



By ALROY WEST

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CHAPTER XX  
OUT-MANOEUVRED

Wick's scheme worked perfectly. The night was as black as pitch. The lights from the destroyer twinkled in the distance like stars low in the water. Gordon, Crockett and Doyle attended to the business of putting on the lights on the trawler. Crockett dealt with the navigation lights, first putting out the tri-coloured masthead light, and immediately afterwards doing the same to the white light below them. Gordon put the light out in the engine room, while Doyle attended to the galley and the cabin shared by Peter and Gallop. The lamp in the captain's cabin had not been lit.

Wicks was at the wheel, and Doyle joined him. "I bet that's troubling her," he said with satisfaction. "There isn't a glim showing anywhere on the trawler."

"You must be able to feel your way in the dark," said Doyle admiringly. "There may be something in that."

"There's nothing that I know of. Of course there nearly always are rumors of an impending revolution. It's either coming from the Army or the Navy, or the people who are not in either. I hadn't heard that gun-running was going on. I should doubt it, personally. Sinclair would have been in on it like a shot. He has a nose for that sort of thing. He can smell a new racket a mile away. He never said anything to us about giving up the pearl fishing. He wasn't doing too well out of it and he'd have switched over to something else like a shot. So that makes me think that gun-running is not taking place along this coast."

Wicks frowned. "If the destroyer didn't blunder into us she must have been searching for us. That puzzles me."

"Maybe she got to know of your position because of that tramp steamer we passed. She could have sent out a wireless message." Doyle thought for a minute. "You were expecting some trouble over the gold, weren't you?" he asked. "Or are they letting people clear off with that sort of thing in these days?"

Wicks laughed. "I hoped they'd think that we'd gone to the bottom," he announced. "They might be thinking a thing like that, surely. But there is always the chance that you would slip across the Atlantic. They must have been bearing a thing like that in mind. It isn't the first time it's been crossed in a small craft, you must remember. It would probably be worth while taking a little trouble to make sure that the trawler didn't sink. But that wouldn't be bringing a destroyer after you."

"I've realized that," Wicks told him.

"She's pretty old—or else got damaged in the storm. She couldn't be going much slower if she launched all her boats and tried to tow herself along!"

Wicks, satisfied with the position of his ship, signalled to the engine-room to stop. The trawler glided forward for a short distance and then started to drift with the waves.

"This should do," Wicks muttered, leaving the bridge for a moment. Peter was standing by and took the wheel from him.

Wicks went on deck and watched the destroyer's lights. She was practically level with them on the starboard beam and was obviously going at the highest possible speed.

Doyle spat over the rail. He had followed the captain from the bridge. "She seems to be going better now," he observed. "Unless the lights are deceptive."

"She is making better speed," Wicks confirmed. "I'm sure of that. Probably she was having a bit of trouble with her engines during the day."

Wicks watched her stern light until it was only the smallest twinkle in the distance. Wicks gave a grunt of approval and returned to the bridge.

"All right," he said to Peter, "you can go below now. I will carry on."

Peter obeyed. Wicks was standing more than his fair share at the wheel, but he seemed to be able to do with a very small amount of sleep. Apart from that, however, he was naturally anxious to be in control as much as possible because of getting out of danger.

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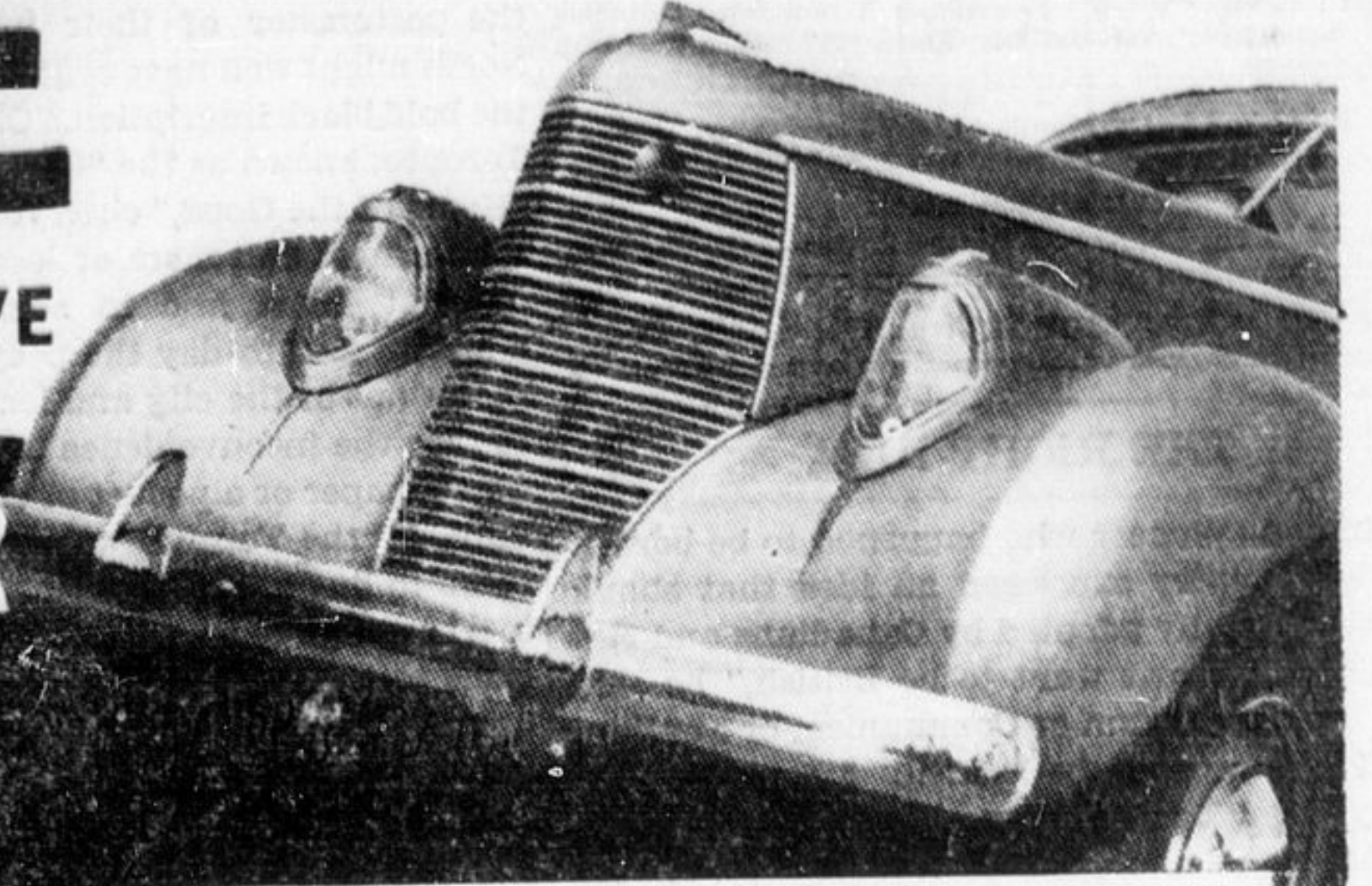
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### Says Progress Good on Work on Highway

#### Reference to Road Work in the Temiskaming Area.

(From New Liskeard Speaker) On Monday of this week, we had occasion to pay our first visit to Temagami for the year, and from Latchford down the sights that met our eyes were a revelation of what man, assisted by modern machinery, can do. The Martin Construction Company, who have charge of the eleven miles south of Latchford, are working day and night in an endeavour to catch up and get their portion of the road completed by the deadline, June 1st. In looking over a topographical map of the work, the thing that struck us most forcibly was that where it was necessary to knock 30 feet or so off the top of a hill of rock, at the foot of the same hill was a valley that required 30 feet to fill. Motorists will not recognize the road when they first pass over it this year. Where previously we were driving in the valleys, we now look down and see the tops of the trees.

Immediately below the Martin contract the work is in the hands of Angus and Taylor, of North Bay, for the next five miles, which brings us down to Goward. In this section the greatest rock cut on the entire stretch from Temagami to Latchford is located. A cut of 42 feet has to be made in one spot, and oddly enough a fill of 42 feet close at hand takes care of the refuse. Angus and Taylor do not appear to be using the same quantity of modern machinery as the other contractors, but in looking over the map of their territory we see that they are in good shape as far as their contract goes, and they expect to be finished by the time specified.

From Goward, south to Temagami, Dufferin Construction have built an entirely new road, which, as near as we can tell, runs in a straight line. A new bridge has been built over Net Lake at Goward, and these contractors expect to be finished within the next couple of weeks. Work on the iron mountain just north of Temagami is now under way. This one hill appears to be the only snag struck by these contractors, and it is proving a tough nut to crack. Drills which in ordinary Temagami rock make an average of 30 feet a day are only able to do 10 feet in this spot.

At Temagami Frank Goddard is raising his hotel about seven feet to allow for a fill of about five feet in front of it and also to construct a new garage. Blasting operations are under way along the lake to make a new site for the T. & N. O. pumping station, which

also provides water to some of the building.

A large sign at Latchford advises the general public that the road is closed to traffic, and while we do not always pay too much attention to road signs, motorists would do well to pay attention to this one. There are sections which are in pretty good condition but there are others that will tax the skill of the best in the country and then they will need a lot of luck. The trip down from New Liskeard to Temagami (42 miles) was made in about 3 1/2 hours and the return trip took quite a bit longer. Earl Bartlett, our partner on the trip and navigator, having the misfortune of knocking the battery loose and breaking the ground strap on a detour. He did, however, choose a good spot for the stop (in front of the engineer's quarters nine miles south of Latchford). Some ingenious splicing of both the cable and ground strap was done by cutting the towing cable and with the battery sitting on the floor in the front, and a few of Norman Montgomery's sandwiches to hold us until we got home, the rest of the trip was made without mishap.

In conversation with District Engineer Longstaffe The Speaker has been informed that every effort is being made to get the road passable for traffic at the earliest possible date, and motorists may look forward to being able to use the road early in May. It must be remembered, however, that there will still be considerable work to be done in the way of gravelling, and in some cases widening, and too much must not be expected in the way of a smooth surface. Mr. Longstaffe also informed us that, for the first time in the north, a system known as "fill settlement by blasting" is being used on the muck. This system consists of piling the fill on top of the soft spots, which crowds the muck up in front. Charges of dynamite are then inserted underneath this muck and fired, blowing the muck out and allowing the rock to sink to a more solid foundation. This process is repeated about every 25 feet, and it is expected that in this way a solid roadbed will be had, which will enable paving to proceed at a much earlier date than it would have been if time had to be allowed for the roadbeds to consolidate.

16 Cars of Dynamite The Speaker has been informed that in the twenty odd miles of road now under construction between Latchford and Temagami a total of 500,000 yards of rock must be moved and to do this it will take 253 tons of dynamite or, if it was all brought in at one time, would necessitate a train of some 16 cars. Add to this the heavy weight of drill steel and the consumption of gasoline and oil and other incidentals necessary to moving this material, and

### Suggests District Work as Good Plan for Federal Aid

In a front-page editorial last week, The New Liskeard Speaker says:—

"The announcement has been made that the Federal Government will go into the program of road building on a scale larger than ever before. Well, the Speaker would suggest that steps be taken by the Federal Government, to sprinkle some of their excess money on the part of the Kirkland Lake-Noranda highway from Arntfield to the Ontario mining city. From Arntfield to Noranda-Rouyn the highway is strictly a Quebec issue, but, according to motorists in the North, there appears to be a feeling that the Quebec Provincial authorities are not at all anxious to have any too good a road between the Ontario and Quebec mining camps. If this is correct we believe it is altogether a wrong attitude, because the interests of the two camps are identical. There are French Canadians interested in the Ontario and Noranda camps just as there are British Canadians. As a matter of fact, it is high time the class distinction was forgotten, so far as it affects general business relations. The Kirkland-Rouyn road is a necessity. If the Quebec Government will not keep up its end of the highway—and it has not done so during the past few years—then the Federal Government could step in and take care of the job for both provinces.

"With decent road conditions, there are few scenic stretches in Northern Ontario more attractive than the country between Arntfield and Kirkland Lake, and also fewer sections which will give a better picture of the mining activity of the North Land. A motor trip through the North is not complete without a visit to the wonder mine of the Noranda camp. Under present conditions, we do not recommend the road between the provincial boundary and Arntfield as a suitable place for a joy ride."

### Lady Mobbed in London; Father Once in Kirkland

Reference was made in The Advance last week to the attack by a mob in London, England on Hon. Unity Freeman-Mitford, because this young lady had the temerity to wear a swastika emblem at a gathering to discuss the war in Spain. It develops now that the young lady's father, now Lord Redesdale, but then plain David Mitford, was a prospector in 1911 in the Kirkland Lake area. Likely he did some prospecting at Swastika. It would spoil a



story if he didn't. In any event, he is said to still have a number of holdings in the Kirkland Lake area including a bungalow in the Dane area. Mr. Mitford, as he was at that time, is said to have created a regular furore by bringing a piano into the Kirkland Lake area in days when mouth organs and banjos were considered the limit in musical instruments. The young lady is said to be a personal friend of Adolph Hitler, who gave her the swastika pin that she wore and caused a near riot. No doubt people in the Kirkland Lake area in any event will claim that the lady had a right to wear a swastika anywhere in the British Empire in honour of the days when her now-titled father was a prospector in the Swastika area.



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### Birthday Celebration Sets Unique Record

(From Sudbury Star) Some people will accept Good Friday as a matter of course. Beyond being a holiday, it will have no special significance to them.

But for E. W. Neelands, Falconbridge, Good Friday will be a day of importance. Besides being his birthday, it will be the first time that his birthdate April 15, has fallen on Good Friday since the day of his birth.

Incidentally Mr. Neelands has never had occasion to call a doctor, he says. He abstains from smoking and intoxicating drink.

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