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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 Barbados 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 party of slaves. Don Diego, commander of the vessel, who is given freedom of the ship, attempts to betray Captain Blood and his fellows, but fails. Blood sails to Tortuga headquarters of buccaneers, where he joins with Levasseur, another adventurer.

The governor of Tortuga tries to break up an attachment between his daughter, Mademoiselle D'Ogeron, and Levasseur. He sends his daughter on a sea voyage, guarded by her brother. Levasseur follows and kidnaps Mademoiselle and her brother, and Captain Blood engages Levasseur in a duel to save them.

GO ON WITH THE STORY.

It was soon over. The brute strength upon which Levasseur so confidently counted, could avail nothing against the Irishman's practiced skill. When, with both lungs transfixed, he lay prone on the white sand, coughing out his rascally life, Captain Blood looked calmly at Cahusac across the body.

"I think that cancels the articles between us," he said.

"If you will come to our anchorage, you shall receive at once your share of the booty of the Santiago, that you may dispose of it as you please."

They crossed the island, the two prisoners accompanying them, and later that day, the division made, they would have parted company but that Cahusac, at the instances of the men who had elected him Levasseur's successor, offered Captain Blood anew the services of that French contingent.

"If you will sail with me again," the Captain answered him, "you may do so on the condition that you make your peace with the Dutch, and restore the brig and her cargo."

The condition was accepted, and Captain Blood went off to find his guests, the children of the Governor of Tortuga.

M. d'Ogeron was not in a forgiving mood.

"Mademoiselle," said he, "aboard this ship you shall be treated with all honor. So soon as we are in case to put to sea again, we steer a course for Tortuga to take you home to your father."

CHAPTER XVI.

THE TRAP.

That affair of Mademoiselle d'Ogeron bore as its natural fruit an improvement in the already cordial relations between Captain Blood and the Governor of Tortuga.

So when it came to fitting out his fleet for an enterprise against Maracaybo, he did not want for either ships or men to follow him. He recruited five hundred adventurers in all, and he might have had as many thousands if he could have offered them accommodation. Similarly without difficulty he might have increased his fleet to twice its strength of ships but that he preferred to keep it what it was. The three vessels to which he confined it were the Arabella, the La Foudre, which Cahusac now commanded with a contingent of some six score Frenchmen, and the Santiago, which had been refitted and rechristened the Elizabeth. Hagthorpe, in virtue of his service in the navy, was appointed by Blood to command her, and the appointment was confirmed by the men.

It was some months after the rescue of Mademoiselle d'Ogeron—In August of that year 1687—that this little fleet sailed into the great lake of Maracaybo and effected its raid upon that opulent city of the Main.

The affair did not proceed exactly as was hoped, and Blood's force came to find itself in a precarious position.

A dispute was being conducted by Hagthorpe, Wolverstone, and Pitt on the one side, and Cahusac, out of whose uneasiness it all arose, on the other.

"Is it that I have not warned you from the beginning that all was too easy?" Cahusac demanded. "I see an abandoned fort at the entrance of the lake, and nobody there to fire a gun at us when we came in. Then I suspect the trap. What do we find? A city, abandoned like the fort. Captain Blood, he will go on, and we go on. We go to Gibraltar. True that at last, after long time, we catch the Deputy-Governor; true, we make him pay big ransom for Gibraltar; true between that ransom and the loot we return here with some two thousand pieces of eight. It is a piece of cheese in a mousetrap, and we are the little mice. The cats are those four Spanish ships of war that have come meantime. And they wait for us outside the bottle-neck of this lagoon."

"I think that cancels the articles between us," he said.

He checked. At that moment, up sauntered Peter Blood. With him came a tough, long-legged French seawolf named Yberville, who, though still young, had already won fame as a privateer commander before the loss of his own ship had driven him to take service under Blood. The Captain advanced toward that disputing group, leaning lightly upon his long ebony cane, his face shaded by a broad-plumed hat.

He spoke quietly, almost wearily. "You will be telling them that we have delayed, and that it is the delay that has brought about our danger. But whose is the fault of that delay?"

"Ah ca! Nom de Dieu! Was it my fault that . . ."

"Was it any one else's fault that you ran your ship La Foudre aground on the shoal in the middle of the lake? You would not be piloted. The result was that we lost three precious days in getting canoes to bring off your men and your gear. After that, and because of it, we had to follow the Governor to his infernal island fortress, and a fortnight and the best part of a hundred lives were lost in reducing it. That's how we come to have delayed until this Spanish fleet is fetched round from La Guayra by a guarda-costa."

He spoke with a restraint which I trust you will agree was admirable when I tell you that the Spanish fleet was commanded by his implacable enemy, Don Miguel de Espinosa y Valdez, the Spanish Admiral of Spain.

"There's no good can come of talking of what's past and done," cried Cahusac. "The question is: what are we to do now?"

"Sure, now, there's no question at all," said Captain Blood.

"Indeed, but there is," Cahusac insisted. "Don Miguel, the Spanish Admiral, have offer' us safe passage to sea if we will depart at once, do no damage to the town, release our prisoners, and surrender all that we took at Gibraltar."

Captain Blood smiled quietly.

"If you and your French followers wish to avail yourselves of the Spaniard's terms, we shall not hinder you."

"Precisely what answer have you make to the Admiral?"

A smile irradiated the face and eyes of Captain Blood.

"I have answered him that unless within four-and-twenty hours we have his parole to stand out to sea, ceasing to dispute our passage or hinder our departure, and a ransom of fifty thousand pieces of eight for Maracaybo, we shall reduce this beautiful city to ashes, and thereafter go out and destroy his fleet."

The impudence of it left Cahusac speechless.

They must strike ere Don Miguel received the re-enforcement of that fifth galleon, the Santo Nino, which was coming to join him from La Guayra.

Their principal operations were on the larger of the two sloops captured at Gibraltar; to which vessel was assigned the leading part in Captain Blood's scheme. They began by tearing down all bulkheads, until they had reduced her to the merest shell, and in her sides they broke open so many ports that her gunwale was converted into the semblance of a grating. Next they increased by a half-dozen the scuttles in her deck, whilst into her hull they packed all the tar and pitch and brimstone that they could find in the town, to which they added six barrels of gunpowder, placed on end like guns at the open ports on her larboard side.

On the evening of the fourth day all were got aboard, and the city of Maracaybo was at last abandoned. But they did not weigh anchor until some two hours after midnight. Then hey drifted silently down toward the bar.

The order of their going was as follows: Ahead went their improvised fire-ship in charge of Wolverstone with a crew of six volunteers, each of whom was to have a hundred pieces of eight over and above his share of plunder as a special reward. Next came the Arabella. She was followed at a distance by the Elizabeth, commanded by Hagthorpe, with whom was he now shipless Cahusac and the bulk of his French followers. The rear was brought up by the second sloop and some eight canoes, aboard of which the prisoners and slaves had been shipped and most of the captured merchandise.

The Spaniards did not sight Blood's fleet in that dim light until some time after Blood's fleet had sighted them.

Straight for the Admiral's great ship, the Encarnacion, did Wolverstone head the sloop; then, lashing down the helm, he kindled from a match that hung ready lighted beside him a great torch of thickly plaited straw that had been steeped in bitumen. As he swung it round it burst into flame, just as the slight vessel went crashing and bumping and scraping against the side of the flagship. His six men stood at their posts on the larboard side, stark naked, each armed with a grapnel, four of them on the gunwale, two of them aloft. At the moment of impact these grapnels were slung to bind the Spaniard to them.

Aboard the rudely awakened galleon all was confused hurrying, scurrying, trumpeting, and shouting.

Wolverstone had seen his six fellows drop overboard after the grapnels were fixed, and then had sped himself, to the starboard gunwale. Thence he flung his flaming torch down the nearest gaping scuttle into the hold, and thereupon dived overboard in his turn, to be picked up presently by the longboat from the Aarbella. But before that happened the sloop was a thing of fire, from which explosions were hurling blazing combustibles aboard the Encarnacion.

(To be continued.)

ISSUE No. 38—'27

CORNS

Quick relief from painful corns, tender toes and pressure of tight shoes.

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Gracious Gift

"Golden Book" for Britain as Token of France's Gratitude

Paris.—For months French artisans and statesmen have been busy preparing a "golden book" which recently Foreign Minister Briand and other Government officials presented to Sir Austen Chamberlain when the British Secretary of Foreign Affairs was received at the Hotel de Ville.

The book, which bears the title "France to the British Empire," followed by the words "Amici amicis in memoriam gloriae communis," bears three prefaces by MM.M Briand, Poincare and Clemenceau, respectively.

The Minister of Foreign Affairs explains the motive of the gift—gratitude of France for British sympathy and aid. The Premier stresses the importance to world peace of Anglo-French co-operation and at the same time expresses French admiration, sympathy and affection for Britain. M. Clemenceau, the wartime Premier, writes: "To love consists not in the telling but in the proving."

The book contains views of the most interesting sites in France and the colonies and is autographed by outstanding French statesmen, soldiers and diplomats.

AIRSHIP, NOT AIRPLANE REGARDED AS EMPIRE'S FUTURE AGENT

London—Airplane failures on the Atlantic flights of recent weeks have given a new filip to the belief in the airship as the true Empire agent of travel. British Admiralty experts and unofficial aeronautists like Commander Burney, member of the House of Commons, and an experienced wartime flier, point confidently to the beginning of a new era when the two British Admiralty airships now being constructed are afloat.

It is claimed that these two new aircrafts will be practically fire-proof, and absolutely safe in storms of all but hurricane force.

The Observer says: "The airship is essentially a peace ship; it is primarily a vessel of transport. War tests were no tests. Zeppelins were armed liners and less airworthy because military requirements influenced their designs. Zeppelins succumber to weather, to artillery, and were destroyed by attacking airplanes, but nothing in German or British experience with airships bars the way of their development. Everything combines to promise that the perfected airship is to be the backbone of Britain's mercantile air service over great sea spaces.

"Great advances have been made in long distance flying this year. We have not one word or thought of disparagement for its achievement, or for exploits of human daring that are salt and health in a saverless ruck of experience. But for rapid expansion of air travel, especially Empire air travel, more is likely to depend on airship trials of the coming year."

Canada's National Museum

Long before the days of confederation, in 1844, the first Director of the Geological Survey, Sir William Logan, commenced a natural history museum which has existed continuously since then and is now known as the National Museum of Canada. Each year this institution sends out field parties to widely separated parts of the Dominion to make investigations in natural history and ethnology, and to augment the already vast collections of specimens housed in the Museum at Ottawa. Eleven parties are in the field this summer, five for anthropological work, five for biological, and one for mineralogical, in addition to the field parties of the Geological Survey, whose work is so closely associated with that of the Museum.

Drives away pain—Minard's Liniment

Careful

Two young ladies visiting a small town decided to go for a ride into the open country.

In answer to their inquiry for a gentle horse the livery man said, "Yes, I have one, the only trouble is he does not like the rein to touch his tail."

The young ladies started out promising to be careful.

On returning the man asked, "Well, did you enjoy your ride?"

One of the ladies answered: "Oh, yes, it did rain a little, but Flossie held the umbrella over his tail while I drove."

The cost of army shoes has gone up eigthy-six cents. Can the fact that they are now equipped with rubber heels have caused this "bound" in price?

Bewhiskered by Bees.

George Biggers, of Pasadena, places about ten pounds of bees around his cheeks and gets away without one sting.

Scientist Explains Rollers in Calm Sea

Lays "Slapping" of Liner to the Coincidence of Wave Phases of Distant Storms

Washington—Navy hydrographers who have studied reports of the sudden arising of huge waves out of apparently calm seas off the North Atlantic Coast in recent days have advanced three possible explanations, although the data at hand was too scant to permit definite conclusions.

The liner France was slapped by a big wave off Ambrose Light at the entrance to New York Harbor on Aug. 23, and a somewhat similar experience was met by the steamer Saugus off the Delaware Breakwater the next day.

G. W. Littlehales, U.S. navy hydrographic engineer, says the most likely explanation was that the wave phases of distant storms in the Atlantic coincided, generating much larger waves which "slapped" these ships. It is plausible also, he said, that this sudden coincidence was as abruptly terminated, restoring the sea to relative calm.

"Such an occurrence might also have been caused when a fast incoming tide-stream formed what is known as a "tide scar" near inlets," he continued. "This means that the friction of land underneath would hinder the tide at lower levels, causing a steep reverse incline.

"Contact of waters of different physical qualities, such as density and temperature, has also been known to cause such an abrupt disturbance. I hesitate, however, to give any definite reason for the occurrences, other than to say that some natural explanation exists and that the big wave was not a spiritual manifestation."

Old Roman Fort Dug Up at Conway

Third Barrack Building—Stable and Officers' House Uncovered

Conway, Ireland.—The excavation of the Roman fort Kanovium, five miles south of Conway, which was begun last year, has been continued this summer. A month's work has already been done, and the excavating committee hopes to carry the season's work on until the end of September or even later.

A third barrack building has been uncovered, corresponding exactly to the two located last year, and the end of another simple building has been found. The greater part of this, however, lies buried under Caerhun churchyard. A long building has been exposed which was possibly a stable, also a small rectangular tank or cistern with cemented walls and a clay bottom. This tank had evidently been filled up by the Romans themselves. A large building which is at the present time being uncovered is probably the commandant's house or officers' quarters at the fort.

A second gateway, that to the south of the fort, has also been partially opened up. It has not the same peculiarities as the east gate, which was examined last year, and it appears to have been partially blocked up in Roman times, but the excavation has not yet gone far enough to elucidate this point entirely. If this surmise proves to be correct it will be of great interest, since the blocking of gateways is characteristic of the later periods of the Roman occupation.

So far little or nothing has been fonud within the area of the fort to show that the occupation here lasted beyond the middle of the second century, although coins, pottery, glass, and lead have been discovered in some quantities.

Used by physicians-Minard's Liniment

Busybody or Boss

Everybody in the industrial and commercial world, even to the humblest employee, is a boss. Whatever one's task may be, intelligent direction of effort is required. Despite the organization of industry to make routine labor automatic, every individual must be a boss in the application of his personal energies to the task at hand. When this principle is understood, many minor executives who waste time as "busybodies" in directing the efforts of others, will achieve true executive calibre by limiting their bossing to the co-ordination of one worker's task with the efforts of the entire organization. Old-fashioned bossing, which is one part "driving," one part "snooping," and one part "busybodying," receives no approval in modern organizations.

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International Boundary Survey

Almost every known method of survery has been made use of in the work of surveying the International Boundary between Canada and the United States. In its length of 5,500 miles, the boundary passes through country greatly varying in nature—through arms of the sea, through the great lakes, through rivers, lakes, and forests, and over plains, snowfields, glaciers, and mountains.

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Radio Paths for Ocean Liners

Double-beam radio beacons as a means of directing aircraft across the Atlantic were foreshadowed by Dr. J. H. Dellinger, Chief of the Radio Laboratory of the Bureau of Standards, in an interview with a reporter of the New York "Times," on the eve of his departure for Europe on a three three months' radio tour of inspection. Dr. Dellinger pronounced such a plan as entirely feasible and believed it not unlikely that they would be constructed within ten years. Colonel Lindbergh has predicted regular commercial flying between New York and Paris within this period of time. Says The Times:

Aircraft radio beacons for lessening the hazards of transatlantic flying would necessitate the erection of radio-transmitting stations at intervals of 500 or 1,000 miles at points in the ocean or the establishment of two powerful stations on both sides of the Atlantic. If the former proposal is adopted, these directive beacon stations would have to be made stationary in the ocean—probably forming an integral unit of the widely discust seadromes, where airplanes crossing the ocean could land, and from which they could take off. These radio-transmitting stations would be erected at intervals of 500 or 1,000 miles with the use of the double-coil antenna as a means of radiating the double-beam signals for guiding aircraft. These stations, just as in the case of aircraft radio beacons on land, would continuously send out two directional signals and thus establish a path or zone of safety along which airplanes could travel with relative safety.

If, however, only two directive beacon stations—one on each side of the Atlantic Ocean—are to be erected, it will be necessary, according to Dr. Dellinger, to use high power.

Transatlantic airplanes taking advantage of these directive beacons would have to be equipped with a receiving set, operated with one dial; a visual indicating device for denoting when the aviator is traveling in a zone of safety as outlined by the double-beam radio waves; and a means of shielding the airplane engine ignition system to prevent interference with radio reception, in case radio telephony is employed. At the present time, most of the experimental work of the Radio Laboratory of the Bureau of Standards with radio aids to air navigation centers about the receiving apparatus for use on airplanes. Experimentally there has been developed at College Park, Maryland, a simple one-dial receiving outfit which is automatic in operation. Varicolored lights flashed on the instrument board of the flying craft indicate to the pilot when he is on or off the equisignal zone or path of safety.

"From this beginning," said Dr. Dellinger, "reflecting arrangements of improved types have been developed by American and other experimenters giving the evolution of the so-called beam system."

It is in the realm of navigational aids, the Doctor thinks, that directional radio has attained the greatest success. The direction finder, he says, is a device now well known to mariners. In its simplest form it is merely a coil of wire which indicates the direction from which a wave is coming, merely by turning the coil and listening to the variation of the intensity of the signal. He goes on:

In the rapidly developing realm of air navigation the direction finder has not been found so practical as in marine use. Fortunately there is another way of utilizing directional radio which bids fair to solve the problem of air navigation in fog. This method takes advantage of the directive properties of a loop antenna. Just as with other types of directive antennas there is no production of a sharply defined radio beam, but the directive effect is sufficiently great to be usable. At a transmitting station operating as a radio beam for aircraft navigation, two coil antennas are used, erected at right-angles to one another, each of these sends out waves largely directed in the line along which the antenna points. An airplane flying along a line equidistant from these two lines receives signals of equal intensity from each. When off to the right or the left of this line, it receives one signal more intense than the other. A number of ingenious methods have been worked out, to take advantage of this variation to keep an aviator on his course.

Will Rogers Sees Humor in Customs Search of Fliers

To Editor, The New York Times.

Washington, A.C.—I see the customs authorities in England searched the round-the-world fliers when they landed. I guess they thought the boys had smuggled over a couple of baby grand pianos or some early Oklahoma period furniture. I was there last Summer when Gertrude Ederle swam in and they searched her. Figured she had brought in some cigars or cigarettes or millinery in the pockets of her bathing suit, I reckon. People tell you England has no humor. Why, they are funny even when they don't try to be.

The Congressman at Large,

WILL ROGERS.

P.S.—Did ou ever see two people as much alike as Levine and Lindbergh? Both their names begin with an L.

The one who will be found in trial capable of great acts of love is ever the one who is always doing considerate small ones.—F. W. Robetson.

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