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THE EVENING TIMES

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THE SCARLET PIMPERNEL

BY BARONESS ORCZY.

(Continued.)

Marguerite looked helplessly round her. "Oh! for a drop of water on this awful beach!" she cried in agony, seeing that he was ready to faint again.

"Nay, my dear," he murmured with his good-humored smile, "personally I should prefer a drop of good French brandy! an you'll find in the pocket of this dirty old garment, you'll find my flask . . . I am demmed if I can move."

When he had drunk some brandy, he forced Marguerite to do likewise.

"Lal! that's better now! Eh! little woman!" he said, with a sigh of satisfaction. "Heigho-ho! but this is a queer rig-up for Sir Percy Blakeney, Bart., to be found in by his lady, and no mistake. Begad!" he added, passing his hand over his chin, "I haven't been shaved for nearly twenty hours; I must look a disgusting object. As for these curls . . ."

And laughingly he took off the disgusting wig and curls, and stretched out his long limbs, which were cramped from many hours' stooping. Then he bent forward and looked long and searchingly into his wife's blue eyes.

"Percy," she whispered, while a deep blush suffused her delicate cheeks and neck, "if you only knew . . ."

"I do know, dear . . . everything," he said with infinite gentleness. "And can you ever forgive?"

"I have naught to forgive, sweetheart; your heroism, your devotion, which I, alas, so little deserved, have more than atoned for that unfortunate episode at the ball."

"Then you knew? . . ." she whispered, "all the time . . ."

"Yes!" he replied tenderly. "I knew . . . all the time . . . But, begad! had I but known what a noble heart yours was, my Margot, I should have trusted you, as you deserved to be trusted, and you would have had to undergo the terrible sufferings of the past few hours, in order to run after a husband, who has done so much that needs forgiveness."

They were sitting side by side, leaning up against a rock, and he had rested his aching head on her shoulder. She certainly now deserved the name of "the happiest woman in Europe."

"It is a case of the blind leading the lame, sweetheart, is it not?" he said with his good-natured smile of old. "Odd's life! but I do not know which are the more sore, my shoulders or your little feet."

He bent forward to kiss them, for they peeped out through her worn stockings, and bore pathetic witness to her endurance and devotion.

"But Armand . . ." she said, with sudden terror and remorse, as in the midst of her happiness the image of the beloved brother, for whose sake she had so deeply suffered, rose now before her mind.

"Oh! have no fear for Armand, sweetheart," he said tenderly, "did I not pledge you my word that he should be safe? He with de Tournay and the others are even now on board the Day Dream."

"But how?" she gasped, "I do not understand."

"Yet, 'tis simple enough, my dear," he said with that funny, half-ehy, half-inane laugh of his, "you see! when I found that that brute Chauvelin meant to stick to me like a leech, I thought the best thing I could do, as I could not shake him off, was to take him along with me. I had to get to Armand and the others somehow, and all the roads were controlled, and every one on the look-out for your humble servant. I knew that when I slipped through Chauvelin's fingers at the 'Chat Gris,' that he would lie in wait for me here, whichever way I took. I wanted to keep an eye on him and his doings, and a British head is as good as a French one any day."

Indeed it had proved to be infinitely better, and Marguerite's heart was filled with joy and marvel, as he continued to recount to her the daring manner in which he had snatched the fugitives away, right from under Chauvelin's very nose.

"Dressed as the dirty old Jew," he said gaily, "I knew I should not be recognized. I had met Reuben Goldstein in Calais earlier in the evening. For a few gold pieces he supplied me with this rig-out, and undertook to bury himself out of sight of everybody, whilst he lent me his cart and nag."

"But if Chauvelin had discovered you," she gasped excitedly, "your disguise was good . . . but he is so sharp."

"Odd's fish!" he rejoined quietly, "then certainly the game would have been up. I could not take the risk. I know human nature pretty well by now." He added, with a note of sadness in his cheery young voice, "and I know these Frenchmen out and out. They so loathe a Jew, that they never come nearer than a couple of yards of him, and begad! I fancy that I contrived to make myself look about as loathsome an object as it is possible to conceive."

"Yes!—and then?" she asked eagerly.

"Zooks!—then I carried out my little plan; that is to say, at first I only determined to leave everything to chance, but when I heard Chauvelin giving his orders to the soldiers, I thought that Fate and I were going to work together after all. I reckoned on the blind obedience of the soldiers. Chauvelin had ordered them on pain of death, not to stir until the tall Englishman came. Desgas had thrown me down in a heap quite close to the hut; the soldiers took no notice of the Jew, who had driven Citizen Chauvelin to this spot. I managed to free myself from the ropes, with which the brute had trussed me; I always carry pencil and paper with me wherever I go, and I hastily scrawled a few important instructions on a scrap of paper; then I looked about me. I crawled up to the hut, under the very noses of the soldiers, who lay under cover without stirring, just as Chauvelin had ordered them to do, then I dropped my little note into the hut, through a chink in the wall, and waited. In this note I told the fugitives to walk noiselessly out of the hut, creep down the cliffs, keep to the left until they came to the first creek, to give a certain signal, when the boat of the Day Dream, which lay in wait not far out to sea, would pick them up. They obeyed implicitly, fortunately for them and for me. The soldiers who saw them were equally obedient to Chauvelin's orders. They did not stir! I waited for nearly half an hour; when I knew that the fugitives were safe I gave the signal, which caused so much stir."

And that was the whole story. It seemed so simple! and Marguerite could but marvel at the wonderful ingenuity, the boundless pluck and audacity which had evolved and helped to carry out this daring plan.

"But those brutes struck you!" she gasped in horror, at the bare recollection of the fearful indignity.

"Well! that could not be helped," he said gently, "what my little wife's fate was so uncertain, I had to remain here, by her side. Odd's life!" he added merrily, "never fear! Chauvelin will lose nothing by waiting, I warrant! Wait till I get him back to England!—Lal! he shall pay for the thrashing he gave me with compound interest. I promise you."

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THE ALDERMEN SAY IT'S UP TO MR. MAYES

Board of Works Committee to See What Arrangements Can Be Made Before Deciding to Buy a Dredge—A Lively Meeting.

After spending upwards of two hours in hearing a report from Captain Wright in connection with his trip to Boston to inspect dredges, and discussing the matter of purchasing a dredge, the board of works yesterday afternoon decided to let the matter lie over until tonight, and in the meantime a committee will wait upon G. S. Mayes to see what arrangement can be made with him to do the necessary dredging at the Sand Point berths.

The committee met this morning and will report to the board at a meeting to be held tonight. Those present at yesterday's meeting were: Ald. McGoldrick (chairman), Christie, Willett, Hamma, Tilley, Pickett, Lewis, Holder, Lockhart, Sproul, Rowan, Bullock, Baxter, the mayor, director, harbor master, consulting engineer, and common clerk, together with a delegation from the board of trade consisting of President H. B. Schofield, W. S. Fisher, T. H. Estabrooks and W. F. Hatheway.

The chairman, in calling the meeting to order said they were called together to hear the report of Capt. Wright, who had gone to Boston to examine dredges with the view of recommending one that would be suitable for the city to purchase should it be deemed necessary for them to do so.

He then read a brief report in which Capt. Wright stated that he had visited certain dredges and thought that one known as the Packard No. 4 was the most suitable one for this city. The Bothfield he did not consider suitable at all. When he had read the report the chairman asked:

"This is your report, Capt. Wright?"

"Yes, sir."

"Were your instructions to go to Boston to examine the Bothfield?"

Capt. Wright replied that he was told by the mayor to report on dredges suitable for the city to buy.

"What orders did he give you?" asked the chairman.

"He told me to go to Boston and look over some dredges."

"Is that all?"

"That's about all."

The chairman thought matters had been considerably muddled up.

Capt. Wright, in reply to some questions said he and Inspector Dalton had visited the Bothfield on Monday last. They were there about an hour and a half and in that time she dredged about a yard and a half of mud. He thought she would not be suitable for the city to buy. They could not see the boiler, but from outside appearances were not favorably impressed. "She is an old machine and has not been very well kept up. At one time she sunk and the house floated off."

The mayor said Capt. Wright had been sent here by the government to examine dredges for the city, and he suggested that it would be better if he was allowed to make a report of his movements since he left here. This was agreed to, and the Captain stated that he arrived in Boston about 9 o'clock Saturday morning.

After breakfast he visited the owners of the Bothfield and asked if arrangements could be made for the boilers to be emptied so they could be examined. As this could not be arranged nothing was done at that time. On Monday morning, with Inspector Dalton, he visited a number of dredges about the harbor. On the next day they went to Lynn and saw the Packard dredge. The owner came over from Providence and at their request the machine was put to work and brought up a few bucketfuls of mud.

The machine worked very satisfactorily. She is fitted with all modern appliances, has a five-yard bucket, dredging to a depth of forty-five feet, bringing up a bucketful about every three-quarters of a minute. At the time of their visit she was digging in hard material.

In reply to Alderman Baxter, Captain Wright said he could not say how the Packard dredge would compare with the Beaver.

The dredges owned by Brayman Bros. were also visited. They were in good condition and would be suitable for work here. They also would dredge in forty-five feet. The price of these was \$125,000 each.

Capt. Wright, in reply to Ald. Bullock, said he thought there were some government scows available, two at New Glasgow, one at Yarmouth, and one at Pictou. They were scows of 200 yards capacity.

Returning to a discussion of the dredge, Capt. Wright said the Packard dredge would cost \$100,000, two scows were available at a cost of \$25,000, for the two. The dredge could be prepared for sea in about three days. It would take a longer time to set her up for work than to dismantle. She would dredge about 2,500 yards in a day of ten hours.

Ald. Baxter, in reply to a question, said the Beaver would dredge about 3,000 yards a day in soft material. It depended a good deal on the kind of material they were dredging. She could not dredge the maximum in this harbor.

Ald. Tilley spoke of the possibility of getting scows, which he considered very slim.

Ald. Wilket made some observations to the effect that Capt. Wright might have submitted a written report. He thought that after the expense the city had gone to in sending the inspectors to Boston they should at least have a piece of paper to show for it. He moved that the board adjourn until a written report was prepared.

Ald. McGoldrick here remarked: "It is too bad there were too many bosses in this thing. I think the best thing I can do is to get out of the chairmanship of the board of works." He said he thought Capt. Wright had received his instructions straight enough, but it appeared there was a mix-up. They had been fooling around about a month about buying a dredge, and they were no farther ahead.

Ald. Bullock thought there should be a report from Inspector Dalton about the condition of the boilers on the Packard or of any other dredges examined.

Captain Wright said the boilers couldn't be examined inside as the heating vapor of catarrhozone after the germs and you at once accomplish good. Any case of catarrh is curable—all that is necessary is to inhale Catarrhozone. You stop hawking, nostrils are cleared, throat is healed and freed of phlegm, every vestige of the trouble is forever driven from the system. If you want permanent cure for catarrh, throat trouble or bronchitis, Catarrhozone is a stand-by. Two sizes, 25c. and \$1.00 at all dealers.

Winnipeg Tribune: Mrs. Charles E. Stuart McPherson, who, as Miss Josie Troop, was one of the belles of St. John (N. B.), will hold her first reception at the Royal Alexandra on Friday afternoon.

Miss Bessie M. Seely returned yesterday to Anagance where she is teaching school, after a very pleasant visit of a few days to Mrs. L.R. Ross.

"What's that?" she whispered in horror and alarm.

"Oh! nothing, my dear," he muttered with a pleasant laugh, "only a trifle you happened to have forgotten. My friend, Froukles."

"Sir Andrew!" she gasped.

(To be continued.)

be heard with reference to the dredging to be done and as to the advisability of procuring dredges. They should have the board of trade delegation, and also Director Cushing, and then decide whether they should buy a dredge or not.

The mayor arose to state that he had given no instructions to Capt. Wright. He had simply introduced him to Ald. McGoldrick, chairman of the board of works, and told him to get his instructions from him. He thought Capt. Wright had done his work well and should receive the thanks of the board.

It was suggested that this would be brought up at the next meeting of the council. Capt. Wright then retired.

Director Cushing said he thought it was unnecessary to say anything regarding further dredging. He was dredging the berths to a width of 67 feet, which was ample for the turbines or Empress boats.

The mayor said Mr. Leonard and Mr. Downie, of the C. P. R., had told him they would have to have a width of 80 feet or the Empress boats would not come.

The director said he could not dredge to 80 feet in time with the present dredges. There was 2,200 yards of dredging to be done at No. 2 and 3 berths to make it 67 feet. He had never figured on anything over 67 feet for a berth.

"We can't do it and I never said it could be done. It's not necessary," he said. "I couldn't guarantee to make it 80 feet in time."

A discussion ensued as to the amount of extra dredging required for the 80 feet, and Ald. Baxter figured that 2,400 yards remained to be done, in addition to the 2,200 yards.

Director Cushing said that a great portion of No. 2 berth has already been dredged. It was almost half done. He was only figuring on a width of 60 feet there. He reported that the orange peel dredge had been tried today and proved very satisfactory. She is no plaything, he remarked, and will do good work.

Mr. Schofield said he was very much surprised that there was such a difference in the statements of two engineers. The C. P. R. engineer, Mr. McMillen, had reported that 9,500 yards of dredging was necessary, and according to Director Cushing only about half that amount remained to be done.

Director Cushing and the harbor master here stated that their figures were correct.

Mr. Schofield said the board of trade had been considering the dredging matter with the view of assisting the council. They still endorsed the opinion expressed some time ago about bringing a dredge here if sufficient time were left.

"It is up to the city to purchase a dredge if it is needed," he said, "there would be plenty of work to do both at Sand Point and the I. C. R. pier."

He has been informed that Mr. Mayes was working the Beaver on No. 3 site only six hours a day. He thought Mr. Mayes should be induced to work night and day, six hours each. If Mr. Mayes would give assurances that he could complete No. 3 site in two or three days and then do the work at Nos. 2 and 3 berths and also at the Long wharf it was possible the work could be carried out in time, otherwise a dredge should be purchased.

Mr. Fisher spoke along the same lines as Mr. Schofield. It was their duty to see that all obstacles in the way of the Empress boats coming should be removed. The dredge should be fitted with lights so that it could work night and day.

Alderman Baxter remarked that lights would be installed before the end of the week, but they were to be used so that a full day could be worked, not for night work.

It was contended by a member of the board of trade delegation that if necessary the dredge might be worked Sunday as well as night and day, if in this way the work could be done in time.

Mr. Estabrooks also endorsed the remarks made by Mr. Schofield. Every effort should be made to provide accommodation for the Empresses. "The great need now," he said, "is the No. 2 and 3 berths first and the crib site afterwards."

Mr. Hatheway said he was glad to hear from the director that only about 5,000 yards of dredging remained to be done.

The delegation then withdrew. The chairman read a letter from Wm. Thomson & Co., with reference to a dredge they offered for sale. It was placed on file for reference.

The chairman said he thought the report of Capt. Wright had placed the harbor master in a bad light as he had favored the purchase of the Bothfield and Capt. Wright over it.

Capt. Farris said the Bothfield was not in the condition Capt. Wright said she was, when he visited her. He didn't think the dredge was as bad as Capt. Wright had said.

Ald. Bullock called attention to the fact that the director had received no official communication from the C. P. R. as to their requirements for the Empress steamers. He thought they should get it at once.

Ald. Baxter—"Let's dredge to 80 feet anyway."

Ald. Bullock said he wanted to see the No. 3 crib raised and made ready to be put down as soon as the site was ready. "I think we should see that Clark has the crib ready anyway, whether the site is ready or not. We can take the responsibility."

After some further discussion Alderman Bullock moved that a committee be appointed to interview Mr. Mayes to see that arrangements could be made to do the dredging at Sand Point, and also to get the dimensions of the C. P. R. boats.

This was carried and the following committee appointed: Ald. Bullock, Rowan, Pickett and McGoldrick, with the director.

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A HINT FOR ST. JOHN (Boston Post.)

In a general order issued last evening, Police Commissioner O'Meara makes a further advice in his campaign for cleanliness in Boston. By his instructions, one week's time will be allowed the people here to gain a realizing sense of the fact that they are forbidden by law to spit upon the sidewalk, and on and after next Wednesday any person so offending will be subject to arrest and fine as provided. It is doubtful that any really serious attention has been paid to the law which was passed by the legislature last March. Nevertheless it is a plain and emphatic and comprehensive act of prohibition. It provides that "no person shall expectorate or spit on any public sidewalk, or, except in receptacles provided for the purpose, upon the floor in any city or town hall, in any court house or court room, in any public library or museum, in any church or theatre, in any lecture or music hall, in any ferry or steamboat, in any railroad car, except a smoking car, in any railway car, in any railroad or railway station or waiting room or on any sidewalk or platform connected therewith." The penalty for violation of this is a fine of not more than \$20.

This provision is in the interest of health and decency, and we wish all success to Commissioner O'Meara's endeavor to enforce it in Boston.

Miss Alice DeWolfe arrived in Fairville yesterday from St. Stephen.

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