## A PILOT'S TREACHERY.

AN ENCOUNTER WITH THE FREEBOOTERS OF MALACCA.

The early part of September. 1852, found the ship Orient, bound from Liverpool to Canton, gallantly forging her way through the waters of the Indian Ocean, with every sail set and her progress made under the most favorable auspices, owing to the benign influences of the mousoon. Three months previous we had left the Mer-

sey, and in good time had rounded the Cape of Good Hope and squared away for the Strait of Malacca across the broad expanse of ocean that washes the southern shores of Asia. The weather during the voyage was all that could be desired, but as we again entered the trpics we began to feel the effects of the excessive heat by which the dry season announced its presence.

Touching at Penang, on the west coast of the Malay peninsula, for which place we had a couple of English missionaries, we secured a fresh supply of water and a pilot to conduct us through the strait, and then proceeded on our way. The Malays are good sailors, but they are as treacherous and thievish a race as exists on the face of the globe; and the skipper who is under the necessity of taking one of them into his service must keep a close watch on the native, so as to be prepared for treachery. The one engaged to pilot the Orient was no exception to the general rule, and his face was not such as to inspire confidence or respect. However, Capt. Barlow, the ship's commander, had cautioned the men in regard to the necessity of keeping the pilot under close surveillance, in order that the slightest indication on his part of an intention to betray his trust might not pass unnoticed. One thing that contributed greatly toward provoking the uneasiness of the captain was a mysterious series of signs, or signals, that passed between the pilot and the occupants of proas and other native craft as we proceeded out of Penang. Shortly after we got under way and

proceeded out into the strait, proas would put out from the shore, and running alongside of our vessel, the occupants would exchange signs (pantomimic fashion) with the pilot, and then let their boats drop astern and head for the point from whence they had come. Naturally our captain believed that were the communications that were thus interchanged of an ordinary character, and had no relation to ourselves, they would have been delivered in the Malayan tongue, the spokesman heedless as to whether their messages were understood by us or not; but the evident secrecy they employed, not daring to trust their conversation to articulate sonnds, was well calculated to arouse suspicion. The idea that all was not right gained additional force from the movements of several proas that were noticed following the Malayan coast and keeping constantly parallel with our vessel. That some plan directed against our craft was being set in operation, the piratical character of the Malays and their suspicious movements indicated, and gave us good grounds for using the utmost vigilance, lest we should fall into the net that was apparently being woven for our entangle-

It was late in the afternoon when the Orient left the harbor of Penang astern, and commenced her voyage through the strait. Soon the sun began to sink behind the western horizon, sending its parting rays across the Indian Ocean, and bathing the waves in the beautiful hues of crimson and gold. Night came on almost immediately, for in the tropics darkness follows closely on the retreating footsteps of departing day, and the pleasant interval that in the temperate zone intervenes between day and night, and which is called twilight, is here scarcely perceptible, so rapid the transition.

In order to be perfectly prepared for whatever move Malay cupidity and treachery might make, the crew, as soon as darkness had settled around us, if defeated. He exhorted them in the were supplied with cutlasses and revolvers, and a large swivel gun that was starioned amidship was loaded with grape shot.

and called the starboard watch from their berths while the larboard went beand coming on deck I took my place of our vessels in future." at the wheel. Beside me stood the Malay pilot, who delivered his orders in broken, although intelligible, English. Near by were several of the watch apparently engaged in coiling rope, but in reality watching the movements of the Malay. The pilot was evidently laboring under excitement, and the constancy with which he continued to cast his eyes in the vessel's wake gave me reason to believe that we were liable to receive an unwelcome visitation from that direction. By the light of the binnacle lamp I had occasional oppor- Castoria is the children's panacea—the PINE tunities to observe his features, and although unskilled in physiognomy, I nevertheless felt an intuitive feeling of distrust and aversion and a dread of portending calamity. Soon the distant and regular sound as of oars reached my ears, and scarcely had the noise attracted my attention, ere the pilot commenced to light his pipe. At first I did not pay so much attention to this, but as match after match had ignited and no evident desire manifested to apply the lighted tapers to the pipe, it suddenly flashed through my mind that be had and is called B. B. B. this might be a signal to advancing enemies, and the splashing as of oars, that now became quite distinct, convinced me that our pilot was playing a desperate game, upon the issue of which depended our lives and the safety of the vessel.

My shipmates, who were also engaged in watching the movements of the in my fingers when I could not bend pilot, had heard the suspicious sounds them" Ide Plank, Strathroy, Ont. of approaching boats, and put the same interpretation as myself upon the action of the Malay. Three of them came leisurely to my side, and before I received the slightest intimation of what they were about to do, they pounced upon the pilot and bore him to the deck. Even though taken off his guard, he was no mean antagonist, and Out of the many possessed by Burdock before he was overcome and securely ironed, he had managed to draw his or old. In this way the three busy B's

the Malays, and inflicted a severe wound upon one of his captors.

The alarm was hurriedly given, call

ing all hands on deck, and hardly had

the treachorous pilot been placed below and the men taken the stations to which they were allotted, when out of the darkness came a number of proas crowded with natives and headed for our vessel. They came on cautiously, evidently awaiting some signal from their confederate on board, and unaware of the fact that his plan of operations had been discovered. There was quite a fleet of their boats, but reaching within a hundred yards of the vessel they checked their speed and followed slowly in the ship's wake, not desiring to come too near until they should receive a sign from the pilot. As noiselessly a possible the large gun was taken astern and turned upon the fleet of free-booters, and before they had received the slightest indication of what was in store for them, the gun was discharged and sent its destructive volley of grape shot right into the midst of the boats, where it provoked the wildest shouts of consternation, pain and rage. A slight scattering fire from small arms was sent at us in reply, but none of the bullets reached our deck, as the firing was wild and harmless. In less than five minutes after we had paid our repects with the charge of grape, their was not a boat in sight, all having sought cover in the

darkness. The captain now stationed the men about the deck, covering all sides of the vessel and keeping a close watch, so as to be prepared to repel boarders. We well knew that we were not done with our piratical visitors, and when they should next make their appearance we would not be able to drive them off quite as easily as before. The night had been cloudy, and scarcely a star was able to send its radiance through the drapery of gloom that hung between neaven and earth; but shortly after our first encounter with the Malays, the moon broke the clouds and we were enabled to see the Malay shore, and also to note the fact that the water between us and the land was literally alive with boats, although none of them were within a mile of us. On the other side looking toward Sumatra there was not a craft of any kind to be seen.

Scarcely had the light of the moon dispelled the darkness and permitted us te discern our enemies, when the boats that at first were observed quite close together began to separate, and we had every reason to believe that they were advancing to the attack. There was a very light wind and we made but slight headway, while the proas skimmed along the water at a lively pace. The speed of which these native boats

are capable would seem almost incredible, were it not well known to every one who has ever visited the Spice Islands; and with their brown square sails, and many having two hulls, they look extremely odd, somewhat similar to the catamaran which is occasionally found in use as a pleasure boat in New England and elsewhere. Propelled by oars and sails, the Malay craft shoots over the waves at a rate that would leave our crack yachts far astern. Some of the boats took a course that would enable them to cross the Orient's bow far ahead, others headed to cross astern, while the larger number steered for the port side of our vessel, the plan being to strike on all sides at about one

and the same time. There were fully thirty boats, and there must have been fully 300 Malays on board, to meet which we had all told but thirty men. The odds of ten to one were against us, and it is little wonder that as the boats drew near we felt that we were too heavily overmatched. However, we could expect no quarter if we should fall into their hands, and desperation lent determination and strength of heroic purpose to every man on board that would not be easily overcome. Capt. Barlow hurried about the ship, calling upon every man to do his utmost to defend the ship, and pointing out what a terrible fate they might expect men, disputing every inch of the ship Eight bells told the midnight hour, to the last extremity. "Neither give nor expect quarter, and I think," said he, "if you fight as I believe you can low. I was a member of the former, fight, we will teach them to steer clear

Mothers!

[To be continued.]

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Books are useful to add to our know ledge, but practical experience teaches us that the best remedy for all diseases of the Stomach, Liver and Blood is easily to

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Coal ashes, mixed with salt and water to a stiff paste, will harden like a rock. and this paste is excellent to fill cracks in stoves, and it can be used to line a coal or soapstone stove.

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. GENERAL BUSINESS.

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I will pay the highest prices in cosh for any of the following RAW FURS:- Otier, Beaver, Bear, Mink, Martin, Lynx, Fox. Rat. New castle, Dec, 21st, 1887

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-ON HAND, AND TO ARRIVE-100 Chests of well selected TEA which wil be sold low at small advance for My TEAS at 20c, 25c, and 30c, give general satisfaction and are better than any yet offered.

-IN STORE-'Crown of Gold,' 'White Pigeon' and other Brands of FLOUR.

CORNMEAL, OATMEAL, BEEF, PORK LARD, BUTTER, TOBACCO AND SUGAR, at bottom prices.

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General Business.

NOTICE.

Any person found respassing on the estate of he late A, A. Coween, Esq., will be prosecuted SUSAN COWDEN Nelson Jan. 24th. 887

passing on the Nellian Property, cutting wood or ails or destroying anything thereon, will be prosecuted by the law. MRS. P. WALSH. Fscuminac. Feb. 9 '88.

All persons having any legal claims against the estate of the late William Monthan, Merchant

f Nelson, deceased, are requested to present the ame duly attested within three months from late and all persons indebted to the said estate are requested to make immediate payment to LUCINDA MONAHAN, JOHN P. BURCHILL EXECUTORS.

THE ATLAS SURANCE COMPANY of London and THE ATIONAL of Ireland, will nsure against fire, 'eam Saw Mills with Brick Boiler Houses. A plication may be made to, and risks accepted a lowest current rates by the Companies' Agent,

WARREN C. WINSLOW, Barrister, WATER STREET, - .- CHATHAM.

NOTICE TO LUMBER MERCHANTS.

The undersigned has been authorized by the ATLAS ASSURANCE COMPANY OF LONDON, and the NATIONAL OF IR AND, to accept in either Com pany any Fire Risk sum not exceeding \$50 000.00 on deals or other sawn lumber, at the lowes

WARREN C. WINSLOW. OFFICE-WATER ST. - CHATHAM, N. B.

BILL. Notice is hereby given that application will be made at the next session of the Legislature of New Brunswick for an Act to revive, extend and otherwise amend the Act incorporating the Douglastown Branch Railway Company.

BILL.

APPLICATION will be made at the next sit-ting of the Provincial Legislature for an Act to Incorporate a Company for the purpose of lighting the Town of Catham by Flectricity, erecting wires and poles and for all other purposes ncidental thereto and also for the maintaining of telephone system and the erection of the necessary wire and plant &c, in the said town of Chatham and elsewhere throughout the County.

Notice of Legislation.

Notice is hereby given that application will be made to the Legislature of the Province of New Brunswick at the next session thereof for the incorporation of a joint stock Company for the pur pose of carrying on railway traffic between the Northern and Eastern shores of the Province and Fredericton, Power will be asked to take leases of any railway lines now built or that may here after be built and to work and use the same as of Edinburgh. Common Carriers with all privileges and fran-chises appertaining thereto as fully as the owners of such railway it es might work and use the

Dated this 13th day of February, A D 1888.

GEO. F. GREGORY, Attorney for the Applicants NOTICE.

J. B. SNOWBALL.

NOTICE is hereby given that an application will be made at the next Session of Parliament for the passing of Act to incorporate the Chatham Railway Company and to authorize and empower the said Company to purchase and acquire the line of railway running from the Intercolonial Railway at Chatham Junction to the town of Chatham and the River Miramichi, together with the Stations and other houses and property connected with the said line of railway. Dated the 24th day of December, A. D. 1887.

NOTICE.

Notice is hereby iven that application will be made to the Legisla ure of the Province of New Brunswick, at its acxt session, for the passing of an Act to ine rpor e the town of Campbellton,

Assignment.

Notice is hereby goven that Charles H LaBillois f Dalhousie, in he County of Restigouche, derchant, has made an assignment of all his property to the endersigned in trust for th enefit of his credit rs. The trust deed now lies at my office. Dalhousie. where all desiring to participate therein are required to execute the same within sixty days from Dated the eleventh day of January, A. D., 1886 JAMES S. HARQUAIL,

be easterly side Samuel Waddleton's lands known as the Rogers' place. Possession given immediately. For further particulars apply to ROBT. MURRAY. Chatham, N. B. May 9th 1887.

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To be sold at Public Auction on Saturday.

the 26th day of May next, in front of the Post

Office in Chatham, between the hours of twelve

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All the right, time and interest of John Bell in and to all that piece or parcel of Land situate. ying and being on the South side of the River Napan, in the Parist of Glenelg, in the County of Northumberland and Province of New Branswick. abutted and bounded as follows: to wit:-on the front or Northerly by the said River Napan, o the lower or Easterly side by lands owned by John McLean and Divid McLean, and above or Wester'v by lands (excupied by the widow of the late John Bryce deceased, and Scutherly or in rear by lands owned by Mrs. Samuel McKnight-being of the witth of Forty Rods in front and extending to the read to the full extent of the original grant, being part of the Lot number Thirty granted by I atters Patent to Hugh Ferguson, and being the land and premises occupied by the said John Bell and on which he at present resides, con aining 100 acres more or less-The same having been seized by me under and by virtue of an execution issued out of the Northumberland County Court by Thomas Hall, John Pardon and John West, against the said John Bell and John Palient. JNO SHIRREFF,

Sheriff's Office, New astle, Sheriff of North'd-12th Februa y, '88. WORKS. FARM for SALE.

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Superior Extra. 50 Oatmeal. 50 Quintals Codfish. 100 Half Chest Tea. 25 barrels sugar. 1000 lbs. Hams and Bacon. 29 barrels Pork. Choice Plate Peef. 20 dozen Brooms 20 "Buckets.

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