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## CAPTAIN BLOOD

by Rafael Sabatini  
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BEGIN HERE TODAY.

Peter Blood is wrongly convicted of treason against the English king. He and Jeremy Pitt, among others become the slaves of Colonel Bishop, a fastidious planter and uncle of Arabella, between whom and Peter Blood an interesting friendship springs up. A Spanish ship conquers the island but is captured through the strategy of Blood, who heads a boarding party of slaves. Don Diego, commander of the vessel who was given freedom of the ship, attempts to betray Captain Blood and his followers but fails. Blood sails for Tortuga, headquarters of buccaniers, where he joins with Levasseur, another adventurer.

GO ON WITH THE STORY.

### CHAPTER XIV.

#### LEVASSEUR'S HEROIC.

It would be somewhere about ten o'clock on the following morning, a fall breeze before the time appointed for sailing, when a canoe brought up alongside La Foudre, and a half-caste Indian stepped out of her and went up the ladder. He was the bearer of a formal recap of paper for Captain Levasseur.

Its contents may be roughly translated thus: "My well-beloved—I am in the Dutch brig Jongvrou, which is about to sail. Request to separate us forever, my cruel father is sending me to Europe in my brother's charge. I implore you, come to my rescue. Do ever see my well-beloved here!—Your devoted Madeline, who loves you."

The well-beloved hero was moved to the seat of him by that passionate appeal. His bewailing glance swept the bay for the Dutch brig, which he knew had been due to sail for Amsterdam with a cargo of hides and tobacco.

She was nowhere to be seen among the shipping in that narrow, rock-bound harbor. He roared out the question in his mind.

In answer the half-caste pointed out beyond the frothing surf that marked the position of the reef constituting one of the stronghold's main defenses. Awaft beyond it, a mile or so distant, a rail was standing out to sea.

Consider in his soul the association to which he had entered, Levasseur was already studying ways of evasion. Flood would never suffer violence to be done in his presence to a Dutchman; but it might be done in his absence.

Within the hour the Arabella and La Foudre were beating out to sea together. Without understanding the chance of plan involved, Captain Blood, nevertheless, accepted it, and weighed anchor before the appointed time upon perceiving his associate to do so.

All day the Dutch brig was in sight, though by evening she had dwindled to the mere speck on the northern horizon. The course prescribed for Blood and Levasseur lay eastward along the northern shores of Hispaniola. To that corner the Arabella held steadily through the night, with the result that when day broke again, she

was alone. La Foudre under cover of darkness had struck away to the north-east with every rag of canvas on her yards.

Dawn found La Foudre close on the Dutchman's heels, not a mile astern, and the sight of her very evidently flustered the Jongvrou. The Dutch ship veered, showed her rudder, and opened fire with her stern chasers. The small shot went whistling through La Foudre's chrouds with some slight damage to her canvas. Followed a brief running fight in the course of which the Dutchman let fly a broadside.

Five minutes after they were held tight in the clutches of La Foudre's grapnels, and the buccaniers pouring noisily into her waist.

The Dutchman's master, purple in the face, stood forward to board the pirate, closely followed by an elegant, pale-faced young gentleman in whom Levasseur recognized his brother-in-law elect.

From the quarter rail Mademoiselle d'Ogeron looked down with glowing eyes in breathless wonder upon her lover in breathless wonder upon her, with a glad shout sprang toward her, with a glad shout sprang toward her, with a glad shout sprang toward her.

Levasseur did not stay to argue with him; he was too impatient to reach his mistress. He swung the poleax that he carried, and the Dutchman



He crushed her to him brutally and kissed her whilst she writhed in his embrace.

CHAPTER XV.  
THE RANSOM.

In the glory of the following morning, sparkling and clear after the storm, a curious scene was played on the beach of the Virgin Magra.

Enthroned upon an empty cask sat the French filibuster to transact the business of making himself safe with the Governor of Tortuga.

A guard of honor of about a half-dozen officers hung about him. Before him, guarded by two half-naked negroes, stood young d'Ogeron, in a frilled shirt and satin small-clothes and fine shoes of Cordovan leather.

Mademoiselle, his sister, sat hunched upon a hillock of sand.

Levasseur addressed himself to M. d'Ogeron. He spoke at long length. In the end—

"I trust, monsieur," said he, "that I make myself quite clear."  
(To be continued.)

Used by physicians—Minard's Liniment

If a small boy refuses a second piece of cake, it's a sign that there's something wrong with him—or the cake.

liberately brutal because she resisted, and kissed her whilst she writhed in his embrace.

Some one knocked. Cursing the interruption, Levasseur strode off to open. Cahuse, his lieutenant, stood before him. He came to report that they had sprung a leak between wind and water, the consequence of damage sustained from one of the Dutchman's shots. In alarm Levasseur went off with him.

Ahead of them a low cloud showed on the horizon, which Cahuse pronounced one of the northernmost of the Virgin Islands.

"We must run for shelter there, and careen her," said Levasseur. "A storm may catch us before we make land."

"A storm or something else," said Cahuse grimly. "Have you noticed that?" He pointed away to starboard.

Levasseur looked, and caught his breath. Two ships that at the distance seemed a considerable burden were heading toward them some five miles away.

For the remainder of that day Levasseur's thoughts were of anything but love. He remained on deck, his eyes now upon the land, now upon these slowly gaining ships. And then, toward evening, when within three miles of shore, he almost faltered in relief when a voice from the crew's nest above announced that the larger of the two ships was the Arabella. Her companion was presumably a prize.

Levasseur put off in a boat accompanied by Cahuse and two other officers, and went to visit Captain Blood aboard the Arabella.

"Our brief separation has been mighty profitable," was Captain Blood's greeting. "It's a busy morning we've both had." He was in high good-humor as he led the way to the good cabin for a rendering of accounts.

The tall ship that accompanied the Arabella was a Spanish vessel of twenty-six guns, the Santiago from Puerto Rico with a hundred and twenty thousand pieces of cargo, forty thousand pieces of eight, and the value of ten thousand more in jewels. A rich capture of which twofifths under the articles went to Levasseur and his crew. Of the money and jewels a division was made on the spot. The cargo it was agreed should be taken to Tortuga, and the rest of the cargo was to be sold.

Then it was the turn of Levasseur, and black grew the brow of Captain Blood as the Frenchman's tale was unfolded. At the end he roundly expressed his disapproval. The Dutch were a friendly people whom it was a folly to alienate, particularly for so paltry a matter as these hides and tobacco, which at most would fetch a bare twenty thousand pieces.

But Levasseur answered him that a ship was a ship, and it was ships they needed. Perhaps because things had gone well with him that day, Blood ended by shrugging the matter aside.

Thereupon Levasseur proposed that the Arabella and her prize should return to Tortuga and there to unload the cargo and enlist further adventurers that could now be shipped. Levasseur meanwhile would effect certain necessary repairs, and then proceeding south, await his admiral at Saltatodos, an island conveniently situated.

To Levasseur's relief, Captain Blood not only agreed, but pronounced himself ready to sail at once.

At sunset that evening the wind freshened; it grew to a gale, and from that to such a hurricane that Levasseur was thankful to find himself ashore and his ships in safe shelter.

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### Interesting Finds Made On Seashore

"London streets are paved with gold," runs the optimistic old ballad, but the possibilities of the seashore are a much more hopeful proposition. Valuables are often picked up between the high and low tides on the seaside resorts, and a search in caves and where the waves wash daily in and out, or along rock crevices and shelves where jetsam and jetsam lodge, may well bring its own reward, writes J. V. in the London Daily Express.

Year after year, rings, watches, brooches, bracelets, cigarette cases, purses and money are lost in the beach by holiday-makers, and either buried in the sand or washed out to sea. Their owners rarely seek or hear of them again, but the professional beachcombers know where to hunt for such treasures.

It is astonishing how beach loot can travel. There was a queer case, last year, for instance, when a midlander dropped a wallet, containing £500 in notes, on a North Wales beach, and had it returned a fortnight later. It had been washed up at Formby, in Lancashire, twenty miles distant from Prestatyn, where it was lost.

All sorts of interesting finds have been made at the shores of Seisey Bay where the sea is encroaching more and more upon the soft crumbling flats, disturbing the mud and sand, wherein lie buried relics of the past, such as Roman coins, tiles, ornaments, and once—only a few years ago—the skeleton of a mammoth.

At Seisey, and at East and West Wittering, close by it, the seeker may find agates. Cromer, too, is an agate ground, as are some other East Coast resorts; corallians are quite common in Wales, and have been found on the Suffolk shores. Scarborough is famous for its jet, and both Suffolk and the north-east coast sometimes yield amber.

The longshore hunter cherishes at ways the faint hope that he may light upon ambergris, the precious secretion of the sperm whale, though it is rarely washed up in our home waters. Southern seas are more likely hunting grounds and good finds are occasionally made off India, Africa, and Brazil.

Some Norwegian seamen, whaling in Australian seas a few years ago, caught a whale which proved to be

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worth £27,000, as it contained about 900 pounds of ambergris! That kind of luck is rare, but any one who notices a lump of opaque, blackish-grey, soapy substance on the beach when holiday-making this year would be well advised to make inquiries before using it as a cricket ball, or throwing it back into the sea for the amusement of the dog, as scent manufacturers pay upwards of £2 an ounce for it, so much is ambergris in demand as an ingredient in the making of certain perfumes.

Drives away pain—Minard's Liniment

The Limit.  
Wife (to fast-driving husband)—  
"Oh—Jim, don't go any faster!"  
Jim—"I can't."—Punch.

Depending.  
A weather expert says that August will be fine and warm. Weather permitting, of course.—Passing Show.

A horse that lies down and goes to sleep every few minutes is causing its owner some concern. It concerns us, too, as we've been backing it for years.

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### New Styles in Locomotives

In 1858 Dr. Rudolf Diesel published his classic "Theory and Construction of a Rational Heat Motor," in which he described an entirely new type of prime mover. Air was to be compressed in a cylinder under a pressure of four hundred to seven hundred pounds to the square inch and thereupon heated to incandescence. Oil injected into this highly heated compressed air was to be ignited spontaneously and the resultant expansion was to give a power impulse to a piston.

It took four years of experimenting and \$107,000 in money to reduce this simple principle to commercial practice and to give the world the most efficient engine ever invented.

Originally built as a stationary motor, the Diesel demonstrated its ability to compete with the highly economical marine engine as early as 1912, in which year the first motor ship was launched. More than half the world's shipping under construction these days is Diesel driven. Fired by these victories on land and sea, it was inevitable that the disciples of Diesel should boldly attack the difficult problem of hauling trains in accordance with his principle. Here is an engine at least three times as efficient as the steam locomotive in converting heat into mechanical energy. No time is lost in raising steam. Long runs can be made without stopping for fuel or water. No ashes need be removed, no cost of maintaining a locomotive is reduced one-half. Such striking advantages more than outweigh a higher initial cost and a greater weight.

No wonder, then, that about sixty Diesel locomotives and railroads are now in use and under construction in different parts of the world.

Much research must still be conducted before the Diesel locomotive is standardized. There is no unanimity of opinion on the method of transmitting power to the axle. In Europe the tendency is all toward change-speed gearing, so that the Diesel locomotive becomes a glorified automobile. In the United States the engine drives a generator which supplies electric energy to axle-motors. Whichever type persists, the Diesel locomotive promises to be a boon to extensively operated branch lines and poor roads. Indeed, it may even stave off the day of trunk-line electrification.

Yet it would be a mistake to conclude that the picturesque steam locomotive is doomed to join the clipper ship. Highly standardized as it is, the railroad steam engine has not been the subject of research as intensive as that, for example, which has given us the modern electric lamp or the telephone. The locomotive of today is still a crude machine, its possibilities by no means developed. Ljungstrom and Zoelly, two brilliant European engineers, have convincingly demonstrated what can be accomplished by research. They have cast aside the old piston engine, applied the turbine and obtained economies on South American and European roads undreamed of ten years ago. Far from driving steam from railroads, Diesel engineers have actually aided in a renaissance. But Stephenson, the lineal descendant of whose "Rocket" have served us well, would hardly recognize the new steam locomotives, driven as they are on the windmill principle by blowing steam against vanes. No outside cylinders, no flashing piston rods, no deafening puffing at the start. These new machines are noiseless, smokeless, almost vibrationless, and more in keeping with this age of comfort. They and the Diesels will do much to keep down the rising costs with which our railroads must constantly struggle.

### Cleveland Auto Club Decides on Protective Plan

Intoxicated Drivers Menace to Other 90 Per Cent. Law Abiding Autoists

### STATE LAW SUPPORTS

Cleveland, O.—Inauguration of a campaign to aid in curbing drunken and partially intoxicated drivers is being planned by officials of the Cleveland Automobile Club. The Club has been making a study of accidents in which intoxicated drivers are concerned and it intends to lead its aid in stopping the practice as far as possible.

Officials of the club hold that city legislation to provide laws of greater severity than can be taken, in view of the Creighton law, which became effective in the state on August 2, and which provides more adequate punishment for this form of law violation.

The new law provides that anyone driving while under the influence of alcohol shall be fined not less than \$100 nor more than \$500 and shall not be imprisoned for less than 30 days and not more than six months and a suspension of the right to drive for not less than six months and not more than one year.

The adoption by the city of such stringent measures as the state law will quickly eliminate drunken drivers, it is believed.

Time for Ontario to get on up too.

There is a big demand from splinters for literature on marriage. Shell help.

### Persia

"All Red" Plane

Great Britain's greatest project standstill by the place on Persian ter

To say that the oil labored for more than this airway into operation over the snar which would be a rather mild way to view expressed in hand of Moscow is real failure to complete the

Rita Khan, Persia's pointed Shah, at one member of the Persian and also said to have been the British Ministry in years ago, seemed well disposed toward

when he converted his royal figure almost as they are in high duty to view expressed in hand of Moscow is real failure to complete the

Some handsome money such a privilege.

### Births Again Decline

land and Wales in 1926 Approach Low Record

London.—The "spoon-essence" has crept across Channel to haunt British statisticians. The English birth rate for 1926 and a decline, following the curve which has obtained according to figures published Registrar-General. The calendar year was 17.8 population.

Against this the official that the death rate of than a year old was the cord. Scotland's birth rate as well as a death rate than England.

The 1926 birth rate was and was barely below the rate of 17.7, the lowest in the low birth rate for presented what is regarded national problem, the 1926 was 18.8 for each

Cancer, heart disease, colic of the respiratory list as causes of death and Wales.

Women, the Registrar's port indicates, were far a dodging motor vehicles and fatal accidents were down. Also, the nation who committed suicide than half the number of a death by their own hands figures were: Males, 5,812,500. Accidental deaths, 5,531; females, 4,271.

### British Grant Aid Migration

Imperial Assistance lates Afforestation South Australia

Adelaide, S. Aust.—A grant of \$258,250 to South as a nucleus for starting on a larger scale was announced by the State Premier L. Butler. Representing British Government have on the southeast for a long time here that they expect to be able to place in England. In addition, societies of this area are for a scheme for the of families from Scotland estates have been offered emment for purchase and into farms, and a subsidy is assured from these 10,000 acres, potatoes and corn.

In accordance with the above grant, a minimum acres is to be planted over 10 years, and paper pulp also be started. It will for the state to secure a 600 acres of land to carry 600 acres, already 44,000 been purchased at a cost of \$100,000. It is estimated that the on acre for 30 years' work. Every acre harvested will day costs, enable the state

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