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# A QUEST FOR GREAT GOLD

By W. Jones

"Fifteen men on the dead man's chest—Yo-ho-ho, and a bottle of rum! Drink and the devil had done for the rest—Yo-ho-ho, and a bottle of rum!"

**MANUEL MOURA** is now withered and worn with age. But in the heyday of his youth, 30 years ago, no more daring deep-sea diver went round the world in quest of profit or the sheer love of adventure.

A story of an immense treasure of pirate gold, with daring plans of this old Mexican soldier of fortune to recover it, comes from New Bedford, Mass. This great treasure consists of 1,800,000 English sovereigns of \$1,000,000 in glittering coin. It exists without a doubt, but the green sea curl over it, the fishes swim back and forth above the hidden fortune, and to the thunder of the surf dead men's bones guard the secret well.

## THE SHIP LA PLATA

In the year 1814 the treasure ship La Plata cleared from Lima, Peru, bound round the Horn for Cadiz, Spain. In her hold were nine great oak chests, and each chest contained the sum of \$1,000,000. This immense treasure, strange to say, was in English sovereigns. Why it was in English coin no one at this day is able to explain. The natural inference would have been that the golden treasure would have been in Spanish doubloons or pieces-of-eight. Or, perhaps, it should have consisted of solid ingots of the precious metals for which the brave adventurers of Spain conquered the continent of South America and won with their bright swords a new empire of fabulous richness in the Western Hemisphere. From the old records we even know the name of the captain of this galleon which was freighted with a treasure fit for the ransom of kings. He was called Jean Rose and he was a Frenchman. The ship and her precious cargo, however, belonged to grandees of Spain, and the crew was Spanish.

The good ship La Plata rounded the Horn in safety, and under a full press of canvas started on the long voyage up the Atlantic toward home.

In the neighborhood of the Cape Verde Islands a pirate ship manned by the same class of English buccanniers of the sea who had followed Drake and Hawkins when they harried the Spanish Main, was cruising back and forth on the look-out for treasure ships from Peru, sailing homeward to Cadiz, at that time the port of entry for the navigation which flowed

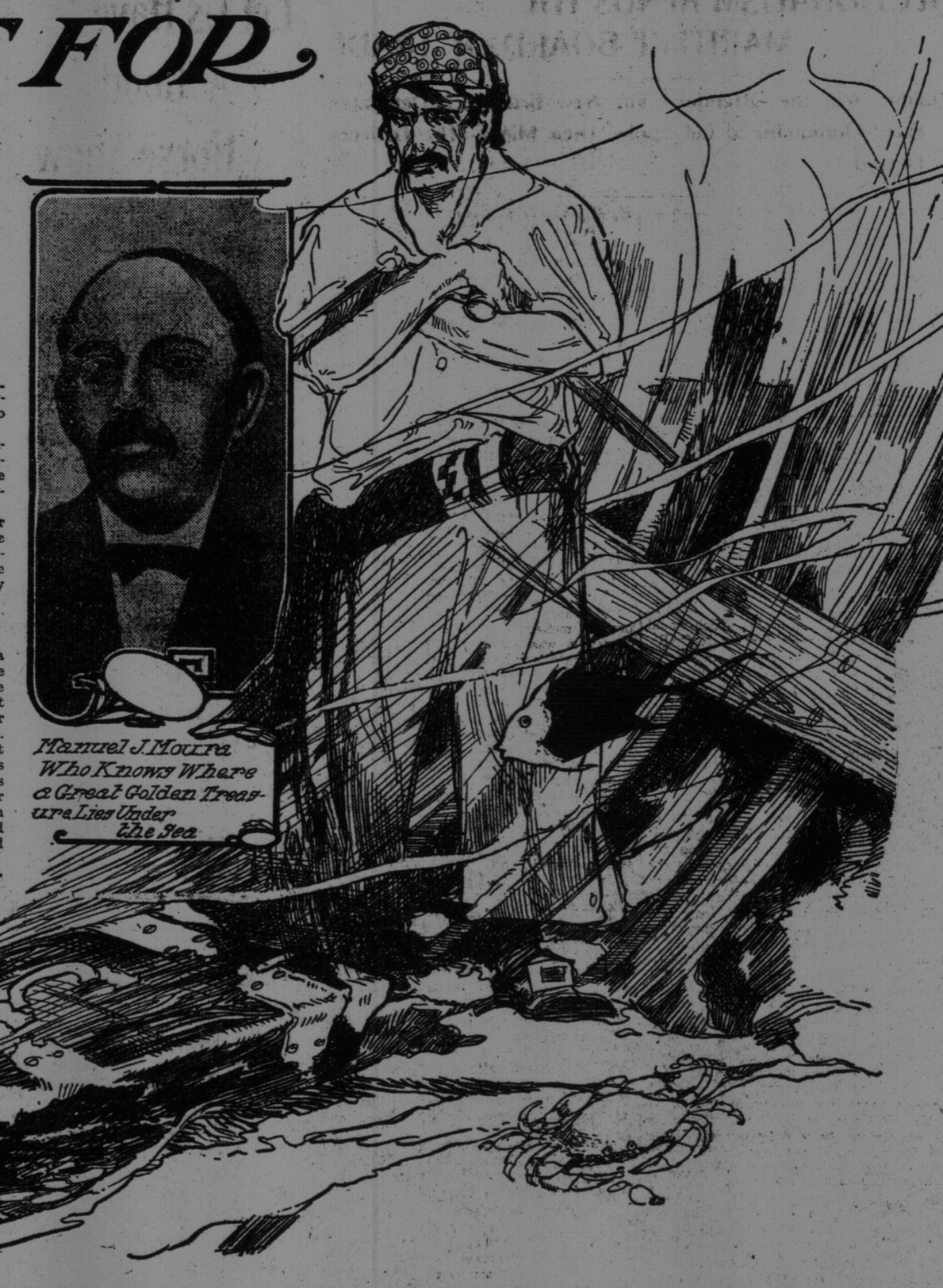
in a steady stream from the Western possessions of the Spanish colonies back to the home country.

Little did Jean Rose, the gallant commander of the La Plata, dream that between him and the safety of the home port this black rover of the sea was lying in wait.

Records of legends give no clue, after the elapse of over 250 years, as to the name of this bold sea rover or its captain or the personnel of its crew, but we may be sure it was manned by hardy daps daps.

## CUTLASS AND PIKE

Off the Cape Verde Islands the La Plata fell in with the pirate ship. A fierce battle ensued and the La Plata made the best resistance it was capable of, but could not stand before the headlong valor and desperate recklessness of the pirates. The treasure ship was captured at last and when the English boarders, cutlasses between their teeth and pistols and pikes in hand, finally burst like a storm over her high bulwarks, the scuppers of the beaten La Plata were ankle-deep in blood and her decks were strewn with the dead and dying.



Manuel Moura Who Knows Where a Great Golden Treasure Lies Under the Sea

Jean Rose, like the gallant gentleman of France he was, died sword in hand on the deck of his ship.

What few survived walked the plank. After the immense treasure, which had been so gallantly but unavailingly defend-

ed by Jean Rose and his swarthy crew, was removed to the pirate ship, which flaunted the black flag with the skull and cross-bones triumphantly at the main, the La Plata was fired, and as the pirate ship sailed away with its immense booty the

doomed galleon blew up and soon sank beneath the surface with its load of slaughtered sailors.

The victors, however, were not destined to escape with their ill-gotten treasure, and that night, when the fierce buccanniers

were celebrating their recent victory with wine and rum and wasal, a tornado blew up from the west, and soon the coast was fleeing like some frightened ship through a howling storm.

On and on through the black wreck of

wind and wave, while the lightning flashed and the heavens seemed to split asunder, the wicked ship flew. She ran to destruction, for at midnight, at terrific speed, she was dashed with frightful violence on the rocky coast of one of the Cape Verde Islands. In an hour the doomed vessel had been beaten to pieces on the jagged rocks and every soul on board, with one or two exceptions, had miserably perished.

The few survivors were thrown up on the beach and there rescued by kind-hearted natives.

Here appears the most marvelous part of this true story. The survivors, or at least one of them, remained on the island and through him and his descendants came down by word of mouth for more than two centuries the tale of the fate that black night years ago which overtook the sea wolves and of the immense treasure which lay fathoms deep amid the ribs of their shattered ship off that iron-bound coast.

## MANUEL MOURA

Manuel Moura is a direct descendant of one of the survivors of the wild crew that perished that awful night off the coast of the island. Down to him came, over 40 years ago, the account of the tale strange but true, poured into his fascinated ears by his doleful old father, then nearly a century old. Then and there Manuel Moura determined to get possession of the treasure. Different things prevented his search through all the years that he followed the sea, but the thought of the piles of yellow gold awaiting him never left his mind day or night.

Moura became a deep-sea diver, and a long time ago he recovered large quantities of gold and silver coin from several sunken ships near the Cape Verde Islands. It was 40 years ago that Moura

spent two years diving for treasure at Cape Verde. In that time he brought up from the maw of the sea between \$7,000 and \$8,000 in gold coin, recovered from rotting timbers of a lost Spanish pirate ship. That he did this is an unquestioned fact, as he had a long legal contest in the courts of Rhode Island over his share of it with a merchant of that state named Moses Green. He later turned the treasure over to Green for safe keeping as it was taken from the sea. He eventually recovered his share of it from Green. The court records of this celebrated case are open to all who care to read.

The expedition which was so successful in recovering part of that treasure sailed from Providence in 1838. After repeated failures it located several wrecks on the Nova Scotia coast. There three iron boxes of gold were found. These were located close to where the great treasure of the sunken pirate, with \$8,000,000 in gold, lay. Moura did not disclose to others the location of the greater treasure.

## A LIFE OF ADVENTURE

Moura made many other expeditions in search of valuables and treasure lost in other ships, but never did he fail to remember that on that hidden reef, unknown to others, there was still waiting for him a treasure large enough to buy a principality.

After closing his connection with the Moses Green expedition, Moura and an assistant remained in the Cape Verde Islands to hunt for an English vessel cast away in 1482. His assistant was John Nelson, another deep-sea diver and ocean rover. The English ship was a brig, and she was loaded with railroad iron and money. The money and the cargo were to be used in building a railroad, the first ever projected in Africa. Moura had heard of the fate of the brig from a woman who kept a hotel in the islands. Her son, who was on the lost ship, had spent several years in an unsuccessful attempt to recover the money part of the cargo.

This man had saved the manifest of the brig, Moura saw it, with the record of the gold aboard, and he commenced work to recover the treasure. He located the brig, and eventually found the chest, partially covered with sand. The lighter with which he worked was poorly equipped, and the chest was too heavy to be moved from its bed of clinging sand with the weak rigging with which he had to delve. While he was at work he was seized with yellow fever and was forced to return home.

These adventures in search of buried treasure are only a few of the stirring episodes in the adventurous life of the brave old diver.

## STILL AFTER THE GOLD

Moura is now too old for diving but he is anxious to get younger men interested with him, that he may make a successful effort to recover the other and far greater treasure that still lies fathoms deep off the Cape Verde, and above which the skeleton eyes of those old English pirates keep a ghastly watch and ward. It is as there, and only as there, a determined effort on the part of some few venturesome souls to lift it from its centuries-old resting place amid the shattered hulls of the sunken treasure-ship of the Spanish Main.

Moura has a chart showing the exact location on the hidden reef where the lost pirate ship rests with its immense golden treasure. W. JONES.

# MILLIONS for SEWERERS



A Type Pool Outfall Sewer of Iron Steel Rod Reinforced and Concrete Packed

**A** BILLION OF DOLLARS is the amount invested in sewerage under the great cities of the modern world.

In every city of the first class up-to-date sewerage systems have been partially laid, are being now installed or are under active preparation for immediate construction.

All this is due not to the politician or to the statesman, but to the physician. The greatest triumph of modern medicine was achieved when science discovered that man was his own worst enemy—so far as his own health was concerned. That is to say, medicine as an exact science has proved that 99 per cent. of all known diseases that effect humanity came from humanity itself in some form or other.

## CITY'S MOST COSTLY FEATURE

It costs more to properly sewer a city of a million inhabitants than to build and operate its street railways, to light it or to keep it spotlessly clean; even more than to pave it, when the cost of getting rid of the sewage in most cases is considered. Yet nothing is so important to urban populations as sewers that actually perform their work. It is a matter of life and death to all concerned.

When mankind resided, as nature originally planned the race to live, in widely scattered population of a nomadic tendency, rarely camping two nights in succession at one place, sewerage was a problem that needed no solving. But the vast hordes of human beings which the twentieth century has driven together to make up the great urban populations of the modern world demand almost incalculable sums for the sewerage systems imperatively needed.

The estimated cost of sewer construction which is now under way, or for which plans have been made or ordered,

## A Delicate Bit of Construction Main Sewer Branching Out

will total close to a billion of dollars. Thus it is plainly evident that no other problem entirely connected with the modern big cities is nearly as expensive as proper sewerage. And underneath the very bottom of all things in London, Paris, New York, etc., have been pushed sewer tunnels. Practically every one of the great scattered cities of Asia.

There are two great problems in tackling the engineering features of sewerage a great city. First and lesser of the two evils is the storm water; namely, surface drainage of the city. Second, the carrying away of the strictly sewerage parts of a city's refuse.

## METHOD OF DISPOSAL

There are two methods of getting rid of sewage—namely, discharge or disposal. Of the two plans for getting rid of sewage, the first—namely, simple discharge into some running body of water—is so easily understood as to need no explanation. The second method, which engineers call disposal, is merely getting rid of the offensive nature of the sewage by filtering the sewage either through beds of sand through beds of stone broken into small particles. After the sewage has run through one filtration bed, it has lost much of its offensive nature. The second bed of stone is always smaller as to the size of the stone particles, and a third bed of sand or very small pieces of stone usually clears up the sewage into a yellow liquid, which, while it has some odor, has lost its power to carry disease germs. This is the second method as distinguished from more

carrying away the sewage and letting it run into some big river or the ocean. The storm-water problem is always solved by carrying it to some outlying point of the city's boundaries and discharging it into a natural waterbed to continue its road to tidewater at its own opportunity.

Where the city lies close to some great and swiftly flowing body of water, engineers have allowed the sewers to be directed toward it, and at various points the polluted material is discharged into it and thus safely swept beyond the city district. Few cities, however, can do this, which is the first method mentioned in this article.

London, lying on the Thames River, and not far from the coast of an island, cannot discharge its waste material into

the Thames River, as it would pollute the stream and cause disease. All of London's sewerage is taken to vast reduction plants on the banks of the Thames River and there, by chemical processes, the material is reduced to a state described as "sludge."

Three enormous tank steamers, big as the average ocean liner, daily carry off thousands of tons of this sludge far out to sea, where it is dumped overboard through patent chutes and allowed to seek the ocean bottom.

Actual discharge of sewage in its natural state into freely flowing deep water is now practically unheard of in the case of a big metropolis. Philadelphia has been doing this for a number of years into the Susquehanna River, but the terrific amount of law suits being accumulated against the city have already alarmed its rulers, and now experts are being asked as to the cost and methods that may be employed to dispose of its sewage in a state unobnoxious to human existence and not dangerous to human life.

## METHODS USED IN LARGE CITIES

In Paris the French began so long ago as 1873, or shortly after the close of the Franco-Prussian war, when the city was badly injured, to take up the vital matter of proper sewerage. The French sewers are the best, because the simplest and the cheapest. Being put in when underground railways, telephone and telegraph wires and other conduits were little known, they had the right of way.

The typical Paris sewer of the bigger sort is really a conduit on top, through which all sorts of pipes and wires are strung. Beneath the pipes and on top of the sewer itself the tracks of the various underground railways and street-car lines have been placed. Beneath all this in a sort of a false bottom arrangement, the actual sewage is taken to the Seine River and thence to the sea.

Birmingham, England, has also a fine sewerage system, and here the waste material is disposed of on vast beds of finely crushed stone. So thoroughly is the work done that the final discharge from the disposal beds is absolutely healthful as regards dangerous disease germs or bacilli than the drinking water of many a small town in this country.

## Overhead Tramway A New Method for Carrying Away Excavated Material

In Baltimore, a city with nearly 600,000 population, about \$25,000,000 is to be spent on major sewers, although approximately \$5,000,000 is devoted to getting rid of the storm and surface drainage. Disposal beds of crushed stone prevent his search through all the years that he followed the sea, but the thought of the piles of yellow gold awaiting him never left his mind day or night.

Moura became a deep-sea diver, and a long time ago he recovered large quantities of gold and silver coin from several sunken ships near the Cape Verde Islands. It was 40 years ago that Moura

## MANY PROBLEMS ENCOUNTERED

The vast size of these great sewers, especially the disposal or outfall sewers, which carry the main portion of all the collected material to the disposal beds to be refined and have the germs killed, has made the engineering problems very difficult.

The connecting and laying of the small sewerage pipes which connect with the individual houses is very small, although, of course, the expense mounts into the millions in great cities. When a city begins to dig into the very heart of its streets it finds conduits and pipes of every sort and description. And these have been run through the street bed with little or no consideration for any possible after need of sewer construction.

This great mass of pipes frequently checks the work. Again, railroad tunnels underlie nearly every city of importance and the sewers cannot possibly go through them. Yet a sewer once started has to continue on a declining grade with the proper curves and proportionate size of piping. Water, gas, steam and nearly every other class of pipes can be bent or twisted as the engineering exigencies of the problem may demand, but the sewer pipes once started must go straight, and must go on a down grade, unless pumping stations are installed, which work less satisfactorily and at a

## Detail of Brick Sewer

far greater expense to the taxpayers. Concrete, reinforced where the work must come near the top of the street bed, is being greatly used in the latest sewer work as in all other construction. Brick work for the lower sections which are topped off with concrete is usually turned out for service in the main sewers through which a horse and wagon could almost be driven. A tall man can walk with ease and comfort through all but the smaller sewer sections.

The methods of paying for these modern sewers with the tremendous aggregate of close to a billion dollars has been worked out to a nicety. Long time loans, secured by the city stock, redeemable in 25 to 30 years, enables the citizens to spread the paying of the cost over long terms of years. In this way future generations who will enjoy the benefits of the present great era of sewer construction will also be compelled to shoulder some of the indebtedness.

The German engineers who drew the plans for sewerage the capital of the German empire had a different problem to deal with altogether than what was offered in Paris, Berlin, with its more than a million of population, is yet an inland town. Situated on the Spree, an insignificant stream, it was evident from the start that its sewerage was cut off from a simple discharge into open water.

With the natural German thoroughness the Germans discovered a method not only of getting rid of their sewerage, but they have finally begun to make money out of it. Enormous sandy areas in the neighborhood of Berlin have been transferred into the richest truck farms in Europe through the use of the sludge obtained from the filtration beds of the Berlin disposal farm for sewerage.

## DANIEL UP TO DATE

Jimmy, aged five, was told the story of Daniel in the lions' den, by his grandmother. When she had finished the story, she asked Jimmy what he thought Daniel did the very first thing when he found he was saved from the lions.

"Oh, I guess he telephoned home to his wife to tell her he was all right," answered Jimmy—Sunday School Times.

## THE KAISER OF GERMANY AT HOME

Even the English are beginning to admit that Emperor William of Germany is something more than a diplomatic bluffer and a military martinet. The emperor as much as any modern monarch is wise to the fact that he needs to be close to the great mass of population in his dominions. He is always found trying to gain the affection and sympathy of the so-called "common people."

A new book published in Berlin is called "Bei Kaisers," which, translated, means at home with the emperor. It is said to be written by an old courtier who well understands just how to write up the monarch in a way to endear him to the great middle class of Teutons, on whom the emperor's throne actually depends.

The Kaiser is said to like Americans and Frenchmen and he is a hard-working man who rises at 6 o'clock to take a ride or walk before breakfast, which he eats at 7.30 every morning. Next he goes to work and often does not get any other luncheon than an apple or some other sort of fruit. At night he has the papers of all countries brought to his bedroom, where he reads them, marking certain articles for his secretaries to cut out and paste in his scrap books for preservation.

Of course, the Emperor is first of all a soldier. He is honorary commander of his own army and holds commands in foreign armies. He is colonel of the Thirty-fourth Austrian Infantry and the commanding officer of the Seventh Hungarian Hussars. The Emperor heads the First Regiment of British Dragoons, he commands titularly the famous Russian Guard Regiment, the Eighty-fifth Woborn Russian Infantry, the Thirtieth Russian Dragoons and he commands the regiment known as the Fourth Portuguese Cavalry.

He has uniforms for all these regiments of cavalry and infantry and whenever he visits a country, the regiment he commands meets him on landing and is under his exclusive personal orders.

On the water Emperor William is an admiral in his own navy and also an admiral in the Danish, Norwegian, Swedish and Russian navies.

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