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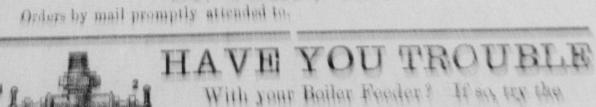
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THE MYSTERY OF THE MARIE and has been in business in New York for CELESTE.

A Revival of One of the Strangest Tales

A Parrsboro correspondent of the Halifax Herald, signing himself H. A. W., writes that paper reviving the strange story

of the brigantine Marie Celeste. He says:

"One of the strangest of all strange tales of the sea was the story of the derelict Marie Celeste, which, as shall be shown in this article, originally bailed from Parrshoro. The story was told in several United States papers some time ago. Some parts of the narrative then given have, through much previous telling, acquired what are thought by many to be the essential qualifications of a sea tale. This is the way that the New York Herald which published a long and inaccurate version of the abandoned vessel, spoke of its version, which is not a whit more marvellous than the true account. As the New York daily said:

"Through the state department, all the United States representatives aboard were requested to inform foreign governments of the facts. In this way, in every custom house in the world, everything was done to have the mystery of the Marie Celeste cleared, but it remained unsolved, and shall continue to remain unsolved until the end of time."

The Herald's correspondent then proceeds to give the story of the finding of the mysteriously deserted brigantine as told by the mate of the vessel which picked her up to Capt. Leander Hatfield, of Port Greville. The mate in question, Oliver Deveau, in 1884, gave the Yarmouth Times a full description of the finding. The interest in the strange story was then revived by the publication of an alleged solution of the mystery in the Times, from the pen of one who has since become one of the world's most famous writers of fiction, Dr Conan Doyle. Mr. (afterwards Capt.) Deveau's statement to the Times was as follows:

"I was mate of the brig Dei Gratia Capt. D. R. Morehouse, of Bear River, N. S., on the 9th of November, 1879. We were on a voyage to Gibraltar and while in latitude 39 29, long. 17 15, we sighted a brigantine about 10 miles off, apparently in distress. We hailed her but got no reply. We then lowered a boat and board ed. I was the first man on board. My attention was first drawn to the state of the pumps. I found the pump boxes drawn and lying on deck, and also the sounding rod. I used the rod to sound the pumps and found three and a half feet of water, which I believe went down the forward hatch, as that was off and lying on deck. My opinion on the point, as then formed, proved to be correct, as she did not make any water after being pumped out; she was perfectly tight.

"I then went into the cabin and found t deserted. From appearances the desertion had been very recent and evidently in a great hurry. I missed the ship's paper's, chronomoter and one compass. I also noticed in the captain's bed a place a 25c. shild had been removed from. It had been pillowed up nicely to keep it from rolling about with the motion of the vessel. A lady's common hat and a good dress hat were in the cabin. There was also a small hand sewing machine, a musical instrument and some unfinished needle work lying about, all indicating that a lady had

"I afterwards found under the captain's bed, on the slats, an old, rusty, crooked sword, which, I should say, had not been in service for a long time, judging from its appearance and the old rust accumulated on it. I threw it under the cabin stairs among other old irons, as of no use. There were marks on the rail that looked ike blood. They were removed and ana-(xzed in Gibraltar, when they were found to be varnish. Some marks appeared on the bows which were at first thought to have been made with an axe, but on closer bervation were found to have been aused by the loose rigging thing about Wh would to the forward house. It was

Iso deserted, but exerything was seemingy in its place. The men's clothes were in heir chests and their oil skins banging up-In one of the beds a pipe, filled and ready o light, was lying. I looked then to see the vessel was short of proxisions and und she had six months' stores on deard. her bout was missing. The lashings havig been cut left the impression that it was one in a durity. The years and harrion A the tons corners of places to ben't abbequail and foresail slows away. The re mainder of her sails were all stowed her anchors were secured on her down "There was no accommodation for pay

surgery not even her the second make a to and the steward lives in the fernan house. Her his showed that she but passed the porth side of the inhald of Se Mary's the day before she was described, ud that left her eight days drifting ab-When we would her she was about 30 miles from the bland of st. Yarr & and whi handred wifes from Orbratear. ? world and charge of the braunine with two in corne for there and wen from our vessel and we were eight - to certain and their tays getting to Dibralian during which Scott Pothale Elvering The we had some pretty that weather the Exercise of the Straight of the S.

The Harle Culture was 184 tons. She is a result of carely said ailed from New York with a full cargo of month has been the Por Purch whilehe you is it distant to made and harded (Sherend 1971) individe cally. The owner's name was launes Win . It was of at an isured buster. The was born in Digly county Thanks and

a number of years. He came to Gibraltan and took charge of his vessel. His former captain's name was Briggs of New Bedford. The mate's brother came to see me after I arrived in Boston, I forget his

name just now. "There were no signs of any disturbance or foul play on the brigantine. The cargo was all in good order, not having been meddled with. I have heard of Dr. Jepshon's story. I have not read it but from what I hear I don't believe one word of it. I think his mind is affected.

(Signed) "OLIVER DEVEAU,

Captain, etc."

The Herald's correspondent says: "It is not by any means generally known that the famous brigantine was formerly the brig Amazon, and was built in 1861 at Spencer's island, twenty-eight miles from Parrsboro, by Squire Joshua Lewis, of West Acvocate. She hailed from Parrs boro and was 198 tons register. She ran ashore on the Cape Breton coast in 1867 and was sold to a Mr. Beatty and other North Sydney parties. Her next owners were Boston men, who repaired, her extensively, changed her rig and name, and added a hurricane deck, increasing her tonnage to 282 tons. She was then the United States brigantine Marie Celeste.

"After her mysterious voyage she was for many years a regular trader between Boston and San Domingo, where she was wrecked in 1886. In the following year her captain-not her owner, as has been stated-was tried on the charge of wilfully destroying the vessel. He was promptly acquitted when it was found that the penalty for barratry was death-the law never having been changed since the old colonial days. In fact it was not until within the past year that the barratry law of the United States was amended. It is probable, therefore, that this bit of legislation had its origin in the crime of the captain of the Marie Celeste, who had reason to congratulate himself that the offence that he had committed was, at that time. punishable only by death. The fate of the unlucky thirteen who sailed from New York on the Marie Celeste will never be known. It has not been the will of God that, as in cases recorded by Cotton Mather, the ghosts of the drowned sailors should explain the mystery of the wreck. It is one of the secrets of the Almighty that dead men's spirits dare not reveal."-Yarmouth Times.

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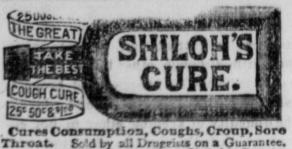
A Human Harp.

The most cheerful liar in the world ives in Madagascar. The latest story that comes from there tells about Pip, the King of the Lotolies, one of the local tribes which is not busy fighting the

This King, the story goes, devised some time age a human harp. He had been visiting the place of punishment in his village and, witnessing the bastinadoing of his captives, he was struck by the tonal hifference of their groans. At once he of which are cleaned and under a high commissioned the royal carpenter to con- state of enlivance. struct a series of stocks in which he placed eight captives whose howls of pain when the sole of their feet were struck by the saher our surkings. It is situated in the nade a perfect octave. This seemed such a success that he had a second frame contructed for the feet of eight more wouldn't worklin half a mile of Mr. S. Walker's whose average grouns ranged a full column bumber and great mills. higher. The harp was now complete, On it he proposed to play apploites and address the universigned at discount Statarted in to practice the national wit-

this project was to regulate the laught the note by the violence of the blow to first the scheme did not succeed at all. er the reason that the captives, hitheres used to hand hits alone, however headly such time, and with their difference is erce. As last be arranged in however we po Zadatre pecamie mentiochemical en eyo

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