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THE LONDON ADVERTISER COMPANY,
LIMITED.

London, Ont., Tuesday, Nov. 16.

WHO PROVIDES THIS MONEY?

The Meighen publicity bureau must have a poor opinion of the intelligence of the East Elgin electorate if it thinks that its big propaganda of paid newspaper space is the channel through which the farmers of this riding are going to obtain an insight into the issues of the day and of the campaign. The neighbors of Mr. Stansell, the Conservative candidate, must stand amazed at the literary abilities that are displayed in his "heart to heart" talks—amazed, that is, until they look down below and read those magic letters "Adv't," which indicate that instead of receiving pay for his efforts, as authors ought to receive reward, he is forced to pay in cold, hard cash, at so much a line to have his efforts brought before the public. Truly, this is a cruel, cruel world.

If the Meighen forces can spend money like water to win a single by-election when they really do not need it to maintain their majority, it is very clear that the amount of money that will be spent in the next general election to divert public indignation and secure the election of government candidates will be enormous. All election funds of the past are put in the shade by the money that the Meighen Government appears to have at its disposal. Where does it come from? Have the Conservative electors of East Elgin put up this money in order to hold their riding for the Government? We very much doubt if one dollar of it comes out of the pocket of an East Elgin Tory. It is sent in from the outside. Its origin ought to be of a good deal of interest to the public.

There isn't any doubt where it comes from. People who are making a good thing out of a highly-protective tariff can afford to pay into the "slush fund" if in return they are assured of a continuance of high tariffs. And, judging by Hon. Arthur Meighen's speeches in the west they need have no fear of any lowering of the bars while he is today. The cost of living may be greater than ever before. Whence can come relief for the great mass of the people who are not shareholders or bondholders, but who have to buy goods and pay the profits that the protected interests demand.

Have you any kick against treatment of this kind? If so, you must remember that in the Meighen mind "those who are not for us are Bolsheviks." If you oppose the protective tariff you are "seeking to undermine the foundations of British liberty"—that is about the way the new premier would put it. East Elgin people know just what the Government thinks about them, for Sir George Foster was there and told them to their face. They have probably not yet forgotten his words.

East Elgin will vote in a week. The campaign has been a long one, and it has been such effort made by the Government to win the seat as makes plain its fear of a defeat. It is not the Government alone that fears a reverse in this riding. There are others fearful that the time has come when the public will refuse to continue building up fortunes for others. This is the reason why there is such an expenditure of money in East Elgin, with paid speakers and organizers, vast newspaper advertising and every other form of propaganda. It is simply to defeat the real will of the people of East Elgin, to divert them from their hope of freeing themselves from heavy tariff bonds and to make possible a continuance of the reign of the protected profiteer.

RADIALS AND THE FRONTIER.

In considering the larger features of the proposed hydro radial program, now undergoing an investigation by the Sutherland royal commission, the public should not lose sight of what has been stated by Mr. F. A. Gaby, chief engineer of the hydro-electric power commission, in his evidence at Osgoode Hall. He has pointed out, in explanation of his extraordinarily high estimates of earnings that they are based, first, upon a system of approximately 325 miles in Ontario; second, upon a physical connection of this system with the Niagara frontier.

It is obvious that one section of hydro line, independent of others, would not have the same earning opportunities as several sections, reaching various cities and towns and all linked together.

But the vital thing so far as earnings are concerned is the necessity of connecting this system with American roads and traffic distributing points at the Niagara River, as to which only vague expectations are entertained. If this cannot be accomplished, Mr. Gaby admitted he would have to revise downward his estimates of earnings.

An analysis of the situation in the Niagara district suggests no small doubt as to whether these desired connections can be effected in the way now proposed.

The hydro-electric commission has been negotiating with the Dominion Government for the acquisition of the Niagara-St. Catharines and Toronto Railway. This is an electric road with central terminals in St. Catharines, and runs to Thorold, Merrittton, Niagara-on-the-Lake,

Port Dalhousie, Niagara Falls, Welland and Port Colborne. It passed over to the Canadian people as part of the Canadian Northern Railway system. It gives a good service, local and inter-urban, without any liability whatever upon the people of these municipalities.

The department of railways and canals and the national railway board have signified a willingness to sell the road to the hydro at, roughly, three and a half millions. The hydro, Mr. Gaby states, would spend an additional \$800,000 on the line for improvements.

The only way, of course, in which railways can either be built or acquired by the hydro is through the issue of debentures by the municipalities concerned. This means that the cities, towns and townships in the Niagara district, now receiving service without any capital obligation whatsoever, except as citizens of Canada, would have to become liable for a load of four and a quarter millions, which would be distributed among them. St. Catharines being the largest centre in the peninsula would no doubt be asked to be responsible for quite a portion of this amount. It is already obligated for \$683,000, as its share of the capital cost of the Toronto to St. Catharines line.

Mr. Gaby admitted before the Sutherland inquiry that bylaws setting forth the amounts the municipality would be required to bear have not yet been submitted. The question naturally arises as to whether, if they were submitted, the municipalities could be induced to carry them, and thereby shift to their own shoulders a liability of \$4,300,000. Should the electors not assume this liability, then the only way connection would be secured would be by paralleling the N. S. and T. tracks. Even this cost would have to be financed by the issuance of debentures by Niagara Peninsula municipalities.

The reason the hydro commission is anxious to get connection with the border is that it is like one end of a funnel, through which a heavy volume of freight passes. The opposite end is Ontario. Coming to the frontier from United States points are the large railway systems, known as the New York Central, Pennsylvania, Lehigh, Lackawanna and Erie. They control practically all of the freight business from the United States to Canada, and very little goes the other way. The hydro, Mr. Gaby stated, hopes to get turned over to it at the border a large tonnage which would be carried over the hydro radial to Hamilton, Toronto and the province generally. Operating on this side of the border are the Grand Trunk, with a double-track, the Toronto, Hamilton and Buffalo, owned jointly by the C. P. R. and the New York Central, and the Niagara-St. Catharines and Toronto, with its Canadian Northern connections. The question arises as to whether any of these United States lines will be likely to deliver any considerable volume of freight to the hydro radial, unless the latter has a heavy amount of freight to turn over in exchange. It is a practice in the railway world that "You scratch my back and I'll scratch yours." How will the hydro radial be able to corral much heavy freight business when most of it is routed on steam roads for long hauls?

And yet, unless this physical connection with the border is made, and a good deal of traffic is secured, Mr. Gaby stated his present estimates of earnings would be too high.

It will be appreciated, therefore, that there are several bridges yet to cross before hydro radials can be a fact, regardless of what the investigating commission may report.

WRANGLE'S DEFEAT.

The crushing defeat of Gen. Wrangle's armies by the Bolshevik force will create anxiety in Allied capitals and throughout Western Europe generally. The victory is so overwhelming that it is bound to restore any confidence in Lenin and Trotsky they may have lost as a result of their disastrous invasion of Poland. With a huge, well-trained and triumphant army at their command Europe will wonder where next they will turn. Any treaty made with Poland will be treated as a scrap of paper by the treacherous Lenin with out a moment's hesitation, if he elects to send his soldiers at Poland once more. With the Crimea as a jumping-off place, too, there is nothing to prevent his moving into Asia Minor and Persia, if he believes the heaviest blow can be struck at the Allies in that direction. There is a hint of this menace in the report from London that the Moscow Government has demanded that England at once resume commercial relations with Russia. The Bolsheviks are undoubtedly in a position to drive a bargain with the Allied governments unless the latter are prepared to face the possibility of another bloody struggle in Eastern Europe. To prevent the Reds sweeping into Western Europe the Allies may be compelled to follow the lead of France, which has continued to actively oppose the Bolsheviks. The alternative to active hostility on a large scale is humiliating recognition of an infamous government, which rules by a tyranny worse than that of the czars, a despotism it hopes to put on the rest of the world. The downfall of Wrangle's cause is heavy with possibilities of new misery and catastrophe for the world.

RETURN OF THE BICYCLE.

Once more the bicycle is popular. The old fad for "the bike" faded away years ago; for a time it seemed almost disreputable to bestride a machine of two wheels while the four-wheeled motor car was leaping into public favor as the almost universal vehicle. Now a new generation of young people is learning to ride the bicycle, and, especially in the neighborhood of big industrial centres, "wheels" are numerous again. This is due partly to the creation of a great system of smooth "auto-roads" in response to the demands of the automobile; partly also to the increase in trolley fares; in some degree, too, to the cheapness of the bicycle. A first-class wheel may be had for \$50 or less; a cheap automobile costs many times as much. Then the housing scarcity and the high rents have caused numbers to migrate from the congested sections of the cities, and they find the bicycle a convenience for all ordinary errands. Many industrial plants besides have relocated in thinly-settled regions, and hundreds of their employees nowadays wheel home for a warm dinner at the noon hour instead of eating from a pail at the works. As a pleasure vehicle the bicycle promises also in a season or two to gain much in popularity.

From Here and There

HI SFTER-DINNER SPEECHES.

[Argonaut.]
William Lyon Phelps, professor of English literature at Yale, declares he gets credit for only 25 per cent of the after-dinner speeches he actually makes. "Every time I accept an invitation to speak I really make four speeches," he says. "First is the speech I prepare in advance. That is pretty good. Second is the speech I really make. Third is the speech I make the way home which is the best of all, and fourth is the speech the newspapers next morning say I made, which bears no relation to any of the others."

HUMAN INTEREST STUFF.

[New York American.]
The world's greatest orators, perhaps, were Demosthenes, Isocrates, Mirabeau and Burke. A well-written article, describing all four of them, would interest nine hundred out of a thousand men less than the news story about Silent Pat Hanley, who spent ten years in prison without saying a word. He writes that once he talked to a man, which got him into trouble, and has never spoken since. Doctors believe that he could not talk now if he tried.

AMBIGUOUS TREATIES.

[Argonaut.]
Senator Lodge has been pointing out some flaws in some of the League of Nations articles to a staunch supporter of the covenant, when the latter interrupted, saying: "But that isn't what it means. As you express it, I can see the menace, but the meaning as intended is perfectly all right, and a good thing for the nation." "Very well," said Lodge, "but in that case, as all citizens are agreed, should be worded in such a way that it can mean just one thing, and be understood by all to mean just that one thing. Too many of our treaties and our laws that are supposed to be for the benefit of the country are worded in exactly the opposite way from what the author intended. Indeed, many remind me of the announcement of a Boston clergyman, who, just before he began his sermon, said: 'There are some flowers here for those who are sick at the close of this sermon.'"

BERNARD SHAW URGES MUSIC FOR THE YOUNG.

[Western School Journal.]
"Repression of the human impulses of young men and women is futile as a preventive of immorality. Nature provides the real remedy," declared George Bernard Shaw recently in London before the British Musical Society.

"If municipalities really want to raise the morals of a district they must remember that the community consists very largely of young people growing up. At a certain period of their lives when they begin to take a more general interest in human relations and before they can afford to get married, there is no use in pursuing a policy of Puritanism. There must be outlets for their impulses in art, and especially in the art of music. If young men had pictures and music to interest them, to engage and satisfy many of their impulses and to divert their daydreams, they would have an alternative and would be too fastidious to do so."

ONE MILLION FOR MCGILL.

[La Patrie.]
French-Canadian and English-Canadian alike will applaud the act of the Provincial Government, which, according to the prime minister's announcement, intends to grant to McGill University a subsidy of one million dollars. The University of Montreal and the University of Laval, McGill University has had the advantage of benefiting in a way that few other institutions have. Its needs may, perhaps, be less pressing than those of some of its contemporaries in the province, but we know McGill will be able to use this state subsidy to profit by a renewed vigor in the propagation of human knowledge. McGill University is about to make, as our Catholic universities have recently made, an appeal to the generosity of the public, and we have no doubt that millions of dollars will flow into its treasury and so facilitate the realization of the projects it proposes for its expansion.

KAISER HAS NOT YET BEEN HANGED.

[Toronto Telegram.]
Two years have passed since the armistice was signed. The almost universal demand then was that one of the first terms of peace should be that the Kaiser be brought to trial and ultimately hanged. The Kaiser has not been hanged; neither has he been brought to trial. Recent dispatches indicate he is doing more worrying about his income tax than about his life insurance.

THEIR HEROIC DEED.

[Halifax Chronicle.]
France joined with Britain in glorifying the memory of their heroic deed. The unknown soldier who was laid to rest in the new cemetery at the Abbey, symbolizes the victory achieved by the great host of gallant men who fought and fell facing the foe. They now sleep in peace. Their glory will endure forever.

LOYD GEORGE—OPTIMIST.

In his Guildhall speech the British prime minister looked upon an optimistic outlook on the world. There were many difficulties to overcome. There were hatreds and jealousies which must be put away. But there was no condition that justified despair. There was no confusion so inextricable that a way could not be discovered. There was no turmoil in Europe. Britain had her problems, but which not the least was Ireland; but in no instance would despair be justified. This high-heartedness through fire and water, the leader with this "sporting" spirit—using the word in the domain of statecraft. But the prime minister urged the cultivation of a better spirit as solving the problems of the world. There must be the determination to eliminate selfishness from the consideration of large issues. There must be the cultivation of a reasonable spirit. There must be give and take. There must, above all, be the determination to put away enmities and peoples to seek for the point of amicable contact, rather than a yielding of racial antipathies which postponed indefinitely the compromise of Europe, so urgent in the present situation and content and prosperity—even of civilization itself.

Lloyd George has used this appeal before, and always with acceptance. It is the wisest response from all reasonable men. For its fulfillment it needs that rational persons use their utmost endeavors, first of all, in their individual capacity, and, second, in the creation of a rational atmosphere, a preliminary to the realization of the optimistic forecast of the British premier.

The peace treaty has not done all that was hoped. The League of Nations is in a nebulous state, and one is not sure that it is functioning in any degree. Selfish passions have been given the rein. Law and order have been ignored, and the world is upset. It speaks volumes for the courage and optimism of the British premier that at such a juncture, he should be able to find that fine optimism which will not admit that any problem dealing with human relations is insoluble, and to speculate his way to the country with his own high feeling. The British premier pleads for an attitude and purpose which, if they had prevailed that tense and awful week before the armistice, would have altered the direct calamity that ever befell the human race. He asks for rationality. He invokes a spirit of amelioration and assuagement. He seeks for the friendly calm and the optimistic spirit which would eliminate the machine gun as that last argument in human affairs. While the diplomatic pathway is devious, and compromise must soften the adamant attitude, and strange company is kept, and ambitious schemes are planned for individual or national aggrandizement, whoever else may suffer, Lloyd George, who is called simply by his enemies, directs his thought to one purpose—the bringing in of better relations as between the opposing elements in Europe, in order that the world may take off its coat and get on with its work, which is not the perpetuation of violence, but the saving efficacy of production.

WHAT DO YOU KNOW ABOUT CANADA?

ANSWERS TO YESTERDAY'S

1—Before consideration of the governor-general was called the governor-in-chief.

2—The provincial government has control of shop licenses.

3—The three judicial centres in Canada during the British military rule after the taking of Quebec were Montreal, Quebec and Three Rivers.

4—York, the capital of Upper Canada, was captured by the Americans in the war of 1812.

5—The chief ports on the Canadian side of Lake Superior are Port William and Port Arthur.

6—In 1915, 973 patents were issued by the Dominion Government.

7—Lake Champlain is called the "graveyard of reputations in North America" because in time of war an expedition that went either up or down the lake was doomed to defeat if any opposition was made.

8—Thirty per cent of southern Alberta's irrigable land is owned by irrigation companies, 5,000,000 acres.

9—Bonaventure Island, Gaspé, Quebec, was established by the legislature in 1919 as a bird sanctuary.

10—St. Regis, P. Q., stands where the boundary line between Canada and the United States strikes the St. Lawrence river, and is partly in both countries. It was part of the hunting grounds of the Iroquois.

TODAY'S QUESTIONS.

1—What was the battle of Frenchtown?

2—Does the solemnizing of marriages come under the jurisdiction of the provincial or federal governments?

3—Which transcontinental railway follows the Skeena river?

4—How was Canada governed when under the rule of the French king?

5—Where did the Plains of Abraham get its name?

6—Who was General John Burgoyne?

7—How many fox ranches has Alberta?

8—How many members has the navy league?

9—What are cattalo?

10—What are the chief ports on Georgian Bay?

Poetry and Jest

OLD SHIPS.

There is a memory stays upon old ships.
A weath'ry cargo in the musty hold—
Of battle-lagoons and prow-carreasing lips.
Of stormy midnight—and a tale un-
told.
They have remembered islands in the dawn,
And windily caps that tried their slender spars,
And tortuous channels where their keels have
slept,
And calm blue heights of stillness
Ah, they think that ships forget a
shore,
Or bitter seas, or winds that made
more—
And there be some who say that
sunk ships rise
To seek familiar harbours in the night,
Blowing in mist their spectral sails
like light.
—David Morfin in Los Angeles Times.

VERY TRUE.

[Mrs. Figgers (with newspaper).—Do you know here that every time you draw your breath someone dies? Mr. Figgers (Well, I'm sorry, but I would not stop on that drawing my breath I'd die, too.)

OLD WISDOM.

[Margaret Widdemer, in November Good Housekeeping.]
It will seem to me that every time I look back some day.
All the things I should not do, all the things I should have done.
"Why, it was so simple, was so foolish," I shall say.
"A silly thing, a silly thing, a silly thing at set of sun!"

It will be so clear then, when I recall,
The far years, the past years, un-
changing, but every time I look back
All I find of shatter now, all that
baffles me:
Saying, "But this thing was plain; but
I shall mock her blindness then, un-
der sunset skies,
I shall mock her gropes today
in morning sun and storm.
O far-off woman I shall be, done with
life, if I should have known,
Give me of your wisdom now, while
life is wild and warm!"

SMALL SIZE.

Will—She takes a very small shoe, doesn't she?
Doesn't—Oh, yes!
Will—What size?
Doesn't—Two sizes smaller than her foot.

PRAIRIE POESIES.

[By Arthur L. Phelps.]
Name me here that every time you draw your breath someone dies?
They have harked to the far-travelled wind
And to journey-men bees.

Songs of the winsome heaven,
Wide and so blue;
They have caught from the music
sweetness,
And they tender it to you.

When the bird leans on the spray
And sings so clear,
My prairie rose will listen to that,
And will say, "Did you hear?"

When comes a morning of June,
In hush and heat,
"Mid the poplar green my roses nod,
Each with her dewdrops bright;

Each woven with sunset hues,
Each one so frail—
What is sweeter than prairie roses
By my June prairie trail?

A JEST ON INDIA.

[Answers.]
At a school examination the exam-
iner asked one child:
"What are the products of India?"
The wretched infant began at once to
read off the list she had learnt by
heart.
There, she, sir, India produces curries
and pepper and rice and citron
and chillies, and chutney and—and—
and—
"Yes," said the examiner im-
patiently, "What comes after all that?"
"Another infant's hand was raised."
"Well, you tell her!"
"Please, sir, India—gestion!"

DOWN BY THE SEA.

[Ethel Marjorie Knapp in the New York Times.]
I love the sea on a troubled day.

AND THE CHEERING INDICATES YOUR TEAM IS ABOUT TO SCORE IN THE FIRST FEW MINUTES OF PLAY—



When you arrive late for the game—

Gray and green, green and grey,
With a single far-away sail in sight,
White and alone, alone and white,
And the seagulls resting a little space
On the rocks, then away with their
wild, wild grace,
I love the sea on a troubled day!
I love the sea on a happy day.
With the tossing foam and the dancing
spray,
For the waves more sunshine than they
can hold,
Gold and blue, blue and gold,
And the voices of the children, shrill
with glee,
At play by the frolicking, changing
sea.
Then the tranquil sea, subdued, serene,
Green and blue, blue and green,
I love the sea on a happy day!
Oh, I love the sea whatever the day,
Blue and gold, and green and grey,
And it matters but little—the things
I'm in love with the sea—I'm in love
with the sea!

Every Man For Himself

BY HOPKINS MOORHOUSE.

She went on to speak of President
Wade of the Canadian Lake Shore
Railway, in the warmest terms. She
knew him all her life as a close
friend to her father and he was a fre-
quent visitor at the Lawson home.
She had been on a crowded train
and would have fallen but for the strength
of his supporting arm. She winced
a little.

"Here, Miss Lawson, try putting your
arm across my back and your hand
on my left shoulder for a while. That's
it. With a thrill he slipped his arm about
her waist, but she smiled up at him
without protest. He made better
progress faster than she. The steel rail
streaked away in the moonlight end-
lessly before them, endlessly behind
with uncompromising sameness.

"I suppose I deserve a good scolding
for leaving the train so far from this
Thorlakson place, but the sleep-
ing-car conductor told me the train
would not stop on any account. I was
of a damaged track, until it reached—
Indian Creek, I think he said it was.
My best plan, he said, was to get
there and ride back to Thorlakson
on a handcar. I was warned not to
leave the moving-picture stunts, but
when I found out we'd have to slow up
on the grade near the siding, I made
up my mind to risk it. So when we
slowed up back there, I thought it
over. I was alone, and I knew that
the back platform without being seen by
anyone but you, was my chance.

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on a handcar. I was warned not to
leave the moving-picture stunts, but
when I found out we'd have to slow up
on the grade near the siding, I made
up my mind to risk it. So when we
slowed up back there, I thought it
over. I was alone, and I knew that
the back platform without being seen by
anyone but you, was my chance.

"I suppose I deserve a good scolding
for leaving the train so far from this
Thorlakson place, but the sleep-
ing-car conductor told me the train
would not stop on any account. I was
of a damaged track,