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### Railway Thrillers.

Daring Stunts Specially Staged for the "Movie" Camera.

The producing of a railway thriller does not end by the leasing of a branch line, a brace of locomotives, and six or seven carriages. The task, in fact, has hardly begun, for the director has yet to put his players through the mill. And, believe me, theirs is no envious task. They must give no heed to breaking their necks and generally flitting with death, although it must be said, in fairness that all human precautions are taken to prevent accidents.

Just why the actors should be called upon to place themselves in the path of danger is extremely hard to understand, for is theirs not a branch of the acting profession? Why, therefore, convert them into acrobats? Perhaps the best explanation the players give is that they are out to entertain millions of picture enthusiasts, and the best way is to put sensations across the screen. It is in executing these that the risks are involved.

Probably the biggest railway spectacle in the history of motion-pictures was recently staged at Milltown, New Jersey, U.S.A., on a spur of the Raritan River Railroad. The stunt was for a train, comprising one old locomotive and three carriages, to fall into the water when passing over a trestle bridge across a lake.

#### Brave Men at the Handle.

This was accomplished by erecting a trestle especially for the occasion. It joined the main line seventy-five feet from the shore and had a sharp curve of one hundred and seventy feet.

An expert took charge of the dynamiting arrangements and everything was carefully timed. The engineer was told to fix the speed at fifteen miles per hour before descending the car. The eight camera men, stationed at different

points, desired to get a panorama as the train made its fatal journey, for if the train travelled any faster it would blur on the film. But the engineer had evidently opened the throttle too wide, for the train slid by at double the speed. The dynamite near the end of the trestle exploded, sending the train and the supports into the water.

The front of the engine came to a standstill within a few feet of the dare-devil operator, who was busily filming the wreck on a small platform. Everybody present feared that the locomotive would knock the platform over and dispatch the young man to the icy depths below. Although he was spared this fate, he was simply deluged with sprays of water sent up by the plunging train. Yet this did not deter him from continuing to turn the handle.

#### In the Nick of Time.

But this was not all, for Mr. Film-Producer believes in getting his money's worth. Now for the grand finale. Dynamite was placed inside the engine, which floated on the surface and exploded quite satisfactorily. This nice realistic incident, when seen on the screen, was dubbed as a "boiler explosion."

In the wrecked cars were dummies, and after the wreck, the twenty odd players who were cast as the passengers jumped into the lake from a float. There was, however, a genuine ring about their cries for help and attempts to rescue each other, for the water was very chilly and they nearly all caught cramp. A skiff was immediately despatched from the shore, and eventually rescued the party, some only in the nick of time.

Earle Williams, the star, however, managed to swim ashore with the help of a boy, although several times he seemed to be on the verge of sinking. He was in an exhausted condition.

The railway scenes for another important production, "The Taint," were

taken in New Jersey by Permission of the Wharton Railroad. An engine was purchased with the intention of converting it into scrap iron for the film.

#### Aches and Pains all Over.

The perilous task the hero had before him was to elude his attackers by letting the engine rip at a terrible pace. All went well until the sliding hoove in sight, when the star leaped over the embankment. The falls he made down the steep bank would have done credit to a trained acrobat. He was all aches and bruises afterwards.

The camera man set up his camera just a few feet from the ditch where the engine was to fall. It came so fast that it threatened to dash into his camera, but luckily it ended its course just a few feet away, sending streams of earth and stones over the plucky operator.

Who then, will now say that railroad dramas are tame productions for those who make them?—Answers.

### Equality of Men and Women.

"The Government is endeavouring to extricate itself from the muddle in which it was involved by its slackness in dealing with the Women's Bill in the House of Commons by introducing its own alternative measure in the House of Lords," says the Westminster Gazette.

"The Lord Chancellor recently suggested that the supporters of the Labour Party's Bill should move amendments to the Government Bill so as to make it approximate to their own. We suppose, however, that the Government holds to its refusal to alter the franchise by reducing the voting age for women from thirty to twenty-one."

"The two sex equality Bills, one of which has passed the House of Commons, and both of which compete for the favour of the Lords, would have been the occasion for much sound and fury five years ago," says the Observer. "To-day they—or one of them—are passing into law unaccompanied by a murmur either of protest or approval. They represent almost the last contribution, the legislature can make towards settling the sexes on an even basis of opportunity."

"The Government office and the business house before the war had a fair inkling of feminine capacity. But war has placed her competence and patriotism on a new level altogether. Nothing is too good, nothing is good enough that we can do to requite ancient prejudice and recognize equality of service. When we have done amending the law we shall still have much to amend in our habits of mind. Habits do not perish by majority vote. For countless years, let us confess it, the Englishman has estimated the English woman in varying degree as an inferior being."

"The legal anomalies now in course of disappearance are survivals of a very ancient and pertinacious belief. When we have cast out of the statute book the dogma of woman's inferiority we have still to give life to the new and truer formula that man and woman are equal and different. As women come to practice of their full rights no one can say what approximation practice may bring between the distinctive attitudes of man and women. She has much to learn. Is it not more than probable that she has much to teach?"

"Equality of opportunity brings equality of obligation, and the equal right of all to use their opportunity to the best advantage they can. This is the corollary that woman must face. It breathes a ruder doctrine of competition than the tranquil but joyless conventions of man's treatment of the other sex in the past."



#### A GOOD LIFE.

If I could know the self-same friends and live the self-same joys, If I could live my boyhood o'er with all the girls and boys, That made my merry Long Ago, I'd gladly bear the pain And sorrow that has come to me to know the world again.

When'er I take my years apart and run their stories through, I find that life's been good to me; my skies are mostly blue. And though I have not come to fame nor much of gold is mine, The days that God has given to me have nearly all been fine.

I've laughed my way along through life despite its bit of care, Good friends have stood beside me through the darkness and despair; I find as o'er my yesterday I let my memory range, Were I to live my life again there's little I would change.

I want the same old boyhood friends, the same good teachers, I'd want the same sweet mother, the father that I knew; And on my second journey through the smiles and cares of life I'd want the self-same sweetheart to come back and be my wife.

When I am moved by trials to grumble and complain, I wonder if I'd care to live my life And then I find I'd gladly come and bear life's pain and woe To claim the days of happiness that have been mine to know.

### Drunkenness in the Wine Countries.

It is the accepted thing in some circles to say, "The people of Italy and France are a sober people. They live on wines and they are a healthy people."

This is what Vance Thompson says on this subject—a journalist and observer—who, as he himself says, has spent twenty years where he could watch the alcohol habit in France.

"The greater part of my life I have lived in wine countries. Always one remembers the best of life; the dirty and tragic parts slip out of mind. . . . And so with the wine lands. Go to the real facts of life—banish the haze of poetic fancy—and what you see is not the cannikinlinking merriment of comic opera, but a sadder, drearier way of life."

"I am speaking of lands where the grapes grow, where wine is 'natural, pure and cheap.' It is there at its best. The alcohol, always a poison, is, in its least harmful form, concealed in the beneficent juice of the grape—hidden in suavity and perfume. And what it does to the race of men, dwellers in sunlight, you know; for you have shuddered at these crippled and distorted generations, with their beggars and idiots, bearing one and all—to the eye of the physiologist—the stigmata of alcoholic penalties."

"No drunkenness in Southern Europe?"

"He who makes that statement speaks out of deep ignorance. He has never dwelt in the villages of Provence, or wandered over the wide roads of Italy. Ye do not, I admit, see so wild and manifest a drunkenness as in the harsh, northern, spirit-drinking lands; but the southern drinker, making up in quantity what was wanted in the alcoholic strength of his beverage, reaches the same stage of physical impairment, begets the same poisoned offspring, dies in the same kind of alcoholic dissolution—to use the technical phrase. His moral conception, as his physical degeneration, is slower in its progress; but statistics could be piled hospital-high to show it reaches the same end."

In Kansas, where prohibition has been in force for thirty-seven years, the whole of the public debt has been wiped out.

According to five hundred Pennsylvania coal operators, prohibition would increase the annual output of coal nearly seventy million tons.

#### The Summing Up.

Prohibition in Canada has proven an unqualified success. It has fully justified the claims of its promoters and falsified the predictions of its opponents. Summed up, this testimony from all quarters shows the effect of prohibition to have been:

1. Retail and wholesale business increased and improved a larger proportion of cash trade, a greater demand for the better class of goods.
2. Increased regularity, punctuality, and efficiency of workers, resulting in greater earnings for labor and larger returns for capital.
3. More employment at better wages with better conditions and greater safety of work, higher standard of living.
4. Rent and taxes more promptly paid, artisans building and buying homes for themselves.
5. Home life bettered, wages formerly wasted now used for family comforts and luxuries. Fathers more

- fatherly, mothers more motherly, and children happier.
6. Savings bank deposits increased, money diverted from bar and liquor shops to channels of honorable trade, giving health, strength and vitality to business generally.
7. Hotel accommodation improved, now quieter, cleaner, safer, and more home-like.
8. Schools and colleges better attended, improvement in health and morale of pupils, better results from work of teachers.
9. Decrease in drunkenness and crime, fewer police cases, ability to

- apply prison reform methods more successfully.
10. Poverty and pauperism lessened, ignorance and vice diminished, social reform work of all kinds helped and made effective.
11. Former opponents of prohibition have been converted to the support of that measure by the operation of the law and public opinion is to-day more pronounced in favor of this method of dealing with the evil of intemperance than when the various laws were enacted.
12. Prohibition has come to stay in Canada, not as a war measure, but as

a permanent legislative reform.—National Advocate.

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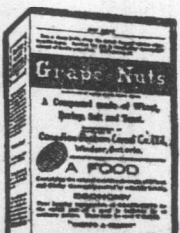
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