

The PURPLE MASK

by Grace Guard
Novelized from the Motion
Picture Play of the Same
Name by the Universal Film
Mfg. Co.

NINTH EPISODE—(Cont'd)

"I join in your belief that something unusual is going on around here. Last night I am sure my private safe was tampered with. The secrets of my business are there and you have convinced me that the actions of Drew and Elliott certainly do not place them above suspicion."

Jackson did not arrive at his place of business the next day, and for two weeks more, nothing was seen or heard of the head of the firm. Finally to the consternation of his employees, and to the great grief of his niece, Jack Elliott, the factory foreman received a cablegram.

It was sent from London and read: "Robert Jackson died here to-day. Wallace Drew and Jack Elliott worked fast. Elliott took charge of the business and Drew, acting officially for Miss MacLean, urged a speedy reading of the will."

There were preliminary difficulties encountered, but Drew retained good counsel and managed ultimately to have the contents of the will disclosed. The result was a surprise to Elliott, who had hoped to be among the beneficiaries.

But to his great disappointment, the principal bequest read: "To my niece, Mary MacLean, I leave the business known as the Jackson Motor Company together with the factory, machinery, inventions and accessories." Not a word about Elliott.

The foreman of the factory, having avenging himself because of what he fancied was an injustice.

Pat, of course, was conversant with the hoax and had explained to the authorities the object of the move.

There was a surprise for the girl, however, when Phil Kelly appeared on the scene the next day, retained by Elliott to investigate the disappearance of his employer. When the Sphinx heard the complete story, all that Elliott could tell him, in addition to the little Drew was able to contribute the detective asserted:

"This is all fiction, Jackson is alive. He has done this as part of some scheme." And in proof of his conclusions, Kelly was able within the hour to exhibit proof that Jackson had never left the country.

"He is hiding out as we say," said Kelly. "You tell Miss MacLean not to take possession of what is not hers."

And the story Elliott had to tell Drew was not pleasing to that worthy. For Drew had hoped to marry Miss MacLean and thus get his hands on the Jackson millions.

Mary MacLean, for a girl who had seen a fortune swept away as unexpectedly as she had arrived, took matters rather complacently. After the first shock of surprise she recovered her composure rapidly.

"The Golden Cup at the Speedway begins to interest me again," she said. "I had entered a car for the race, expecting to exploit the Jackson motors, but when uncle died"—the flippancy of the remark made her halt abruptly.

"You can go on with your idea now," said Elliott, to whom she had been speaking.

"Yes, that's what I intend to do; but I couldn't—otherwise."

The next few days were times of much excitement around the Jackson Motor factory. Miss MacLean was watching progress on the equipment of her car.

Drew was likewise interested in Miss MacLean's car, and Pat, suspicious of every move that Drew or Jackson made, aimed to be as close as she could to the scene when Drew was near the racer.

Kelly also concerned himself in passing events. He was instructed by Elliott to prevent Pat from interfering in any way with the machine.

Pat, closely watching her opportunity, was within hearing distance when the day before the race, Drew approached the men who were putting the finishing touches on the car.

"I'll make it worth your while to see that this car doesn't win the race," Pat heard Drew say to the men. But try as she might to catch the rest of the conversation she failed.

Awaiting her opportunity, which arrived shortly after, Pat engaged in conversation the men at work upon the machine. Her manner aroused their antagonism and their own actions confirmed Pat's suspicion that they had entered into an agreement to put the car out of commission.

While Pat could not fathom the cause, the facts were that Drew and Elliott were prompted by malice, because of the disappointments that had resulted from the outcome of Jackson's "death."

Elliott had informed Kelly that he believed one of the mechanics in the employ of the firm was plotting against the organization.

The disguised and active Pat was of course, the workman designated as Elliott's "suspicious character," and Kelly, on the day of the race, set himself to the task of watching the girl closely in all her movements. When Pat left the factory Kelly and his men followed her.

When she entered her house Kelly and his men decided to investigate. Finding an open window leading into the cellar the three detectives crawled in.

In the dim light that was afforded by two small windows the detectives crawled cautiously around the room

in which they found themselves. Passing through a door that communicated with another room they had taken but a few steps when they were suddenly confronted by an iron wall that had, to all appearances, dropped through the ceiling and halted their progress.

When they turned about with the intention of retracing their steps a similar wall, or partition, dropped and terminated their progress. The three men thus found themselves prisoners in a long narrow compartment, total darkness and deathly stillness surrounding them.

Suddenly above their heads, sounding as though coming from some distance, Kelly heard a voice he recognized as that of his tormentor The Purple Mask girl.

"If they remain there," she was saying, "they must combat both water and the fumes of deadly gas. I did not order you to do this—neither will I order their release, until I am ready."

Pat's voice ceased, and the men were left alone.

She hurried to the garage where Miss MacLean's racing machine was presumably being tuned up for the race, having signaled to the Apaches scattered among the other workmen to follow. When Pat reached the car the men who were trying to block Miss MacLean's plans had just started to wreck the machine.

Before they could do serious damage, Pat's Apaches had disposed of them in a short and decisive strife. Then the girl jumped into the machine and started for the speedway. When Pat reached the inclosure, Miss MacLean was awaiting anxiously the arrival of her car.

"Your driver was just injured, Miss MacLean," said Pat. "But make the substitution with the starter, and I will drive for you in the race."

As she spoke Pat started for the track. When she turned into the Golden Cup race was off and away at the starter's signal.

There was no turning back for the venturesome girl. The race must be run and if possible won. Without hesitation Pat ran her machine into line and in another moment had darted away to win fame in the great contest.

(To be continued.)

CLIMATE AND FERTILITY.

Canada's Winters Conserve the Fertilizers in the Soil.

The influence of climate on fertility is frequently overlooked, but it has a more or less direct bearing on the fertilizer question in Canada. It is realized by few that climatic conditions—rainfall, temperatures, etc.—exert a profound influence on the nature and composition of soils, both in their origin and in the power to conserve their fertility. These influences may tend to the accumulation or the dissipation of those elements or soil constituents which make for fertility. In this regard, save our coastal lands with excessive rainfall, which may keep the lighter soils poor in available plant food, our country is singularly blessed. We cannot now elaborate this question, but one instance may be cited that may serve as an illustration—one which undoubtedly influences in a beneficial way the fertility of our soils.

The rigorous winter that prevails over the greater part of Canada locks up for several months—practically from harvest to seeding time—the soil's fertility. The plant food that has been converted into available forms during the preceding summer and autumn, and which is left over after the season's growth, is conserved for the crop of the succeeding year. The frost holds tight with its grip the food of untold values—especially the more valuable nitrates, so necessary for stimulating the growth of the young crop. In regions enjoying a more open winter, this soluble plant food would be lost by leaching. With all their drawbacks, our severe winters, with their almost continuous low temperatures, must be regarded, in their role as conservers of fertility, as an agricultural asset of no small value, one which must profoundly affect in a beneficial way our dependence upon purchased fertilizers for satisfactory yields.

THE KISS OF DEATH.

Given by a Brave Little Girl Wounded in an Air Raid on England.

A correspondent who vouches for the accuracy of the story informs the London Times of a touching incident which occurred during a recent raid on England by enemy aeroplanes.

One of their bombs fell on the playing field of a girls' school and mortally injured Doris Spencer Walton, aged fifteen, the daughter of a missionary. She was picked up with a terrible wound in her side and taken to hospital in a cab by a special constable and two Canadian soldiers.

In spite of the intense pain which she must have suffered, the girl talked quietly with the soldiers on the way.

Noticing that each of them had on his sleeve the gold stripe which is worn by those who have been wounded, she said:

"I must kiss you both because you have suffered."

The kisses were given. At midnight the girl died. "The two soldiers," adds the Times correspondent, "will value that act of a brave dying child as much as they would the Victoria Cross."

French florists and nurserymen have formulated a demand for legal protection of new varieties of flowers. Why not protect the man who produces a new flower or fruit equally with the man who produces a new mechanical contrivance?

RAILWAY POLICY IS CRITICISED

Acquisition of Canadian Northern Imposes Burden of Unknown Magnitude.

The following criticism of the policy of the Government in respect of the Canadian Northern Railway is made:

The Government bill to authorize the purchase by it of the capital stock of the Canadian Northern Railway is half-way through the House of Commons and will shortly be in the Senate. If it becomes law, it will impose on Canada, at a time when the country is under an unprecedented strain, a burden of unknown magnitude.

Certainly greater than any ever before imposed upon this country, with the exception of the war debt.

The purchase of a defined piece of railway property is one thing. The buying of stock in a company with unascertained assets and unknown liabilities is another. Once the Government becomes the principal owner of the common stock, it must provide out of loans or taxes for all the debts of the railway due or to become due and for all future losses in operating.

The estimates of expenditure still necessary to be made run into enormous figures. No one knows what the real extent of its obligations are. The railway has bonds outstanding and debts unpaid; so have its subsidiaries. There are guarantees given by it to other companies, unpaid balances on contracts and upon accounts, but to what extent is unknown. What its assets are is equally unknown. It operates and is interested in railway companies, land companies, telegraph companies, tunnel companies, lumber companies and hotel companies, but no one knows how far it owns them, what their assets or liabilities are, nor to what extent the railway company is responsible for their liabilities.

No other railway company nor any other group of business men would consider such an acquisition except after elaborate examination and reports from accountants and appraisers on the assets and liabilities, and then only subject to a solvent guarantee that all supposed assets would be delivered and that no undisclosed debts or obligations would appear. To find out these things, where such examination and guarantee cannot be had, the usual course in the United States has been to place the road in the hands of a receiver, whose staff can ascertain them and place them before those interested in an accurate and clear statement. Systems quite as large, notably the Union Pacific, the Atchison Topeka and Santa Fe and the Rock Island, have in the United States been through this process and have emerged from it with capital written down to correspond to the actual values, in a solvent condition and able to perform their duties as public servants.

The only examination so far had into the affairs of the Canadian Northern has resulted in the opinion of two out of three railway experts that the stock proposed to be purchased was worth nothing. This means that whatever its nominal value may be, the unsecured debts are more than enough to prevent its being sold to any reasonably prudent purchaser. In view of the fact that no money was paid to the company for the stock and that the company has never been able to earn anything upon it, there was and is no reason to expect any other result from examination.

No agreement or obligation to purchase is produced. In fact, nothing has transpired except verbally, and then between members of the Government not named and persons whose names are not disclosed. In fact what is to be paid, who is to get it, what the cost and the attendant obligations are, no one knows. The smallest transaction in common life could not be concluded in such a way, and any attempt to do it by trustees responsible to a court would unquestionably be a breach of trust, and this is the largest and most onerous undertaking ever contemplated by any Canadian Government, and the most risky. It is safe to say that no road capitalized above its earning power can ever be a useful public servant, nor can any road bought by a Government for more than its worth ever be anything but a continuous drain on the tax payer.

The Canadian Northern Railway was built as a private speculation.

Its bonds were sold to financiers at a discount. No money was received into its treasury for its stock. Nothing has been made public which would justify the taxing of other citizens of this country for the purpose of giving fictitious value to these bonds and stocks. The interest and other charges on Canada due to the war increase every day and even now are so great that it is difficult to say from what source they can be paid without an economic strain never hitherto undergone and a cutting down of expenses not yet even begun.

The credit of the country abroad is less than it has ever been. The last loan of \$100,000,000 at 6 per cent. for two years netted only \$96,111,111. In other words, the country is borrowing money at a charge of more than 8 per cent. per annum. Note—According to the Monetary Times of August 17th, Sir Thomas White stated the net proceeds to be \$96,250,000, not \$96,111,111, and that the commissions and charges were 1 1/2 per cent. He was speaking of a two-year 5 per cent. loan. The cost would be 8 per cent. if the 1 1/2 per cent. comes out of the \$96,250,000, but not otherwise. Its future credit may depend entirely on the belief of foreign bankers that good money will not be sent after bad, and that speculative enterprises will be allowed to find the financial level called for by their intrinsic merits.

The undersigned, all of whom as investors have a stake in the prosperity of this country, desire to call the attention of their fellow-countrymen to the grave risk they all are running of having their own earnings diverted for the purpose of securing profits to bondholders and stockholders of a concern, the equity in whose enterprise has been declared by the only people at all in a position to form an opinion to be of no value. It is also urged that the strongest possible protests be made before it is too late to all senators and members of Parliament.

Montreal, August 20, 1917.

F. W. Molson, James Law, H. R. Drummond, Geo. E. Drummond, Armand Chaput, Ferd. Prud'homme, Zeph. Hebert, A. J. Brown, C. S. Gland, H. A. Ekers, Chas. Chaput, A. Guy Ross, Joseph Ainey, C. Meredith, C. S. Campbell, W. R. Miller, George Caverhill, Wm. McMaster, H. W. Blackwell, Andrew J. Dawes, Robert Hampson, George R. Hooper, George W. Sadler, W. W. Hutchison, Wm. C. Finley, F. H. Wilson, G. F. Benson, A. Craddock Simpson, James Morgan.

The Gazette, Montreal, of August 23rd, comments on the above as follows:

THE RAILWAY POLICY.

We print in another column a protest against the purchase of the Canadian Northern Railway signed by many of the leading capitalists of Montreal, and this protest is not lightly to be disregarded. The point at issue is this, is the country to take over a burden that other shoulders should bear? Will the ownership of the Canadian Northern impose upon the people a financial obligation avoidable without danger to national interests? If the Government was divorced from the enterprise, the answer is easy. Like any other business undertaking the property should stay in its own juice, and undergo the course of liquidation through receivership, emerging therefrom in stronger condition in respect of liabilities both of current and of capital account. That appears to be the view of the financiers whose statement we print, and there is force in the view.

The Canadian Northern must be carried on as an operating road. It serves a great territory and a large community of people whose welfare is dependent upon the operation of this railway, but having exhausted its financial resources the alternative of Government ownership by acquisition of the common stock, or through the medium of a receivership, is the only one presented.

To Government ownership we are opposed. A reorganization of the capital liabilities, through the medium of receivership, is the other recourse. The liability of Canada in either event remains, the Government and the provinces having guaranteed the great sum of \$211,000,000 of bonds of the company. It is, however, necessary to learn the extent of the liability taken over by Canada in the bill now before Parliament. What assets are acquired? What obligations incurred? If there be a margin on the debit side of the account, if Canada is assuming a debt over and above existing guarantees, the public may not unreasonably ask why. The railway is a fine property with excellent prospects, but after all is said, it is a business venture which should be allowed to face the consequences of all business ventures. One thing is certain; the country should not be saddled with any avoidable liability. The debt created by the war is already large, and constantly increasing. New sources of taxation have to be tapped. The outlook is by no means bright in respect of the Dominion finances and before the additional obligation of taking over the Canadian Northern Railway is incurred, it is necessary at the least

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A COURSE IN HOUSEHOLD SCIENCE COMPLETE IN TWENTY-FIVE LESSONS.

Lesson VIII. (Continued). Proteins.

Fish
The protein of meat and of fish are similar in character. Fish may be cooked by boiling, broiling, baking, sauteing or frying. Use a steady even heat and allow twenty minutes to the pound after cooking starts. Because of the delicate texture of fish, always wrap it in a piece of cheesecloth when broiling. Use a double-fold wire broiler; when baking, lay the fish on a fine wire rack. This permits greater ease in removing to the platter.

Cereals
All cereals require long, slow and continuous cooking. The best method is to boil for five minutes, then place in fireless cooker over night, then heat thoroughly for breakfast. Flaked oats require about three-quarters of an hour if cooked in a double boiler; oatmeal and cereal need an hour or more. Wheat should not be used at this time of food shortage.

Legumes
Have water boiling for cooking fresh peas and beans. Boil gently in barely enough water to cover. Dried peas, beans and lentils should be soaked first in plenty of cold water for twelve hours. They are best steamed but may also be boiled gently.

Balancing Meals.
A common sense method is the distribution of the various kinds of food when planning a menu will enable an intelligent housewife to feed her family well, if not wholly scientifically.

In our daily diet we should have one part cell-building foods to four parts of heat and energy-giving foods. In other words, one part lean meat or its equivalent to four parts of bread, butter and potatoes; with green vegetable foods. This does not include water.

For example, if roast is the principle dish we should not go to the expense of buying, cooking and digesting another dish composed of the same tissue-building material. We should serve potatoes with this meat because beef is rich in the coarse protein, thus calling for a rich, heavy carbohydrate or starch. This is at the same time true of green vegetables.

The coarser and heavier vegetables are chosen to accompany beef and potatoes, such as beets, cabbage, turnips, kale, etc. On the other hand, chicken and turkey being lighter in flavor and texture, the more delicate proteins require in the starch group rice, and such vegetables as asparagus, green peas, celery, cucumbers and tomatoes. Mutton, for the same reason, calls for potatoes, turnips or cauliflower with chili or caper sauce. Lamb, being less mature and more

delicate than mutton, would require peas, tomatoes and a delicate mint sauce. With wild duck serve sweet potatoes and tomatoes. With game serve hominy in croquettes or squares and asparagus. Opossum, sweet potatoes and tomatoes. Venison requires the same as beef, with currant jelly. With goose, serve apple sauce, mashed potatoes and watercress. Clear soup is a stimulant served before a heavy meal to bring the blood to the stomach and cause the flow of the digestive juices.

Cream soups are served for the luncheon or the meal where meat or protein element is not heavy.

Fish for Dinner.
Clean and prepare the fish. Wrap it in cheesecloth and boil it for fifteen minutes to the pound. When ready to serve, drain well and lift to a hot platter. Garnish with hard-boiled eggs and serve with a sauce made of one cupful of stewed tomatoes, one-half cupful of onions, two green peppers, chopped fine, one cupful of water, two bay leaves, small fagot of soup herbs. Place in a saucepan and cook for fifteen minutes. Now add juice and pulp of one lemon, one tablespoonful of Worcestershire sauce, one-quarter teaspoonful of mustard, one teaspoonful of salt, one-half teaspoonful of black pepper. Mix well and serve.

This is duly weighed, the result showing exactly how much combustible matter there is in the coal.

Still another weighed portion is put on a little tray inside a steel "bomb," which is placed in an air-tight receptacle containing water. A small bit of fine platinum wire is so arranged as to pass through the tiny heap of coal and to ignite the latter when an electric circuit is closed. Then the contrivance is shut and oxygen is introduced into the bomb at a pressure of 370 pounds to the square inch.

When the circuit is closed, the coal takes fire and, in the presence of the pure oxygen, undergoes a very complete combustion. The heat developed thereby passes into the water surrounding the bomb (the weight of water being exactly known) and the rise of its temperature is recorded by a delicate thermometer.

The quantity of water in pounds multiplied by the difference of temperature in degrees represents the number of heat units in the coal—a unit being the amount of heat required to raise one pound of water one degree.

The U. S. Government, of course, buys its coal in great quantities. Before paying the bill, a sample (200 pounds) is taken, crushed to fine powder, passed through a sieve and thoroughly mixed. Then a weighed quantity (an ounce or so) is put into a hot tin, being free of moisture, it is weighed again. The difference represents the water that was originally in the coal.

Another small weighed portion of the same sample is put into a little platinum cup and exposed to high heat until the gases it contains are driven off. These may represent from 15 to 20 per cent. of its total weight. The residue left behind is a button of tar, the quantity of gas in the coke. By this method the experts decide.

Yet another weighed portion is put into a miniature furnace, where it is completely burned, only the ash being

FROM SUNSET COAST

WHAT THE WESTERN PEOPLE ARE DOING.

Progress of the Great West Told in a Few Pointed Paragraphs.

Prince Rupert men are objecting to special privileges being given to canners for the fish industry.

Bush fires have been giving considerable trouble in the outlying sections of South Vancouver.

The longshoremen at Vancouver went on strike as the truckers demanded 50 cents an hour straight time and 75 cents an hour overtime.

In 1916 the furs caught in British Columbia brought over a million dollars to Indians and white men of the province. Some trappers show a season's catch of \$2,000, others had small catches, but the total runs up to \$200,000.

At Vancouver with the favorable weather of last month, the ferry receipts were well on the road to doubling the amount taken during the month of June, overtopping it by \$1,822, with an increase of 11,733 passengers.

The contributions from Greater Vancouver and other parts of British Columbia to the French Red Cross were sent through the Consul-General for France at Montreal, payable at the Foreign Office in Paris to the French Red Cross.

Information was received at Victoria at the Saanich Observatory that the mirror for the instrument will be ready for examination with a view to being taken over by the Dominion Government from the Brashear plant at Pittsburgh within one month.

A cable received at Victoria by E. E. Wootton, informing him that his son, Lieut. H. N. Wootton, has been awarded the Military Cross for his meritorious services on the field. Along with this comes the news that Lieut. Wootton has been given six months' leave.

Buried for six hours under a mass of shell-smashed debris and then blown fifty feet in the air—that is part of the experience which Pte. Albert Palmer of Victoria had during his stay on the western front. Pte. Palmer returned to Victoria with the latest party of veterans.

Sixty odd men and about 20 teams were trapped in camp 14 of the Elk Lumber Company which is situated in a blind valley and their flight over the mountain was most difficult during the disastrous fire at Fernie, B.C.

Tourist traffic in the coast districts has been marked this summer by the great number of women and by the absence of men from the United States.

During the year 1916 there were 17,352 coyotes killed in the province of British Columbia. This is practically 10,000 more than were killed in 1915. Only 715 of the number killed last year were young animals.

With the season only about half over, the whaling operations along the west coast of Vancouver Island and off the Queen Charlotte Islands have, up to the present, been marked with signal success.

AIR RAIDS ON LONDON.
Showing Clearly the Haunting Anxiety of Mothers in the Old Land.

Few descriptions of the air raids on London have had in them the poignantness of the following letter of a north London school mistress to the distracted mothers. To those who have an imagination it tells more than anything which has been allowed to pass the censor, some of the real brutality of the German raids. She says:

My dear Mothers: The County Council has again decided that in spite of the sad trouble the children are in, the whole, safest in school, and that we must keep them until all danger is past, whatever the time may be.

May I beg of you, for your sakes, your children's sakes, and for our sakes, not to come for them?

(1) Even if the schools had warning, and we all let them out, three-quarters of a million of children all over London would be toddling home in the streets, many a long way, lots of them with no mothers with them, and some of them with no mothers at home when they got there. Ten times more children would be killed and hurt, and many would see sights which might haunt them for life.

(2) If the mothers were also crowding round the schools and in the streets their would also be injured, and mothers' lives are very, very precious to their children, to their homes, and to our country.

(3) If some mothers came up and not others we should never have time to pick out the right children, all the others would cry, and there would still be the double danger to mothers and children in the streets.

(4) Even if you come up we cannot let them out, so keep indoors for the children's sake.

(5) Our school has a concrete roof. A bomb could scarcely come through to us, but a bomb on the roof would hurt lots of you outside, so please don't come near us.

(6) Your children are nearly as precious to us as to you. We have 350 to care for, and we will take every care of them, and keep them happy. They won't even know what is going on if we can help it.

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