

ONE WONDERFUL NIGHT

BY LOUIS TRACY.

"Go forward slowly until the buildings stop, Brodie," he said, for the two front windows were lowered, and the three men were crowded at them. "That fellow knew exactly where he was going. When you pull up, light the acetylene lamps, and we will take the other pair and search the wharf from which that car was shot into the stream."

Within a few yards the brakes went on with a jerk, and a tall crane loomed up vaguely in front. All four men sprang to the ground, and while the crane busied himself with the big lamps Curtis and Devar disconnected the smaller ones. They found themselves standing on a wooden quay, evidently used for the trans-shipment of building materials, and a quick scrutiny showed that the lane supplied the only practicable means of egress. Some gaunt sheds blocked one end of the wharf and piles of dressed stone cumbered the other. The tiny wavelets of the river murmured and gurgled amid the heavy piles which shored up the landing-place, and Devar's sharp eyes soon detected a corner of the gray-colored limestone round which a ripple had formed. In all probability the heated cylinders had burst when the water rushed in, and the explosion had tilted the chassis, else the river, necessarily deep by the side of the quay, would have concealed the wreckage completely.

From out of the mist came a white glare. Brodie had set the lamps going, and now the square section of the merged car became distinctly visible. A little to one side a large was moored, and the policeman, who had produced a serviceable looking revolver, determined to search it.

A plank spanned the foot or so of distance between the quay and the rough deck, and in the flurry of the moment, the three men crossed without warning the chauffeur as to their movements. The squat craft had an open well amidships, but there were two covered in ends, and McCulloch, taking one of the lamps, peered down into the nearest hatchway.

"If anyone is below there, speak," he said, "or I give you warning that I shall shoot at sight."

There was no answer; he knelt down, lowered the lamp, and peered into the "Empty," he announced, "now for the other one."

He repeated the same tactics, but the cavity revealed no lurking form within. Naturally, his companions were absorbed in McCulloch's actions, because they knew that any instant a blinding sheet of flame might leap out of the darkness and a bullet send him prostrate and writhing. Of the three, Curtis was most injured to an environment that was unusual and weird, and it was his first notion that the large was altering its position with regard to the white discs of light which the lamps of the automobile formed in the mist, and a splash caused by the falling plank confirmed his frenzied doubt.

One glance showed what had happened. Already they were ten or twelve feet above the quay, which stood fully two feet above the deck of the large. Even while the fantastic notion flashed through his mind, a shoreward jump barely achieved by a first-rate athlete became a sheer impossibility.

"Good Lord!" he cried, almost laughing with vexation. "The large has been cast off from her moorings!"

Devar and McCulloch greeted the discovery with appropriate remarks, but the exclamation called for deeds rather than words. The cumbersome craft was swinging wildly into the stream, displaying a light-hearted energy and ease of motion which would certainly not have been forthcoming had it been the object of her unwilling crew to get her away.

The whereabouts of Brodie and the automobile were still vaguely discernible by two fast converging luminous circles, now some twenty yards distant, and the fact was painfully borne in on them that in another few seconds this landmark

would be swallowed in a sea of mist and swirling waters.

Curtis, accustomed to the vagaries of Chinese junks in the swift currents of the Yang-tse-Kiang, adopted the only measures which promised any degree of success. He ran to the helm, which had been lashed on the starboard side to keep it from fouling any submerged piles near the bank. Hastily it loosed, he put it hard a-port, and shouted to the policeman and Devar to bring a couple of boards from the floor of the well, and use them to sheer in the hulk to the bank. The night was pitch dark, the mist all on them like an impenetrable veil, and the wooded heights which dominated both banks of the river prevented any ray of light from coming to their assistance. Still, they had two lamps, which at least enabled them to see each other, and Curtis could judge with reasonable accuracy of the direction they were taking by the set of the stream. They seemed to have been toiling a weary time before the helmsman fancied he could see something looming out of the void. He believed that, however slowly, they were surely forging inshore again, and was about to ask Devar to abandon his valiant efforts to convert a long plank into a paddle and go forward in order to keep a lookout, when the large crashed heavily into the stern of a ship of some sort, and simultaneously bumped into a wharf. The noise was terrific, coming so unexpectedly out of the silence, and their argosy careered dangerously under some obstruction forward.

No orders were needed now. They scrambled ashore, abandoning one of the policeman instantly extinguished the light of the other by pressing the glass closely to his breast when a rumble of curses heralded the coming of deck of two men who had been aroused from sleep on board the vessel by the thunderous onset of the colliding large.

CHAPTER XII.
Two-thirty a.m.
Few men or women of sympathetic nature, and gifted with ordinary powers of observation, can go through life without learning, at some time or other in the course of their careers, that circumstances wholly beyond human control can display on occasion a fiendish faculty of contriving patent honesty and apparent dishonesty—and that which is true of motive holds equally good in the case of conduct.

The three men standing breathless and unmoved on some unknown wharf on the left bank of the Hudson might fairly be described as superlatively honest persons, for had they done any act which could be construed as wrongful by the most captious critic; yet McCulloch's concealment of the lamp suggested something thievish and illicit, and, though he alone could give a valid reason for exercising extreme discretion, because he realized, better than the others, what a choice morsel this adventure would supply to the press if ever it became known, both Curtis and Devar listened like himself with bated breath to the oaths and ejaculations which came from the after part of the moored vessel.

"Howdy war!" cried one of the startled crew, "what's a' duff into us—the devil's own bather—ram ay a' crew, an' vid an' elegant lantern shittuck on her many hide, he y' please."

A ship's lamp bobbed up and down in the gloom, and another voice said gruffly: "Mighty job we had to get this thing out, or she would have knocked a hole in us. She seems to be wedged in good and light-hearted energy and ease of motion which would certainly not have been forthcoming had it been the object of her unwilling crew to get her away."

The whereabouts of Brodie and the automobile were still vaguely discernible by two fast converging luminous circles, now some twenty yards distant, and the fact was painfully borne in on them that in another few seconds this landmark

him walking to the lamp, and saw its dull orb or radiance lifted from the deck. To Be Continued.

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OCEAN-TO-OCEAN ROAD TO BE LAID

Ten Million Dollars Will Be Raised by Motorists for the Purpose.

Detroit, June 27.—Permanent headquarters have been opened in Detroit for the Lincoln Highway Association, which has been formed to secure the establishment of the ocean-to-ocean highway, a project started two years ago by Carl G. Fisher, of Indianapolis.

Plans for the highway are rapidly nearing completion. Approximately \$1,000,000 of the necessary \$10,000,000 already has been subscribed.

H. B. Joy, president of the association, is on his way to the Pacific coast, making a preliminary survey for the cross-country route west of the Mississippi River.

Final plans for the transcontinental highway call for a concrete road wherever practical. Permanent improvements will be made on fully 2,000 miles of roadway.

This association proposes to co-operate with local communities in procuring the establishment of the highway or in the improvement or reconstruction of existing highways, which will constitute part of the route. Several states have taken steps looking to the construction of improved highways from east to west, which are to connect with the coast-to-coast route and constitute part of it.

A Rapid-Fire Campaign.
A rapid-fire national campaign for securing popular subscriptions has been started, and individuals and manufacturing concerns in all parts of the country are pledging their support to the movement. Negotiations have been opened with state, county and city governments.

Upon returning from his western trip Mr. Joy will leave for New York, where he will hold conferences with a number of prominent financiers, many of whom have offered to act as sponsors for the project.

The highway is to be a memorial to Abraham Lincoln. The name was adopted after the plan for a Lincoln memorial highway from Washington, D. C. to Gettysburg had been abandoned.

SHAFTS OF FRANCE COSTS 300 MILLION

Government Completes Inventory and Valuation of Many Monuments.

Paris, June 27.—All who know Paris will be interested in the result of a curious inventory just taken by the French Government. The objects inventoried were the national monuments of France. The actual cash value of each has been figured out so, now, for the first time it is possible for the visitor to this country to realize, when he stands before the Louvre, the Pantheon or the Elisee Palace, exactly what sum of money it represents.

Many of these figures are stupendous. Huge as they are they represent merely the brick and mortar value of each building and monument, as if, to quote the official report, "they were a question of constructing them at the present day, without taking into account the value of the site." Nor, it might be added, of the priceless value of the contents of the buildings.

As a result of this inventory, the whole value of the national monuments—from the Louvre itself to the least valuable one in the list—the memorial to Marshal Ney—is \$79,245,498, or roughly \$250,000,000. The most valuable item in the list is not the Louvre, but the famous former royal palace at Versailles, which, as a building alone, is worth \$144,000,000.

The Louvre and what is left of the Tuilleries represents \$56,874,400 and the famous Paris opera house, \$10,000,000. One could, it seems, rebuild the Pantheon for practically the same figure, while the Luxembourg is worth \$1,025,000, and the Elisee Palace, the residence of the president of Paris, a paltry \$947,000.

Not so long ago a Frenchwoman millionaire desired to buy the Arc de Triomphe, which Napoleon built to celebrate his victories, and under which the Prussians marched into Paris, and to remove it on the ground that it interfered with the view from her bedroom window. She was informed that the arch was not for sale. Now it appears that the monument would have cost her, as it stands, \$4,000,000.

WHAT HE DID WITH IT.
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If you want to prove how pretty and soft your hair really is, moisten a cloth with a Little Danderine and carefully draw it through your hair, taking one small strand at a time. Your hair will be soft, glossy and beautiful in just a few moments—a delightful surprise awaits everyone who tries this.

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Mrs. Clements, 18 Strange street, Toronto, Ont., writes: "I have suffered from eczema for years, and after trying all kinds of ointments, at last tried Dr. Chase's Ointment. It worked like magic and proved a God-send to me. I would advise anyone suffering from eczema to try one box and be convinced." Sixty cents a box, all dealers, or Edmonson, Bates & Co., Limited, Toronto.

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