

FOR A MILLION OF MONEY

BY ARTHUR W. MARCHMONT
Author of "By Right of Sword," "When I Was Czar," etc., etc.
Copyrighted, 1908.

She ate her breakfast with a relish, and was preparing to start, when the wife came into the barn. She was sorry for her harshness, she said, but something had put her out that morning.

"I didn't see your face, either," she added. "You're over young to be in this plight. Deary, deary, you're only a girl," and her eyes shone with compassion.

"It's only for a time, thank you. I have friends when I can get to them," and she rose to leave.

"I don't want to ask questions, but it's easy to see that you don't belong to these parts. Your talk shows that."

"I'm from the other side of England."

The woman threw up her hands. "And begging too! Deary me! But you look above that," she added with a touch of suspicion.

"And begging, as you say," replied Olive, with another smile.

"Why don't you turn to and do some honest work for a living?"

"Ah, there's plenty of work waiting for me at the end of my tramp. Thank you for the meal and also for the rest. I must go on now."

"And what are you when you do work?"

"I can sing," answered Olive. "Didn't you hear of the theatrical company that failed in Bodmin. If you ever see the name of Alice Garstang in an opera, you can remember this breakfast you've given me."

"Tell the truth she dared not, lest any clue should be given in case of inquiries by Merridew; so she tried indirectly to mislead the good soul."

"So you're one of them theatricals are you?"

"There was a distinct note of contempt in the tone, and all the suspense died out of the eyes. "Well, if you're tramping back to London a meal won't come amiss. Wait while I get you a paste," and hurrying into the house, she returned with a large meat paste."

The tears were very close to Olive's eyes as she took it and thanked the woman. "I don't hold with theatricals myself, but I can't see a young girl like you wanting for food. You're welcome; and good morning."

Two ideas came to Olive as she read the good woman's questions. She would keep to the name she had chosen at haphazard, and would use her voice to earn her bread on the long journey before her. She had not sung since her father's death; and, fortunately, Merridew had no knowledge that she could sing. If he made any inquiries, therefore, this story would put him off the scent.

The second thought was that she must keep the fact that she was still alive a close secret, until she could learn what had occurred at the house on the moor after her escape. If he believed that she was dead, she would have an immense advantage in the further investigations she had to make.

Abandon her task of finding out the truth and clearing her father's name and her own, she would not. Never, while life lasted, would she give up her work or abandon hope.

All that day she trudged on steadily and unflinchingly; resting about mid-day to eat half of the farmer-woman's paste. She found her way on to the London road, and set her face eastward with a heart as brave and resolute as though her walk was to end a few miles farther on.

She had plenty to occupy her thoughts, apart from the circumstances of her journey. Indeed, these troubled her very little. She was not a singer; but she had not a doubt that by one means or the other she would manage to get through.

Her great problem was the decision as to her future course; and there in the hundred questions which all these days in regard to Jack.

While she had been in captivity, she had passed many a bitter hour in anxious speculation as to whether the plans against him had been pushed forward; and one of the keenest causes of her anguish had been the inability to communicate with him.

And now there was an obstacle scarcely less insuperable. In her opinion, it was of the most critical importance that Merridew must believe her dead; and she could not make her letter would not fall into wrong hands, and so reveal her secret. She did not know how far Merridew or Mrs. Taunton, or those in league with them had managed to get her lover into their power. They might even have control of his letters.

If all was well with him, he would, of course, be intensely anxious about her; and although she was eager to relieve his fears, she determined not to do anything until she had heard that it could be done safely.

Her intention was to make her way to Frampton, to Mr. Casement, in the first place; and with neither food nor money to help her on the journey that undertaking was sufficiently formidable.

But the result of the evening's experience justified her confidence in her ability to overcome these difficulties. In the dusk she walked into a large village, and determined to put into practice at once her idea of singing in the street.

At first the notes would not come, however. She was so nervous, so ashamed, and so terrified by the sound of her own voice, that she could scarcely make herself heard. She broke down entirely; her face flamed, and choking sobs silenced her.

But she was not of a nature to be beaten. Moving on, she scolded herself almost fiercely for this weakness. She must sing. The alternative was to beg or starve. She must find a means of getting a lodging for the night.

After a little delay, she made another attempt, and this time fought with her fright and conquered. It was once more then; and the darkness was once more quivered, and trembled threateningly; but gradually it became stronger; and the rich mezzo-soprano notes rang out clear and beautiful, drawing the people to her, and compelling them to listen.

First one, and then another, came forward and put something into her hand; and then an incident occurred which turned the tide all in her favor. One of a number of men who had stopped to listen uttered a coarse, jeering remark about her; and some others called to him to hold his tongue. Irritated at this, he went toward her, and standing in front of the rest, initiated her singing, and at last tried to put his arm about her waist, as if to kiss her.

The next moment he lay on his back from the blow of a branny fist which had struck the blow, a powerful giant of him, obviously of age, stood over him, obviously ready to repeat it.

"All right, my girl. You get away," he said to the fellow, "or I'll be worse for next time. You sing, missie, and I'll take the hat round." A little cheer went up for him, and when he brought Olive back with him, and when he saw that evening she had collected five shillings and sixpence.

The man was as shrewd as he was kindhearted. "You're new to this, I can see," he said, when she had finished and had thanked him. "And there's bad trouble behind. John Polforth is a fool. Let me stand by 'ee while ye sing next time. I'll see 'ee through."

He was as good as his word; and when Olive was too tired to sing any more that evening, she had collected five shillings and sixpence.

Nor was that all. When he heard that she had no place to sleep, he insisted upon her going with him to his wife. And the wife was as kind as her husband. "I hope you hit 'em hard, Jack," she said, when she heard of the fellow's blackguardism; and would take no denial when she declared that Olive must stay the night under their roof. After supper, Olive sang to them both

and as the woman sat listening, the tears rained down her face until she had to cease her further attempts to wipe them away, and wept openly and without disguise.

Then Olive told them something of the journey before her; and the good soul mothered her as if she had been her own daughter, and put her to bed with a care which could not have been more thoughtful had Olive been a little child.

In the night, Olive woke to find her bending over the bed. "Don't be scared, child. It's no one but me; just seeing that you're all right," and the pillows were smoothed, Olive felt a tear drop on her face. "Sleep well, child; that's a terrible journey you have before 'ee."

With a grateful thought of the woman's kindness, Olive was soon asleep again, serenely happy at having found such a friend in her hour of need.

In the morning she counted over her earnings, and then found among the coins two sovereigns. Then she saw the reason of the night visit to her room. "The tears would not then be denied, and she was weeping happily at the thought of this fresh act of kindness, from those to whom such a sum must mean so much, when Mrs. Polforth came into the room."

"My man would like to see 'ee before he goes to work. Will 'ee hurry?" Olive held up the sovereigns, and looked at her through her tears.

"Eh, but that's a rare bit o' luck," she exclaimed.

"You don't know me, and yet you would deny yourself to this extent," said Olive, smiling.

"Hear her now. As if it were aught of my doings."

"My dear, good friend," cried Olive, kissing her. "But I'll come down and speak to you both about it."

She hurriedly finished her dressing and went down. But the man was gone.

The wife received her with a half-smiling smile. "Jack's a rare coward, and that's true. He wouldn't face 'ee, when I said it was found-out."

(To be continued.)

BRITISH

The Hon. Thomas Price, the Labor Premier of South Australia, recently visited London.

A widow admitted at the Bournemouth Bankruptcy Court that she had spent £390 on grass seed.

During a run with the Essex Kent Hunt the fox was chased through one of the Dover streets and killed in a garden.

Three silver tea-caddies, the work of the famous silversmith Paul Lamerie, realized £1,157 50 at Messrs. Christie's.

The loss in rates to the Woolwich borough council on empty houses and "recoverables" is estimated at upwards of £50,000.

A man who has not been identified dropped dead at the corner of Battersea Park road and Queen's road while apparently waiting for a tramcar.

Shot through the head, the dead body of Charles Hamilton Hibbert, a law student at Blomfield Court, Maidstone, was found on Hampstead Heath.

A man named Jack Price of Pontypool, fell 300 feet from the Clifton Rocks (Bristol) and was afterwards picked up alive, though terribly injured.

While a number of miners were playing cards at Tamworth, a quarrel arose over five pence, and a man named Alfred Faulkner received a fatal kick.

George Wells, a Crimean and Indian Mutiny veteran, who recently sold bootlaces and matches, was buried with military honors at Southchurch, Essex.

"I was going to steal some knives, forks and spoons to get married with," said a man, who at West London was committed for trial on a charge of burglary.

The latest form of hoodlignism in London is throwing spirit varnish upon the "walkies" dressed in a number of cases have lately been reported to have taken place in good-class thoroughfares.

A pair of old cut glass ship's decanters, which formerly belonged to Nelson's colleague, Admiral Collingwood, were sold at Messrs. Knight, Frank, and Rutley's rooms recently for £24 3s.

In memory of his late wife Mr. A. Leslie Wright, of Butterley Hall, Derbyshire, has offered to build and equip a ward for children in the Derbyshire Royal Infirmary at a cost of between £35,000 and £40,000.

King's Lynn magistrates have referred 5 more licenses for compensation, and when the formalities are completed, no fewer than twenty-three licenses will have been extinguished in three years.

Five Portuguese coins and fourteen George II. shillings were found by William McConnell, a carpenter, while working at the Stag Inn, All Saints' street, Hastings. The coins were found to be treasure trove.

Mr. Alfred George Milbanke Hudson, a member of the firm of Messrs. R. M. Hudson & Sons, shipowners, Sunderland, died the day after the funeral of his father, who was the oldest shipowner in England.

Sheffield is suffering from an epidemic of whooping cough in all classes of homes. Last week there were nineteen deaths from this cause alone, the six other principal zymotic diseases being responsible for two only.

Father Berry, who saw a man tampering with an offertory box in St. Joseph's Roman Catholic Church, Preston, sprang out from a confessional box. The priest on a bicycle was arrested.

An angler on Barton Broad, Norfolk, hooked a large pike, which broke the tackle and got away. Shortly afterwards another angler fishing about a hundred yards away, landed the same fish, a pike of over twenty pounds.

Jumping on the railway line at Wandsworth Common Station, Miss Isabella H. Smitham, of St. James' road, Wandsworth Common, laid her neck on the rails and was killed by a train. Suicide during temporary insanity was the verdict.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.



The coming season will be the busiest that has yet been experienced in construction work on the Grand Trunk Pacific, since the preparatory work is now completed in most sections, and active construction will be going on almost from Winnipeg to the coast. It is estimated that fully twenty thousand men will be at work along the route, and little difficulty is anticipated in securing these numbers. Where last year at this time it was necessary to send agents out in all directions looking for men, the reverse is the case today, the employment offices being daily besieged by men looking for work. It is expected that by winter steel will be laid complete through from Winnipeg to Edmonton, although it will not be turned up for regular train service until the following summer. It will, however, be in regular use for work trains, which are not so particular about ballasting as passenger trains.

The Foley construction firm expect to have twelve thousand men at work on their contracts between Winnipeg and Edmonton this spring, and will probably have the whole grading finished by July, when their whole army of workers will be turned loose on the grading west of Edmonton. Only twenty-five miles of grading remains to be done between Winnipeg and Edmonton, and this is at the western end of the line.

On the Superior branch, 125 miles of track has already been laid, at the Port Arthur end of the line, while most of the 200 miles to the junction with the main line has been completed, and will be laid with rails this summer. It will be laid with rails this summer. It will be laid with rails this summer.

A widow admitted at the Bournemouth Bankruptcy Court that she had spent £390 on grass seed.

During a run with the Essex Kent Hunt the fox was chased through one of the Dover streets and killed in a garden.

Three silver tea-caddies, the work of the famous silversmith Paul Lamerie, realized £1,157 50 at Messrs. Christie's.

The loss in rates to the Woolwich borough council on empty houses and "recoverables" is estimated at upwards of £50,000.

A man who has not been identified dropped dead at the corner of Battersea Park road and Queen's road while apparently waiting for a tramcar.

Shot through the head, the dead body of Charles Hamilton Hibbert, a law student at Blomfield Court, Maidstone, was found on Hampstead Heath.

A man named Jack Price of Pontypool, fell 300 feet from the Clifton Rocks (Bristol) and was afterwards picked up alive, though terribly injured.

While a number of miners were playing cards at Tamworth, a quarrel arose over five pence, and a man named Alfred Faulkner received a fatal kick.

George Wells, a Crimean and Indian Mutiny veteran, who recently sold bootlaces and matches, was buried with military honors at Southchurch, Essex.

"I was going to steal some knives, forks and spoons to get married with," said a man, who at West London was committed for trial on a charge of burglary.

The latest form of hoodlignism in London is throwing spirit varnish upon the "walkies" dressed in a number of cases have lately been reported to have taken place in good-class thoroughfares.

A pair of old cut glass ship's decanters, which formerly belonged to Nelson's colleague, Admiral Collingwood, were sold at Messrs. Knight, Frank, and Rutley's rooms recently for £24 3s.

In memory of his late wife Mr. A. Leslie Wright, of Butterley Hall, Derbyshire, has offered to build and equip a ward for children in the Derbyshire Royal Infirmary at a cost of between £35,000 and £40,000.

King's Lynn magistrates have referred 5 more licenses for compensation, and when the formalities are completed, no fewer than twenty-three licenses will have been extinguished in three years.

Five Portuguese coins and fourteen George II. shillings were found by William McConnell, a carpenter, while working at the Stag Inn, All Saints' street, Hastings. The coins were found to be treasure trove.

Mr. Alfred George Milbanke Hudson, a member of the firm of Messrs. R. M. Hudson & Sons, shipowners, Sunderland, died the day after the funeral of his father, who was the oldest shipowner in England.

Sheffield is suffering from an epidemic of whooping cough in all classes of homes. Last week there were nineteen deaths from this cause alone, the six other principal zymotic diseases being responsible for two only.

Father Berry, who saw a man tampering with an offertory box in St. Joseph's Roman Catholic Church, Preston, sprang out from a confessional box. The priest on a bicycle was arrested.

An angler on Barton Broad, Norfolk, hooked a large pike, which broke the tackle and got away. Shortly afterwards another angler fishing about a hundred yards away, landed the same fish, a pike of over twenty pounds.

Jumping on the railway line at Wandsworth Common Station, Miss Isabella H. Smitham, of St. James' road, Wandsworth Common, laid her neck on the rails and was killed by a train. Suicide during temporary insanity was the verdict.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

Lettuce has a soothing effect on the nerves and is excellent for sufferers from insomnia.

that it could have no outside market for its goods. In order to reach the outside world it would be necessary to transfer cars to other lines, but there came the rub. The other railroads quickly decided to favor their own shippers, and operators on the Wabash were frozen out.

Today the Rex Carbon Coal Company, which has an output of 200,000 tons of coal yearly and has hundreds of cars filled with coal now but unable to ship them, closed a deal with the Wabash Railroad Terminal Company to open immense coal yards in the heart of Pittsburgh, and no secret is made of the fact that war is to be made on the local coal trade of Pittsburgh. The retail consumers trade for years has been controlled by shippers over the Pennsylvania, Baltimore and Ohio, and the Pittsburgh and Lake Erie, or Vanderbilt lines.

The Wabash Railroad, which has also entered into the fight, will give up an immense switch which it built some years ago, to the coal firms which have been forced to fight for their very existence by the railroads, and it is expected that when coal companies open with a raise in coal prices, that the Wabash operators will be on hand with enough coal at low prices to break any corner which Pennsylvania, Baltimore and Ohio and Lake Erie shippers are thought to have figured out.

Some remarks about the conditions in the railroad world which were contained in an interview with James J. Hill in New York yesterday, brought out a response today from Frank K. Lane, a member of the Interstate Commerce Commission. Here is a part of Mr. Lane's statement:

"The whole world has a great admiration for Mr. Hill, but I do wish he would not be so lugubrious. Jim Dumps has not yet superseded the optimistic Uncle Sam as the typical American."

A year ago Mr. Hill said that the railroads had failed to meet the traffic necessities of the country; that there had been a steady increase in business which the railroads had not met and it would be necessary to invest \$5,500,000,000 in providing equipment, double tracks and terminals to handle the business of the country properly. And now because for two or three months the railroads have been able to handle more business than was offered them are met on all hands with the cry that the country is going to the bows.

"What is the necessity for painting the picture blacker than it is? Does it arise out of the fact that Congress is in session, or that there is a presidential election impending? Is a man an enemy of the railroads because he refuses to believe every old woman's tale out of Wall street? I do not understand the reason why at the time when railroad credit should be upheld those who ought to be most interested in supporting that credit are lending their influence to breaking it down."

"Let us see what the figures show," said Mr. Lane. "The average monthly receipts from freight and passenger traffic for each mile of the 225,000 miles of railroad in the United States for the first nine months of this fiscal year were \$980, which is \$180 per mile more than the average for the fiscal year ended July, 1905, the year of the last presidential election, which was not regarded as a poor year in the railroad or industrial trade. The net revenue from traffic allowing for all operating expenses, including increased wages and cost of material in the fiscal year ending in 1908 is 37 per cent greater than in the year 1905. The net monthly revenue for this fiscal year is thus far \$7 less per mile than for the preceding year 1906-7, which may be taken as high water mark thus far in the railroad history in the United States."

Reports of two constituent properties of the New York Central, or Vanderbilt Lines, system for the year ended Dec. 31, 1907, were issued yesterday. The roads so reporting were the Lake Shore and Michigan Southern Railway Company and the Chicago, Indiana and Southern Railroad Company, the latter being controlled by the former and the Michigan Central road. Both the Lake Shore and Michigan Southern, and Chicago and Indiana and Southern recorded material gains in net earnings, despite heavy increases in expenses, but showed an enormous falling off in the surplus as a result of extraordinarily heavy charges.

The Lake Shore and Michigan Southern Railway Company reported an increase of \$2,408,096 in earnings from operation, which reached \$4,963,475 and an increase of \$2,292,929 in its operating expenses which amounted to \$2,654,347, but an increase of only \$1,862,660 in total expenses. As new construction and equipment disbursements were \$429,808 smaller than those for 1906, net earnings, which increased \$546,436, amounted to \$10,415,618. The road's other income, derived from interest and dividends on stocks and bonds owned and loans and deposits, involved \$5,716,419, or \$1,562,914 more than for 1906, making a gross income of \$16,132,443, or \$1,578,699 more than that for the previous year.

First charges amounted to \$7,745,717, or \$1,210,246 more than those for the preceding year, leaving a net income of \$7,386,715, or \$599,103 more than that for 1906. Dividends of 14 per cent involved \$6,925,310, or \$1,578,699 more than those for the previous year, leaving a surplus of only \$460,405, or \$1,079,556 less than that for the previous year. For this surplus for the year there was added \$46,322, as net profit to the adjustment of sundry accounts and \$17,298,529 as credit to profit and loss, making a balance of \$17,805,259 on Dec. 31, 1907. The road's condensed general

balance sheet showed total assets of \$232,562,577.

The report of the Chicago, Indiana and Southern Railroad Company showed an increase of \$671,751 in earnings from operation, which amounted to \$3,004,482, and an increase of \$116,177 in operating expenses, which involved \$1,943,129. The road did not pay for any new construction, betterments or equipment out of its earnings last year, although it spent \$24,725 in new construction and \$130 in equipment in 1906. Its net earnings amounted to \$1,661,353, or \$589,429 more than those for the previous year. Other income, including interest on loans and deposits, reached \$88,177, or \$55,928 more than that for the preceding year, making a gross income of \$1,149,530, or \$636,358 more than that for 1906.

First charges involved \$926,350, or \$671,751 more than those for the previous year, leaving a surplus of only \$223,180, or \$35,123 less than that for 1906. To this surplus there was added \$1,414 as net profit in the adjustment of sundry accounts and \$258,304 as credit to profit and loss, making the balance on Dec. 31, 1907, \$482,899. The road's total assets were \$16,283,511.

Annual reports of five of the principal constituent railroad properties in the New York Central or Vanderbilt lines system will be issued to the stockholders of these roads today. The roads so reporting for 1907 are the Michigan Central Railroad Company, the Cleveland, Cincinnati, Chicago and St. Louis Railway Company, or "Big Four," the Pittsburgh and Lake Erie Railroad Company, the Lake Erie and Western Railroad Company and the Rutland Railroad Company. Both the Michigan Central and Cleveland, Cincinnati, Chicago and St. Louis roads show gains in their net, as well as gross, earnings, despite heavy increases in expenses, and in their surplus for the year, while the Pittsburgh and Lake Erie and Rutland Companies report material increases in earnings, but decreases in surplus. The Lake Erie and Western Company shows decreases in both earnings and surplus.

The Michigan Central Railroad Company gained last year \$2,271,521 in its earnings from operation, which reached \$28,547,109, and was able to report a decrease of 1.47 per cent in cost of operation, which amounted to \$1.63 per cent of its gross earnings, compared with \$2.70 per cent in 1906. Total expenses amounted to \$23,131,750, or \$1,401,486 more than those for the previous year, leaving net earnings of \$5,415,359, or \$370,035 more than those for the preceding year.

Since the issuance on March 4 of the bulletin of the car efficiency committee of the American Railway Association, 130 roads have reported a further decrease of 11,000 cars in surplus capacity. The next bulletin will show slightly more than 300,000 surplus cars.

The per diem commission meets on Saturday to establish a permanent rate and rules. Their action has to be submitted to the members by letter ballot for ratification.

For 589 railway stations in the western New York car service district 65,569 cars were reported during February, compared with 78,377 cars during the same month last year, a decrease of 28 per cent. The average detention for both railroads and consignees were precisely the same, as shown in the following table:

February, 1908.....55,569 38 1.53 1.91
February, 1907.....78,377 38 1.53 1.91

For eight months ending with February, the Pacific Northwest Car Service reports 574,708 cars handled against 482,040 cars for the corresponding period in the preceding year. This is a gain of 19 per cent for the current commercial year. The report represents territory covered by 14 per cent roads in the upper Pacific coast states.

At attention—Cars, R.R. Cons. Total
February, 1908.....55,569 38 1.53 1.91
February, 1907.....78,377 38 1.53 1.91

For eight months ending with February, the Pacific Northwest Car Service reports 574,708 cars handled against 482,040 cars for the corresponding period in the preceding year. This is a gain of 19 per cent for the current commercial year. The report represents territory covered by 14 per cent roads in the upper Pacific coast states.

At attention—Cars, R.R. Cons. Total
February, 1908.....55,569 38 1.53 1.91
February, 1907.....78,377 38 1.53 1.91

For eight months ending with February, the Pacific Northwest Car Service reports 574,708 cars handled against 482,040 cars for the corresponding period in the preceding year. This is a gain of 19 per cent for the current commercial year. The report represents territory covered by 14 per cent roads in the upper Pacific coast states.

At attention—Cars, R.R. Cons. Total
February, 1908.....55,569 38 1.53 1.91
February, 1907.....78,377 38 1.53 1.91