

The Tales Turned

An Awful Revenge Turned on the Revenger

By WILLIAM G. EMERSON

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It was in buccaneering times in the West Indies. An English ship, the Penguin, was sailing between Vera Cruz and Puerto Cabello, in Honduras, when she was attacked by pirates. Captain Hazeltine of the Penguin, having four swivel guns on board, two port and two starboard, or larboard and starboard, as the terms then were, with plenty of muskets and cutlasses, gave the pirates a fight that cost them one-third of their number in killed and wounded, mostly killed. But the pirates were too strong for the merchantmen, who were at length overpowered.

The captors were so irritated at the fight they had been put to and their loss that they resolved to inflict a torture upon Captain Hazeltine, to whom they were indebted for both, as they well knew, for it was he who had led every movement against them. They forced every person on the ill fated Penguin to walk the plank except Hazeltine, whom they put in irons down in the hold. Then the pirate commander invited suggestions as to methods of execution that would give the most suffering.

Many of the plans that were handed in were impracticable, since the pirates did not possess the means of carrying them out. One struck the captain's fancy as soon as it was proposed. It was that they should bury their victim up to his chin in the sand at receding half tide, so that on its return it would gradually drown him. Death would thus confront him for hours and would linger when it came.

It seemed to the pirate that this mental strain on a man in sound bodily health would be far worse than physical pain. He ordered his craft headed for the shore and anchored near a beach. On arrival the boats were lowered and filled with eatables and cases of wine that had been taken from the Penguin, for the pirates had determined to have a spree on shore, where they could have plenty of room to stretch their legs. However, their numbers were so reduced by the fight they had been through that one boat sufficed, and, since two men were left to guard the ship, but five men, including the captain, went ashore with the victim.

They found the tide within an hour of the ebb. Burying Hazeltine on the verge, he would see the tide recede for an hour, then return for an hour. The pirates faced him toward the water, leaving only his head exposed. His arms were placed close to his flanks, and when his executioners had stanked on the sand about him he felt himself in a vise. Having finished their work, they carried their supplies a little farther up on the beach and began to eat, drink and be merry.

Hazeltine soon discovered that no more frightful death could be devised. He watched the tide recede, pause and begin its return. By this time the pirates were very drunk, screaming and fighting like madmen. Hazeltine hoped some one of them, infuriated by liquor, would come and cleave his skull with a cutlass. But he was disappointed.

And now the first wave reached the victim's chin. The next did not come so high, nor the next, but the fourth washed his jaws. When it receded it took an inch of sand from under his chin. The next wave took more, and successive waves left his throat bare. But while the sand was sucked away in front it was piled up at the back of his head.

By this time the yells of the pirates were few and soon ceased altogether. They had intended to watch their prisoner die, but had got drunk instead.

The waves washing over Hazeltine while he held his breath, kept sucking sand from his front. Finally he could work his body backward and forward. The water poured in around him and softened the sand. By an effort he freed his arms and dug with his hands. In a few minutes he was free.

Looking about him, he saw the pirates lying in a drunken stupor. His first impulse was to run, his second to take their boat and pull away. His third—oh, his third marked a great change in him. Seeing the shovel with which the pirates had dug his grave, he seized it and dug five other graves a few feet above where his would be executioners had dug his own. Then, taking up a pirate, he put him into an upright hole and filled in the sand about him. Then he buried another and another till all were up to their chins in sand. Some of them awakened, but did not realize at first where they were. Others were too drunk to know anything.

Half an hour later the water reached them and sobered them. The sand gave way before them, but Hazeltine threw more sand in its place, maintaining his position and theirs until the waves rolled above their heads.

But Hazeltine was not satisfied. Waiting till night had fallen, he rowed in the boat to the ship and, armed with captured weapons, stealthily climbed the side. The two men who had been left aboard had imitated the example of those who had gone ashore and drunk themselves to sleep. Hazeltine dispatched them and threw their bodies overboard.

Two days later a British man-of-war, looking for the pirates, sped her at anchor, fired a shot and, meeting no response, sent a boat to her. They found one man—Hazeltine—on board.

How To Drive

The North Carolina Good Roads association is distributing throughout the state cards which read as follows: "How to Keep This Road For Years: 'This road was constructed for your use."

"Don't drive in one track. Avoid making ruts."

"If all use one place all the wear will be in one place and make a rut."

"If you use a little care and do not drive exactly where the last wagon did the wear will be distributed, which will keep the surface smooth and the road will remain good for years; otherwise it will soon be rutted and the smooth surface gone."

It is believed that if those who use the road will give a little attention to where they drive, so as not to drive directly in the same track as the team ahead of them has done, it will prevent the roads from becoming filled with ruts and will have a general tendency to pack the greater portion of the road.

Roads Affect Living Costs.

The National Grange prints an article showing the relation of the good roads question to the problem of the increased cost of living and the relatively decreasing population of the farming districts, which are now attracting universal attention. The article shows clearly that improved roads will increase the productivity of our farms, make effective co-operation among the farmers possible, create a market for many of the smaller farm products which are now unsalable, afford better educational facilities for the farmer's children and in many ways make country life more desirable and profitable.

Just What It Needs.

The National Good Roads association met at Niagara Falls, and the most interesting of many resolutions was that which called for the co-operation of state and federal governments in the good work, says the Florida Times-Union. At present the work is a great body without a head. What it needs more than anything else is intelligent direction to a fixed purpose. It will prove cheaper to work toward this end than to change the lines after building, as we had to do with our railroads to make them effective as a whole for the good of all.

Wifely Optimism.

Husband—When I see all these bills I am tired of life. Do you think the time will ever come when we shall be out of debt? Wife (cheerfully)—Why not, darling? You know that you are carrying an exceptionally large life insurance.

Want To Rent

We have a renter for a five or six roomed cottage in Culver Junction for a year or more at a good rental, also for business building. We want some one to erect these at once for immediate occupancy. You can make no better investment. Address, Deschutes Valley Land & Investment Co., Culver Junction, Oregon.

Notice For Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, January 23, 1911.

Notice is hereby given that EARNEST C. NICHOLSON, of Lamonta, Oregon, who on March 29th, 1910 made Timber or Stone Entry, No. 06338, for nw¼ sec 25, tp 12 s, r 15 e, w. m., has filed notice of intention to make Final Proof to establish claim to the above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 12th day of April, 1911.

Claimant names as witnesses: Hudson Fountain, Clyde Moore, John Fields and Michael W. Weber, all of Lamonta, Oregon. C. W. Moore, Register. f9-a6

Notice

The Culver Junction Lot Sale is reaching very pleasing proportions in the Guessing Contest. This contest will close on Saturday, February 11, and all guesses must bear the post mark of not later than that date or must be in our hands on that day. On February 15th all lots in Culver Junction will be advanced in price and you should buy before this date and get the benefit. Deschutes Valley Land & Investment Co., Culver Junction, Oregon.

Isolated Tract.

Public Land Sale No. 4872. U. S. Land Office The Dalles, Oregon, January 13th, 1911. Notice is hereby given that, as directed by the Commissioner of the general Land Office, under provisions of Act of Congress approved June 27, 1906, Public—No. 303, we will offer at public sale to the highest bidder, at 9:30 o'clock a. m., on the 8th day of March, 1911, at his office, the following tract of land to-wit: Lot 3, (nw¼ sec 30, tp 10 s, r 14 e, w. m.)

Any persons claiming adversely the above described lands are advised to file their claims or objections, on or before the day above designated for sale. C. W. Moore, Register.

Notice For Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, Dec. 20, 1910. Notice is hereby given that Addie C. South, formerly Addie C. Attridge, of Culver, Oregon, who, on October 14, 1909, made Homestead No. 05413 for nw¼ sec 19, township 12 s, r 14 e, w. m., has filed notice of intention to make final commutation proof, to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner, at his office at Madras, Oregon, on the 2nd day of February, 1911.

Claimant names as witnesses: S. S. Brown, James Brown, Glenn Kidway, William E. Houk, all of Culver, Oregon. f29 j26 C. W. MOORE, Register

Notice For Publication

Department of the Interior, U. S. Land Office at The Dalles, Oregon, January 16th, 1911. Notice is hereby given that

NICHOLAS MONNER, of Madras, Oregon, who, on January 8th, 1908, made Homestead, No. 14890 Serial, No. 03783, for nw¼ Section 25, tp 9 s, r 13 e, w. m., has filed notice of intention to make Final five-year proof to establish claim to the above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 28th day of February, 1911.

Claimant names as witnesses: Charles F. Klein, Alfred H. Parkoy, William Brownhill and George Monner, all of Madras, Oregon. C. W. Moore, Register.

Notice For Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, Jan. 23, 1911. Notice is hereby given that

Alfred T. Martin of Youngs, Oregon, who, on June 10th, 1904, made homestead, no. 13596 Serial No. 03222, for Lots 3, 4, and 5, nw¼ sec 4, tp 10 s, r 14 e, w. m., has filed notice of intention to make final five-year proof, to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 6 day of March, 1911. Claimant names as witnesses: George E. Laughlin, of Youngs, Oregon; George E. White, John Thomas, Alfred Wild of Madras, Oregon. C. W. Moore, Register. f2 m2

Notice For Publication

Department of the Interior, U. S. Land Office at The Dalles, Oregon, February 4th, 1911.

Notice is hereby given that JOHN REICHEN of Madras, Oregon, who, on December 1st, 1905 made Homestead No. 14825, Serial No. 03753, for nw¼ sec 23, tp 11 s, r 13 e, w. m., has filed notice of intention to make Final five year Proof to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 14th day of March, 1911.

Claimant names as witnesses: Jake M. Moehring, Theodore Reiger, William Thielman and R. J. Strasser, all of Madras, Oregon. C. W. Moore, Register. f9-m9

Notice For Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, February 3rd, 1911.

Notice is hereby given that FRANK GALLOWAY of Madras, Oregon, who, on June 1st, 1904, made Homestead No. 13561, Serial No. 03208, for w¼ sec 21 and e¼ sec 2, sec 20, tp 11 s, r 13 e, w. m., has filed notice of intention to make Final five-year Proof to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 13th day of March, 1911.

Claimant names as witnesses: Christ Hagnauer, Chris Harry, Daniel F. Arnsamer and Anderson L. Williams, all of Madras, Oregon. C. W. Moore, Register. f9-m9

Notice For Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, February 3rd, 1911.

Notice is hereby given that THOMAS M. WOODRUFF of Culver, Oregon, who, on June 28th, 1908, made Homestead, No. 05028 for nw¼ Sec. 7 and w¼ sec 1, w¼ sec 6 tp 13 s, r 13 e, w. m., has filed notice of intention to make Final commutation Proof, to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner, at his office at Madras, Oregon, on the 13th day of March, 1911.

Claimant names as witnesses: William C. Barber, John Saxton, William O. Ralston and John Harrington all of Culver, Oregon. C. W. Moore, Register. f9-m9

FOR SALE—At the Pioneer Office, Legal Blanks of all kinds; Carbon and Typewriter paper, Installation Sale contracts, Notes and Receipts

Come! Railroad Day

Notice For Publication

Department of the Interior, U. S. Land Office at The Dalles, Oregon, January 21, 1911. Notice is hereby given that

Margaret Mathers, of Youngs, Oregon, who, on January 16, 1906, made Homestead, No. 14908, Serial No. 03792, for e¼ sec 1, w¼ sec 2, sec 15 and w¼ sec 2, sec 10, tp 10 s, r 14 e, w. m., has filed notice of intention to make final five year proof, to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 6th day of March, 1911. Claimant names as witnesses: Snowden White, Alfred Thayer, L. A. Young and Nancy White, all of Madras, Oregon. C. W. MOORE, Register. f2 m2

Notice for Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, January 31, 1911. Notice is hereby given that

INGRAM HARRALSON, of Haycreek, Oregon, who on August 3, 1909, made Homestead No. 05137, for e¼ sec 3, and the w¼ sec 13, r 10 s, r 14 e, w. m., has filed notice of intention to make Final commutation Proof to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 11th day of March, 1911.

Claimant name as witnesses: Ed P. Taylor, of Haycreek, Oregon, Lewis P. Foss, of Madras, Oregon, William Coor and William Mathers of Youngs, Oregon. C. W. Moore, Register. f9 m9

Notice For Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, Dec. 29, 1910. Notice is hereby given that

John R. Bayless, of Ashwood, Oregon, who, on February 5, 1904, made Homestead, No. 13222, Serial, No. 03081, for e¼ sec 1, w¼ sec 1, sec 19 and e¼ sec 18, tp 10 s, r 16 e, w. m., has filed notice of intention to make final five-year proof, to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner at his office, at Madras, Oregon, on the 8th day of February, 1911. Claimant names as witnesses: Charles D. McCollum, Milo Wood, Earnest Wood, and James Brown, all of Ashwood, Oregon. C. W. Moore, Register. j5-f2

For Good Farm City Property and Business Chances

SEE D. W. BARNES

OFFICE MAIN STREET, MADRAS, OREGON

Also local agent for Dept. of the Interior, U. S. Land Office at The Dalles, Oregon, Dec. 31, 1910. Notice is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Act of Congress approved June 27, 1906, Public—No. 303, we will offer at public sale, to the highest bidder, at 9:45 o'clock a. m., on the day of February, 1911, at this office, the following tract of land, to-wit: Lot 3, nw¼ sec 30, tp 10 s, r 14 e, w. m. Any persons claiming adversely the above described lands are advised to file their claims, or objections, on or before the day above designated for sale. C. W. Moore, Register. j12-f16

Isolated Tract. Public Land Sale No. 05772. U. S. States Land Office, The Dalles, Oregon, Dec. 31, 1910. Notice is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Act of Congress approved June 27, 1906, Public—No. 303, we will offer at public sale, to the highest bidder, at 9:45 o'clock a. m., on the day of February, 1911, at this office, the following tract of land, to-wit: Lot 3, nw¼ sec 30, tp 10 s, r 14 e, w. m. Any persons claiming adversely the above described lands are advised to file their claims, or objections, on or before the day above designated for sale. C. W. Moore, Register. j12-f16

Contest Notice. Department of the Interior, U. S. States Land Office, The Dalles, Oregon, February 3, 1911. A sufficient affidavit having been filed in the office by Amer. L. Houghaling, testant, against homestead entry, 06118, made March 11, 1910, for Sec. 6, tp 10 s, r 13 e, w. m., by Benjamin F. Rippeau, contestant, which it is alleged that said Rippeau has wholly abandoned said tract for the six months period that said abandonment will be in force, and that said contestant has never established residence on said place; that said absence was not due to his employment in the army, navy or in the service of the United States in time of war. Said parties are hereby notified to appear, respond, and offer evidence touching said allegation at 10 o'clock a. m. on March 15, 1911, before the Notary Public at his office at Madras, Oregon; and that final hearing will be held at 10 o'clock a. m. March 22, 1911, before the Register and Receiver at the United States Land Office in The Dalles, Oregon. The contestant having, in a proper affidavit filed December 27, 1910, set forth which show that after due diligent personal service of this notice was made, it is hereby ordered and directed that such notice be given by proper publication. C. W. Moore, Register. j5-f9

Guess Now

On the time that first railroad engine reaches Culver Junction

If your guess wins the first prize you get a check for \$300.00. If you win the second prize you get a check for \$200.00; 3d prize is \$100.00; 4th and 5th prizes \$50.00, and twelve \$25.00 prizes. These checks are good for the amount mentioned but must be used in purchase of lots in CULVER JUNCTION. We want you to study the railroad situation in Central Oregon and learn the location of Culver Junction on the railroad map; you will then know that this town will be reached by the railroads within a very few weeks. (On January 21, the Oregon Trunk was completed to within 37 miles of our town and the Harriman line was about the same distance. When you investigate Culver Junction you will find that this town will serve the largest developed agricultural section along the new line. Also that the railroad company recognizes the fact and have laid out the largest warehouse frontage for the handling of tonnage of any of the towns in Central Oregon.

Culver Junction

Is a wideawake, progressive town; now a lumber yard, good hotel, public school, two general merchandise stores will be in operation Feb. 1, also livery barn, feed stable and blacksmith shop. A machine shop, post office, real estate office and is also headquarters for the Central Oregon Well Company.

Read conditions of contest as outlined in preceding advertisement and cut out coupon below which forward to us with your application for lot.

Deschutes Valley Land & Investment Company
CULVER, OREGON

My guess on date of first railroad engine reaching Culver Junction is the _____ day of _____ 1911, at the hour of _____ o'clock and _____ minutes in the _____ noon.

I enclose \$10.00 to apply on purchase price of lot to be selected by me and you may mail me marked up plat and price list to the address below. It is understood that this entitles me to a guess for one of your valuable prizes mentioned in the advertisement.

NAME _____
POSTOFFICE _____
STATE _____

Culver Junction Is the best townsite in Central Oregon, and you cannot make a mistake in purchasing here now.

Deschutes Valley Land And Investment Company
Culver, Ore.

BLACKSMITHING
WOOD AND IRON WORK
The best equipped shop in Central Oregon
FIRST-CLASS WORKMEN EMPLOYED
HORSESHOEING A SPECIALTY
STANLEY GRAY, PROP.
MADRAS, OREGON

Automobile Stage Line
ALL NEW STUDEBAKER AUTOS
Shaniko, via Madras To Bend
DAILY TRIPS EACH WAY
The Best Accommodations For All Passengers
FOR RATES APPLY AT STAGE OFFICE
Cornett Stage & Stable Co.