

WATER LILIES.

How like you water lily fair
Is my true love! In her I find
Both in body and in mind
Spotless purity combined
With beauty rare.

hulk, nor did the sailor say a word
concerning her. It was curious
enough that I was the first person
he spoke to on landing at Singapore.

Matthews accompanied me to the
office and gave me the particulars
of his story, and in return I supplied
him with money for his immediate
wants.

He had concluded from the first
that the hulk was that of a Malay
pirate, and he was strong in his belief
that she would have treasure
aboard.

His plan was to equip a craft and
send her to the island to overhaul
the hulk. If there was no treasure,
then it would be a dead loss; if anything
were found, there would be
no one to dispute our claims.

It wasn't a matter to be decided
in a day, and as a matter of fact it
was a week before I made up my
mind to take the chances. I had a
bit of money laid by, as did one of
the political editors of the paper,

and we took in as fourth man the
proprietor of a marine store. The
three of us were to bear the expenses
and the four of us to share
and share alike in whatever might
be found.

There was a little trading schooner
in port, which we chartered at a
moderate figure, and it was agreed
with the captain that if any treasure
was found he should have a hand-
some present in addition to his
wages.

I resigned my position on
The Times to go as mate of her, and
when we finally sailed away our
crew consisted of Captain Cross, an
Englishman and the owner of the craft,
Matthews, myself and four
Chinamen.

I had my last dollar in the outfit,
as did the editor, and though we
had induced the merchant to invest
with us he had no confidence that
anything of value would be found.

In due course of time and without
adventure we reached the island,
and the first thing before us was
the hulk Matthews had told about.
After a cursory examination Captain
Cross pronounced her a native
Malay craft, and the fact of her being
armed seemed to prove that she
had cruised as a pirate. She had
not moved an inch since Matthews
left the island, and we had to face
the question of how to get at her.

We had talked this over before
leaving Singapore, however, and
had come prepared. Just where the
hulk lay the reef made a curve to-
ward the beach and approached it
within a cable's length. Outside the
reef there was deep water, and we
could sail the schooner close up.

Our first move was to take blocks
and tackles ashore and make them
fast to the trees and to the bow of
the hulk. Then the free end of a
cable was brought off to the schooner
and made fast to her stern, and after
waiting a while for a change of
wind we got it from off the island
and gave her all sail. The idea was
to make our sail power move the
hulk up the shore, but for half an
hour the scheme was a failure.

The cable tightened until it sang
like a telegraph wire, but the hulk
was heavy and imbedded in the
sand. We were condoling with each
other over the failure when there
came a heavy gust of wind and the
schooner began to crawl. Had the
cable been smaller it would have
broken under the heavy strain as
the schooner surged away.

That hulk had to be moved up an
incline a distance of 60 feet, and it
moved almost inch by inch. Some-
times she stood still, and we expected
to see the sails fly away or the
masts go overboard. Everything
held, however, and at the end of an
hour the hulk was so far up the
beach that she would be entirely
clear at low tide.

We secured her in that position
and felt that the heaviest part of
our work was accomplished. Next
day we ran the schooner around
through an opening in the reef and
into a small bay, to be left to care
for herself, and set up a camp close
by the hulk.

We began work on the wreck by
clearing away the shells from her
starboard side and boring half a
dozen auger holes to drain the water
out. She must have been under
water for 30 or 40 years to take on
such an armor as she had. In some
places it was quite two feet thick
and as tough as iron. On the level decks
it was thicker than on the sides, and
we put in two full days' work be-
fore we had them cleared.

It was not until we had the main
hatch off and saw that the craft
was in ballast only that we entered
the cabin. There was two feet or
more of mud and sand on the floor,
and shells and grasses had attached
themselves everywhere. It was only
a small cabin, with three berths for
officers, and nothing of value was
discovered. The between decks had
been fitted up for the men's quar-
ters, and here we found evidences of
what the hulk had been in other
days.

There were quarters for at least
60 men, and we found cutlasses and
pistols and muskets galore, or at

least the rusting remains. In the
sand on the floor we found skulls
and bones and bits of clothing, but
not a coin or jewel of any sort. If
there was a treasure room in the
hulk, the entrance would be from
the cabin, and there was nothing to
do but clear away the sand.

It took us a day to accomplish
this, but our labor was rewarded
by finding a trapdoor leading to a
lazarette. There was an iron bar
across this, fastened with two huge
padlocks, but all were so rusty and
weak that they gave us no trouble.
The trapdoor fitted so closely that
no mud had filtered down, and the
water had been drained off by the
auger holes bored from the outside.

The lazarette was a little room
just the size of the cabin overhead
in length and breadth, but not over
4 feet high. I was first into it, carry-
ing a light in either hand, and
after one glance around I cried out
in exultation. Even on the floor at
my feet I caught the glitter of dia-
monds from a broken box. Bales of
what had been choice goods had
been stored here, but all had been
reduced to pulp. Piled up at the far
end against the bulkhead were 13
stout boxes, about a foot square,
and to port and starboard were two
iron chests just a trifle smaller than
the trapdoor above. Leaving one
of the candles behind, I picked up
three loose diamonds, a large pearl
and a sapphire ring and made my
exit, and when I had gained the
cabin there was much cheering and
handshaking.

I will tell you exactly what we
took out of that hulk, for I made
the list with my own hand. Each
of the 18 wooden boxes was packed
with gold coins amounting to about
\$6,000. Every nation was represented
in these coins. In the iron chest
were silver and gold amounting to
\$73,000, and in the other jewels to
the value of \$150,000. Nearly all
the stones were set, and it was plain
that at least a hundred women had
been robbed to get such a lot to-
gether. There were a score of gold
watches, ten gold snuffboxes, five
jeweled sword hilts and a Chinese
idol of solid gold weighing four
pounds.

You may judge of our elation at
coming across such a store of
wealth. It took us two days to over-
haul it and pack it away on the
schooner, and we were then ready
to set sail for Singapore. We had
to wait for a change of wind, how-
ever, and this could not be expected
before morning.

At about 9 o'clock at night Cap-
tain Cross suggested a last visit to
the wreck for the purpose of setting
her on fire. It struck me that it
would be a good idea to get the bulk
out of the way, and Matthews
agreed. He was to remain and look
after the schooner, and we left him
with all going well on board. We
had a walk of half a mile down the
beach and around a point, and once
we were aboard of the hulk we
made a last search of her before ap-
plying the torch.

We were gone about four hours
in all and returned to the bay at 1
o'clock in the morning to find the
schooner gone. A favorable breeze
had sprung up during our absence
and Matthews had taken advantage
of it to get the schooner out and run
away with the treasure. She was
out of sight when daylight came,
and neither of us ever set eyes on
her again or heard of the sailor.

The craft may have been lost at
sea, or she may have landed him in
Siam, China, Borneo or Java. I had
in my pocket some jewels which I
had been cleaning up, and Captain
Cross had others, and at Singapore
these sold for more than enough to
recoup us. That was poor consolati-
on, however, when we realized
that we had been basely defrauded
of a fortune.

At the end of ten days we were
taken off the island by a native
craft and a year later there was no
island there. A submarine distur-
bance opened the bottom of the sea
and sucked it down, and along with
it went the charred timbers of the
pirate craft we had looted and been
robbed in turn by a man who de-
served hanging for his treachery
and ingratitude.

—While Peter Carson, of Kalamazoo,
Wash., was eating his dinner a yellow
jacket got into his mouth and was
swallowed, or at any rate went down
his esophagus, and, according to the
Western chronicler, stung him in the
stomach. It took a physician's ser-
vices to give the bee its quietus. Car-
son described his sensations as those
of a man might feel who was blown up
by dynamite just as a house fell upon
him.—New York Sun.

An Old Doctor's Favorite.
Dr. L. M. Gillam, who practiced
medicine over forty years, originated,
used and claimed that Botanic Blood
Balm (B. B. B.) which has now been
used by about fifty-five years, was
the best Tonic and Blood Purifier ever
given to the world. It never fails to
cure the most malignant ulcers, sores,
rheumatism, catarrh, and all skin and
blood diseases. Beware of substitutes.
Use this standard remedy. Price per
large bottle \$1.00.

AFTER SEVERAL DOCTORS FAILED.
I have been afflicted with Catarrh
for many years, although all sorts of
medicines and several doctors did their
best to cure me. My blood was very
impure, and nothing ever had any
effect upon the disease until I used
that Great Blood Remedy known as
Botanic Blood Balm (B. B. B.), a
few bottles of which effected an entire
cure. I recommend it to any mer-
chant or banker of Athens, Ga., and
will reply to any inquiries.

R. R. SAULTER.
For sale by Druggist.

Sparrow and Mouse Fight.
While waiting for a train at a
country station at a very early hour
in the morning I became witness of
a novel encounter, which ended in
a tragedy. A small bit of cheese lay
on the ground not far from the plat-
form, and quite a large mouse
emerged from under the board side-
walk, first to nibble at the tooth-
some morsel and then to lug it into
its hole, probably for the family
breakfast. Just as the mouse was
on the point of securing its morning
meal beyond peradventure a gray
old sparrow swooped down from its
perch and seized the bit of cheese
before the astonished mouse could
realize that its claim was disputed.
Nevertheless, the mouse held fast to
the bit of cheese, and the sparrow,
finding that he would be obliged to
drag rodent and all out of the hole
if he were to have a square meal,
did so in great shape, for an English
descended sparrow is as strong as
he is ferocious.

The feathered pirate having suc-
ceeded in pulling his antagonist and
the prize out to the open, let them
go, and rising many feet in the air
descended upon the mouse with
force, striking it on the head with
its beak and on the sides with its
wings. The mouse was evidently
no fool. Knowing that if the rising
and falling tactics of its adversary
were continued it would be worsted,
it dropped the cheese and managed
to seize one of the bird's legs and
hold it fast. But the powerful wings
had full play, and in less than two
minutes the sparrow killed his rival,
and, taking the cheese in his mouth,
flew away with it. He left a few
drops of blood behind him, how-
ever.—Exchange.

From the Wrong Quarters.
"Hello, Mike! What are you do-
ing there?" shouted the riding in-
structor to an Irish recruit who had
suddenly parted company with his
mount. "You are not training to
become a broom. You are wanted
as an ornament for one of her maj-
esty's cavalry regiments."

"Faix, sorr, Oi know that, but it
was the animal's fault intirely."

"Well, you had better get on that
horse again," said the good humor-
ed instructor. "Everything is regu-
lated from headquarters, and if you
want to roll about the ground you
must get permission. I don't think
you received orders from headquar-
ters to lie down there, did you?"

"No, sorr," replied the recruit,
entering into the spirit of the joke.
"It was from hind quarters, sorr!"—
Pearson's Weekly.

NOTICE.
AUDITOR'S OFFICE.
ANDERSON, S. C.
THIS office will be open to receive Re-
turns of REAL and PERSONAL
property for taxation for the next fiscal
year from the first of January, 1898, to
the 12th February following, inclusive.

It is important that all Lands, Lots and
Buildings be enumerated correctly; for,
unless there is some change in the
value, a reassessment of Reality will stand
for the next four years. Consult your deeds
and give the number of acres exactly.

Under the new assessing laws the Town-
ship Assessors are required to make Re-
turns for all Taxpayers that fail to return
to the Auditor within the time prescribed
by law, so that there is barely a chance
for delinquents to escape the penalty.

For the convenience of Taxpayers we
will also have Deputies to take Returns at
the following times and places:
Holland's, Monday, January 10, 1898.
Star, Tuesday, January 11.
Cook's, Wednesday, January 12.
Moseley, Thursday, January 13.
Moffattville, Friday, January 14.
Storeville, Monday, January 17.
Clintonsville, Monday, January 18.
Piercetown, Wednesday, January 19.
Bishop's Branch, Thursday, Jan. 20.
Anton, Friday, January 21.
Wyatt's Store, Monday, January 23.
Cedar Wreath, Tuesday, January 25.
Wigington's Store, Wednesday, Jan. 26.
Equality, Thursday, January 27.
Pendleton, Friday, January 28.
Townville, Saturday, January 29.
Togalo, Saturday, January 29.
Houea Path Wednesday and Thursday,
January 12 and 13.
Belton, Friday and Saturday, January
14 and 15.

Piedmont, Monday and Tuesday, January
17 and 18.
Pelzer, Wednesday, Thursday and Fri-
day, January 19, 20 and 21.
Williamston, Monday and Tuesday,
January 24 and 25.
G. N. C. BOLEMAN,
Auditor Anderson County.
Dec 8, 1897

NOTICE.
WILL be let to the lowest responsible
bidder—
Tuesday, Dec. 21, at 11 a. m., the Repair-
ing or Building of the Bridge over Broad
way, near Mr. Samuel Smith's, in Broad-
way, Township.
Also, same day, at 3 p. m., the Repair-
ing of the Bridge at A. A. Carpenter's
Mill.

Plans and Specifications made known
on day of letting.
W. P. SNEEGROVE,
Co. Supervisor, A. C.
Dec 8, 1897

THE STATE OF SOUTH CAROLINA,
COUNTY OF ANDERSON.
COURT OF COMMON PLEAS.
J. S. Fowler, Plaintiff, against Marion Eskew, De-
fendant.—Summons for Relief—Complaint not
Served.
To the Defendant above named:
YOU are hereby summoned and required to an-
swer the Complaint in this action, which is
filed in the office of the Clerk of the Court of
Common Pleas, at Anderson, S. C., and to
serve a copy of your answer to the said Complaint
on the underscriber at his office, at Anderson, S. C.,
within twenty days after the date of this order,
exclusive of the day of such service; and if you
fail to answer the Complaint within the time
aforesaid, the Plaintiff in this action will apply
to the Court for the relief demanded in the Com-
plaint.

Dated November 16th, A. D. 1897.
THOMAS H. PRINCE,
Plaintiff's Attorney, Anderson, S. C.
[SEAL] JOHN C. WATKINS, C. C. P.
To Marion Eskew, Defendant, above named:
You will take notice that the Complaint in this
action, together with the Summons, which the
Court has ordered to be filed in the office of the
Clerk of Court of Common Pleas for the County
of Anderson, S. C., within twenty days after the
date of this order, exclusive of the day of such
service, and if you fail to answer the Complaint
within the time aforesaid, the Plaintiff in this
action will apply to the Court for the relief
demanded in the Complaint.
Dated November 16th, A. D. 1897.
THOMAS H. PRINCE, Plaintiff's Attorney,
Anderson, S. C., Nov. 24, 1897.
21—

NOTICE.
THIS undersigned has just received a
Car Load of fine Kentucky Horses
and Mules, which he will sell on the basis
of 5 cent cotton. Come and see them. No
troubles to show them.
W. B. MAGRUDER.
Nov 24, 1897

Advertisement for 'Woman's Best Friend' washing powder, featuring an illustration of a woman and a box of the product. Text includes 'Dirt's Worst Enemy' and 'Largest package—greatest economy.'

Advertisement for 'Fresh Cake Materials' by H. B. Fant & Son. Lists various baking ingredients like Pulv. Sugars, Shelled Almonds, Raisins, Nuts, etc., and mentions 'New lot of Magic Yeast, Fresh Cottolene.'

Advertisement for 'CHRISTMAS IS COMING' by G. F. Bigby. Promotes various goods like Currants, Raisins, Nuts, and Canned Meats, and offers 'Free City Delivery.'

Advertisement for 'THOSE GREAT SYRACUSE CHILLED PLOWS' by Brock Bros. Features an illustration of a plow and text describing the quality and availability of the plows.

Advertisement for 'BROCK BROS.' shoes. Text includes 'P. S.—We have a few LADIES' BICYCLES that we are offering at a great sacrifice. See us before buying.'

Advertisement for 'SHOES, SHOES!' by O. D. Anderson & Bro. Promotes 'Bargains in Job Lot of Shoes' and lists various styles and prices.

Advertisement for 'ATLANTIC COAST LINE' and 'OSBORNE & CLINKSCALES'. Includes text about 'PREPARE FOR WAR IN TIME OF PEACE!' and 'Buy your HEATING STOVES before Cold Weather.'

Advertisement for 'J. C. WHITEFIELD, DENTIST'. Lists office location at 'Front Room, over Farmers and Merchants Bank, ANDERSON, S. C.' and a schedule of train services.

Table showing 'SCHEDULE IN EFFECT FEB. 7, 1898'. Columns include 'SOUTHBOUND' and 'NORTHBOUND' with train numbers and departure times for various stations.

Table showing 'SCHEDULE IN EFFECT FEB. 7, 1898' (continued). Columns include 'SOUTHBOUND' and 'NORTHBOUND' with train numbers and departure times.

Advertisement for 'BLUE RIDGE RAILROAD' by H. C. Beattie, Receiver. Includes details about train routes and schedules.

Table showing 'SCHEDULE IN EFFECT FEBRUARY 7, 1897' for the Charleston and Western Carolina Railway. Lists stations and train times.

Table showing 'SCHEDULE IN EFFECT FEBRUARY 7, 1897' (continued) for the Charleston and Western Carolina Railway.

Table showing 'SCHEDULE IN EFFECT FEBRUARY 7, 1897' (continued) for the Charleston and Western Carolina Railway.

Advertisement for 'ATLANTIC COAST LINE' and 'OSBORNE & CLINKSCALES'. Includes text about 'PREPARE FOR WAR IN TIME OF PEACE!' and 'Buy your HEATING STOVES before Cold Weather.'