

THE LOSS OF THE "ONEIDA."



HOMEWARD BOUND.

ON the 24th of January, 1870, the United States steamer *Oneida* was sunk in the Bay of Yedo, Japan, by collision with a British merchant steamer, the *Bombay*, of the Peninsular and Oriental Steam-ship Company.

The *Oneida* was a wooden screw-steamer, 211 feet long, 1695 tons, eight guns, and, when lost, had on board 24 officers and 152 men—in all, 176 souls. After being employed on blockade duty during the civil war, she was, in 1867, dispatched to the Asiatic Station, where she proved a most efficient cruiser.

It was at the close of three years of this arduous service, when homeward bound, their hearts elated with the prospective joys of home, and their ears still ringing with the farewell cheers, that 115 of her happy crew met a sudden death. Among these were the captain, and all, save two, of the commissioned officers.

The sailing of a man-of-war for home is generally the occasion of much conviviality, mingled with the display of tender feelings and bitter regrets. During her three years on the station, she frequently falls in with the armed vessels of other nations, and pleasant

relations grow up with the residents ashore, so that, by the time the cruise is over, a web of friendship has been woven with threads extending to every port. It has been charged that some of the *Oneida's* officers were intoxicated on the day of sailing. The fact that she was just out of port—homeward bound—and that, probably, many mutual good wishes had been pledged in wine, lent color to the charge. But, besides my own knowledge of the matter, I have the word of the late Mr. Charles E. De Long, then United States Minister to Japan, and other gentlemen who were on board up to the last moment, that the charge is false in even its mildest form.

Now, to proceed to the circumstances of the collision. About five P. M., the *Oneida*, having weighed anchor, steamed slowly out of harbor. It was a fine evening, sharp and wintry, but with a clear sky, stiff breeze, and the water of the bay smooth. As she successively passed the various ships of war, they manned the rigging and gave her cheer after cheer that resounded far and wide. The *Oneida* sped on; the fading twilight deepened into the gloom of night, and

her outline rapidly blended with the darkness.

Proceeding under easy steam, the *Oneida* was soon off the light-ship. Here the executive officer set the proper sails, and took all the precautions usual on going to sea. Everything being lashed and snug, Lieutenant Yates took charge, and the *Oneida* continued on her course, S. by E. $\frac{1}{4}$ E., under both steam and sail, making seven knots per log. About 6.20, Lieutenant Yates noticed, by the light on Kanon-Saki, that leeway was causing the ship to approach the western shore. He sent at once for the navigator, and at this juncture the *Bombay's* mast-head light came into sight ahead; the officer of the deck saw it just rounding Kanon-Saki, and then rapidly pass to a bearing on the starboard bow.*

the *Bombay's* white and green lights about two miles away, and both expressed the opinion that she would pass to starboard. Suddenly, when but a short distance off, the *Bombay* changed her course, and it was at once clear that she was heading directly for the *Oneida*—attempting to cross her bows. The instant this became certain, the *Oneida's* helm was put hard-a-starboard, with the hope of escaping the *Bombay*. The *Oneida* went rapidly to the left, but her pursuer closed in more rapidly upon her, and soon they struck; the sharp iron prow of the *Bombay* cut into the wooden sides of the *Oneida*, tearing diagonally through her quarter and leaving a gaping wound. It exposed the interior of the cabin, from which a gleam of light burst, and people on the British steamer might easily have seen



THE COLLISION OF THE "BOMBAY" AND "ONEIDA."

The navigator, now coming on deck, directed Lieutenant Yates as to the proper course, and then both officers plainly saw

the waves rolling in through the breach in the American vessel.

* By international agreement, all vessels, when under way, are required to carry at night running-lights, *i. e.*, a green light on the starboard, and a red light on the port side. In addition, steamers, when under steam, carry a white light at the foremast-head.

The *Bombay* crushed the *Oneida's* quarter-boat into splinters, and carried away the poop, spanker-boom and gaff, wheel, binnacle, and most likely the rudder and propeller. While she yet lay across the *Oneida's* stern, the executive officer hailed:



THE "ONEIDA" AFTER THE COLLISION.

"*Steamer ahoy! you have cut us down—remain by us!*"

The *Oneida's* steam-whistle was instantly turned on and kept blowing, and guns were fired, but the *Bombay* steamed on to Yokohama without lowering a boat, or for a moment heading in the direction of the sinking ship; nay, worse—with even the malicious boast on his lips, that "*He had cut the quarter off a Yankee frigate, and it served her right!*" I quote the remark from the testimony of Lieutenant Clements, a British naval officer, before a British court. The helm gone, the ship became unmanageable. Order and discipline continued, however, and the most judicious measures were immediately taken for the safety of both ship and crew; the steam and hand-pumps were vigorously worked, and such disposition of sail was made as would beach the vessel on the nearest shoal; but all to no avail. The rent through which the water flowed was too large, and soon the flood of waters extinguished the fires, steam failed, pumps and engines stopped. The quarter-deck was now under water; men were clearing away the only two serviceable boats that remained, the first and third cutters, and these only got clear of the ship as the

spar-deck became submerged. The captain and officer of the deck stood on the bridge till the water reached their feet; then the latter jumped for his life—the former remained. In an instant the *Oneida* disappeared; the captain and most of his officers and men went down with her, to rise no more; others came to the surface, only to struggle a little longer and then sink forever; while a few were rescued by the cutter near by.

It has often been asked: How, with the land so near, did so many perish? I can only give an answer that satisfies myself. For some time after the collision, the efforts of all were in the direction of saving the *ship*—no one thought of himself. They seemed oblivious of the fact that every compartment was flooded with rushing waters—that danger was imminent; and it was only when the reality burst upon them that they found it too late to devise means of personal safety; every grating, every ladder, every movable spar that would float a man, was securely lashed in its place—now out of reach—submerged!

All the boats save two were disabled, and these were loaded to the gunwales. Thus, only as the deck was slipping away

from them, did they realize that they must go down with the ship. By far the greater number were sucked into the vortex, while those at the surface were so benumbed that they could make little effort to save themselves. Furthermore, the nearest land over two miles distant—certainly too far for an exhausted man to swim on that cold night.

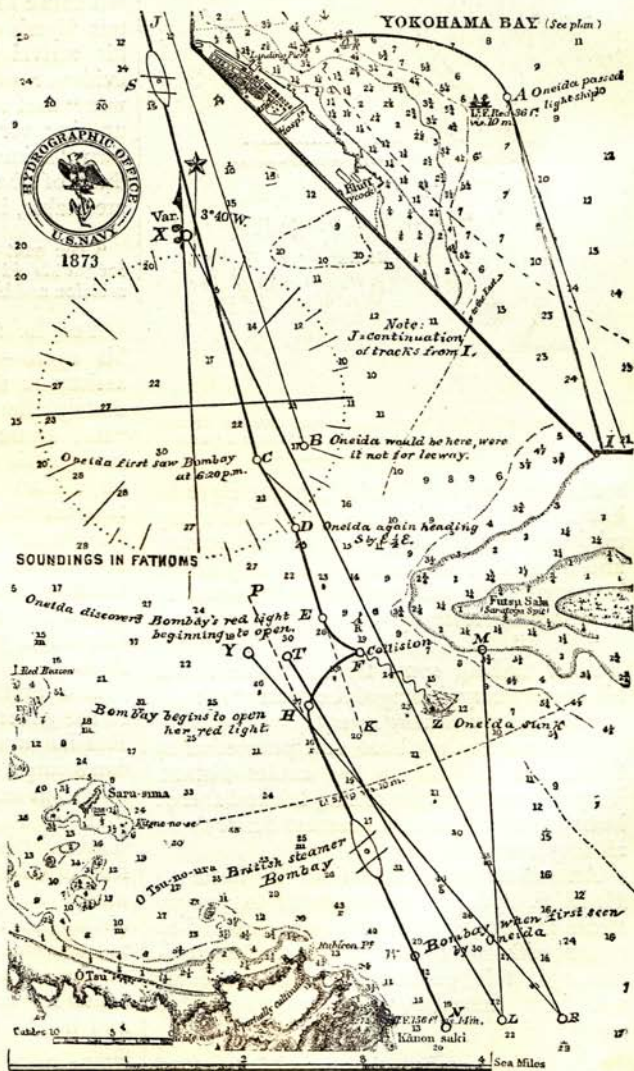
To follow the survivors: The first cutter remained near the sunken vessel picking up the men, until the last one visible was rescued; among these was Lieutenant Yates, the only officer in the party of forty-five persons crowded into that small boat—a shivering crew, whose thin clothes, saturated with water, were stiffening about them. The boat was leaking, much water was already in it, and the spray and crest of waves breaking over it added to the difficulties and hardships to keep afloat—the men had to bail constantly with caps and shoes.

Amidst these vicissitudes they worked on through the three miles that separated them from a little cove near Kanon-Saki, where, at length, they arrived, landed, and proceeded to a Japanese village, where they were received with kindly hospitality.

The third cutter had sixteen men in it, with Doctor Suddards in charge. It got clear of the ship as she was rapidly settling. Observing a junk standing down the bay at some distance, the cutter vigorously pulled for it, to bring it to the sinking ship and take off the crew. But the junk was too swift, and, unconscious of the service it might have rendered, passed rapidly out of reach. The cutter returned to the *Oneida*, but now nothing was to be seen of her but the top-gallant masts just out of water. The boat then headed for shore, and after passing through much the same experience as the first cutter, eventually landed near the same place, though the people in each boat did not know that any but themselves had been saved.

Doctor Suddards procured a guide and walked to Yokohama, eighteen miles, where he arrived the next morning at four o'clock, and reported the disaster to the commanding officer of the *Idaho*.

The *Idaho*, a large store-ship, with but few officers and a small crew, was the only vessel of our squadron in harbor. She had no steam launch, and but few of those equipments that usually form the outfit of a man-of-war; hence her commander was unable to render immediate succor to those who might possibly be clinging to fragments of the wreck. This was ten miles away—a long distance to dispatch the only re-



ENTRANCE TO YEDO BAY, SHOWING COURSE OF THE "ONEIDA" AND "BOMBAY."

source the *Idaho* possessed—a boat under oars.

The *Bombay*, with steam still up, lay about half a mile from the *Idaho*; and as she could afford the quickest relief I was

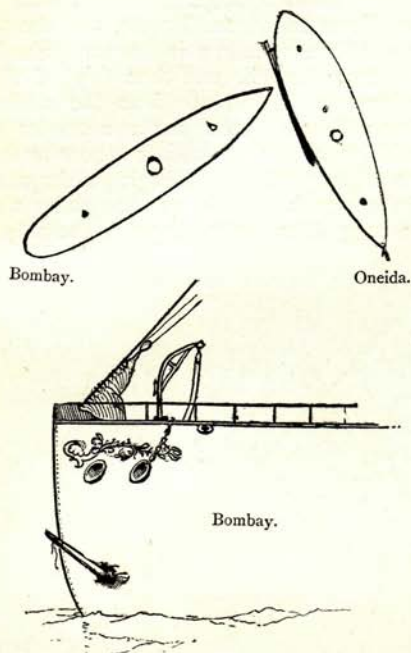


DIAGRAM SHOWING THE POSITION OF THE VESSELS AT THE TIME OF THE COLLISION, AND THE CONDITION OF THE "BOMBAY" AFTERWARD.

sent to request it. I told Captain Eyre he had sunk a ship with 160 men; that many might still be floating on spars and booms, and if speedy succor were given, they might be saved; that his was the only vessel in harbor with steam up—would he go down? "No?"

After making some trivial excuse about his vessel being damaged, he remarked:

"I think I can clear myself."

I returned to my boat and proceeded to the British flag-ship, a few cables distant. Very different was the feeling I found there: hearty sympathy and an earnest desire to do all they could.

An officer was dispatched in haste to H. M. S. *Sylvia*, with an order to get up steam at once, and another was directed to return with me to the *Bombay*. The evidence of this gentleman before the court will best describe what occurred. He says:

"An officer came from the *Idaho* * * * Captain Tinklar [of the *Ocean*] told me to ask him to take me on board the *Bombay*, and that I was to request

the captain of the *Bombay*, as his was the only ship in harbor with steam up, to go down to where the accident took place, and see what he could do. I went on board. * * * I gave him Captain Tinklar's request; he replied, 'I can't; I've got a hole in my bows.' I asked him if that was his answer, and he sent for his chief officer; he asked the chief officer how much water there was in the hold or compartment, and the officer answered about nine feet. The captain then said, 'Do you hear that?' I said yes, and I wanted an answer, yes or no. He then said, 'No, I can't.'"

The *Bombay* was partitioned into watertight compartments, and the place spoken of as having nine feet of water in it was a small one in the very bows; evidently it might have been filled to the ceiling without cause for apprehension. Indeed, Captain Eyre's own estimate of the damage, on his arrival at Yokohama (it is from the evidence of Lieutenant Clements, R. N.), was "that the ship was making water, but nothing very serious." In Captain Eyre's own testimony, though it makes his conduct of the evening before the more discreditable, he says:

"The next morning [that is, the one on which I sought his aid] I steamed down to the scene of the collision and back, without having made any repairs."

Yes, he finally went—at the request of his agent—but he was too tardy. His assistance should have been given immediately after colliding, even though he was "not aware whether it was customary for two vessels which have come into collision on a dark night to communicate in order to ascertain the amount of injury each has sustained." All which facts seem plainly to indicate that the defect that prevented extending a helping hand to the *Oneida's* drowning crew, existed in the heart of Captain Eyre, and not in the hull of the *Bombay*.

It is gratifying to turn from this conduct to the generous action of the British and Russian naval officers, who, with the American steamer *Yangtse*, Captain Strandberg, got up steam and went down immediately, so that by 8 A. M. the *Bombay*, *Sylvia* and *Yangtse* (the latter having manned boats from the *Vsadnik* and *Idaho* in tow) were all under way for the wreck. On arrival, nothing of the *Oneida* but her top-gallant masts were visible, and the boats engaged in the melancholy work of searching the beach for corpses, but without finding any, and in the evening all went back to the city.

By request of the agent of the Peninsular and Oriental Steam-ship Company, a naval

court of inquiry was immediately instituted at Yokohama to take evidence regarding the circumstances of the collision. It was composed of the British consul at Kanagawa as president, two commanders of the Royal Navy, and two masters of British merchant-vessels in harbor.

All persons that knew anything of the subject were examined under oath; a printed copy of their evidence now lies before me, and with it I have refreshed my memory, although I heard every word, and saw every motion of each witness as he spoke.

It may cause surprise to find that the officers and men of the United States navy appeared in a British court. That court was the first organized. An American court, composed solely of naval officers, was subsequently formed; it examined carefully into the circumstances of the collision and entirely exonerated the *Oneida's* officers. But, in order to have all the evidence pro and con taken and weighed by the same tribunal, the United States naval authorities allowed their witnesses to go into the British court. It was a concession—not a compulsion. Besides the regular attorney retained by the owners of the *Bombay*, the British Minister to Japan was in constant attendance, and the American Minister, Mr. De Long, kindly tendered his services to the survivors of the *Oneida*. Many of the essential points being of a purely technical nature, I was requested by Lieutenant Yates to assist Mr. De Long, and thus I became familiar with every feature of the case.

The court opened at the British Consulate in Yokohama, on the 27th of January, and continued its sessions every day until February 12th. Lieutenant Yates and the other witnesses of the *Oneida* were excluded from the court, except while giving their evidence; Captain Eyre was always in attendance with the company's agent; but this gentleman has long ago gone before a Judge who tempers justice with mercy. I shall, therefore, touch lightly on his failings.

This court cleared Captain Eyre of all blame for the collision, and hence, by implication, threw it on the *Oneida*. My endeavor shall be so to contrast the evidence of different witnesses on the same point as to enable every one to judge for himself who was right, and who wrong.

First. Captain Eyre says that the *Oneida's* speed was "about fourteen knots an hour"; his chief officer, "eleven or twelve," and

his pilot, "about eight knots." It was really *seven*, so that, of the three, the captain's judgment was the most erroneous.

Second. He says, "The *Oneida* must have been about one mile from me when I first saw her light;" his second officer says "five or six miles away," and the pilot, "four or five miles." Other parts of the testimony show that all three saw the light at nearly the same instant. The *actual* distance was four miles, so that here, too, the captain was most in error.

Third. He says, "From the time I stopped the engines until I went on again, was about ten minutes." The log-book of the *Bombay* being produced in court, the following extract from it was accepted as evidence: "(About) Stop, 6:15; easy ahead, 6:19; full speed, 6:21."

Fourth. He says, "I imagined the *Oneida's* quarter-gallery was cut off; it never occurred to me that she was in danger." What, with the *Oneida*, as he must have seen, deep in the water! But it was not the gallery alone—it was the entire quarter, exposing the interior of the cabin, from which a glare of light issued that was seen by various people on the *Bombay*, whose testimony was taken. The "table," a dozen witnesses mentioned, stood in the captain's cabin, the floor of which was on a level with the water; and as this was lit up by the light they speak of, the peril of the *Oneida* must have been apparent—the water must then have been entering through the breach. Is it possible that Captain Eyre alone could have been blind to all this?

Fifth. With regard to the hail, "Steamer ahoy!" etc., uttered in so loud and clear a voice by the executive officer of the *Oneida* that the second and fourth officers of the *Bombay*, and five others, all testified to having heard it, Captain Eyre alone was deaf to the appeal. In fact, all his senses seem to have been unusually obtuse at this juncture. But he was not left ignorant of what had occurred; listen to the fourth officer's evidence on this point:

"Immediately afterward, as the ship [*Oneida*] dropped astern, she hailed us. * * * I went to the bridge and reported to the captain what had occurred. The commander asked the pilot if there was any safe place where the other ship could go ashore; the pilot said yes, she was close to the Spit."

From this it may justly be inferred that Captain Eyre feared the *Oneida* was in *real* danger, notwithstanding his evidence to the

contrary, for he well knew that vessels are not beached for trifles.

Sixth. Shortly after the collision, the *Oneida* began firing guns of distress, and continued them until she sank. Now, the report of a six-pound charge fired from an eight-inch gun is loud, and its flash bright; but neither Captain Eyre nor any one else on the *Bombay*, at the distance of two miles, on a still night, heard the one nor saw the other; yet at Yokohama, *ten miles* beyond the *Bombay*, the guns were distinctly audible. Curiously enough this is one of the "material points" on which all aboard the *Bombay* are in perfect accord with their captain.

Seventh. The second "material point" on which the witnesses for the *Bombay* all agree, is the bearing of the *Oneida*; according to every one of them, she was just *one-half point* on the *port* bow, notwithstanding that, to be strictly correct, the bearing of a near object must be different to each observer.

Eighth. The *Oneida* carried a spare top-sail-yard lashed three feet from the water. The *Bombay* cut this in two between the lashings, and one end of it penetrated through the iron of the port bow and fractured the starboard bow, passing through double iron plates. Captain Eyre's evidence says:

"It was almost immediately after the collision that we discovered the spar. * * * The *Oneida's* gaff and spanker boom, and part of her sail, were left hanging on my bow. * * * It did not strike me that I must have penetrated pretty far into the other vessel in order to take the boom. * * * I think it possible that a spar from a vessel could penetrate and remain in the bows of another vessel without the hull of the former vessel receiving an injury."

All this from a sailor of thirty-seven years' standing, twenty of them in command of both sailing and steam ships! Such was the man whose professional errors, however gross, can be regarded with charity; but whose want of heart, whereby he left one hundred and fifteen brother seamen to die in the water, can never be considered but with horror and loathing.

I shall now proceed to discuss the tracks of the ships.

The hour the *Oneida* began steaming ahead from her anchorage was noted—5:15 P. M.; the distance from the anchorage to the light-ship is one and a half miles; she steamed slowly at first, to return the cheers that were given her; sail was not set until after passing the light-ship; then, when

under all sail and easy steam, her speed was seven knots an hour—certainly it could not have been greater than six between the anchorage and light-ship; at this rate it would require fifteen minutes to reach the light-ship, which brings the time to 5:30 P. M. Heading then S. by E. $\frac{1}{4}$ E. from 5:30 P. M., the *Oneida* proceeded at the rate of seven (or at most eight) knots an hour until 6:20 P. M. During this fifty minutes she went seven miles, which would have brought her to where her officers first discovered the lights of the *Bombay*, and concluded that she would pass well on the starboard. The *Oneida* therefore proceeded straight on until the *Bombay* was suddenly discovered opening her red light. This showed at once that the merchant steamer was violating the international rule of the road, that approaching vessels shall put their helms a-starboard, to give each other a wide berth. Besides conforming to the rule, the putting the *Oneida's* helm a-starboard was the most feasible means of escaping the *Bombay*, for they must have met within *three minutes*. Had the *Oneida's* helm been put a-port at this point, it would have required several seconds for her to *feel* it, besides which, all the after sail would impede her ready motion to starboard, and it is most probable that the two ships would have met bows-on, before the maneuvers could have been effected.

Just previous to collision, the *Bombay's* helm was put hard a-starboard, to swing the ships parallel to each other, whereby she struck the *Oneida* at an acute angle near the mizzen-rigging, instead of cutting her in two near the mainmast, as she would otherwise have done. Consideration of the condition of the man-of-war after she was struck, and the time she had in which to drift to the point where she sunk, establishes her position at the instant of collision with almost absolute certainty.

To locate the *Bombay*, I have a variety of tracks offered, no two witnesses agreeing. I will take first the statement of the captain:

"When Kanon-Saki light-house was abeam of my ship, I should think it must have been about a mile distant, as nearly as I can guess. * * * We altered the ship's course to north when the light was abeam, I think. That course would carry me clear of Saratoga Spit."

Plotting this on a chart, I have a course which, at the rate the *Bombay* was going, would run her aground in *twenty minutes* upon Saratoga Spit. For the next position of the *Bombay*, he says:

"At 6.15 P. M. on the 24th instant, the light-house on Kanon-Saki was bearing S. by E.; the Spit was bearing E. by N., as near as I could judge."

At this point he says:

"I saw a light (the *Oneida's*) half a point on the port bow—a bright light. Shortly afterwards I made out two lights—side lights—a green and a red light. * * * When I saw the light, my course was due north."

These statements cannot be reconciled. They require a screw steamer, with no sail set, running eight knots an hour, to be drifted nearly two miles in a run of three. Impossible!

A mail steamer, to which time is an important item, will take the shortest good route; and as the *Bombay* could pass Kanon-Saki with the greatest safety at a point half a mile from the beach, with twenty fathoms depth of water, she did undoubtedly do so.

Adding the testimony of the pilot, and plotting it on the chart, beside the captain's and others, it appears most lamentable that the *Bombay* did not continue the straight course she was steering when first sighted; then both vessels would have passed to starboard of each other, at the distance of nearly half a mile.

In order to have the collision occur where it did, the *Bombay* must have gone far out of her way to crowd the *Oneida* upon a dangerous shoal—with what object? *To get on the right-hand side of the channel!* as the testimony shows in these words:

"In coming up a narrow channel, it is usual to keep on the starboard side of such channel."

Yes, there seems to be some local English custom, that in navigating narrow inland waters vessels must keep to the right; and in order to conform to this regulation an international rule of the road was violated in a broad bay, miles in width.

The pilot says he thought the *Oneida* "was a Japanese by the way she acted." Every one who cruised in Eastern waters in those days is well aware of the lamentable want of consideration of all foreigners for native craft; and this fact may be of use in explaining why the *Bombay's* helm was persistently kept a-port, even when only the *Oneida's* green and mast-head lights were seen over a mile off, as the pilot testifies.

In view of all that precedes, this seems the most fitting place to introduce an extract from a letter of the Secretary of the (U. S.) Navy to the Speaker of the House of Representatives. He says:

"From an examination of the evidence in the possession of the Department, the testimony taken before a Court of Inquiry composed of British offi-

cers, the evidence of Master (now Lieutenant) Yates, the officer of the deck on board the *Oneida* at the time of the collision, the accompanying charts, and the analysis of Lieutenant Lyons, it is the opinion of the Department that the *Oneida* was, when she was struck, steering her proper course out to sea from the Bay of Yedo, bound to the United States; that the ship was well commanded and her discipline good, and that all the necessary precautions were taken by her commander to insure the safe navigation of the vessel and to prevent collision; and the rules of the road conformed to, agreeably to the regulations of the United States Navy; and that no blame is to be attached to the officers or crew of the *Oneida* for the collision."

The curious may wonder what was the result of the Court of Inquiry at Yokohama. After giving a summary of all the points, it exonerates Captain Eyre from any blame whatever for the collision, and then closes its decision with these words:

"We recognize the fact that he [Captain Eyre] was placed in a position of great difficulty and doubt; and in circumstances under which he was called upon to decide promptly. But we regret to have to record it as our opinion that he acted hastily and ill-advisedly, in that, instead of waiting and endeavoring to render assistance to the *Oneida*, he, without having reason to believe that his own vessel was in a perilous position, proceeded on his voyage. This conduct constitutes, in our opinion, a breach of the 33d section of the 63d chapter of the Merchant Shipping Act, amendment act of 1862, and we therefore feel called upon to suspend Mr. Eyre's certificate for six calendar months from this date."

One hundred and fifteen lives lost—six months' suspension!

In all trials in which interested witnesses are allowed to testify, there is much vagueness of recollection about anything calculated to injure themselves. Mr. Eyre was explicitly warned, before any evidence was taken and by the President of the Court, that whatever he said might afterward be used against him, should any charges be brought on which he might be brought to trial. He was also informed that if this inquiry developed sufficient evidence, he would be arrested by the United States Minister on the charge of murder. Captain Eyre, therefore, and all his subordinates, were extremely careful not to criminate themselves.

My object in writing this article is, not to exhibit the unamiable points of any individual's character, but to clear the officers of the *Oneida* of any stigma that may attach to them for the collision.

In conclusion, I must say that although Captain Eyre left a temporary stain on the name of a British sailor, still it should never be forgotten that it was British sailors who nobly came forward in our moment of extreme necessity and rendered efficient aid—

British sailors who helped us search for the *Oneida's* drowned—British sailors who enabled us to pay befitting obsequies to her recovered dead—and British Royal Marines who fired the requiem volleys o'er the captain of the *Oneida's* grave.

LIST OF OFFICERS LOST WITH THE ONEIDA.

Captain E. P. Williams, commanding; Lieutenant-commander William F. Stewart, executive officer; Lieutenant-commander Alonzo W. Muldaur, navigator; Watch Officers, Masters Walter Sargent and John R. Phelan, Ensigns James W. Cowie, Charles E. Brown, William E. Uhler, George

K. Bower, Charles A. Copp, James C. Hull and George R. Adams; Paymaster Thomas L. Tullock, jr.; Assistant-surgeon Edward Frothingham; First-assistant engineers N. B. Littig and Haviland Barstow; Second-assistant engineers Charles W. C. Senter and John Fornance; Carpenter J. D. Pinner and Paymaster's Clerk W. C. Thomas—in all twenty.

LIST OF OFFICERS SAVED FROM THE ONEIDA.

Master Isaac I. Yates, watch officer; Surgeon James Suddards; Acting Boatswain Nicholas Anderson; and Captain's Clerk William W. Crowninshield—in all four.

Ninety-five men lost—fifty-seven saved.

HICKETTS HOLLOW.

"WHO-A-O-A-A-HUP!"

The stage stopped with a jerk; the cloud of dust which we had been outrunning all the way down the mountain suddenly swooped in at the windows, making itself evident to every sense, and, now that our motion had ceased, the air grew at once many degrees hotter. The incessant rattle and jolt of the past four hours was displaced by an oppressive, sultry quiet, which rendered every movement of the horses in the harness distinctly audible. The driver swung himself leisurely down from his seat, choked his wheel with a stone, and, after extricating my baggage from the boot, assisted me to alight, remarking, as he did so, that "this hyar" was "t' Fork."

Apparently I had missed connection. My friends were to have met me here but no carriage was in sight save the triumphant "Mountain Rover," as it bumped its way on toward its destination. I was all right as to locality; there was the white house on the slope, and the broken sign-post which had been described to me, but for other indications of human life only a dissolving view of the rusty coach, becoming more and more vague in its own dust.

At this moment, while I sat deliberating, a tall woman emerged from the woods which skirted the turnpike, and walked off up the road. She had a basket filled with blackberries on her head, while an empty tin pail, stained with the same fruit, hung on her arm. She moved too fast for me to obtain a sight of her face, except a profile glimpse which I caught as she passed. This gave me the impression of strongly marked features and a peculiar complexion.

There was a self-reliant poise expressed in the erect, angular figure which made me watch her with considerable interest. Strange to say, she did not stop and stare. She gave one quick, sidelong glance in my direction without turning her head; then tramped on with the air of having a long walk before her and was soon out of sight.

Seeing no other alternative, I trudged up the slope to the white house, and asked the man, who sat in the door-way, if I might not come in and wait until Mr. Williams should send for me. He assented at once, said the stage was "earlier'n gin'ral," and escorted me into a sort of best bedroom, where I waited what seemed to me an interminable time. Just as my head was aching its worst, from the combined causes of fatigue and hunger, the man, who divided his attention between me and the road, announced quietly:

"Yere's yer wagin an' t' tumbley cart fur yer trunks."

Headache better in a moment! I ran to the door and cordially greeted my rough charioteer—a farm hand, minus coat and vest—who helped me to my seat beside him, while my baggage was being lifted from the road-side into the tumbley cart by a sullen-looking black boy. A brisk trot down the rocky road, in the comfortable little jagger, a slow walk across the prettiest little river ever forded, a further progress of two miles with those great solemn mountains all around, like giant sentinels guarding the lovely valley. Finally, we drew up before a substantial brick dwelling—my destination. Mrs. Williams ran out to meet me, accompanied by her daughter, a pretty girl of fifteen, and her sister, Belle Holmes. The