The Daily News,

SATURDAY EVENING, MAY 16.

☞ SEE FIRST PAGE.

(Continued from First Page.)

white, which slowly thawed and dripped off, so that the terminus was wet, and cold, and miserably dirty. People didn't seem to mind it, though; for the station was thronged with comers and goers—friends coming to meet those from the country, and as many coming to see others off. "By yer leave," it was all day long, as the barrows full of parcels and luggage were run here and there along the platform. The place seemed alive with fish-baskets, oyster-barrels, and poultry; while somehow or another, from the poorest and shabbiest third-class, every one looked happy and comfortable.

So there was I at it, helping to get train after train off—all late, of course; for do what you would there was no finding room enough for the people, and so it got to be past four, with the gas all alight and the fog and snow thicker than ever. A train was just starting, when there was a bit of confusion at the door. Some one shouts "Hold Hard!" and then from where I was—some distance up the platform—I saw a gentleman hurry up to a first-class carriage, almost dragging a lady with him—a lady in black. Before any one could stop him, he had opened the door, pushed her in, and then followed, just as the train began gliding off.

This happened to be a carriage just put on, and the compartment the gentleman entered was locked; but he had one of the pocket railway keys, for before the carriage reached where I stood, with my heart somehow beating very strangely, I saw his hand out of the window, locking the door again. In the momentary glance I caught, as the lamps of the station flashed into the carriage, I could see that there was no light inside, while two little gloved hands pressed down the window the man tried to draw up; and there, pale and horror-stricken, eyes starting, and lips open, as if she were crying "Help!" I saw the face of the young governess.

The time did not appear long enough to see so much, but I saw all that, and my mind seemed to keep up with my eyes and explain it all; and I knew that there was some infernal piece of villainy on the way.

"What to do?" seemed rushing through my mind, as in the agony I felt I turned all of a tremble. Telegraph to the station in front to stop the train, which was the express with fifty miles to run before pulling up?—send a special engine and tender after them? How could I do either on my own responsibility, and only on suspicion. Should I go and report it? I should have half an hour wasted in questioning, and then perhaps be told that it was time enough to act when there was proved ground to work upon. And what had I to advance? Nothing but that appealing look for aid from her I loved.

"Her I loved!" Yes, I knew it now; and I knew, too, that to be of service I must act—act at the risk of life or limb. I thought all this, running after the train, fast gliding past the platform.

I had lost too much time already as I darted along, for in a few more seconds it would have been impossible to overtake the fast receding carriages. There was a shouting behind me as I ran; one porter stood right in my way looking after the red lights, and, in passing, I knocked him over. The platform past, and, bounding along the incline at the end, I was out in the snowy night, when I tripped over one of the point handles and fell heavily, uttering a cry of despair; but I was up again directly, and running along the rough line amidst crossing metals and rods that threatened to throw me every instant.

It seemed the act of a madman to run now, for the red lights were some distance ahead, and gradually growing dim and blurry amid the fog; but through the thick snow I ran panting on, with my breath coming shorter and heavier, and a hot burning sensation at my chest, while it seemed that I could taste blood, though my mouth was dry and hot.

All at once my heart leaped and every nerve tingled. From the fast vanishing train came a long shrill whistle, which I knew well enough meant red signals in front, while, to my unutterable joy, the end lamps of the guard's van showed plainer and plainer as I panted on.

Another stumble and fall over the point rods—and I was up again, heedless that my hands and forehead were bleeding, and that I had lost my cap. There were the lamps plainer and plainer, for the train had almost stopped; but now, a hundred yards ahead, could I overtake it before it started again? The suspense was horrible. I felt my head swim as I panted on.

Fifty yards passed, and the red lamps still receding, but bigger and less dim. On still, gasping and choking, and drawing my breath with difficulty. Not twenty yards off—and, if I could have run, another few seconds would have seen me holding on by a carriage handle; but I could only go at a heavy trot.

"Bang! bang!" went a couple of fog signals, and hope rose again as the engine slackened pace once more, and, almost at a walk, I panted on—nearer, nearer, nearer, nearer—the red lights growing brighter and plainer; and at last, just as the engine gave a final shriek and dashed on all clear, I laid my hand on the red bull's eye, and the next moment was sitting clinging to the foot board of the guard's van.

The fog had been my friend. In another few seconds I must have dropped; while, in an ordinary way, the train would have been miles down the line by this time.

"Bang! bang!" went the fog signals again, and I sat helplessly there, with my legs drawn up, and again we slacked for a few seconds, but all clear once more and we were dashing on, and fast getting into full swing as I rose up, and opening the door, stood with the guard of the train.

"Pooh! nonsense!" he said. "You're mad. I shan't stop the train."

"Then I shall," I shouted, making towards the wheel connected with the gong upon the engine.

"Not if I know it, you won't," he said, stopping me.

I was too weak and too done up to scuffle with him.

"Will you come with me to the next carriage, then?" I said.

He only shook his head.

"Will you lend me your key?" I said; for I had dropped my own when I fell.

He shook his head again, and then it struck me that perhaps he might stop me, seeing how rough and wild and excited I looked. I backed slowly towards the door, facing him all the time. He told me afterwards, if I had not felt afraid he would have pinned while I turned my back.

But I didn't turn my back, and the next moment I was on the outside, on the long step, clinging to the door handle, with the guard leaning out and watching me.

"Come back!" he shouted, as we dashed along at full speed now, rushing through the darkness ahead, and giving a wild shriek as we passed a station, the lights looking like one streak. There were the carriages shaking, and the wind tearing at me as if to beat me off; but I was recovering myself fast, and in a few moments I was at the end of the guard's van, leaning towards the carriage I wanted to reach.

So far my task had been easy, though, of course, very dangerous, with the train dashing along at fifty miles an hour; but now there was a gap to pass between the van and the carriage, for the buffers keep the carriages at some distance apart. For a few moments I stopped in dread, but, as I got my breath more and more, courage and the recollection of her wild appealing face came to me, and, clinging to the buffers, I contrived to get one foot on the step of the carriage, and, still holding on by the iron, tried to get the other there.

Just then the train gave a jerk, and I thought it was all over; but the next moment I was on the step, and had hold of the door-handle.

"At last," I muttered, as I drew myself up on the next step and tried the door, which was, as I expected, fast. Then I looked back. There was the guard, with half his body out, and his hand screening his eyes, trying to follow my motions; but, with the darkness all round, the snow cutting by like knives and points, and the dense fog clouds we kept entering, I felt sure he could not see me, though I could make him out from the light in his compartment. Then I listened, and my heart seemed to stand still; for I fancied I could hear the sound of a struggle going on inside, though I was not sure, from the rattling made by the train. I was not wasting time, for I had tried to look in at the window; and, after opening my knife with my teeth, was trying to open the door. But the interior of the carriage was as dark as pitch, and my knife was useless, while now I was sure there was a struggle goingon inside. Directly after, one of the little side panes of glass was broken, and I heard a faint cry.

I dashed in the door window in an instant, cutting my hands with the thick glass, and then beating out the loose pieces, made a place for entrance, and had half my body in before I felt myself seized by someone who tried to force me back.

Two hands held me by the throat, while I grasped the door with one hand, half in and half out of the carriage. My blood was up. I had hold of my unseen enemy by the collar, and I dug my knuckles into his neck as I held on for life like a dog.

I had the advantage of him there, for, while I had on a stiff collar and buttoned-up uniform coat, he had only a thin dress shirt collar and one of those black whisps of ties. It was a struggle for life and death with me, but I got further in. At last, I suppose, feeling half-choked, he started back and drew me with him, so that I fell heavily on the floor.

Here, though, I lost my hold, and he had me again at a disadvantage. For what seemed a good five minutes, it was an up and down struggle, for more than once I felt myself dashed against somebody who was crouching in a corner of the carriage.

Sometimes I got the better and sometimes the worst off. After the struggle had been going on for some time, it seemed that the far door was open, and that there was no one else in the carriage but us two, hanging on to one another like a pair of wild beasts. Then came such a horrible reaction that my strength seemed to leave me or I felt that in her fear and dread the poor girl had leaped out.

But she had not, for she was outside clinging for life to the handles, as in one brief glance I saw by the end light of the train flashing upon her. In a last fierce struggle my foot tripped, and the man I was struggling with fell headlong out of the door. There was a flash of light, the sound of rushing wind, and then I seemed to be dashed with fearful violence upon the ground. The next thing I recollect is the sound of voices, and the hissing of an engine close by me, while two or three people were moving about with lanterns. I found some one supporting my head—and then I gave a shudder, for there were horrible red patches and marks on the white ground. As the men spoke in whispers, I could see they were collecting together something horrible, that steamed in the cold air. A mist came over me, and I fainted dead away.

When I could think again, I found that I had been in London hospital, and was lying there in a ward, looking at a pair of soft white hands that didn't seem to belong to me, while my head felt cool through my hair being cut off.

But I got stronger every day, and soon I had visitors to see me; and one face that came, and used to lean over my poor bare pallet was, as it were, the face of an angel—so sweet, so loving, and so tender in its compassionate look; and once, while the old lady stood back, two tiny soft hands smoothed my pillow, and a tear fell on my cheek, as a voice whispered:

"God bless you, my brave preserver."

I shut my eyes then, and trembled, for there was a bitter feeling of sorrow came over me; and in spite of those tender words, I seemed to be standing on the brink of a great gulf, far away from her.

As I grew stronger, I learned from her mother how they had been deceived. It was through answering an advertisement for a governess that the poor girl had met with insult. She had been deluded into accompanying the gentleman, under pretence of taking her to his home, a few miles down the line. He had paid the penalty of the crime he had meditated with his life. An up train tore him to pieces—an up train which must have passed within a few inches of my head.

The train from which we fell had been stopped by the guard a few miles further down, when the poor girl was found clinging outside the carriage. An engine and tender were sent back in search of us as I have already told.

I only saw her once again, when she gave me this—this little purse, just as you see. She spoke to me kindly and tenderly, and they were words of praise, I think; but I saw her only through a mist, and the thought that it was for the last time seemed to fill my mind so that I could only speak huskily. I kissed one of her hands as she said "Good-by;" and then I was standing alone—alone in the world, without aim or hope. You will please to remember that she was a lady, and that I am—only a railway servant.

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It is hardly necessary to state that such watches are worthless as time-keepers, and when bought for the genuine are calculated to injure the high reputation which our watches have attained. The several grades of the American watch (except the lowest grade marked Home Watch Co.) are guaranteed by special certificate bearing the number of the watch and the signature of the Treasurer of the Company, R. E. ROBBINS. The purchaser should in all cases require one of these certificates, which is furnished to all dealers in the genuine watches.

The following are the trade marks on the several grades of our manufacture:—

AMERICAN WATCH CO.
APPLETON, TRACY & CO.
WALTHAM WATCH CO.
P. S. BARTLETT.
WM. ELLERY.
HOME WATCH CO.

PENNSYLVANIA RAILROAD CO.
Office of the General Superintendent,
Altona, Pa., 15th Dec., 1866.

GENTLEMEN—The watches manufactured by you have been in use on this Railroad for several years by our engine men, to whom we furnish watches as part of our equipment. There are some THREE HUNDRED OF THEM CARRIED ON OUR LINE, and we consider them GOOD and RELIABLE TIME-KEEPERS. Indeed I have great satisfaction in saying YOUR WATCHES GIVE US LESS TROUBLE and have worn and do wear much longer without repairs than any watches we have ever had in use on this road. As you are aware we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never keep time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr Lewis, whose experience extended over a series of years.

Respectfully,
EDWARD H. WILLIAMS,
General Superintendent.
American Watch Co., Waltham.

NEW YORK CENTRAL RAILROAD.
Locomotive Dep't Western Division,
Rochester, Dec. 24, 1866.

GENTLEMEN—I have no hesitation in saying that I believe the great majority of locomotive engineers have found by experience that WALTHAM WATCHES ARE THE MOST SATISFACTORY of any for their uses. They RUN WITH THE GREATEST ACCURACY AND STEADINESS, notwithstanding the roughrriding of an engine; and as I have NEVER KNOWN ONE TO WEAR OUT, they must be durable. I hope to see the time when railway companies will generally adopt your watches, and furnish them to all engineers and conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,
CHARLES WILSON,
G. Chief Engineer,

UME XVII.

The Daily News.

DAY EVENING, MAY 18.

SEE LAST PAGE.

PARLIAMENT OF CANADA.

May 15.—In the Senate Senator ...ed an address to the Governor-...ying his Excellency to impress ...Imperial government the justice ...of extending the privileges ...the Imperial copy-right act so ...reasonable provision and ...shall, in her Majesty's opinion, ...to the authors of colonial re-...copyright works shall be ...same footing as foreign re-...by which means British ...more effectually protected ...and a material benefit will ...on the printing industry of ...—Carried.

...bills were read a third ...: High treason and felony ...General's salary bill: (on a ...steamboat inspection bill Civil ...

...of Commons, on motion of ...Macdonald, the bill respecting ...was read a third time ...

...moved the third reading of ...the organization of the depart-...culture.

...Morris moved in amendment ...bill be not now read a third time, ...be resolved that in the opinion ...House it is inexpedient to establish a ...of agriculture, as it is the evi-...of the British North Ameri-...place matters relating to agri-...the control of the local gov-...and that the duties relating to ...which fairly belong to such ...can be less expensively perform-...assigned to some other depart-...government." In moving the ...he said he had before express-...that the number of depart-...too large. He thought this was ...ought to be abolished. In each ...instances there was a department of ...and as the Dominion could ...control over the agricultural mat-...several provinces, this depart-...to him to be quite unneces-...

...Langevin said if the member for ...looked into the bill he would ...agriculture was only one of ...assigned to this department. ...which, as enumerated in the ...under the control of the depart-...agriculture, immigration, public ...and quarantine, the Marine and ...Hospital at Quebec, arts and ...patents, the census statistics, patents ...copyright, industrial designs, ...marks. These duties, he con-...were quite sufficient to occupy all ...of the head of a department.

...Morris supported the amendment on ...of economy, and because, in ...the duties assigned to this de-...were more child's play.

...Holton thought the duties of this de-...might very well be attended to ...President of the Council, who had ...also to do.

...John A. Macdonald said the Domin-...government could not ignore the great ...of immigration. It was necessary ...should be a minister charged ...care of that interest, and to corres-...with the Imperial government and ...With it agriculture went hand-in-...there must be some central au-...to prevent the provinces in this ...running counter to one another.

...amendment was lost—yeas, 45; nays, ...

...bill was then read a third time ...

...Howland moved the third reading of ...to increase the duty on spirits, ...an excise duty on refined petroleum, ...provide for the inspection thereof.

...Connor moved in amendment "that ...be recommitted with a view to ...the first clause, so as to allow ...in bond on the 29th of April, ...new duty came into effect, to be ...out without the payment of addi-...duty." In moving the amendment ...said by some means or other the re-...tive of a Toronto firm, while in Ot-...obtained information in advance of ...proposed change in the duty on spirits. ...at once took out of bond a large ...ity of spirits, and saved $14,000. He ...(Connor) thought this unjust as well ...government as to the distillers in ...country, who ought to be placed on ...same footing as a Toronto firm.

...Howland resisted the amendment, ...he said would not enable the hon. ...ber to obtain the end proposed. As ...he knew the insinuation that in-...tion about the proposed change had ...improperly imparted, was unfound-...

...Holton could not believe the Minis-...of Inland Revenue was capable of allow-...such information improperly to tran-...pire. The assessment, in his opinion, ...bad in principle. Changes such as ...government had proposed ought to be ...in order properly to protect the ...revenue.

...Anglin said that in St. John just be-...the receipt of the telegram from the ...of Customs all the merchants ex-...withdrew their wines from bond. ...opinion was that of a merchant who ...from town, and who did not re-...half an hour after the reception of ...when he had to pay a large ...amount of duty. This was a ...hip to which he desired to ...on of government.

...he did no injustice had been done. ...withdrawn his wines before the ...the telegram he would not have ...the increased duty. But after ...of the telegram the new scale of ...to be enforced.

...thought it unjust that this ...who was a highly respectable ...would alone have to pay a duty ...all others in New Brunswick ...Nova Scotia have escaped.

...said if there had been any in-...at all in the case mentioned by the ...for Gloucester it was the Govern-...that suffered, because all the mer-...had managed by some means to es-...duty. Under the new tariff the ...alluded to had absolutely paid ...he would have done under the ...previously in force in New Brunswick; ...might have got the advantage of ...the government, as he had taken ...at less than the old provincial ...of duty.

(Continued on Second Page.)

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