

The Toronto World

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SATURDAY MORNING, SEPTEMBER 4

Premier Drury and the Hydro.

Premier Drury evidently finds that in attacking the Hydro-Electric Commission and Sir Adam Beck he has bitten off more than he can chew. He hastens to say that he is a friend of Hydro-Electric development, and that it would be almost a crime to check that development. A view of the warring supply of coal. He brackets together the enemies of Hydro and the enemies of the Drury government. "Drury is your friend," he says to Adam Beck. The old and tried friends of Adam Beck and the Hydro who have resisted the efforts of the government to strangle the Hydro radial enterprise, are compared to the mob who raged against Paul in Ephesus, shouting "Great is Diana of the Ephesians!" The premier, in his speech at the city hall yesterday, as reported by his faithful friend, The Toronto Star, locates the episode as occurring "two or three centuries ago." But that of course, does not mar the force of the illustration.

Mr. Drury then, is the Paul preaching Adam Beck and his gospel of Hydro, while the rest of us are trying to shout him down. Yet the gospel as preached by the premier will sound strangely in the ears of those who have fought with and for Adam Beck for the past fifteen or twenty years. The suggestion, too, is evident, namely, that the Drury government desires to make the development of the Hydro-Electric power a matter for the province instead of the municipalities, and thus unavoidably bring it into the domain of party politics. Moreover, while professing ignorance of the merit of the Hydro radial proposals, Mr. Drury unhesitatingly stamps his approval upon the arguments that form the stock-in-trade of those who are battling against the radials, and indeed, against all Hydro-Electric development.

We are told that the government is going to build good roads, and then the motor buses, and motor lorries will do the work for which the radials were intended. We are further told that the radials will compete with the Dominion-owned steam railways and make wasteful duplication. The premier has not a word to say about the success of the London and Port Stanley, or about the broken-down railway along the Detroit frontier, which the Hydro radial management put on its feet. He ignores the emphatic assertion of Sir Adam Beck that the construction of the Hydro radials is essential for the development of the Hydro-Electric system. He is familiar with the arguments against radials, but apparently has never heard the arguments in their favor. "I want to know," he says, with well affected simplicity, and therefore he has appointed his royal commission.

Evidently Mr. Drury finds that he has to back water, but he bows to public opinion rudely. What he will do with his royal commission remains to be seen. That august body was to report by September 1, but September 4 has dawned, and has gone, and the commission has not yet begun work. Possibly the commission and its report will be lost in the jungle. Meanwhile the author of the commission cannot escape responsibility for its creation. He therefore tries to find some excuse or reason for having knifed Hydro in the back. He prepares to retrace his steps, but he does so sullenly. He lacks the courage to frankly admit that he was wrong and to repair his blunder without delay.

The World's Shipping and Its Future.

World shipping today amounts to 54 million tons, a net loss since 1914 of 3 million tons. Germany, which was the second marine power in 1914, now finds herself at the tail of the procession. Shipbuilding in that country has practically ceased, and her tonnage has shrunk from 4,716,000 tons in 1914 to 419,000 in 1920. Great Britain has all but recovered her losses during the war, and is still at the head of the list. The most striking feature of the situation, however, is the spectacular rise of the American marine. In 1914 the British tonnage was 41 per cent of the world's shipping, while the United States trailed far behind with only about 4 per cent. Today Great Britain has 33 per cent, and the United States nearly 25 per cent of the shipping. France, Italy, Japan, and the British dominions overseas show an increase of tonnage in 1920 compared with 1914. Will conditions remain substantial as at present or will Great Britain again regain her commanding position as the carrier of the world? The

world's shipping under construction today totals 7,721,000, of which 3,578,000, or nearly one half, is under construction in the United Kingdom. Production is rapidly increasing in Great Britain while a decrease is reported in the United States. At the end of March, 1919, American tonnage under construction amounted to 4,185,000 tons, which has now declined to 2,105,000 tons. On the other hand, British ships building at the end of March, 1919, amounted to 2,254,000 tons which has increased at the present time to 3,578,000, a gain of nearly sixty per cent. In June, 1914, the British tonnage under construction was 1,722,000 tons.

In short, Great Britain has one-third of all the tonnage afloat, and one-half of the tonnage under construction. Her former rival, Germany, is out of business, and her principal concern is with the future of shipbuilding in the United States.

Unless highly protected or subsidized it may be doubted whether American shipbuilding can withstand British competition. The tariff cannot help shipbuilding a great deal because, generally speaking, the ships of any nation are free to enter, dock and do business in the port of any other nation. The tariff can only be used as an aid to shipbuilding by giving a preferential tariff rate to goods imported from foreign countries in American ships. But a policy of this kind will involve reprisals and a world wide trade war. There could, and we think should, be some subsidy to the shipbuilding industry in the United States, but we doubt if congress will go far in that direction.

With the decline which menaces the United States' marine and shipbuilding comes the question of what ought to be our policy in Canada. Certainly our shipyards cannot compete without government aid with the shipyards of the mother country. Such aid, in our opinion, should be given. No country can be self-sustained which has no ships or shipyards of its own.

Remark in Passing.

It will soon be up to the scientists of the research bureau to produce synthetic milk.

Terence MacSwiney is making sure that his suicide shall be more than a nine days' wonder.

The hand that rocks the cradle is expected to do considerable rocking next fourth of November when the U. S. election comes off.

With twenty million women voters added to the United States voting lists candidates are beginning to devote more attention to their personal appearance.

This wireless phone looks to be a dangerous thing. First thing we know they'll be using it to make after-dinner speeches more deadly than ever.

In these days of high price many householders are envying Lord Mayor MacSwiney's ability to abstain from food.

Owing to an oversight the anthracite miners in the United States, who agreed to abide by the award of the commission, forgot to insert the words "if it suits us."

Congressman Britten of Chicago is a circumstantial liar. He not only charged that British gold was being poured into the Democratic campaign fund, but he specified the exact amount.

Some of Toronto's labor men profess to think Bolshevism is the sort of thing that should spread over the world for the good of humanity. We have not heard of any rush on their part to buy tickets for Russia.

"If," says Mayor Church, "the farmers refuse to supply milk to Toronto, some way will have to be found to deal with them." This is characteristic of his worship. He will leave others to find the way, and then claim the credit.

The man who says the press is deliberately, purposefully lying when it says Bolshevism is rapine, piracy and murder gone mad, is either that kind of a fool it is not polite to mention, or is an out-and-out knave, and a menace to the safety of decent people.

It is not well that Toronto should lose sight of the Laurier monument fund, for which P. C. Larjick is acting as honorary treasurer. It is to be a popular memorial to a great man, who, now that the smoke of political battle has cleared from his head, may be recognized by friend and foe alike as one of the outstanding figures in Canadian history, and the very flower of his race. Contributions are limited in amount to five dollars from each individual.

HONOR BIRTHDAY OF SIR GEORGE FOSTER

Host of Friends Send Messages on His Attaining 73 Years of Age.

Ottawa, Sept. 3. — (By Canadian Press.) — Sir George E. Foster, minister of trade and commerce, is today receiving the good wishes of his cabinet colleagues and hosts of others, on the occasion of his 73rd birthday. Sir George was born on Sept. 3, 1847. With the exception of the late Sir Wilfrid Laurier, the veteran minister of trade and commerce has been the longest parliamentary service under Confederation of any public man. He has served 34 years in month and 19 days, against Sir Wilfrid's 44 years 11 months and 27 days, and Sir John Macdonald's 23 years 8 months and 12 days. Sir George Foster has been a minister of the crown for the longest period of any man since Confederation. His service to date totals 19 years 9 months and 25 days.



PREMIER DRURY: I think we had better turn on some Hydro and light up this office a bit.

CANADA WILL GET HER QUOTA OF COAL

Northern Ohio To Be Supplied, But Not at Expense of the Dominion.

Cleveland, Sept. 3.—An agreement reached today at the conference of representatives of northern Ohio cities, coal men, railroad officials and the interstate commerce commission, whereby northern Ohio will obtain more coal for home use.

The plan adopted provides that the bituminous coal operators, thru a committee, will pledge themselves to furnish sufficient quantities of coal to take care of domestic needs, which approximately is one car daily to every five thousand population.

The distribution will be in the hands of local committees named by chambers of commerce, or other civic bodies.

The plan will first be submitted to the interstate commerce commission, Attorney-General Palmer and district attorneys in the territory affected, following their approval it is expected the plan will go immediately into effect.

Interstate commerce commission order number 10 was not modified. Under its provisions four thousand cars of coal will still be shipped to Canada and the northwest states daily. But at the same time the public utilities and railroads will get their coal on assigned cars. Of the coal produced in addition to that, homes will be taken care of by the lakes for Canada and the cities in the northwest. With the total production of bituminous coal now averaging over 11,000,000 tons per week, they refused to consider any diminution of that movement.

BEES ARE NOT AFFECTED BY PREVAILING UNREST

London, Sept. 3. — (By Canadian Press.) — The workers in the honey industry are declared to be the most conscientious and industrious to be found in Great Britain today, and are reported to have worked, and to be working well this season, and a particularly good harvest of honey is foreshadowed. The ministry of agriculture is endeavoring to encourage bee-keeping, by instituting a scheme for the distribution of imported Italian queen bees among farmers. Nearly two thousand applications for these have been received to date.

E. W. GILLET COMPANY'S SALESMEN'S CONVENTION A GREAT SUCCESS.

The thirty-second annual convention of the sales force of E. W. Gillett Company held August 24 to 30 at the head office of the company in Toronto is reported as having exceeded in interest all previous conventions. The attendance was large and the program of the convention, most of the advertising men and the entire force of women demonstrators attended. Regular sessions were held each day. A very interesting address was given by Mr. John P. Patterson, president of the Norris-Patterson Advertising Agency. One of the sessions—and a very interesting, and satisfying one too—was in charge of Mrs. Clarry Hunt, the accomplished Australian food dietitian. This session assumed more the appearance of a fashionable garden party than a practical demonstration of the superiority of Magic Baking Powder. The closing day of the convention (Saturday, Aug. 28) was given over to pleasure and sight-seeing, as guests of the company. In the morning the trip was made to Niagara by boat and, upon arrival at Queens- town, the party was met by large touring cars from Toronto, and taken to Niagara Falls, where lunch was served, after which a visit was made to the various points of interest. The last part of the day's trip—over the Toronto-Hamilton highway—was a revelation to many of the salesmen from the western provinces. One of the Winnipeg representatives innocently inquired how the painters managed to get up to Niagara Falls. Pursued by the dog the speaker rushed down the road shouting: "Somebody catch him by the head."

Now I recall his — so full of promise.

He — thousand dollars and his social friends will — relieve him of it. I saw her — the garden, so now is — the chance to press my suit.

"I — encouraging word," sighed the swain.

Answer to No. 289.

The rebus is deciphered to read: Be independent, but not too independent.

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OTHER PEOPLE'S OPINIONS

The World will gladly print under this heading all current topics. As space is limited they must not be longer than 200 words and written on one side of the paper only.

UNITY IN ALL THINGS.

Editor "World": The various endeavors which are being made from time to time to secure harmonious co-operation among men, are very significant. They show that considerable goodwill still exists among the members of the human family. These efforts should be encouraged by all lovers of righteousness and peace.

The Canadian Unity League was just organized the other day in the city of Ottawa, having for its object a "better understanding of one another on the part of the English, Scotch, Irish, French and German citizens of the Dominion. The originator of the idea deserves to be highly commended for the effort.

The Ontario Educational Association might well be duplicated in every province of the Dominion as it aims to secure the co-operation of all classes and creeds in promoting the educational work of the province. The secretary is organizing associations in every county.

The appeal for reunion made by the Anglican bishops at the Lambeth conference is a notable event. Will this appeal be heeded or will it fall on deaf ears? If Christian bishops and pastors everywhere will begin in earnest to pull together and upward, something worth while will doubtless be accomplished.

The league of nations has surely a laudable object in view, and it is to be hoped that Canada's in-law will soon see her way clear to take her proper place. The stand taken by ex-President Taft at the recent meeting of the Canadian Bar Association is doubtless correct. The American Republic is now standing at opportunity's gateway, and it is to be hoped that she will not miss the chance.

Moses H. Clemens.

(Evangelical Catholic).

Kitchener, Canada, Sept. 2, 1920.

BRITISH FREIGHT RATES LIKELY TO RISE AGAIN

Apparent Deficit for Fiscal Year is \$54,500,000.

London, Sept. 3. — (By Canadian Press.) — An announcement from the ministry of transport states that there is an apparent deficit of \$54,500,000 to accrue to the exchequer from the state control of railways in Great Britain and Ireland during the current fiscal year ending March 31, 1921.

Among the principal items of per annum increased expenditure, as figured from last October, when the question of rates revision was referred to the railway rates advisory committee, are: Cost of materials, £12,000,000; coal, £3,500,000; hire of rolling stock, £750,000; rates, taxes and compensation, £3,200,000, while £24,300,000 are estimated for increased labor costs.

The ministry of transport has requested the railway rates advisory committee to suggest increases in tariffs for various railway services, which will wipe out the deficiency by the close of the following June. The last increase in rates was ordered in the latter part of December, 1919.

THE PAS VOTE SEPT. 28.

Winnipeg, Sept. 3.—It was officially announced yesterday that the deferred election for The Pas constituency will take place on Sept. 28, with nominations Sept. 14.

WORLD'S DAILY BRAIN TEST

By SAM LOYD.
15 MINUTES TO ANSWER THIS.

Each of the following sentences may be completed by a word, duplicated in the margin.

Pursued by the dog the speaker rushed down the road shouting: "Somebody catch him by the head."

Now I recall his — so full of promise.

He — thousand dollars and his social friends will — relieve him of it. I saw her — the garden, so now is — the chance to press my suit.

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AIR FORCE AIDED POLISH VICTORY

Kosciusko Squadron is Now Pursuing Gen. Budenny's Retreating Troops.

Warsaw, Sept. 3.—Polish troops have entered the city of Suwalki, 19 miles north of Augustow, and have been taken an enthusiastic welcome, according to an official statement issued here.

General Budenny, the Russian Bolshevik commander, who has been attempting to break the Polish line in Galicia, and who has suffered what appears to be a decisive defeat, is rapidly retreating. It is said, along the line from Sokolia to Brest-Litovsk, on the northeastern Polish front, the situation is quiet.

General Budenny's withdrawal is in a northerly direction, the communication shows. It followed his defeat in the battles at Zamosc and in the Wolos-Zhshatzky region, and was necessitated by the Polish advance which threatened his remaining detachments with destruction.

The Kosciusko squadron, the Polish aerial force, played a prominent part in the defeat of General Budenny. The official statement mentions "the splendid co-operation on the southern front of the flying escadrille," and it adds that it "must be recognized that the aviators contributed in a considerable degree to the favorable development of our counter action, and it is at present during the pursuit of the enemy rendering wonderful services."

Further south the Russians several times attacked the town of Busk, east of Lemberg, but were repulsed. In the north, adds the statement, the Poles are continuing to advance into Poland proper.

FIRE AT NAPANEE.

Napanee, Ont., Sept. 3.—Fire broke out in the basement of the Lennox garage at 845 last night. Firemen got quickly to the scene and confined the blaze to the basement and made good progress in its suppression. The fire broke out again at four o'clock this morning and spread to the upper floors and stockroom, and caused very considerable damage.

Grand Trunk Railway Time Table Changes, Sunday, September 5, 1920.

Train No. 50, leaving Toronto 1:50 p.m., Saturdays only, for Lindsay, Hamilton and intermediate points, will make last trip on Saturday, September 4.

Train No. 396-91, leaving Hamilton 5:45 p.m., Sundays only, for Toronto and intermediate points, will not run on Sunday, September 5, but will be run on Monday, September 6, after which date it will be canceled.

Train No. 57, leaving Toronto 10:30 a.m. daily except Sunday for Muskoka Wharf and principal intermediate points, will make last trip on Saturday, September 4.

Train No. 48, leaving Toronto 1:30 p.m., Saturdays only, for Muskoka Wharf, Gravenhurst, Huntsville and Scollville Junction, will make last trip on Saturday, September 4.

Train No. 49, leaving Toronto 11:40 p.m. daily except Saturday, for Muskoka Wharf, Huntsville and Scollville Junction, will make last trip from Toronto on Friday, September 3.

Sleeping car for Algonquin Park, handled on Sunday, September 5, but will be run on Monday, September 6, after which date it will be canceled.

Train No. 55, leaving Toronto 8:45 p.m., Fridays only, for Farnham Falls, will make last trip on Friday, September 3.

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JUDITH OF BLUE LAKE RANCH

By JACKSON GREGORY.

CHAPTER XXXI.

YES, JUDITH WAS WAITING . . .

At the old cabin above the lake Bud Lee dismounted. His hand in its rude sling was aching him terribly, demanding some sort of first-aid treatment. Tomorrow he could take it to a doctor; perhaps in an hour or so he could get Tripp to look to it; just now he must do what he could for it himself with hot water and strips torn from an old shirt.

The hand treated first, it was slow, tedious business seeking to remove the traces of his recent encounter with Trevers; and, too, he could wash his face and manage a change of clothes. There was nothing dapper about the result. But at length, shaking his head at the bruised face looking at him from his bit of mirror, he went out to his horse and rode down the trail that led to the ranch headquarters.

Night had descended, serene with stars. He wondered if the boys were back yet from the lumber camp. He had met them as they came down the trail, riding in a close-packed, silent, ominous body. He felt assured that they would find no work for them on duty at Carson's office, that Carson was right and Trevers would "be on his way." But he stopped at the bunk house.

No, the boys hadn't come in yet. But there was a message for Lee, just received by the cook. It was from Greene, the forester, brief and to the point:

Greene had lost no time in finding the sheriff of the adjoining county at White Rock and in going with him to the camp. They had found Quimby. He was dead, the manner of his death clearly indicated. For he lay at the foot of the cliffs straight below the cave's mouth, his face terribly torn and scratched by a mad woman's nails, the mad woman herself lying huddled and still close beside him. He had allowed the escape of her captive; she had accused him after the two of them had gone back to the cavern, had thrown herself upon him, tearing at his face, and the two had fallen. Mother and son? Lee shuddered, hoping within his heart that Judith had been mistaken. It was too horrible.

But, such is youth, such is love, Bud Lee promptly forgot both Chris Quimby and Mad Ruth as he went thru the lilies to the house. He remembered how Marcia had flown once to Pollock Hampton when he had made a hero of himself, how she had again just today she had gone swiftly to him because he had made a fool of himself, and because it seemed she loved him. In due time there was going to be a wedding at Blue Lake ranch. A wedding! Just one? Lee hurried on.

Yes, Judith was waiting for him. She was there in the living-room, curled up on a great couch, lifting her

eyes expectantly as his step sounded on the veranda. A wonderfully grown, transcendently lovely Judith; a Judith of bare white arms, round and warm and rich in their tender curves, a Judith softly, alluringly feminine even in the eyes of Bud Lee, no longer a theorist; a Judith whose dimly glowing, lingeringly to her like a sun-shine mist, a Judith whose tender mouth was a red flower, whose eyes were Aphrodite's own, glorious, dawn-gray, soft with the light shining in them, the unhidden light of love for the man who came toward her swiftly; the Judith he had first held in his arms and kissed.

He came in quickly, his heart singing. The color suddenly ran up his neck and over her, he put out his hand. But she slipped her own hands behind her. "Good evening, Mr. Lee," said Judith brightly. "Really, you have taken your time in making your first call. Won't you tell me how you got on?"

"No," said Bud Lee gravely. "I'll take mine standing, please!"

"Like a man to be shot at dawn?" cried Judith, her eyes sparkling. "What a sound so tragic. What, gray, are you taking?"

"A new job," said Lee. "I've come to tell you, the last being horse foreman doesn't suit me any longer. What you need and need right away is a general manager. That's what I want for Lee!"

Judith laughed softly, happily. Her hands flew out to him like two little coming birds, and she followed them—

"You'll find your work cut out for you, Mr. Lee," she told him.

"It's the kind of work I want," answered Bud Lee.

Then suddenly her arms went about his neck and tears sprang into her eyes, and she set her lips to the cut he had sought to cover with his hair, and took his rose, swathed hand tenderly in her own two hands, laying it against her cheek.

"Bud Lee," she murmured, "she whispered, her lips trembling all of a sudden. "He told me how Trevers fought . . . and how you fought! And he was crying over the telephone, when he was so proud of you. And I'm proud of you! And—oh, Bud Lee, Bud Lee, I love you so!"

From without came the sound of the Blue Lake boys returning. Carson, their head, riding close together, they were singing, their voices floating thru the night in an old cowboy song. Mrs. Simpson heard and ran out into the courtyard to listen. Marvin and Pollock Hampton, lost to all save each other in the shadows far down the road, were singing, and Mrs. Simpson heard her hands. The voices were to be heard from afar, the strong voices of a score of men. The strange thing is that neither had Bud nor Bud Lee heard; that neither had the ranch owners consciousness just then that there were in all the world any other mortals than—Judith and Bud Lee.

THE END.

THE HOUSE 'ROUND THE CORNER

By GORDON HOLMES

CHAPTER I.

WHEREIN THE HOUSE RECEIVES A NEW TENANT.

The train had panted twelve miles up a sinuous valley, halting at three tiny stations on the way; it dwelt so long at the fourth, that the occupant of a first-class carriage raised his eyes from the book he was reading. He found the platform packed with country folk, and he saw the same direction. Hitherto, this heedless traveler had been aware of some station-master or porter bawling an unintelligible name; now his fellow-passengers seemed to know what place this was without being told; moreover, they seemed to be alighting there.

A porter, whose face, hands and clothing were of one harmonious tint, suggesting that he had been dipped bodily in some brownish dye and then left to dry in the sun, opened the door and said: "Aren't you gettin' out, sir?" he inquired, and his tone implied both surprise and pain.

"Is this Nuttoby?" said the passenger.

"Yes, sir."

"Why this crush of traffic?"

"Thanks. I didn't expect to see such a crowd. Have you a parcels office, where I can leave some baggage?"

"Yes, sir."

"Hang on to this bag, then. There are three boxes in the van. You'll need a barrow—they're heavy."

By this time the man who knew so little of important Nuttoby—which held 2,005 inhabitants in the 1911 census, having increased by two since 1901—had risen, and was collecting a fisherman's outfit, and some odds and ends of personal belongings. He followed the porter, who, on eyeing the rods and panner, and with some knowledge of "county" manners, had accepted the stranger as entitled to hold a first-class ticket. Sure enough, the boxes were heavy. The guard had to assist in handling them.