



A CANDLE IN THE WILDERNESS

A Tale of the Beginning of New England

By IRVING BACHELLER

There were many who enjoyed the excitement of a man chase. It was one of the frightful customs of medieval men, giving free rein to primitive passion, still used in England but not before in the colony. The vulgar crowd gave themselves to its plan with the eager avidity of hounds in the chase—and especially if a man of rank were the fugitive. In the rage of it the captive was likely to lose his life. Soon men and boys and fishwives and dogs were in full cry, seeking William Heydon. The running, shouting, screaming, barking and blowing of horns filled the pursuers with excitement.

Many joined them, streaming westward in the main path, spreading into the bush on either side and beating the thickets with clubs in hand. Some had guns or pistols. They were more like furies than like those who have the brain and heart of man in them.

The tumult awoke strange echoes in the silent wilderness. It reached the ears of young Heydon who lay asleep in a mossy glade a mile or so west of the path from which he had wandered in the darkness trying to walk to his plantation. It pained the ears of the Brades, of Margaret Groper, of John Cotton and of all the good people of the parish. What a striving of thoughts, what a beating of hearts, what a shuddering of souls was under all this hellish uproar!

CHAPTER IV

In Peril of the Hemen Rope. THE little town was in a ferment, the like of which it would be hard to find in all its history. The best people agreed that if Robert had been the guilty one they would have been the less amazed. There were women, even those without grace and charm of youth, who were saying: "The sleek, handsome, secret, villainous contriver! I would never have trusted myself with him a bow-shot from home in the night."

Sir Harry Vane went to the Brades' house soon after the hue and cry started. He found them crushed with sore astonishment and humiliation. Bess fell upon Sir Harry with a passionate plea. "This is a lie—a cruel lie!" she declared. "I know it is a lie. You and my father must mount your horses and go and keep those fiends from harming him."

"I think that she is right," said the young nobleman. "We must go and do what we can for the boy." As soon as the horses could be brought they mounted and rode away, each with sword and pistol. The hue and cry had crossed the neck and split, at a fork in the main path to the fresh-water river, about half a mile to the west. A part of the howling mob held this path. Mr. Brade made his way through them while Sir Harry headed the caravan that went up toward the clearing of Heydon and Heathers. Soon the dogs stopped. Led by a keen-nosed Spanish hound they made off in the woods, Sir Harry following, for it was high ground. They were not long in finding William.

"You are a good friend to come out to find me," said he. "Sir Harry, you never looked better. I

have been lost since midnight when I strayed from the path. It has not worried me. I slept until awakened not long ago by a great noise."

He now observed the trouble in the face of his friend.

"Have you had news?" he asked. Sir Harry reviewed the damning testimony produced in court.

William turned pale, his friend put his arm around him fearing that he would fall. William stood apart, straightened and looked down in deep thought.

"Old friend, what is the truth of this matter?" Sir Harry asked.

The younger one answered with trembling lips. "The truth is, I'm done for."

He stood a moment picking at the small mustache on his lip and saying: "I'm sorry for myself—but—mostly for others. I will go and face the court and take what is coming."

"You ride the horse," said Sir Harry. "I will walk by the bridle. Near the path I will mount behind you. We will slip around that pack of ruffians."

The shouting and horn blowing served to guide them toward the path. Some twenty rods away they veered around the mob and came out below it and hastened to the courthouse. Elizabeth Brade and her mother met them at the door. The girl seized the hand of her lover, saying: "Dear one! I know it is not true. What has happened to you?"

William was like one in a daze. He leaned upon his friend. His lips trembled. He looked at the girl and spoke—a riddle that passed from lip to lip, and save for one possible solution, it would have burned her brain to ashes.

"Bess, this is the hardest part of it. Remember that whatever else may be said of me, I am no coward. God help you to stand and, chiefly, to understand what is coming."

News of the arrival of the guilty man reached the magistrates. A constable came out. He escorted the prisoner to the bar. The court discontinued the affairs it had been discussing. In a low solemn tone, that showed at times a sign of emotion, the kindly Governor Winthrop addressed the young man. He read aloud the evidence of the house-keeper, of Peggy Weld and her brother Henry who had talked with Robert at the Governor's house, of Hinchall Grout, the constable, of Mabel Hartley, sometime a servant in William's house. He announced to the prisoner that the court was ready to hear any evidence he could present in his own behalf. His friends on the bench and among the spectators were shocked and amazed by his answer.

"Your honor, I have no evidence to offer," submit to the mercy of the court."

"Where is your friend—Robert Heathers?"

"I do not know."

"He is not to be found within the jurisdiction of this court."

The governor conferred a moment with his assistance. He spoke again to the prisoner.

"William Heydon, since a time far back in the ages, even before God gave his commandments to the children of men, the marriage tie has been the mainstay of civilization. Unless it be upheld men

C. K. Spaulding Assails Engineers' Report on Route

SALEM, Or., Sept. 21.—(Special)—Charles K. Spaulding, Salem member of the state highway commission, will not support that part of the highway department engineering report filed Saturday, recommending construction of the

Wolf creek-Hamlet road from Portland to the sea. In a statement issued tonight, Spaulding referred to the report of the engineers as a horse-back survey. "I have been attacked personally and my motives have been impugned," Spaulding said. "I feel that the time has now arrived when the public should receive a few plain facts concerning this highway controversy."

"The report of the highway engineering department advocates the construction of the Wilson river road as a commercial highway and, as between the so-called Wolf creek route and the Scappoose-Vernonia route, the former route is favored. Although the state proposes to expend millions of dollars in the construction of this short route to the sea, I have been informed that neither Roy E. Klein, state highway engineer, nor W. D. Clark, division engineer, have been over either route."

"From information that I have been able to gather the engineering report favoring the Wolf creek route was prepared by H. N. Hackett, a subordinate engineer. Think of it! The state of Oregon proposes to construct one of its most expensive highways on the report of a mere subordinate. I was informed that the only assistance Mr. Hackett received in making the survey of the Wolf creek route came from Mr. Whitten, who formerly was employed as a cruiser by the Inman-Poulson Lumber company, of which H. B. Van Duzer, chairman of the highway commission, is general manager."

"The survey made by Mr. Hackett, on which Mr. Clark reported favorably, is what engineers call a reconnaissance survey, but what is known in lay parlance as a horseback survey."

"I further was informed that while the state highway department engineering staff has been giving attention to this proposed route for several years the recent survey is so incomplete that Mr. Van Duzer advocates that we postpone the selection of either the Wolf creek or the

Scappoose-Vernonia route until the engineering department can assemble additional facts and figures.

Van Duzer now proposes rushing crews into the field to re-survey these routes, and that in the meantime the highway commission, in order to relieve the unemployment situation shall construct a small stretch of road from Elsie to Hamlet, build the Wilson river road, widen the highway to Forest Grove and the highway from Linnton to Scappoose.

"I am not at all surprised that Mr. Van Duzer is hesitant about proceeding with this big construction program on the data now available from the state highway engineering department. In fact, I soon discovered that if I were to arrive at an intelligent decision as to the most feasible route to the sea that I would be compelled to obtain data outside of the engineering department of the highway commission."

Jobless Await Work "It was this data which I gathered from persons conversant with both the Wolf creek and Scappoose-Vernonia routes and eminent engineers that influenced me at the last meeting of the state highway commission to favor the Scappoose-Vernonia route. Consequently it is easy for me to sympathize with Mr. Van Duzer in his present predicament."

"But if he and his fellow member of the commission, William Hanley, who is sojourning in California, are unable to reach a decision on either of these routes, it appears to me that the time has arrived when the commission should function on the unemployment situation."

"Let us go ahead and begin construction of the Wilson river road as a commercial highway. There is no division of opinion regarding this highway. Let us

also proceed with the widening of the Pacific highway from Salem to New Era, and construction of the new highway between Milwaukie and Oregon City. We also should give consideration to the proposal for a low line from Troutdale to Multnomah falls to relieve the congestion on the Columbia river highway and preserve the scenic value of that road."

Action Urgent Need "Let us also go ahead with a number of other projects in the interest of the unemployed. Cold weather will descend upon us soon, and there will be many men and women suffering from the want of necessities."

"In my opinion the Scappoose-Vernonia road is not only the most feasible short route to the sea from an engineering and traffic standpoint, but is the route that will best serve the public and the state. Let us cease building political highways to serve some particular interest."

"The metropolitan area of Portland demands a short road to the sea. Let us give them the road that is the fastest, safest and cheapest to travel on. The fact that the people living along the Scappoose-Vernonia highway are willing to donate much of the right of way without any legal or moral restrictions will make that route the cheapest road to construct."

"On the Wolf-creek route the right of way would necessarily have to be acquired from the timber interests, who have constructed a \$4,000,000 mill and require this timber to operate."

—The Oregonian.

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As you would
Launder
them

Your clothes will receive the same careful handling that you would give them yourself. The weekly wash day will be a thing of the past if you but once send your clothes to us.

Vernonia Laundry

Here's Tasty Pastry . . .



Oh, how good! That's what you'll say when you taste the delicious pastry made by the specialists in our shop. Palate teasing cup cakes, cookies, doughnuts, pies and layer cakes are made fresh every day. Try some today. You'll know real taste satisfaction if you do.

VERNONIA BAKERY

"Why
My Next Car
will be
A FORD"



WHEN you buy a Ford there are two things you never have to worry about. One is reliability. The other is long life.

Here's an interesting letter from a Ford owner in North Carolina:

"My Ford was purchased May 8, 1928, and has been run 121,767 miles. It has never stopped on the road for repairs of any kind whatsoever except punctures.

"The brakes were relined at 101,000 miles. My gas mileage averaged 21 miles to the gallon, and on tires, 19,000 miles per tire. I travel over all kinds of road conditions—mountainous and flat.

"I consider this a wonderful record and I assure you my next car will also be a Ford."

This is just one of many tributes to the reliability and long life of the Ford. A Ford owner in Iowa tells of driving his Ford 73,000 miles in a single year. Another writes of 120,000 miles of good service.

Think ahead when you are considering the purchase of an automobile and consider what it will be like after thousands of miles of driving. Will you still be satisfied? Will you still say "it's a great car"?

If it's a Ford, you know everything will be O. K. It will be taking you there and back in good style, just as it has always done. And you will have saved many important, worth-while dollars in cost of operation and up-keep and low yearly depreciation.

FIFTEEN BODY TYPES

\$430 TO \$640

F. O. B. Detroit, plus freight and delivery. Bumpers and spare tires extra at low cost. Convenient, economical time payments can be arranged. See your dealer for details.

BEING Thrifty
is fashionable
this year . . .

MACMARR STORES

Smart women take pride in getting more for the money they spend. That's why thousands of thrifty housewives are shopping at our stores daily. Of course you can't really know what the big difference shopping at our stores makes until you have actually tried it. That's why we urge you to look over these great values. Check your needs and shop now at "The West's Favorite Food Stores."

SAVING PRICES EFFECTIVE SAT. AND MON., SEPT. 26, 28, 1931.

HILLS BROS. Coffee

The well known "Red Can"

1 Pound tin 35c

MACMARR MILK

High quality, low price

Tall cans 5c

Campbell's SOUPS

Choice of varieties—

3 Cans 25c

Red Mexican BEANS

Selected California stock—

4 Pounds 15c

TOMATOES

Bonnie Vale Solid Pack —

No. 2 1/2 2 for 25c

SUGAR

Best cane granulated—

10 Pounds 48c

SPAGHETTI

Franco American — just

heat the can and serve —

3 Cans 25c

RAISINS

Choice Thompson seedless—

4 Pound Bag 29c

PURITAN MALT

Rich and strong—

2 1/2 Pound can 39c

A & H SODA

The brand everybody knows

1-Pound 3 for 25c

PINEAPPLE

Hillsdale Broken Sliced —

No. 2 1/2 2 for 29c

CRISCO

Pure shortening in sealed

cans— 3 lb. 67c

PANCAKE FLOUR

MacMarr—

No. 10 Bag 43c

MacMARR FLOUR

Quality Counts—

49 Pound Sack 99c

DEL MAIZ CORN

MacMarr — Largest selling

variety of golden corn —

No. 2 2 for 29c

SALMON

Alaska Pink — 1-lb. Tins

7 Cans for 19c

MacMarr COFFEE

Roasted daily—always fresh.

We will grind it fine, medi-

um, or coarse to

please you. Pound 29c

Economy COFFEE

Good coffee at a

low price—Pound 20c

PEAS

Mt. Vernon — fancy qual-

ity — No. 2 2 for 25c

RINSO

Washes clothes whiter

Large package 19c

HONEY GRAHAMS

2 Pound Package 25c

CORN MEAL

White or Yellow—

No. 10 Bag 29c

SOAP

P & G Laundry Soap —

10 Bars 32c

SALT

Leslie's — 8-lb.

Bag 23c

Magico OYSTERS

2 Cans 19c

MARKET FEATURES

Shortening 3 lbs. 25c
Hamburger 2 lbs 25c
Pork Steak lb 15c