

# THE WOMAN WITH TWO SMILES

by Maurice Leblanc



## CHAPTER 44

ANTONINE SPOKE with great simplicity, unaffected, and not too seriously. Her mouth once more wore her adorable smile.

She murmured in low tones: "You are very fond of Clara, aren't you?"

And Raoul replied, looking steadily at her: "I'm fond of her because of you. What I love in her is that first vision I had of the girl who came to my flat the day she arrived in Paris; that girl had a smile I can never forget, something about her that touched me deeply the first time I saw her. That's what I was always trying to find again when I thought there was only one girl, calling herself alternately Antonine and Clara. Now that I know there are two of you, I shall carry away with me that lovely vision. . . . You and I will never meet again. An accidental resemblance has forged bonds of affection between us. I love two girls in one—you in Clara, but you most of all!"

"Oh, you must go, you must go!" she cried in great agitation.

Raoul took a step towards the low parapet. Antonine was terrified.

"Oh, no, no! Not that way!" "There's no other way out."

"But it's too dreadful! I can't bear it! No, no! Oh, please don't do it!" Antonine stood there like one transfixed in the presence of danger. She was a different person: her face reflected feelings of whose existence she had hitherto been ignorant.

Meanwhile, voices could be heard coming from the chateau, perhaps from the garden itself. It must be Gorgere and his men closing in on the ruins.

"Stop, stop!" she gasped. "I'll save you! Oh, it's too dreadful!"

For Raoul had thrown one leg over the low wall.

"Don't be frightened, Antonine. . . . It's quite all right. I've thoroughly examined the cliff, and I'm probably not the first person to go down it. I assure you, it'll be child's play to me."

Once again his influence was upon her. She grew calmer.

"Smile for me, Antonine!" She forced a sad little smile.

"Ha!" exclaimed Raoul triumphant. "Now nothing untoward can happen to me. I carry your smile in my eyes! To carry me safely through, give me your hand, Antonine."

She was close to him. She gave him her hand, but before he could kiss it, she withdrew it, and bending down, suddenly kissed him softly, with charming naïveté, like a little sister bidding her brother farewell.

Then, drawing back hurriedly, she whispered: "Go now. I'm not afraid any more. Go. . . . I shall never forget."

She turned, facing the ruins. She felt quite unable to look down the precipice where Raoul must now be clinging to the crumbling cliffside.

As she listened to the sound of voices approaching, she waited breathless for the signal she knew Raoul would send her to let her know he was safely down. She was convinced he would succeed.

Looking from the height on which she stood, she could see several men stooping down to examine the undergrowth.

She could hear the marquis calling her: "Antonine! Antonine!"

A few minutes elapsed. Her heart was beating wildly. Then she heard the sound of a car in the valley below, while the notes of a motor horn gaily woke the echoes.

Her eyes filled with tears. Her lovely smile trembled. And she murmured: "Adieu! Adieu!"

Twelve miles away, Clara was waiting in her room at a little wayside inn. She flung herself on Raoul in a fever of anxiety:

"Did you see her, Raoul?" "Ask me first whether I saw Gorgere and how I managed to escape from his clutches," he told her laughingly. "It was no easy matter, I can tell you, but I worked things well. . . ."

"Tell me about her!" "I found the jewels. . . . and the projectile. . . ."

"Yes, but the girl? You saw her, didn't you?"

"Who do you mean? Oh, Antonine Gautier! Why, of course, she was there—the merest chance. . . ."

"Did you speak to her?" "Er—no, no. She spoke to me."

"What about?" "Oh, about you, it was all about you; she guessed you were her sister and she wants to meet you. . . ."

"Is she like me?" "Yes and no. . . . There's really only a very slight resemblance, you know. Now, we must stop chatting or we shall have Gorgere dropping in on us. Get into the car!"

They sped away en route for Spain. From time to time, Clara would question him.

"Is she pretty? Prettier than me, or not quite so pretty? She's rather a rustic beauty, isn't she?"

Raoul answered as best he could, but rather absent-mindedly. He was conjuring up visions of his escape from Gorgere, and was filled with exultation thereat. Fate had been uncommonly kind to him. He had certainly not prepared that highly coloured get-away, since he had known nothing of Gorgere's plans. The vanishing into space had something rather magnificent about it! And that kiss that had sped him on his way. . . .

"Antonine! Antonine!" he kept saying over and over to himself as the car sped on to Spain.

There is nothing much more to tell. Valthex never divulged his promised sensational revelations. Moreover, Gorgere had discovered his guilt in connection with two murders in his character of Big Paul, and the bandit suddenly lost his nerve and hanged himself

in his cell. His accomplice, The Arab, never received the price of his betrayal. He was condemned to be deported, and died while attempting to escape.

Gorgere was a much meeker person after all the excitement. In fact, he hardly ever quarrels with Zozotte now, and she rules him without difficulty. If he begins to bully her, she has but to murmur the magic name of Raoul.

And Raoul himself? He is once again shrouded in mystery, but it is just possible he may appear one day at the great gate of Volnie, if only to confront Clara with Antonine, and for the first time contemplate their two smiles at the same moment.

THE END

## PARENTS MUST SEE THAT CHILDREN GO TO SCHOOL

An interesting point is emphasized in the following from The Northern News of Kirkland Lake last week:—

"You'll have to have a talk with your wife and see if some way can't be worked out to make this boy attend school else I'll have to fine you," said Magistrate Atkinson in police court here yesterday as he marked "adjourned till called" on an information being heard on a charge under the School Attendance Act.

The father had answered the charge as laid by School Attendance Officer W. Johnston, of failing to have his children attend school by saying he was working at a mine out of town.

"I'm only at home once a week," he said, "and I can't do much about seeing that they go to school."

The truant's mother said when called, "I send the lad off to school but he doesn't go."

Another truant case fell through when it was learned that the child's stepfather had left town.

## T. & N. O. Tries Gas-Electric Car Here

by "Shakes"

The gasoline-electric car now operating on a three-day-a-week schedule between Cobalt and Timmins has attracted a considerable amount of attention locally. Its horn, somewhat like an overgrown motor car klaxon, is possibly the first thing that takes the notice of people who make a habit of walking along the tracks between Timmins and Schumacher, and its automatic bell is a distinctive note as it pulls in to the Timmins station at 8.15.

It's the only one of its kind on the T. & N. O., possibly in the country, and as an experiment, it has been of great interest to railroad men. Cheapness of operation was to be its chief attribute when bought by the railway some years ago but it was found that though it did keep costs down on short runs when only the car itself was being pulled, it wasn't efficient on heavy hauls.

Recently repainted and overhauled, the gasoline-electric car is now as smart a looking piece of equipment as the T. & N. O. owns. A steel body, slightly lower than the usual coach and rounded off at both ends, makes it distinctive. Inside there is comfortable seating accommodation for about 40 persons at the rear of the car. Toward the front is a roomy baggage compartment and then, in the front ten feet of the car is all the propelling equipment.

When the engine room was visited in Timmins one warm evening not long ago after the long run from Cobalt, Engineer Moore was just locking things up for the night. He paused long enough to give a few details about the car.

A six-cylinder gasoline engine, with twin ignition, twin carburetors, twin starters and so on, develops from 250 to 280 horse power. The engine drives a generator which gives voltage at 600 and is run at an average consumption of 150 amperes. The generator supplies power to two electric motors on the trucks that do the actual driving. A single switch, somewhat like an ordinary light switch, gives starting and running hook-ups. On the start, the motors are hooked in series, giving the full 600 volts to each one and putting the amperage up over 200. When the starting load is removed, the hook-up is switched to parallel with a consequent drop to 300 of the voltage to each motor and a reduction in the amperage necessary.

On the trip from Cobalt to here, a distance of 154.7 miles, with 22 scheduled stops and an equal number of flag stops, the car will give two and a half miles to the gallon of gasoline. On the level the car, with one ordinary coach as trailer, will do 50 miles an hour and frequently does. Since going on the Cobalt-Timmins run, there has been no trouble in keeping up the five hours and fifty-five minutes time. Speed is gained quickly from the start.

It might be thought that there would be some trouble in starting a 250-horse power engine, but engineers claim there is not. A gear band on the flywheel, which is of course much larger than on the ordinary motor car, is used in conjunction with two starting motors that appear to be about the same size as those used on most motor cars. Bendix action engages the small gears with the large one. There is rarely any difficulty in starting, even in really cold weather. Pulling a load, the car works best in medium cool weather with a touch of dampness. Simple in operation, only one man is required in the engine room.

Although not designed for long hauls like the Cobalt-Timmins one, or for pulling a heavy trailer, the car has

## Cent-A-Mile

COACH EXCURSION FROM T. & N. O. and N. C. R. Regular Stations via North Bay and Canadian National Railways TO TORONTO

Brantford, Brockville, Buffalo, N.Y., Chatham, Cobourg, Cornwall, Detroit, Mich., Foleyet, Geraldton, Goderich, Guelph, Hamilton, Hardrock Huntsville, Kingston, Kitchener, Lindsay, London, Meaford, Owen Sound, Oshawa, Peterboro, Sarnia, Stratford, Woodstock, Morrisburg.

And Other Points in Southern Ontario

Friday, June 21st 1935

Final Return limit to leave destination point not later than Monday, June 24, with exception of Geraldton, Longlac, Hornepayne and Hardrock, when tickets will be valid to return Tuesday, June 25th.

For Fares and Further Particulars Apply Local Agent

Temiskaming and Northern Ontario Railway The Nipissing Central Railway Company

given satisfactory service to date and will no doubt be kept on the run for some time. It's a bit noisy; there's no question of that, but riding in the coach used as trailer is just as comfortable as on a coach pulled by a steam locomotive.

Sees Little Hope of Aim in Lignite Test

Story Now that Patents and Other Considerations Make Development Far from Practical.

Any possibility that the experiments being made upon lignite samples from Blacksmith Rapids and Onakawana might meet with success is so remote as to be negligible, it was learned today at the Ontario Department of Mines.

The process of treating lignite is controlled by private interests and the Canadian rights and patents were secured at great cost, it is asserted. Without such a process available the Dominion Bureau of Research is no farther ahead now than it was before the latest effort was made to have it conducted experiments.

It was learned at the parliament buildings that the private interests offered to pay a handsome revenue to the government, to employ a guaranteed number of men, and to guarantee under a bond to take out several hundred thousand tons a year.

When this offer was turned down, it is stated, they offered to turn over their rights on a percentage basis to the T. & N. O. if that line could be induced to develop the fields and sell the product to the interests controlling the Canadian rights and patents to the German process.

An Adverse Effect Industrial interests in Southern Ontario with heavy commitments in plant and contracts would be hard hit if the plan worked as its sponsors believed. They are said to have brought all the pressure to bear upon the government to turn down the offer to develop the lignite on the ground that it would create widespread unemployment in the South.

No explanation has yet been made by either Hon. Paul Leduc, minister of mines, or Premier Hepburn, as to why the coal deposits of Ontario would not be developed on the same basis or on the same or more favorable arrangements than other minerals, natural gas, or other products under the jurisdiction of the Ontario department of mines.

Premier Hepburn declares that the T. & N. O. would not be allowed to embark on an expenditure of several hundred thousand dollars, but it was pointed out here to-day that the original offer would not entail one dollar of expenditure either by the province or by the T. & N. O.

It was only after this offer had been refused that the proposal to allow the T. & N. O. to develop the fields through the new process was made.

No Change in Situation The likelihood of failure to find any new treatment by the experiments now being made at Ottawa is due to the fact that the research officials there are in no different position than they have been in the past.

On other occasions they have made similar tests to the ones now in progress and these have for the most part met with failure. For this reason it is said there is little chance of them hitting upon a solution at the present time.

Collects Insurance When His Wife has Twin Babies

Jack C. Coffey, 34, of St. Louis, Missouri, prepared on Sunday to collect on a \$1,000 insurance policy he obtained last February against the chances of becoming the father of twins. Coffey paid a \$90 premium last February 20 on a policy under which Lloyd's of London agreed to pay him \$1,000 if twins were born to Mrs. Coffey. The twins, Cynthia and Carol, were born last week.

## Premier Influenced by Ottawa Pressure

Politics Still the Big Factor in Trans-Canada Highway Route. Country's Interests Second.

One of the most astonishing "flops" made in Ontario by any politician in history was that of Premier Hepburn on the trans-Canada highway route. The premier told the recent Northern Ontario delegation that the rocky shore route by way of Sault Ste. Marie and the north shore of Lake Superior was definitely "out." He agreed with the delegation that the north shore route would be too expensive and that this area of country had not the population nor the prospects to warrant building the road. Whatever other fault had previously been charged against Premier Hepburn he had not been accused of shilly-shallying or changing his mind. But hardly had he made his pronouncement on the trans-Canada highway than the howl started from the Sault Ste. Marie high-pressure artists who glimpsed a contractor's paradise without a single contractor making a dollar. To Sault Ste. Marie nothing could be sadder. However, when the pressure was fully applied it seemed that Premier Hepburn caved in. He is apparently just another politician.

Pressure from Premier Hepburn's Ottawa advisors is credited at Toronto, according to the Toronto bureau of The Sudbury Star, with being responsible for the prime minister of Ontario "flopping" on the question of abandoning the north shore route for the trans-Canada highway. It is said that when Mr. Hepburn's statement to the Northern Ontario Associated Boards of Trade was drawn to their attention, they immediately suggested that such a change of policy would have the effect of alienating those in favour of that route.

The government's action in designing the Sault-White River link met with such disfavor in many parts of the North that any withdrawal of that proposal would have the immediate effect of antagonizing Algoma and Sault people who favoured it and at the same time would not greatly enhance the chances of federal Liberal candidates on the Ferguson highway.

That the Ontario government intends to continue in its adherence to the north shore is indicated by the fact that the initial advancement of the road north from the Sault to White River is likely to be included as an arterial road program now under consideration.

Will Be Extended Several miles of the road immediately north of the Sault has already been constructed and this will be extended in the direction of White River without assistance from the dominion government.

In view of the fact that the Ontario government has offered to build both the Sault-White River link and the

Green tea drinkers will find a sheer delight in the exquisite flavour of Salada Japan tea. Try a package.



Ferguson highway, Hornepayne-White River link, Liberals at Ontario headquarters expect that when Right Hon. W. L. M. King begins his campaign in the North he will also agree to build both routes if he is returned to power.

It appears almost certain that the Ontario Government contemplates the early extension of the road north from the Sault to White River, and the definiteness with which such work is being included in any arterial road program that may be worked out, can only be taken to indicate that the government is going to build that road at all costs.

When asked about a statement to the effect that "in view of the needs of the future the north shore is out," Mr. Hepburn before leaving for the North Wednesday declared that "unless you say 'No, no, a thousand times no,' to a deputation they believed you said 'Yes.'"

Call Tenders Next Week In the meantime details necessary before advertisements for tenders can be called are being rushed at the department of northern development. The advertisement will, it is hoped, be ready by next Monday.

Two weeks will have to elapse then before the tenders will close. It is hoped that by the end of June or the first week in July the initial employment will be given on the White River-Schreiber link of the trans-Canada.

Some 90 miles, it is said, will be included in the initial block and will represent an expenditure of well over \$3,000,000 in that area over the next year. The balance of approximately 35 miles will be let a little later. The Schreiber-White River link will be completed in about a year.

Try The Advance Want Advertisements

**Expert Furriers**

The only Furrier in the Porcupine district doing fully guaranteed work on the premises

**BEAVER FUR and Ladies' Wear**

2 EMPIRE BLOCK  
Phone 1160 Timmins

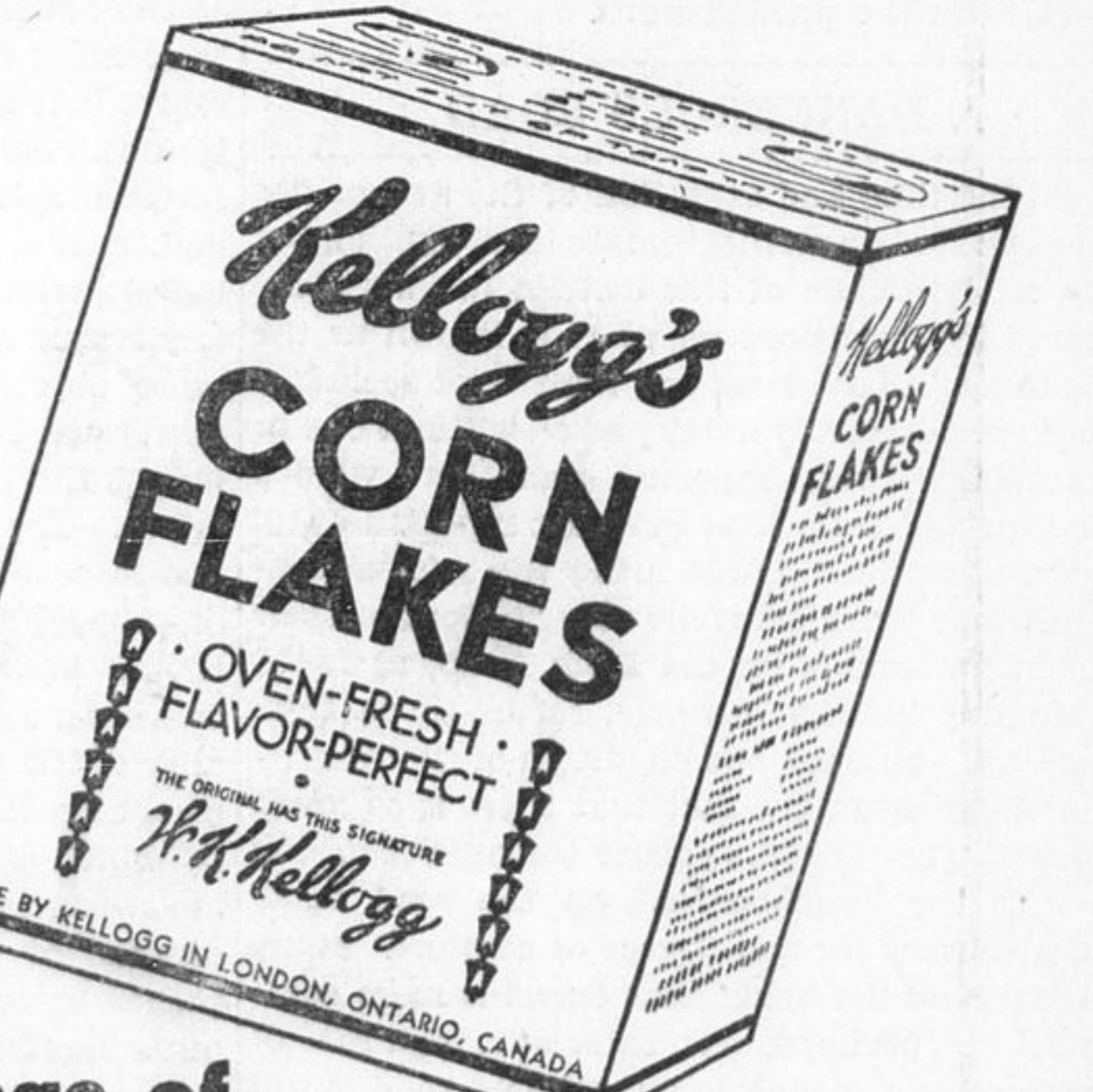
figure it out for yourself!

You can't afford to have the furniture look shabby and you can't afford to buy new furniture. What's the solution? Obviously a visit to our shop. We serve you and save you.

**Northern Upholstering Co.**

94 THIRD AVE. Chesterfields recovered, rebuilt and repaired. PHONE 101

ASK FOR Kellogg's



Every package of Corn Flakes we have ever made has borne the name Kellogg's

THERE is no such thing as a package of corn flakes made by Kellogg and sold under another name. If you are ever told that a substitute brand is "the same as Kellogg's" or "made in the Kellogg factory," the statement is false — a deliberate attempt to palm off an inferior product.

Kellogg's Corn Flakes have won their undisputed place as the world's leading ready-to-eat cereal because they are the best corn flakes made.

From the selection of the fine white corn and other ingredients that produce Kellogg's matchless flavor — straight through the immaculate kitchens and great, shining ovens to the final packaging — purity and quality are the first considerations.

If you are ever in the vicinity of London, Ontario, we cordially invite you to visit the Kellogg factory. After such a visit you will appreciate — as thousands of other housewives have — the extra value that makes Kellogg's Corn Flakes outstanding.

Ask your grocer for Kellogg's — the original Corn Flakes — in the red-and-green package. Quality guaranteed. Made by Kellogg in London, Ontario.

**Kellogg's CORN FLAKES**  
OVEN-FRESH FLAVOR-PERFECT

If you wear **FALSE TEETH** Try this **New Improved Powder**

Are your glasses loose? Do they slip and slide? Has your FASTEREIN been used? Buy this new and better denture powder AT OUR EXPENSE.

Your druggist has a free trial sample all ready for you. FASTEREIN is pure. Keeps the mouth and breath sweet. It's soothing and pleasant, and holds false teeth so securely nobody would know you wear them. Trial size supply is limited. See your druggist TODAY.

IF NOT PLEASED WITH TRIAL SIZE YOUR DRUGGIST IS AUTHORIZED TO REFUND YOUR MONEY ON REGULAR SIZE.

Distributed in Canada by **W. K. BUCKLEY LTD. TORONTO**

FOR THE LAST WORD IN PURITY AND FLAVOUR

... of course, it's "CANADA DRY"

The Champagne of Ginger Ales

Hourly tests are made every day to make sure that Canada Dry never varies from its high standard of purity. And its quality and flavour are beyond compare, thanks to a secret process of ginger extraction — plus the finest ingredients.

**FAMILY SIZE 25¢** (plus bottle deposit)  
Also available in the regular 12 oz. size

Try The Advance Want Advertisements