

een or twenty engaged in shipyard work—riveters, fitters, platers, joiners, and all the rest of them—in which he has not police officers enrolled as skilled tradesmen, members of the unions, working as ordinary hands or as foremen, sometimes even in office as 'shop stewards' representing the interest of the unions and acting as their spokesmen in disputes with the employers. Dawson claims that there has never yet been a secret Strike Committee, since the war began, upon which at least one of his own men was not serving. He is a wonderful man. I don't like him; he is too unscrupulous and merciless for my simple tastes; but his value to the country is beyond payment."

"BUT where in the world does he raise these men? One can't turn a policeman into a skilled worker at a moment's notice. How is it done?"

"He begins at the other end. All his skilled workmen are the best he can pick out of their various trades. They have served their full time as apprentices and journeymen. They are recommended to him by their employers after careful testing and sounding. Most of them, I believe, come from the Government dockyards and ordnance factories. They are given a course of police training at Scotland Yard, and then dropped down wherever they may be wanted. Dawson, and inspectors like him, have these men everywhere—in shipyards, in shell shops, in gun factories, in aeroplane sheds, everywhere. They take a leading part in the councils of the unions wherever they go, for they add to their skill as workmen a pronounced, even blatant parade of loyalty to the interests of trade unions and a tasty flavor of socialist principles. Dawson is perfectly cynically outspoken to me over the business which, I confess, appals me. In his female agents—of which he has many—he favors what he calls a 'judicious frailty'; in his male agents he favors a subtle skill in the verbal technique of anarchism. And this man Dawson is by religion a Peculiar Baptist, in private life a faithful husband and a loving father, and in politics a strict Liberal of the Manchester School! As a man he is good, honest, and rather narrow; as a professional detective he is base and mean, utterly without scruple, and a Jesuit of Jesuits. With him the end justifies the means, whatever the means may be."

"And yet you admit that his value to the country is beyond payment. Dawson—our remarkable Dawson of the double life in the two compartments, professional and private, which never are allowed to overlap—Dawson is an instrument of war. We do not like using gas or liquid fire, but we are compelled to use them. We do not like espionage, but we must employ it. As one who loves this fair land of England beyond everything in the world, and as one who would do anything, risk anything, and suffer anything to shield her from the filthy Germans, I rejoice that she has in her service such supremely efficient guardians as this most wickedly unscrupulous Dawson. There is, at any rate, not a trace of our English muddle about him."

"Ours is a righteous cause," cried poor Cary desperately. "We are fighting for right against wrong, for defence against aggression, for civilization against utter barbarism. We are by instinct clean fighters. If in the stress of conflict we stoop to foul methods, can we ever wash away the filth of them from our souls? We

shall stand before the world nakedly confessed as the nation of hypocrites we have always been declared to be."

"Cary," I said, "you make me tired. We cannot be too thankful that we possess Dawsons to counter-plot against the Germans, and that personally we are in no way responsible for the morality of their methods. Come off the roof and get back to this most interesting affair of the Antinous. I presume one of Dawson's men was working, unknown to his fellows, with the care and maintenance party, and another, equally unknown, with the engineers who were busy upon the gearing of the turbines. Many of the regular ship's officers and men would also have been on board. Had our remarkable friend his agents among them too? Everything is possible with Dawson; I should not be surprised to hear that he had police officers in the Fleet flagship."

"You are almost right. One of his men, a temporary petty officer in R.N.V.R., was certainly on board, and he tells me that down in the engine room was another—a civilian fitter. They were both first-class men. The electric wires, as you know, are carried about the ship under the deck beams, where they are accessible for examination and repairs. They are coiled in cables from which wires are led to the switch room, and thence to all parts of the ship. There are thousands of wires, and no one who did not know intimately their purpose and disposition, could venture to tamper with them, for great numbers are always in use. If any one cut the lighting wires, for instance, the defects would be obvious at once; so with the heating or telephone wires. Nothing was touched except the lines to the guns, of which there are eight disposed upon the deck. From the guns connections run to the switch room, the conning tower, the gunnery control platform aloft, and to the gunnery officer's bridge. It was the main cable between the switch room and the conning tower which was cut, and it was one cable laid alongside a dozen others. Now who could know that this was the gun cable, and the only one in which damage might escape detection while the ship was in harbor? At sea there is constant gun drill, during which the electrical controls and the firing-tubes are always tested, but in harbor the guns are lying idle most of the time. It was evidently the intention of the enemy, who cut these wires, that the Antinous should go to sea before the defect was discovered, and that her fire control should be out of action till the wiring system could be repaired. That very serious disaster was prevented by the preliminary testing during the night before sailing, but the enemy has been successful in delaying the departure of an invaluable light cruiser for two days. In these days, when the war of observation is more important even than the war of fighting, the services of light cruisers cannot be dispensed with for an hour without grave inconvenience and risk. Yet here was one delayed for forty-eight hours after her ordinary repairs had been completed. The naval authorities are in a frightful stew. For what has happened to the Antinous may happen to other cruisers, even to battleships. If there is sabotage among the workmen in the shipyards, it must be discovered and stamped out without a moment's delay. This time it is the cutting of a wire cable; at another time it may be some wilful injury far more serious. A war-

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