**  
The average person evidently imagines that it is impossible for the dealer to distinguish bad eggs and good eggs. This supposition is natural, inasmuch as so many eggs of questionable purity reach the dinner table. If the dealer desired he could readily discard eggs of doubtful age, as there are numerous devices for testing them. One of the most recent is shown in the accompanying illustration, patented by a Minnesota farmer. It consists of a wooden frame, or casing, across the top of which is a leather support for the eggs, the latter resting in flexible apertures. In the bottom of the casing is an inclined mirror. Mounted on the upper part of the frame is a light-reflecting hood in which is placed a lamp or other suitable illuminant. In operation eggs are placed over the aperture and the light falling on the eggs will cast a shadow upon the mirror if they are unsound. The soundness of the eggs is indicated by the clearness of the light that falls through them upon the mirror.

**The Frozen-Meat Trade.**  
Frozen Chinese pork is to be imported into England, which recalls to the mind of a writer in the London Chronicle the fact that the frozen meat trade is nearly a century old. On Jan. 30, 1816, three Eskimos arrived at Harwich, England, by the packet from Gothenburg, bringing five sledges packed with ptarmigan, blackcock and other game, frozen and packed in air-tight cases. The enterprising Northerners had to pay over \$250 duty on the consignment and \$50 for carriage from Harwich to London; but, as the game was in excellent condition, it found a ready sale and brought high prices. The Eskimos did so well out of the speculation that they remained in England for several months, spending their profits in royal fashion; but, despite the success of the experiment, it does not appear to have been repeated.

**To Fatten Fowls.**  
A good method for fattening fowls is given by a reader: Shue the fowls up in a dark place, with just enough light for them to see to eat, and supply them well with grit and water. Corn meal, ground oats, cracked wheat and shorts mixed in equal portions should be fed. Feed them as often during the day as they will clean up the food, and bear in mind the importance of "stuffing" them. They should be fed after dark every evening, as well as very early each morning. Half a dozen fowls together will fatten more rapidly than a large number, and if it is practical to pen them off, six to a pen is the right number. Give no green stuff to these fowls, but rations of cooked potatoes, rice, corn bread, cracked corn and whole wheat may be given. Fowls crowded and stuffed in this way should be in fine condition in three weeks.

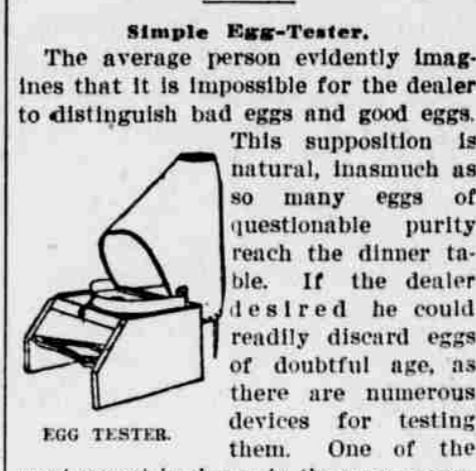
**How to Load a Wagon.**  
It is generally believed that the load pulls easier if put well forward on the wagon. But this is not so on the ordinary wagon, where the hind wheels are larger than the front ones. Should the wheels be equal in size, the load should be equally distributed. If the trucks are so low down that the horses have an upward pull on the load, then it would be all right to put the load well forward. The load should be proportioned to the surface contact of the wheels. A large wheel sinks less than a small one; therefore, the load should be heaviest on the hind wheels. Distribute the weight so that no one wheel or no one side is carrying the greater share, lest it make the draft excessive for the tonnage carried.

**Plant Trees.**  
Plan now your home forest. In this twentieth century there is no large farm so valuable in its products but that it can afford an artificial grove. We must not now judge by past experience, but by the light of the present.

But the forest you are about to plant may be more or less valuable. Make it more so by wise selections. The day of the box-elder and cottonwood is over. It might pay to plant them rather than nothing, but you may do better. Plant the ash, the catalpa, the larch. Plant nut trees and the oaks.

Timber is better than the precious metals. While it looks long to the harvest, it is one of the surest of crops. Land owners must awake to their opportunity, for there is money in trees.—Fruitman and Gardener.

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# THE WEEKLY HISTORIAN



1798—Representative Griswold of Connecticut named Representative Lyon of Vermont, in the House.

1804—The Legislature of New Jersey passed an act abolishing slavery.... United States frigate Philadelphia burned in harbor of Tripoli.

1815—The British, after issuing a proclamation of martial law, withdrew from the coast of Georgia.... Peace proclaimed by the President of the United States, and a day of thanksgiving observed.

1820—United States Senate passed the Missouri compromise bill.

1829—The Assembly of Virginia protested against the tariff.

1836—Santa Anna invested San Antonio after its dismantlement by Gen. Sam Houston.

1838—Duel between William J. Graves, of Kentucky, and Jonathan Cilley of New Hampshire, members of the House of Representatives.

1848—Louis Philippe of France abdicated.

1861—Territorial government established in Colorado.... Gen. Twiggs surrendered federal property in Texas, valued at \$1,200,000 to the Confederacy.

1864—Kentucky University destroyed by fire.

1865—John Young Beall, Confederate spy, hanged on Governor's Island, New York.... Charleston surrendered to the Federal forces, after a siege lasting 585 days.

1869—Reburial of the remains of J. Wilkes Booth.

1870—Insurgents in Northern Mexico proclaimed a new republic.... A bill in Congress admitting Mississippi to representation was approved.

1871—Capt. E. S. Jenkins, deputy revenue collector, assassinated at New Madrid, Mo.

1872—Ex-Speaker Carter of the Legislature, and Chief of Police Badger of New Orleans, fought a duel with rifles at Bay St. Louis.

1873—A score of persons perished in the burning of the steamer Henry A. Jones at Galveston.

1875—Rev. George D. Gillespie consecrated bishop of the Episcopal diocese of Western Michigan.

1877—An attempt made to assassinate Gov. Packard of Louisiana.

1878—United States Senate passed the Bland silver bill.

1879—Women admitted to practice before the United States Supreme Court.

1882—The new Parliament buildings at Frederick, New Brunswick, opened.

1884—Funeral ceremonies in New York City of the remains of the victims of the Jeanette Arctic disaster.

1885—The Washington monument at Washington, D. C., dedicated.

1887—United States Senate passed an anti-polygamy bill.... Congress passed a bill retiring the trade dollar.... Law granting suffrage to women came into effect in Kansas.

1889—President Cleveland signed bill admitting Washington, Montana and the Dakotas to Statehood.... Congress appropriated \$350,000 to aid American workmen thrown out of employment by the stoppage of work on the Panama canal.

1891—Gen. William T. Sherman buried at St. Louis.

1893—Episcopal jubilee of Pope Leo XIII celebrated.

1894—War between Nicaragua and Honduras ended.

1897—A daughter was born to ex-President Benjamin Harrison at Indianapolis.... Dr. Arthur Duestrow hanged at Union, Mo., for the murder of his wife and child.

1898—United States steamer Maine destroyed in Havana harbor.

1901—Pacific Mail steamship Rio de Janeiro sunk off the Golden Gate, San Francisco, with loss of 128 lives.... First territorial Legislature of Hawaii convened.

1903—President Roosevelt signed the Elkins anti-rebate bill.

1904—United States marines engaged in battle with insurgents in San Domingo.

1908—Pennsylvania railroad completed its first tube under the East River between Manhattan and Long Island City.... The first of the tunnels under the Hudson River between New York and New Jersey was opened.... United States Supreme Court decided in the Great Northern Railroad case that the Elkins rebate law was not repealed by the Hepburn act.

John F. Stevens, who for some time had charge of construction work on the Panama Canal for the government, together with A. H. Hogeland, chief engineer of the Great Northern, and C. H. Hayden, assistant chief of way agent, are going over the lines of the Great Northern in Minnesota with a view to determining the value of the properties in order that they may give testimony on this much disputed point at the hearing of the Great Northern rate case, when it comes up.