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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. JOWES, Editor and Publisher

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ST. JOHN, N. B., FRIDAY JAN. 31, 1890.

For the Latest Telegraphic News look on the First Page.

DOCKS AND HARBOR IMPROVEMENT.

The presence of Mr. Leary in this city, with the completed plans and detailed specifications for his dry dock and harbor improvement scheme at Sand Point, gives a business aspect to the position of affairs, and a solid reality to the dry dock scheme, which makes it impossible for its meaning to be misunderstood. Mr. Leary is not a speculator who comes here without means or credit in the hope that something may turn up to his advantage; he is a capitalist with ample means who is prepared to go on with and complete the proposed works as soon as the proper arrangements are made. Our citizens may depend upon it, that, having the power and ability, whatever Mr. Leary undertakes to do he will accomplish.

On Friday, December 13th, Mr. Leary appeared before the Common Council of this city with a set of plans for a dry dock and harbor improvement which he exhibited and which had been before the general committee. This committee reported to the Council on that day as follows:

On consideration of the whole matter your committee are of the opinion that the proposed dock construction with wharves and ware houses would be a great advantage and improvement in harbor accommodation of this port, and they recommend that this city guarantee a subsidy of $10,000 a year for twenty years for the construction of a dry dock and wet dock as proposed, upon satisfactory security being given by Mr. Leary, the subsidy to be payable from the time when the work is completed. Plans and specifications being approved by the Common Council before the work is undertaken.

After some discussion on this report an amendment moved by Ald Baskin was carried, that the report be received and the recommendations carried out; the plans and specifications in detail to be filed on or before the 1st February. The vote on this amendment was 19 to 6. These plans and specifications in detail are now before the council, and have been referred to Mr. J. C. Allison, C. E., of the Public Works department of Canada to examine and report upon. They are the same plans that were before the council previously, the only difference being that in these plans full details are shown on an enlarged scale.

Mr. Leary's scheme of docks, wet and dry, is an extensive one and will give altogether 2,250 feet of berth room exclusive of the dry dock. The latter will lie parallel to the eastern end of Protection street and just 140 feet to the north of it. For the purpose of constructing it the entire system of wharves and slips now on this ground will be torn away, and the space dug out or dredged to the required depth. The gate of the dock will be located 150 feet inside the harbor line. The dock itself will be 650 feet long on the top and 120 feet wide, and on the bottom it will be 600 feet long and 60 feet wide. Its depth will be 25 feet, and it will have a water area of almost two acres. Thus it will be seen that it will be capable of taking in the largest vessel afloat. When not used as a dry dock it can be utilized as a wet dock and in that case the largest steamship afloat could be discharged in it or four steamers as large as the boats of the Furness line or six average sized ships. It will have five warehouses about it, three to the south of it and two to the north.

The three warehouses to the south will be respectively 180, 200 and 190 feet in length and 35 feet wide; the two to the north will be 350 and 280 feet in length and 35 feet in width. The aggregate length of the warehouse accommodation in connexion with the dock will be 1,200 feet or enough to contain the cargoes of half a dozen vessels. The railway track will run on both sides of the dock and right in front of the warehouses. So much for the dock and conveniences.

The pier space now remains to be considered. South of the dock is a berth lying east and west 250 feet long and suitable for a small freight steamer or an ordinary ship. North of the dock there is a berth 700 feet long at which the largest liner afloat might lie, or which would accommodate two ordinary freight steamers. West of this is another berth 500 feet long capable of receiving the largest freighter afloat or two smaller vessels. At all these berths the depth of water will be 27 feet. Mr. Leary's other wharves will be at the end of South Rodney wharf on the harbor line. They will present a frontage of 800 feet, 500 feet on the harbor line and 300 lying east and west at the end of Rodney slip. The first of these berths is long enough for any steamer and two ordinary freighters could lie at it. Having regard to the ordinary size of freight steamers likely to come to this port, it may be safely estimated that Mr. Leary's system of wharves will accommodate eight steamships, exclusive of the accommodation furnished by the dock.

The wharves at the end of Rodney slip will have railway connexions and will be provided with warehouses, aggregating 700 feet in length and with a general width of 50 feet. It is unnecessary to remark that such a system of wharves and warehouses as has been described is capable of doing an enormous trade. For the sake of greater clearness and a better understanding of what is proposed we recapitulate them as follows:—

1 berth	700 feet long	700 feet
2 "	500 " "	1000 "
1 "	300 " "	800 "
1 "	250 " "	250 "
5 berths		2,250 feet

The longest steamship afloat is the City of New York of the Inman line. Her length is 580 feet, so that she could lie at Mr. Leary's 700 foot pier and have plenty of room to spare. And as two warehouses with a united length of 640 feet and a floor area larger than our market building would be on the pier beside her, it is to be presumed that her cargo could be accommodated. The Etruria and Umbria of the Cunard Line which are 501 feet long could lie at Mr. Leary's two 500 feet piers and they would have plenty of room. At the 300 feet pier a steamer of the size of the Scandanvian or Nestorian of the Allan Line could lie and at the 250 feet pier a large ship or a West India steamship. Thus Mr. Leary's scheme provides for the accomodation for three first-class ocean liners, five freight steamships and a West India steamship at one and the same time, or nine steamships in all, and this number would be increased to 12 if they were all freight steamers of moderate size. We do not believe that the Inman or Cunard liners have any better accommodation in New York than this.

With this system of wharves and dock St. John will be in a position to do any in transit trade that offers and with a man of Mr. Leary's energy as owner of these terminal facilities there need be no fear that they will not be fully utilized. It is very desirable that this important matter should be pushed forward without any unnecessary delay for the interests of the city, and of every individual who has to make a living here are deeply involved in it.

NOTE AND COMMENT.

The Prince Edward Island election appear to have gone in favor of the government, although their majority will probably be a small one, and there is some doubt whether a Provincial Secretary is elected or not.

The estimates this year are framed on a tolerably large scale aggregating $46,727,494 of which about $36,000,000 are chargeable to income and the balance to capital. The largest item in the latter account is for canals which have already cost the Dominion an enormous sum and promise to cost much more.

Mr. Ellis telegraphs from Ottawa to his paper in regard to Mr. Mulock's loyalty resolution, as follows:—

Mr. Laurier's declaration that he did not consider our relations with the mother country fixed excites some attention. The mover altered the address very materially from the first draft, so as to make it satisfactory all round. It is understood that he was peremptorily told that the words pledging support to British connection at all "hazards and sacrifices" would be objected to and would bring on discussion, and he withdrew these words before moving.

We trust that Mr. Ellis has not already repented of his vote in this matter, but it must be confessed that this looks like it.

When it comes to a vote in the House of Assembly for an additional grant to our dry dock scheme the six St. John opposition members will have an opportunity of giving a solid vote for the government. St. John is clearly entitled to a grant of $10,000 for the improvement of its terminal facilities. Although the county of St. John is the most populous in the Province its share of the public money spent on great roads and bridges and bye roads is not far from being the smallest. If the bye road grant of last year had been divided according to population St. John's share of it would have been $12,000 but it was not much more than one third of that sum the exact figure being $4,450.87. The same was true of the money allowed this county for its great roads and bridges, the amount received being not more than one third the sum we were entitled to. For many years past the sum received by this county for public works has averaged about $15,000 a year less than we were entitled to on the basis of population. The people of St John have not complained of this, but as THE GAZETTE has already urged, they have a right now to demand when they need financial assistance from the government to enable them to improve their harbor and to increase the trade of the province, that it shall be freely given.

From the Capital.

OTTAWA, Jan. 30.—In the commons today, on motion of Wallace, seconded by McCulla, the Orange incorporation bill was introduced and read a first time.

Hon. Mr. Carling announced that the establishment of a dairy department in connection with the experimental farm is under serious consideration.

Charlton's, Kirkpatrick's and Patterson's three reciprocity in wrecking bills were made the first order for Thursday next.

Taylor's bill to prohibit the importation of contract labor was stood over at the request of the government.

Hon. Mr. Foster submitted the estimates for 1890-91. The grand total of expenditure is $46,727,494, an increase of $835,324. The amount to be voted for the maintenance of Dorchester penitentiary shows a decrease of nearly two thousand dollars and Tracadie lazaretto an increase of $800.

Under the head railways and canals, chargeable to capital, are the following items:

Increased accommodation at Halifax	$150,000
Increased accommodation at Moncton	2,000
I. C. R. rolling stock	10,000
Railway extention along St. John harbor front	17,000
Public works—total vote, $397,000.	
Complete Dalhousie post office	5,000
Improvements St. John Dominion building	1,500
Cape Tormentine harbor	110,000
Campbellton ballast wharf and landing, to complete, $6,000.	
Edgett's landing ballast wharf, to complete, $2,000.	
Kingston wharf on Richibucto river, to complete, $2,500.	
River St. John, River des Chutes to Woodstock and above Grand Falls, including removal of obstructions between Fredericton and Woodstock, $1,000.	
River Tobique, to complete, $1,000.	
Shippegan breakwater, to complete, $10,000.	

MAIL SUBSIDIES.

Steam communication between Grand Manan and mainland	$4,000.
Between Campbellton and Gaspe and intermediate ports	$12,500.
Between Prince Edward Island and mainland	$5,500.
Between St. John, Digby and Annapolis for daily service	$12,500.

Only $17,400 is to be voted for the Dominion steamer Lansdowne—a decrease of $5,000 over previous year. For salaries and disbursements of fishery overseers and wardens, in New Brunswick, there is an increase of $4,000.

To provide for taking the census $185,000 is asked.

The estimates provide for an additional railway mail clerk for New Brunswick.

The vote for canals (capital) aggregates $4,852,000, and the aggregate of the proposed grant for the same works chargeable to income is $302,796.

The grants for harbor improvements chargeable to capital include $160,000 for Kingston graving dock: $110,000 for Cape Tormentine harbor; $50,000 for the channel between Quebec and Montreal, and $65,000 for Port Arthur harbor.

The estimates for public buildings in Nova Scotia include $12,500 for Annapolis post office, and $9,000 for Sydney public building. New Brunswick gets $5,000 for Dalhousie post office, and $1,500 to the repair of buildings in St. John. Quebec gets $91,300 for buildings; Ontario, $212,875. Manitoba, $36,000; the territories, 134,500; British Columbia, $18,000, and $498,200 will be spent upon Ottawa public buildings.

The sum of $150,000 will be voted for dredging and $15,000 to lay a cable from the North Shore to Anticosti.

The grant for steam communication with the Magdalen Islands has been dropped. The vote for communication with Grand Manan has been increased to $4,000, and the grant for similar service between Canso, Port Hood, etc., increased to $5,000 and between St. John and Digby to $12,500. The grant for West India steamship service is increased from $60,000 to $85,000.

Langelier, of Quebec, complained that the Intercolonial train service between Levis and Compbellton is unsatisfactory.

In reply, Sir John Macdonald said he was aware that there was very considerable feeling in favor of a re-arrangement of service, and the matter was now receiving the attention of his department. House adjourned 4.30 p. m.

Hon. Messrs. Chapleau and Dewdney have been appointed members of the railway committee of the privy council.

Mr. McMillan comes forward advocating the rights of farmers, and therefore he has signified his intention of asking for a committee of the whole to consider that it is expedient to remove the duty on, and place on the free list, all grains and seeds which do not ripen in Canada but which is largely imported and sown for the production of food for cattle, under the system of feeding called soiling and ensilage, now largely adopted by the farmers of Canada.

As already intimated, the Liberals intend to assail the Franchise Act. This question was fully discussed by them in caucus yesterday and to-day. Wilson (Elgin) gives notice of the following resolution: That in the opinion of the house the electoral Franchise Act ought to be repealed and that it is preferable to revert to the plan of utilizing for elections of this house provincial franchise and voters list. The usual sessional deputations have commenced to interview the government in regard to changes in the tariff. Several arrived to-day wanting lines and twines taken off the free list, for a change of duties on buttons, and the same on machinery.

Wilmot interviewed the minister of public works today, asking that a beacon light be placed at the foot of Mauger's island, parish of Sheffield, and that four high water wharves be erected on interval land at Maugerville.

Sir Hector informed him that he would consider the matter, and if found practicable would have improvements asked for erected.

Dalton McCarthy, in conversation this evening, said his Northwest bill will probably be reached again on Monday, but that he did not think it would be discussed then. He hoped to arrange for a convenient day on which the bill will come up for a second reading.

Several members, representing rural constituencies, met today to discuss the duty on fresh meats, which they want increased. Those present were Messrs. Coughlin, McKay, Carpenter, Marshall, Brown, Roome, Smith (Ontario), Pope, Davis and Cimon. They want the duties on both pork and beef increased, but will be satisfied with an increase in duty on all kinds of pork to two cents per pound. It is now one cent on heavy mess and two cents on other kinds. It was decided to wait on the finance and customs ministers at an early day to press for a change, as it is felt the farmers are quite capable of raising all meats required in Canada.

The Orange incorporation bill, introduced to-day, is as nearly as possible a copy of the bill incorporating the Foresters, which passed the house last year. Clark Wallace says the provisions involving questions of provincial or dominion jurisdiction have been avoided this time, and that the house will simply have the incorporation to decide upon. He expects the bill will pass with a good majority and does not expect much opposition, in which case the promoters will not take up time by speaking on the measure, but if opposition is shown they are prepared for a full discussion.

THE GRIPPE.

An Interesting Article on the Disease—Facts Going to Show that it is Not Contagious and that People Need Have no Fear of Mingling With Others Where it Prevails.

[New York Times.]

There has been a discussion in a French medical society as to whether the recently prevailing, but now waning, disorder should be called the grippe or the dengue. But the French word "grippe" and the Italian "influenza" are now too strongly intrenched in the popular favor or disfavor to be in danger from any rival. The disease is now perfectly well known to be but a repetition of a very ancient epidemic. The joke of one of the medical papers is that the first man who had the "grippe" was Agrippa. It has been variously known under different scientific designations which it is unnecesary to enumerate here.

The New York Medical Journal published an account by Dr. Henry Macdonald of epidemics of influenza from 1510 to 1890. Statements about disease in former ages are usually looked on with suspicion, and where these statements attempt to convey statistical information the suspicion is justifiable. But people who suffered from the epidemic of 1510 were nearly as able to describe their symptoms as the sufferers of the present day. There is a great similarity in the descriptions of the epidemics of 1510, 1557, 1580, 1610, and of the many that followed during the last and the present century. The medical accounts of the more recent visitations are, perhaps, more valuable, since these outbreaks were better observed and reported than the earlier ones. The account given by Forry of the prevailing catarrhal fever of 1843 is particularly interesting and shows the similarity of that epidemic to that from which we have just suffered. "It is here," says Forry, "in the city of New York, as cities always abound in the exciting causes of epidemics, that the disease seems to have its stronghold. The population appears, indeed, to have experienced an almost universal attack, neither age, sex, nor any condition in life being exempt from its invasion. To the airy habitations of comfort and affluence and to the hovels of wretchedness its visitations are equally made."

The fact that the disease in 1843 visited ships in mid ocean showed that it was epidemic in character. The fact that it prevailed on the ocean, where, owing to the equable temperature, catarrhs are little known, showed that it could not have been due to ordinary atmospheric vicissitudes, but was a peculiar affection, propagated under certain laws. This conclusion was further substantiated by the two facts that the malady attacked individuals without any predisposition to catarrhal affections, and that it was attended with a greater depression than was proportionate to the severity of the catarrhal symptoms.

In accounting for the causes of the epidemic the same authority says that, while the phenomena abound in discrepancies, many of the descriptions of the oft-recurring visitations assert, either as precursors or attendant signs, extraordinary vicissitudes of weather, thick or offensive fogs, easterly winds, and diseases of a similar kind among horses, dogs, and cattle. Short in his "History of the Air," says that "thick, ill-smelling fogs preceeded by some days the epidemic catarrh of 1567. "According to De Jessieu, the influenza of the spring of 1733 appeared in France immediately after offensive fogs more dense than the darkness of Egypt." At this time at Edinburgh, just before the disease attacked men, coughs and running from the nose in horses were univesal. The epidemic of 1755 in France was ushered in by thick fogs and a cold, rainy autumb; the same attack in England, Dr. Anthony Fothergill says, was preceded by an outbreak of the disease among dogs and horses. There was another attack of the same kind in 1782, which was general. Of this epidemic Dr. Parr says that horses were affected by a cold near Exeter and at St. Petersburg. Maertens recorded the following striking fact: "On a cold night the thermometer rose 30 degrees of Fahrenheit; the next morning 40,000 people were taken ill with the influenza.

Concerning the contagious character of the epidemics, the most recent opinion appears to be very like that which Forry promulgated in 1843. This is briefly, that the disease furnishes strong evidence of contagion, but that contagion is not essential to its propagation. There are many evidences of contagion. Inquiries concerning one of the epidemics, instituted in ten towns of Cheshire, showed that in seven instances the first cases presented themselves in houses visited by persons who had arrived from affected places. On the other hand; there are facts which are inexplicable on the theory of contagion, as, for instance, the extraordinary rapidity of its diffusion over a large tract of the earth's surface, there being accounts of its having attacked whole kingdoms at once.

Of the epidemic of 1510 Short says: "It attacked at once and raged all over Europe, not missing a family, and scarce a person." The fact that the disease has broken out on ships which had put to sea some weeks before the epidemic appeared at the ports from which they sailed seems inconsistent with the idea of contagion. Concerning the ratio of mortality, it was formerly calculated from an examination of the recorded accounts of epidemic catarrh that about 2 per cent. of those attacked die. Uncomplicated influenza rarely destroys life. In the epidemic of 1843 it was found that when persons died while suffering from the malady, anatomical examinations generally revealed some associated disease.

Dr. Macdonald gives an account of a recent meeting of doctors in New York to discuss the "grippe." Many learned suggestions were made. It was found that the disease differed from other diseases supposed to be of microbic origin. It was thought that the malady did not, as a rule, attack children or persons over 65 years of age. It was also said not to be self-protective, the liability to its recurrence by the same individual having been demonstrated. The fact that the period of convalescence is rather prolonged was also dwelt on, patients complaining that they do not seem able "to pull themselves together." The practical suggestion of the doctors was that it was the duty of the profession to warn the public against the only danger connected with the epidemic, namely the resumption of ordinary labors and imprudent exposure and fatigue before recovery was assured.

WHAT JACKSON HAS TO SAY.

The Big Colored Pugilist in the Best of Health and Spirits.

Mr. Peter Jackson, the cyclone fighter from the antipodes, held a levee in Pat Sharkey's hotel upon his arrival in this city this morning.

When he stepped on the pier of the White Star line this morning he was met by a delegation of prominent sporting men, among whom were Parson Davies, W. E. Harding, James Eaton, Pat Sharkey, Tom Flinn, Tom Monaghon, Johnie Cannon, Pete Gale, Peter Randall, Evans and Hoey of "Pariot Match" fame, Frank Marra, Nail Brothers, and others. All of them in turn grasped his hand eagerly an inquired after the great fighter's health. He told all them he was in fine feather and fit as a fiddle.

England's clime, he said, didn't just exactly suit him, but he got along there much better than he expected. A few weeks in this country, he thought, would bring him into better condition than he had ever been before.

Peter was dressed in the most ultra-English style. He wore a pair of trousers of a neat stripe, a vest of gaudy pattern. His box coat would have put to shame that worn by E. Berry Wall. His tile was the latest London fashion in headwear. A perfectly-fitting pair of patent leathers adorned his feet.

After congratulations all around Peter was escorted to Pat Sharkey's where the aforesaid levee was held. Although champagne flowed like water Peter was very abstemious, as was also Parson Davies.

Speaking of his experiences on the other side, Peter said he had been treated as no pugilist coming from America had been treated before. "I was received open armed by such members of the Pelican Club of London as the Duke of Beaufort, Lord Lonsdale, Lord Mandeville, and others."

Lord Lonsdale gave him a handsome pin which contains thirty-eight diamonds and two sapphires, which Peter proudly wears. A signet ring given to him by his London admirers Peter also wears.

When asked about his chances in a match with Sullivan he replied with characteristic modesty, "I never said I could whip any man, but when I enter the ring I will do my best."

Jackson has made many admirers in this city by his gentlemanly demeanor. If he should get on a match with Sullivan, which is highly probable, there will be barrels of money behind him.

Jackson's present weight is in the neighborhood of 200 pounds. He stands 6 feet ¾ inch in his stockings. His reach is considerably longer than Sullivan's.

Jackson says he is sorry to hear of Sullivan's trouble and hopes the Mississippi authorities will deal leniently with him.

Jackson's engagement at Hyde and Behman's Theatre, which will be followed by an engagement at Harry Miner's theatres, will net him $2,500 a week.

Upon his arrival here Parson Davies telegraphed President Fulda of the California Athletic Club, asking him: "What about the Sullivan-Jackson fight?" He received the following reply;

The directors of the club will meet Tuesday night. Will advise you of result.

Luke Short of Dallas, Texas, has offered a purse of $25,000 for a fight between Sullivan and Jackson, to take place in his city.

Jackson's reply is that his contract with the California Athletic Club will not expire until one year after his arrival back to San Francisco.

The club took him up when he was a comparative stranger and he is deeply grateful for their kindness and will do his best to appreciate it.

His friends say he is the only pugilist wearing American colors who has won a fair and square battle on English soil.

ESTEY'S

COD LIVER OIL CREAM

—FOR—

COUGHS, COLDS, WHOOPING COUGH, CONSUMPTION, CHRONIC BRONCHITIS, SCROFULA, ERUPTIONS, GENERAL DEBILITY, RHEUMATIC GOUT, and DEFICIENT NUTRITION.

Estey's Cod Liver Oil Cream is the most perfect Emulsion on the market. It is as pleasant to take as milk. It never disagrees with the most sensitive stomach. Physicians prescribe it and endorse it. *Be sure and get Estey's.* Sold by Druggists. Price 50cts.

GROCERS, ETC.

Rye Flour,

Navel Oranges.

TAYLOR & DOCKRILL,

84 KING STREET.

WOLFF'S ACME BLACKING.

Requires no brush to polish, gives a brilliant polish, Protects and Preserves all kinds of leather. It is the dressing for Men, Women, and Children. Sheds water or snow with a dressing once a week. For sale by

J. S. ARMSTRONG & BRO.

32 Charlotte St., Next to Y. M. C. A.

LARD,

HAMS,

BACON.

Grocers should place their orders at once to secure their Christmas stock.

SLIPP & FLEWELLING

Pork Packers,

160 Main Street, St. John, N. B.

PERFUMERY.

From West End to Lily of the Valley.

Just opened a choice assortment of the leading Odors in plain, fancy and cut glass bottles, (original) suitable for Christmas and New Year Gifts.

LUBIN'S,
LUNDBORG,
GELLE FRERES,
RICKSECKER,
COLGATE.

Also all the principal perfumes in SACHET POWDER. To which I invite the attention of purchasers. Prices moderate to insure sales.

REMEMBER

MEDICAL HALL,

R. D. McARTHUR,

No. 59 CHARLOTTE ST., OPPOSITE KING SQUARE.

NEW DRY GOODS STORE,

East End City,
Waterloo, near Union.

Great Reduction of Prices

during December in all the leading departments.

SPECIAL.—Dress Materials, Ulsterings, Tweeds, Coatings, Wool Goods, Cloth Jackets, Waterproofs &c., &c.,

T. PATTON & CO.,

Dec. 12th, 1889.

Slippers,

Over Boots,

Rubber Boots,

Skating Boots.

R. A. C. BROWN,

19 Charlotte St.

GARDENIA.

200 BBLS OF THE ABOVE SUPERIOR Oil to arrive per schooner Nellie King, (now due). This high class Oil is fast taking the place of other Brands of Oil where a really superior Oil is wanted. Every Buyer of Oil who is a right thinking man, will patronize GARDENIA, if for no other reason than he is supporting honest competition and denouncing Pirates and their bulldozing methods in trade, besides keeping within our own Province any profit arising from its sale. Buyers patronizing other Brands are supporting Palatial Residences on 5th Avenue, New York, and the Banks of the Hudson, thus sending out of the Country that money which should be retained and spent among our own people. I submit if these are not most important considerations for every Citizen interested in the welfare of his own Country.

J. D. SHATFORD.

Sun.

Raymond's Pectoral

PLASTERS,

For all Bronchial affections.

MITCHELL'S PLASTERS,

For pains, aches, &c.

LAMB'S MAGIC BATTERY,

For Catarrh, &c.

A full line of the above just received.

CHAS. McGREGOR,

DRUGGIST,

137 CHARLOTTE STREET.

NEW STORY,

WAS COMMENCED

In Saturday's Gazette

Everyone should read this fascinating serial.

A Synopsis of the opening chapters is given each day.

This is one of the most intensely interesting stories recently presented, and is one that will prove irresistible to every reader who peruses the opening lines.

ELEGANTLY ILLUSTRATED

By one of the Leading Newspaper Artists of the Country.

We append a few of the illustrations, with brief extracts from the adjoining text, from which some idea can be gathered of the highly dramatic nature of the story.

Samuel Gorby, of the Detective Office.

The following extract is taken from the introductory paragraphs:

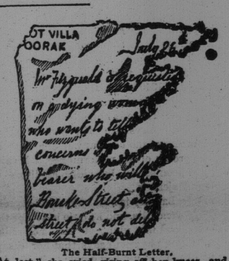
"A crime has been committed by an unknown assassin, within a short distance of the principal streets of the great city, and is surrounded by an impenetrable mystery. Indeed, from the nature of the crime itself, the place where it was committed, and the fact that the assassin has escaped without leaving a trace behind him, it would seem as though the case itself had been taken bodily out of one of Gaboreau's novels, and that his famous detective Lecocq only would be able to unravel it. On the 27th day of July, at the hour of twenty minutes to two o'clock in the morning, a hansom cab drove up to the police station, in Grey street, St. Kilda, and the driver made the startling statement that his cab contained the body of a man whom he had reason to believe had been murdered."

The incidents are then described in detail.

The letter, however, was not to be found in the desk, nor was it in the sitting room; they tried the bedroom, but with no better result; so Madge was nearly giving up the search in despair, when suddenly Calton's eye fell on the waste paper basket, which by some unaccountable reason they had overlooked in their search.

"How long has that waste paper basket been standing like that?" he asked, pointing to it. * * * "Six weeks," repeated Calton, with a look at Madge. "Ah, and he got the letter four weeks ago. Depend upon it, we shall find it there."

Madge gave a cry, and, falling on her knees, emptied the basket out on the floor, and both she and Calton were soon as busy among the fragments of paper as though they were ragpickers. * * * Suddenly a cry broke from Madge, as she drew out of the mass of paper a half-burnt letter, written on thick and creamy-looking paper. "At last," she cried, rising off her knees, and smoothing it out. "I knew he had not destroyed it."



The Half-Burnt Letter.

"I Sold My Soul for It."

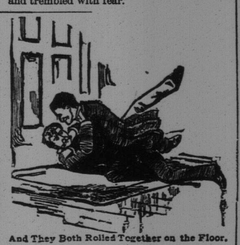
"Fitzgerald!" gasped Moreland, growing pale. "I—I—what's that?" he shrieked, as he saw Whyte's coat, all weather-stained, lying un a chair near him, and which he immediately recognized.

"That is the rope that's going to hang you," said Kilsip, quietly, coming behind him, "for the murder of Oliver Whyte."

"Trapped, by G——!" shouted the wretched man, wheeling round, so as to face Kilsip. He sprang at the detective's throat, and they both rolled together on the floor, but the latter was too strong for him, and, after a sharp struggle, he succeeded in getting the handcuffs on Moreland's wrists. The others stood around perfectly quiet, knowing that Kilsip required no assistance. Now that there was no possibility of escape, Moreland seemed to become resigned, and rose sullenly off the floor.

"I'll give you money to save me," she shrieked; "good money—all mine—all mine. See—see—'ere—suverains," and, tearing her pillow open, she took out a canvas bag, and from it poured a gleaming stream of gold. Gold—gold—it rolled all over the bed, over the floor, away into the dark corners, yet no one touched it, so enchained were they by the horrible spectacle of the dying woman clinging to life. She clutched up some of the shining pieces, and held them up to the three men as they stood silently beside the bed, but her hands trembled so that the sovereigns kept falling from them on the floor with metallic clinks.

"All mine—all mine," she shrieked, loudly. "Give me my life—gold—money—cuss ye—I sold my soul for it—save me—give me my life," and, with trembling hands, she tried to force the gold on them. They did not say a word, but stood silently looking at her, while the two girls in the corner clung together, and trembled with fear.



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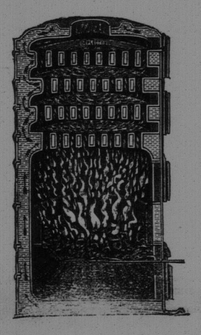

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