

# POOR DOCUMENT

## SELECT STORY.

### CAUGHT BY A GIRL.

I had been brought up in the strictest seclusion in my father's country parsonage, and all my mother's time and care had been bestowed upon me, her only son.

I need hardly say that I had never been from home, and had never contemplated the horrors of such a possibility. My dream, therefore, may be better imagined than described, when one morning after breakfast, just as I was running off to the poultry yard, my mother called me back, saying that she and my father wished to speak to me. I couldn't help feeling very guilty, and very conscious of the fact that "Lalla Rookh" was at that moment hidden under my mattress. Was it possible that mamma had seen its circulating library cover peeping out? My heart beat fast, and my face was very red, while I stood to hear what she had to say.

"My dear Clara (I was 12 years old), your father and I have thought it best to accept for you an invitation to spend a day and night at your good father's, Sir Thomas Bullyon, at Golding Park. How shall you like it?"

I had much rather they should have found "Lalla Rookh." I had a horror of strange faces, even when papa and mamma were present. But the idea of being among strangers, alone in a grand house, for a whole day and night, was insupportable. I wept and entreated in terms such as ought to have melted a heart of stone. But in vain. My parents were, for once, inexorable, and I had to go.

I need not detail all I suffered on my journey, nor during my first day. With all Lady Bullyon's kindness the day dragged wearily on, but I managed to amuse myself tolerably till bedtime, when, after a good-night, I went up to my room, and found, to my horror, that the lady's maid was waiting there to undress me.

"Am I never to be let alone?" I thought.

But I had to submit to her fingers and her tongue, to make up for the silence of mine, I suppose. Among other things she particularly cautioned me not to mistake a rope that hung beside a closet door for a bell-pull. I inquired why?

"Why, miss, the people that lived here before had a raving mad old uncle with a great deal of money, and this was his room, miss, with his keeper. That closet, miss, is a shower bath, with a great big cistern over it, big enough to drown you and me; and when he was more than common fractious his keeper used to lock him in there (you see the key is on the outside) and pull that rope, which let all the water down upon his poor old head till he was half dead. One day when they went to take him out, he was quite dead, and his family got all the money; and it didn't seem to do them much good, seeing that they haven't a penny now, and was obliged to let this house to Sir Thomas, and hide their heads in foreign parts. They do say, miss, that the poor old gentleman may often be seen at night in his shower bath, weeping and bewailing the cruelty of those who killed him. Good night, miss, and I hope you may sleep comfortable."

She had, certainly, not taken the best means to secure that happy result; but though I was so shy, I was not in the least nervous about that sort of thing, and consequently did not trouble myself much about her words. I lay for some time watching the flickering of the fire on the ceiling, thinking of home.

The house had become quiet, everybody must have been to bed, when all at once an odd fancy seized me to look into the shower bath and see what sort of a place it was. I fought against the idea for some time, but finding it kept me awake, I thought it better to indulge it, and after much hesitation, I descended carefully from the bed, and advanced on tip-toe toward the mysterious door.

I had my hand on the handle, when I suddenly heard a slight noise within. My heart stood still. I thought for a moment. What if it should be the old mad man's ghost?

But as quickly dismissing so absurd an idea, I remained perfectly still, holding my breath to listen. There! I heard it again, a low rustling, such as would be caused by a person breathing heavily in rather stiff clothes. I had no longer any doubt that some one was hidden there with an evil design. Quick as thought I turned the key so as to lock the door, and seizing the rope which hung close beside, I pulled it violently, at the same time screaming for help. A gasping, struggling shout came from within the closet, and then no sound was to be heard but my own screams and the steady down-pour of the water from the cistern. Soon footsteps were heard coming from all directions; my door was opened, and a confused troop of servants, with Sir Thomas at their head, rushed in. But I still clung to the rope as if for my dear life, screaming, "Don't let him out! Don't let him out! He'll kill you!"

Sir Thomas, in the whitest of night-shirts, and the most wonderful night-cap, with a tassel at the top, stood motionless with astonishment, grasping in one hand a pair of trousers and in the other an old scabbard without a sword. The servants,

overcome with terror, did not stir beyond the door, and had not the water in the cistern failed at last, I do not know how long we might all have remained in our respective positions. When nothing came of all our tugs at the rope but a few drops, I let go my hold, and gasping out to Sir Thomas: "He's in there; I'm sure of it. But you may open the door now; I don't think he will hurt you."

They did open the door, and sure enough, there lay a half-drowned, fustian-clothed ruffian, whose bunch of skeleton keys and other bugaboo implements sufficiently showed what he had come for. He was thrust into the strong room as soon as he had recovered his consciousness, which was not for some time, thanks to my exertions at the rope.

A guard was placed at the door, and he was left to his own meditations till the nearest magistrate would commit him to the county jail. I was taken to Lady Bullyon's own bed, where, all my aches having departed in the excitement of the moment, I answered all her questions, returned all her kisses, and fell into a dreamless slumber from which I did not wake until late in the following morning. The hero of the shower bath had already been carried off to prison; but Lady Bullyon told me he had owned to having selected the place on account of the superstitious horror in which it was held by the servants, as was well known. He had been watching his opportunity for some time, and while the servants were at supper, and we in the drawing-room, he quietly walked in at the side-door and went up stairs to the haunted closet.

The arrival of so unimportant a person as myself, and the fact of my occupying that room had not reached his ears, else he might probably have deterred the execution of his project till another night. As it was, he felt sure of being uninterrupted, that, without even locking himself in, he merely shut the door, leaving the key outside, and the closet, or rather bath, being very roomy, he sat down on the floor to fill up the time by taking a nap. Thus he never heard me come to bed, nor the maid's conversation, nor indeed anything, till dawn came the water, and roused him with a vengeance, only to deprive him of his breath and consciousness a little after. He was fully committed for trial at the next assizes, where he was condemned for seven years.

Sir Thomas and Lady Bullyon overwhelmed me with praises and thanks. They did not know how to make enough of me, and I was only afraid their gratitude would take the form of irritating me to stay longer. But I showed such evident uneasiness when they hinted at it, that they kindly let me go at the time agreed upon. I need not tell you of my dear mother's delight at hearing of my exploit. "Who knows what may come of it?" she said; and something did come of it. When Sir Thomas died, some years after, his will was found to contain a bequest of £300 a year, as a mark of gratitude for the important service she rendered me, and admiration of her courage and presence of mind." Upon £300 a year I live, retired and happy.

### The Isthmus Canal.

The Isthmus Canal, the work of M. de Lesseps, was begun in 1859, and opened to ships on November 17, 1869, in presence of the Empress Eugenie and representatives of other sovereign Powers. The idea of the canal was not a new one. Scætoris Pharoeh Necho, the Romans and the Arabians always entertained it. Their plan, however, was simply to unite the Nile and the Red Sea, the Mediterranean route being unthought of. In 1799 the line across the Isthmus was surveyed by Napoleon I., but the engineer, La Perre, having reported a difference in level between the two seas, the project fell through, and was not revived till M. Ferdinand de Lesseps took it up, and undaunted by all adverse criticisms obtained a permit from Saïd Pasha to begin operations. A company—La Compagnie Universelle—was formed in 1859 with a capital of £8,000,000—300,000,000 francs—ultimately increased to £18,000,000—450,000,000 francs. The Mediterranean debouchement was at Port Saïd, then a miserable Arab village, in lat. 31 deg. 37 min. 37 sec., built in a dreary, arid waste. The termination of the canal is at Suez, in the Red Sea, in lat. 30 deg. 58 min. 37 sec., twenty years ago a most miserable place, but now a prosperous and populous seaport town, with more than 6,000 inhabitants. The length of the canal is 96 miles; its breadth at the top from about 300 to 325 feet, at the bottom 72 feet, and its depth 25 feet; the banks sloping upwards in the proportion of from 2 feet to 1 foot, up to within five feet of the surface, and thence as 5 to 1, the latter slope allowing the waves of passing vessels as they are towed, or as they steam along at the rate of about six miles an hour, to break on the banks as smoothly as on a sra beach. The engineering difficulties encountered were not few.

The excavation on the canal amounted to 100,000,000 cubic yards. These were chiefly made by the aid of steam dredges of peculiar construction, some of which were of 75 horse power, 110 feet in length, and cost £20,000 each. For the greater part of the distance the dredgings were through a treacherous, dry sandy plain; in some sections, as at El Quir, about one-quarter of the distance eastward, the cuttings were over 80 feet through rock of a peculiarly hard texture. The solid embankments are from

5 feet to 60 in thickness. At Port Saïd have been constructed two enormous jetties, which extend 6,940 feet and 6,020 feet into the Mediterranean, and enclose a harbor of about 450 acres in area, with a depth in the ship channel of from 25 to 28 feet. In the construction of these jetties huge blocks of concrete were used, weighing 22 tons each. At the Suez end, docks on a proportionately large scale, sufficient to float frigates, have been built. About half way across the canal is a completely new town, Ismailia, at the head of Lake Timsah, on the other side of the bank being the Khedive's chalet. About 30 miles above Suez is the Bitter Lake, a sheet of water some twelve miles long from east to west, from whose eastern limit to Suez the canal runs between high and narrow banks. From Ismailia runs in a north-westerly direction to the end of the old canal at Gassala the fresh water canal 30 miles long and 60 feet deep, which was necessary for supplying the workmen who built the ship canal. This was finished in 1861 at a cost of £28,000. From Ismailia to Suez, a distance of 50 miles, are pumped daily through iron pipes 55,000 cubic feet of water.

### THE DISTANCE SAVED.

by the canal in the journey to India is nearly half that by the Cape of Good Hope. That is to say, while from the English Channel to Point de Galle in Ceylon by the latter route was 11,650, by the Suez Canal it is 6,516, the only addition to the passenger fares being 8 4d a head, and the same amount per ton for freight.

### THE TRAFFIC.

through the Canal since the opening in 1869, on which occasion 139 vessels passed through free of toll, has vastly increased. In 1870 up to July 21, 402 ships had made use of it, of which only 12 were sailing vessels, and by the end of the first year 496 had traversed its course, with a gross tonnage of 488,000 tons. In 1879 the number of vessels was 1,477, with 3,226,000 tons; in 1880 the number was 2,056 vessels, and 4,554,000 tons; and in 1881 the number was 2,727 vessels, and 5,794 tons, 79 per cent. of which flew the British flag. The result was that the net profits amounted to about 14 or 15 per cent. The official report says that last year's figures showed an increase on those of 1880 of 34 per cent. in the number of vessels and the tonnage, and of 23 per cent. in the amount of the receipts. Seven new permanent services for the canal were inaugurated last year—the British India, the German, the Thames and Mersey, a French one to Mauritius and Reunion, a Dutch one to Java, an English one to the same destination, and a Chinese line, the China Merchants Steam Navigation Company. Besides this the permanent lines, such as the Peninsula and Oriental, have added 46 new steamers to those already existing. The vessels bound direct for Australia numbered 98, as against 51 in the year 1880. This steady increase has been maintained in spite of the fact that freight to India and the East has been so low as hardly to yield the barest profit to the shippers. The Canal, in fact, tended to become the sole international highway between the East and West as well as between Europe and Australasia.

### ENGLAND'S STAKE.

in the Canal, besides its importance to her as a route to India and Australasia, is no small one, when it is remembered that on November 23, 1875, Mr. Disraeli, then Prime Minister, on the part of the Government, acquired by purchase shares to the amount of £4,000,000. Now, though the dividend on the total receipts of £2,187,048 (after deducting working expenses, interest, redemptions of obligations, providing for a net profit of £987,121) is five per cent. per share, England receives nothing from the canal up to 1874, but she receives from the Khedive five per cent. on the purchase money of the shares. She has nominated three competent men on the directorate, and has a thorough controlling interest. Of these members, two watch all financial matters and attend the monthly meetings of the Board; the third is the resident director and a member of the managing committee. These gentlemen report constantly to Her Majesty's Government all matters affecting either the financial or the general interests of England. They have great weight upon the Board and are treated with uniform consideration by the other directors. They report that the traffic can and will easily be doubled, and towards bringing this about the Board requests from the shareholders the necessary powers to enable them to realize at more frequent intervals more successive issues of obligation to extend over a period of twenty-seven years. To show the importance which others attached to England's interest in the Canal, may be quoted a despatch of M. Barthélemy St. Hilaire, who said that England furnished nearly all the customs, and that the Canal was the indispensable route which connected her in communication with that incomparable colony of 250,000,000 subjects which she possessed in India.

At a dinner-party, a clumsy footman spills the contents of a gravy-boat over the dress of one of the guests. "How clumsy! What a pity!" says the lady of the house; "how could you do such a thing? As likely as not there won't be enough sauce to go around now."

## CITY DIRECTORY.

**ARRIVAL AND DEPARTURE OF TRAINS.**  
**FREDERICTON RAILWAY.**—Trains for St. John leave the Station, on York street, daily at 7 A. M. and 2 P. M.; and arrive from St. John at 11:45 A. M. and 7:45 P. M., daily, Sundays excepted.  
Trains for Fredericton Junction, Saint Stephen, Bangor, and all points West, leave Fredericton at 8:15 A. M., and arrive from the same points at 4:40 P. M. daily, Sundays excepted.

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**INTERCOLONIAL RAILWAY.**—The Halifax express leaves St. John at 8 A. M. daily (Sundays excepted); and arrives at St. John at 8:55 P. M.  
The Halifax and Quebec express leaves St. John at 7:30 P. M.; and arrives at 7:35 A. M. daily, Sundays excepted.

## THE POST OFFICE.

The Post Office is situated in the Square on the corner of Queen and Carleton streets. The General Delivery, Stamp, and Registry Offices are open from 7 A. M. until 6:30 P. M. daily (Sundays excepted). Box holders have access to their boxes until 9:30 P. M. The Money Order Office is open from 10 A. M. until 4 P. M. Letter boxes are located as follows: Near the corner of Waterloo Row and Sundry streets, at the Auditor General's Office, the Queen Hotel, the Barker House, the W. U. Telegraph Office, the Brayley House, and Long's Hotel. These boxes are served as follows: At 6:30 A. M., and in the afternoon, the Waterloo Row box at 12:30; the Auditor's office boxes at 2:30; Queen Hotel 12:30; Barker House 12:40; Brayley House 12:50; Long's Hotel 12:55; W. U. Telegraph Office 1:00.

The mail for England, via New York, is made up on Tuesday of each week at 8:20 A. M., and via Halifax on every Friday at 8:20 P. M.

## THE CITY OFFICES.

are on the ground floor of the City Hall. They are open daily (Sunday excepted) from 10 A. M. until 4 P. M.

## SOCIETIES.

**Church of England Temperance Society.**—Patron, His Majesty the Metropolitan; President, Rev. G. G. Roberts; Secretary, G. Douglas Hays.  
**St. Ann's Lodge, U. T. A. No. 108.**—Geo. J. Bliss, President; J. T. Horseman, Secretary.

Meets every second Thursday in the Reform Club Rooms, Queen Street.  
**Women's Christian Temperance Union.**—Mrs. Steadman, President; Mrs. Sampson, Secretary.  
Meets every Wednesday at 4 P. M., at its rooms in Reform Club building.

**St. Dunstan's Total Abstinence Society.**—President, James E. Barry; Secretary, E. McGoldrick.  
Meetings are held weekly in their Hall on Regent Street, on Tuesday evening at 8 o'clock.

**York Division S. of T.—W. P. R. H. Mackey; R. S. A. G. Jarvis.**  
Meetings are held weekly in the Temperance Hall, on York Street, on Friday evening at 8 o'clock.

**Reform Club.**—President, George J. Bliss; Secretary, Richard H. Phillips.  
Meetings are held in their rooms on Queen Street, on the second and fourth Tuesday of each month.

**Young Men's Christian Association.**—President, G. F. Atherton; Cor. Secretary, G. E. Couthard, M. D.  
Meets every Tuesday evening at 7:30, and on Sunday evening at 8 o'clock.

**Royal Arcanum, Fredericton Council, No. 108.**—W. J. Greenwood, Regent; G. E. Couthard, Secretary.  
Meets at the Y. M. C. A. Rooms the second and third Tuesday in each month, at 8 P. M. Limit of insurance, \$5,000.

**Royal Arcanum, Lorne Council, No. 486.**—Regent, G. S. Peters; Secretary, E. S. Waycott.  
**American Legion of Honor.**—Fredericton Council, No. 214.—Herbert G. Creed, Commander; C. A. Sampson, Secretary. Meets in Fisher's Building, on the first and third Wednesdays of each month, at 8 P. M. Insures from \$500 to \$5,000.

**Home Circle, Maple Leaf Council, No. 28.**—John J. Weddall, Leader; G. E. Couthard, Secretary.  
Meets on the first and third Thursday in every month, in Y. M. C. A. Rooms. Insures from \$500 to \$5,000.

**Fredericton Historical Society.**—George E. Feeney, President; Archer, Secretary.  
Regular meetings on the second Thursday in January, April, July and October in each year.

**Hiram Lodge, No. G. F. & A. M.—Harry Beckwith, W. M.; T. G. Loggie, Secretary.**  
Meets in Masonic Hall, Carleton Street, on the first and third Thursday in every month, at 8 P. M.

**Fredericton Royal Arch Chapter, No. 71.**—Reg. G. R. A. Chapter of Scotland.—G. D. Lugin, P. M.; R. M. Pinder, H.; N. Campbell, J.; A. F. Street, P. P.; Scribe E.  
Regular Convocation third Wednesday in every month in Mason Hall, Carleton Street.

**Alexandria Lodge, F. and A. M.—Alfred Seely, W. M.; Edger Hanson, Secretary.**  
Meets first Tuesday in each month in Haines' Hall, St. Mary's Ferry.

**Victoria Lodge, No. 13, I. O. F.—J. D. Fowler, N. G.; J. F. Richards, Rec. Secretary.**  
Meets every Monday evening at 8 o'clock, in the Lodge Room, Edgcombe's Block, York Street.

**Grand Lodge, L. O. A.—William Wilson, Grand Master, Fredericton.**  
**Graham Lodge, L. O. A. No. 20.—W. Wilson, Master; Joseph Walker, Secretary.**  
Meets in the Orange Hall, Queen Street, west end, on the first Friday in every month.

**Walker Lodge, L. O. A. No. 35.—H. S. Carman, Master; Geo. S. Parker, Secretary.**  
Meets in the Orange Hall on the first Monday in every month.

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