



By ALROY WEST

PUBLISHED BY SPECIAL ARRANGEMENT

COPYRIGHT

CHAPTER XXII

PETER AND ALLA GO ASHORE

Nothing untoward happened during the night. Wicks gave instructions that no lights should be shown, and a constant watch was kept in order that due warning could be given in the event of the yacht coming to the island.

By morning the captain was in high spirits. He walked up and down the deck with Sinclair. There was no evidence of their quarrel and the two appeared to be perfect friends. Peter wondered how Doyle would take this change in the relationships and he watched with interest when that person came forward to join Wicks and Sinclair. He too was in a friendly mood and gave both men a friendly smile. Sinclair seemed perfectly willing to let bygones be bygones. The three of them talked together for a time and then Wicks moved over to have a word with Peter.

"I'm going to let Crockett and Gordon go ashore," he said. "It will do them good to stretch their legs. If you'd like to do the same you can. I shall remain on board because I have to discuss some plans with Sinclair."

"What about the engineer?" Peter asked.

"He'll be fully occupied in the engine-room. I should consider it a favour if you would escort the cook ashore." Wicks gave a slight smile as he mentioned Alla's position on board.

"Very good," Peter said at once. He hurried towards the galley in order to tell the girl what had happened. She frowned and seemed ill at ease.

"Do you think it will be safe?" she asked quickly. Is he likely to leave us behind?"

"I doubt it. Sinclair and his pals would require a pretty good share of the gold. Wicks will want us to help him when it comes to dealing with them. Apart from that the trawler can't put to sea unless Gallop is ready to do his part. I am certain that he would not go without Gordon. But I'll have a word with him before we go ashore."

Gallop listened to what Peter had to say and nodded his head.

"You'll be perfectly safe," he assured him. "There's a feed pipe got choked up and I shall have to attend to it before we can put to sea again. And I'm not having you left behind. Go ahead and enjoy yourself."

So Peter and Alla were in the dinghy when it went ashore. Gordon and Crockett went off together and Alla expressed a desire to walk towards the trees which fringed the beach. The bay was not unlike a lake, its entrance being exceedingly narrow. It was roughly circular in shape and the hills rose steeply from the narrow belt of beach. The slopes were covered with trees. Before they had gone very far Alla flung herself down. Peter sat beside her.

"It's good to be away from the ship," she said.

"There's a feed pipe got choked up and I shall have to attend to it before we can put to sea again. And I'm not having you left behind. Go ahead and enjoy yourself."

for a little time," the girl said. It's so good to feel that one is not being spied upon. They cannot see us from the bridge, so we can pretend that we are absolutely alone. That will be splendid."

She lay on her back, using her hands as a pillow for her head. Peter shuffled nearer and leaned over her.

"At one time I hated this voyage," he said. "I couldn't see where it would lead to; except that I felt sure there would be disaster at the end. But I'm beginning to change my mind. It's become an exciting adventure."

"I think I am rather tired of adventure," said Alla. "I could do with something else."

Peter placed an arm about her.

"We've got to talk about the serious things," he told her. "I'm not going to let things drift any longer. It's time that we did something. We are not strong enough to do it on our own, but I think Gallop will help us. We shall have to fall in with his wishes to a certain extent. But I would rather have an alliance with Gallop than with the others."

Alla frowned.

DECIDED TO CO-OPERATE

"I'm not over fond of him," she said slowly. He always tries to paw me—and I dislike it. But I dislike Sinclair and the way he watched me. And I dislike Foster, even though he would not do anything so long as I could hit him. Then there is Doyle. He is rather pleasant—but I am afraid of him. He would kill a man and still have that broad grin on his lips."

"I know that said Peter quietly. I will have word with Gallop as soon as it is possible. Then we shall be able to discover if he has the revolver which you lost."

Alla shook her head.

"It was Doyle who took it from me," she said decidedly.

"You haven't proof," Peter reminded her.

"I don't need it. I could tell when I saw him this morning. There was something more in his smile. It told me more than he would be pleased to let me know."

"Very well, we will assume that Doyle has the revolver. I am wondering how much of his quarrel with his companions was play-acting. It struck me at the time that it was perfectly real, and I am inclined to believe that he was absolutely genuine about this man Nunez. Certainly Sinclair did save us from the yacht. Once we can get away from Nunez and the destroyer it will be interesting to see what Doyle will do. If he remains with his old friends it probably means they will take the first opportunity of killing Wicks—and probably the rest of us. Gallop will be safe for a time because I don't think any of them know a single thing about engines. They used sails. Doyle is the worst off, because he did the diving for them, and is ignorant of navigation. He may throw in his lot with Wicks. I think our best plan is to let Gallop know that we will help him, and then see what happens so far as Doyle is concerned. If there is further trouble between Sinclair and Wicks we will get Sinclair out of the way the instant it becomes possible. Then we can deal with the victor—in other words, Wicks."

"And afterwards?" the girl asked.

"We shall have to get the trawler as near to a port as possible and then decide how to tackle Gallop. I think our first concern, however, is our own safety. I don't bother as much about the gold as I did at one time. I begin to see how much damage it can do and—for all I care—it can go to the bottom of the sea."

Alla smiled at him.

"You think that we are more important?" she asked.

"Much more," said Peter emphatically. "There are so many things which we can do together once we can get out of this mess. Unless you feel that you must return to Russia?"

"There was a slight pause, then Alla shook her head.

"No I might—if you wanted it—to go where you go," she said softly.

The rest of what they had to say had no reference to the trawler or Captain Wicks. In due course they wandered back to the beach and found Gordon and Crockett waiting for them.

They were rowed back and Peter went down into the engine-room to see Gallop.

"How are things going?" he asked.

Gallop wiped his hands on a piece of canvas.

"Not so badly. I'm going to try her out shortly. Did you have a good time ashore?"

"We had an important talk," he said. Gallop rubbed his hands together.

"What was the outcome?" he wanted to know.

"It seemed to us that there are too many parties on the ship," Peter explained. "We thought at times that things were simplified. Two of the parties ought to unite. Do you get the idea? It makes things less complicated."

Gallop gave a grin and nodded his head.

"I was hoping something like this would happen," he said. "I don't think anything can be done at the moment. So much depends on what Doyle is trying to do. I shouldn't be all that surprised if he doesn't indulge in a very tricky bit of double-crossing. I'm expecting Sinclair and Foster to fade out of the picture as soon as we are right away from the yacht which has been chasing us."

CORNERED!

"That was very much what we thought. I want to make sure of one thing, though. I took a revolver from Wicks, and I passed it on to the girl. She had it taken from her. She declares that she was drugged—somebody dropped something into her coffee. Did you take it?"

Gallop shook his head.

"I didn't," he said firmly. "So I should imagine that it was Doyle. He's the most likely one."

"Agreed again," Peter commented. "I'll get back on deck now, or Wicks will be smelling a rat."

"You can tell him that I'd like to test the engines very shortly."

"Right you are."

Wicks listened to the message and smiled his approval.

"I'm glad of that," he confessed. "I was very uneasy at being without power as time goes on the risk of being cornered by the yacht increases. Sinclair advises moving out before night. We've decided on our course, and I think we shall be able to fool Nunez."

"I hope so. I felt decidedly uncomfortable when the yacht was on the scene; for more than that she was too old to be able to get up much of a speed."

"She did better when we were lying to," Wicks reminded him. "I expect they keep on having engine trouble. That may be the reason why she didn't turn up this morning. The yacht is sure to have sent a radio message. I thought that they would not be nosing round the islands. But Sinclair didn't seem to be worried about it. He says that the yacht would not risk coming in, and that they couldn't open fire on us because of the shape of the bay."

"That seems reasonable enough," Peter said. "But we can't stay here for ever."

"Exactly," Wicks agreed.

Gallop announced that he was more satisfied with the engines, and the trawler made ready for leaving her anchorage. The lead was used as he left the harbour and reached the outer channel. Wicks was at the wheel, with Sinclair beside him in order to help. Crockett was in the bows with the lead. Peter stood near to Doyle amidships.

They rounded the point and came into the channel. Doyle gave a cry of dismay.

The yacht was in the channel!

It was impossible, in the restricted space, to turn the trawler round. Wicks, on the bridge, was about to give the order to go astern when Sinclair shook his head.

"We can beat her!" Sinclair cried. "She's on the wrong side of the submerged rocks. With anything like luck she'll strike them when she comes after us."

The trawler continued on her course.

A launch came from behind the yacht, her sharp prow thrusting aside the water in two feathery columns. At the same time a warning shot was fired from the gun mounted in the bows at the yacht.

(To be Continued)

Optical Glass History Described by Speaker

(Continued From Page One)

veloped under the same influences. As early as 1485, the Spectacle Makers Guild took part in a review of merchants and craftsmen before the French King, but with the elimination of guilds, peddlers became the chief source of glasses for the general public. It was not until the later years of the seventeenth century in Europe and the beginning of the eighteenth century in America, that optical stores came into existence.

With the popularization of the telescope by Galileo Galilei, in 1608, the problems of grinding lenses for telescopes gave a fresh impetus to the lens-grinding profession. It is also interesting to note that in 1602 colored glasses were used as a protection against glare. The first lenses produced in America were manufactured by the Bausch and Lomb Optical Company at Rochester, N.Y.

The existence of many specimens of ancient glass, dating back several thousand years to the earliest civilization, places glass manufacture as one of the oldest industries known to man. The specimens taken from old tombs can in some cases be attributed with a fair degree of accuracy to the period of about 5,000 B.C. and it is known that the industry was well established in Egypt in 1500 B.C.

In United States the glass industry dates back to 1607 when Captain John Smith established it in the Colony of Virginia, near Jamestown. The first American attempt to manufacture glass for optical use was made about 1889. Work was soon abandoned, however, and the next attempt was made in 1912 at Rochester, N.Y. Some glass of fair quality was produced but it was not until 1915 that glass of good quality was manufactured in quantity. Four types of optical glass are manufactured at the present time—Crown glass; Flint or lead glass; Barium and Baryta tint glass, and coloured glass, including flint and special absorption glasses. Crown glass, the most widely used for lenses, is composed of 70 per cent. silica sand, 13 per cent. lime and 16 per cent. soda.

The first and one of the most important steps in the manufacture of optical glass is to obtain a suitable pot or crucible in which to melt the glass. These pots are made by blending together a mixture of clays known as kaolin, ball clay and "grog" or burned clay, in proper proportions. Eleven months is required to complete the manufacture of one pot. The clay is aged for a period of three months to increase its strength and plasticity. The actual building of the pot requires two weeks, at the completion of which the crucible is allowed to dry for from six to seven months. They are then heated to a temperature of 2,000 degrees Fahrenheit to dispel any moisture. Into this pot is poured the raw materials required. Consists of the fusing of an acid ingredient, (silica sand) with an alkali, (soda, lime), the latter acting as a flux to accelerate the melting process. Approximately twenty-four hours is required to complete one "melt" and make the glass ready for rolling.

When the glass has been cooled to a temperature of 1,500 degrees Fahrenheit, it is poured out on a steel table where a roller flattens the melt into a sheet three-eighths of an inch thick. The sheet is then slid into an annealing oven and cooled gradually for eight hours to room temperature. The purpose of gradual cooling is to prevent internal strain.

Optical glass, the requirements for which are very high, must be free from the fine streaks of glass of different composition occurring in the glass itself, bubbles, foreign particles cloud and milkiness. The absence of strain caused by improper cooling or annealing is also of first importance. The glass must have a high degree of clearness and transparency and must remain clear when exposed to light.

The glass is carefully examined and tested and passes through numerous inspections before being made into lenses. Mr. Rosner warned in closing his remarks however that many discarded lenses are often purchased by certain firms and sold at low prices.

W. T. Trennear, blind organist at the local United Church, was guest artist for the occasion. His vocal solo, "I Hear You Calling," and a Hungarian folk song piano solo were much enjoyed.

RAILWAY POLICE EFFICIENCY REDUCES FREIGHT ROBBERIES

Montreal, April 21—Claims resulting from robbery of freight in transit paid in 1937 by the railroads of the United States and Canada amounted to \$532,939, the smallest amount on record for any one year, according to reports received by George A. Shea, Director of Investigation, Canadian National Railways, and Vice Chairman of the Protective section of the Association of American Railroads. This was an average of 1.3 cents for each car loaded with revenue freight.

Robbery claims paid in 1937 were a reduction of \$155,842 or nearly 2.3 per cent less than those in 1936, and a decrease of \$308,797 or 37 per cent, compared with 1935. This reduction in claims due to robbery of freight in transit results largely from the increased efficiency of the police organization maintained by the railroads and the vigilance of these organizations in guarding the billions of dollars worth of freight which the railroads transport annually.

Civilized Nations Should Join Forces

Aggression Should be Met by Stern Punishment, Says Writer.

Schumacher, April 23, 1938

To the Editor

Dear Sir:—Prime Minister Chamberlain continues in his effort to conciliate Italy and Germany, and if successful he will undoubtedly delay the final show-down for world supremacy that is bound to occur sooner or later.

The feverish attempt of the democracies to placate the mad dogs of civilization strike me on the same plane as if the forces of law and order in a nation in order to terminate clashing with the criminal element winked at their misdeeds so long as they pillaged only certain sections of the community.

Chamberlain's persistent overtures to Hitler and Mussolini will undoubtedly keep Britain out of war but at what a cost? Germany will continue to intimidate and annex central European powers. Mussolini's glorious legionnaires, fresh from the fields of two winning conquests, will at the bidding of their master, strive for further conquests—to make a reality his vision of a resurrected Roman Empire.

Japan will continue her efforts to subjugate China.

Millions will fall victim to the war raged by Hitler and Mussolini, for instance, put out alone in a canoe from Moore's Cove, about a mile north of Halleybury. Another boat—a power boat—carried James McBrayne, Les Stewart and George Harrison.

Although much of Lake Temiskaming is free from ice, the waters are very cold at the present time, and the boys not being good swimmers faced a special danger if they upset their frail craft and were thrown into the cold water. The youngsters, however, used their heads as soon as they recognized their own danger. They crouched in the bottom of the canoe, keeping well in the centre of the boat, and showed commendable coolness and calmness in awaiting their rescuers.

The canoe drifted to a point opposite Dawson's Point, five miles from Halleybury, before the rescue was effected.

To save their own skins the democracies connive with the instigators of criminal conflicts and actually become accomplices in the violation of the less powerful nations.

So long as the world countenances the criminal aggressions being staged by international brigands—so long will war scourge the people of the earth.

Millions of the flower of mankind died in action during the great war in the fervent belief that they were making the world safe for democracy.

The present policies of the democracies is a virtual betrayal of those who died—for by ignoring the criminal attacks being staged they are in reality encouraging predatory powers to violate their victims.

The cold cruel facts are that if the law-abiding nations of the earth banded together, and with one accord made an example of any nation guilty of criminal aggression by smashing her without compunction, the greatest single step to inaugurate an era of peace would be the result.

—Marvin Sayers.

Rescued Liskeard Boys from Drowning

Lads 10 and 13 Drift Into Lake in Leaky Canoe.

Two New Liskeard boys, James Beatty, ten years of age, and Howard Honsberger, three years older, had a narrow escape last week from drownings in Lake Temiskaming. Dispatches from Halleybury on Sunday told the thrilling story of the peril that overtook the boys and the rescue that saved their lives. It seems that Howard Honsberger and James Beatty, with a brother of the latter, were playing in a canoe near the mouth of the Wabi river near New Liskeard. In some way or another the canoe got away from their canoe and the lads were unable to get to shore. The older Beatty lad when he saw the danger of his brother and the other occupant of the canoe, gave the alarm in town and soon plans

were under way for the rescue of the boys. The two lads were afloat without paddles in the canoe that was drifting down the windswept waters of Lake Temiskaming. The youngsters had drifted more than five miles from their home town before they were finally rescued. Late Friday afternoon, however, the two boys were safely brought ashore at Halleybury, after four other craft, hurriedly brought out of winter quarters, had put out to their rescue. When rescued the two boys seemed to be none the worse for their danger and exposure. Although the boys appear none the worse for their adventure, it is not out of the question to suggest that their relatives and the townspeople in general had suffered considerable alarm before the rescue was effected.

Norman Bartlett, garagman, of New Liskeard, was the first to take up the rescue of the boys. He followed them in a small boat as soon as the plight of the boys was realized. As soon as he caught up with them, he held on to the canoe that contained the boys until a canoe from Halleybury, equipped with one of these kickers, and operated by Lorne Berry and J. D. Ross, came alongside and transferred the shivering boys from their undesirable position. With Berry and Ross was Provincial Constable Art Southeres, one of the several Provincial officers at Halleybury, who answered the emergency call for assistance to rescue the two venturesome lads. There were other efforts made to rescue the boys when it was felt were in serious danger. Constable R. O. Stromberg, for instance, put out alone in a canoe from Moore's Cove, about a mile north of Halleybury. Another boat—a power boat—carried James McBrayne, Les Stewart and George Harrison.

Although much of Lake Temiskaming is free from ice, the waters are very cold at the present time, and the boys not being good swimmers faced a special danger if they upset their frail craft and were thrown into the cold water. The youngsters, however, used their heads as soon as they recognized their own danger. They crouched in the bottom of the canoe, keeping well in the centre of the boat, and showed commendable coolness and calmness in awaiting their rescuers.

The canoe drifted to a point opposite Dawson's Point, five miles from Halleybury, before the rescue was effected.

The following is the programme for the open night of the Porcupine Women's Music and Literary Society, at the Croatian hall, Schumacher, this (Monday) evening:

Mrs. G. C. Armitage, programme convener.

Buffalo Ankerite Orchestra—selection.

Miss Betty MacMillan—tap dance.

Mr. E. Nathanson—violin solo.

Pantomime—Mrs. J. Todd, narrator.

Period of Reminiscence—Mrs. J. Todd, narrator; Mrs. Wilkins, accompanist.

First group to appear in this portion of the entertainment will be preschool-age children, Helen Boyce and Ann Hawley, with club chorus singing Brahms' "Lullaby."

The school children will follow with a dance arranged by Mrs. H. Burt.

Ladies' trio singing the solo and trio from the "Mikado." Mrs. J. E. Parry and Miss Brisbane and Mrs. C. Kearns will be the trio.

"College Days", amateur operatics, will be the next in reminiscence with the mixed chorus presenting "Here's a First Great Opportunity"

Mrs. Bescote will sing a solo follow-

USED PARTS FOR ANY CAR

We have used parts of every description, for any make of car at reasonable prices.

Just Call at
201 RAILROAD STREET
or
PHONE 129

SULLIVAN AUTO PARTS

ed by a duet by Mrs. P. Carson and F. Harris.

"Hill Poetry" from "Pirates of Penzance" will be sung by the chorus.

The next presentation will be "Wedding Day" with Mrs. C. Kearns as the bride and Ann Hawley and Helen Boyce as the flower girls. R. Jones will be the solicitor.

"Home Sweet Home" will be next in reminiscence with the club chorus singing "Little Old Garden." Mrs. W. Roberts will entertain with a solo, "None Shall Part Us." The club chorus will continue with the Celtic Lullaby.

Mrs. G. C. Armitage and R. Jones will then present a scene in duet from "Pirates of Penzance." The finale will be the ensemble singing "Dear Land of Home" from Finlandia and Miss McChie singing a solo "Mother McGree." The Buffalo Ankerite orchestra will follow with our selections to bring the programme to a close.

Daffodil Tea, April 30th.
Under Auspices Ladies' Aid

A Daffodil Tea is announced for Saturday of this week, April 30th, from 3 to 6 p.m. in the United Church basement, Timmins, under the auspices of the Ladies' Aid. There will be a home baking table and sale of fancy work and aprons. There will be a hot supper dish after 5 p.m. for a nominal charge.

YOU CAN ROLL BETTER CIGARETTES

VOGUE IF YOU USE VOGUE

VOGUE PURE WHITE Cigarette Papers DOUBLE Automatic 5¢

SNAP Cleans Hands Quickly

NORTHERN ONTARIO ROADS PROTECTION DURING SPRING 1938

Northern Divisions, Dept. of Highways

Frost action in April and May causes road beds to get soft and readily subject to damage from traffic. All trucks are limited to half loads and speed of 20 miles per hour. Horse drawn vehicles capacity one ton, 250 lbs. per inch of tires.

The weight of loads and speed will be constantly checked. Penalty for over-loading is a fine, or imprisonment, or both. Permits may also be suspended. Co-operation from truck and car owners is earnestly requested to prevent unlawful and unnecessary abuse of roads.

Northern Division Dept. of Highways,
H. R. PHIPPS,
Division Engineer.

29-31-33-35.

BE SURE YOU GET ALL THAT'S NEW WHEN YOU BUY A NEW CAR

* INDEPENDENT PLANAR FRONT WHEEL SUSPENSION * ROTARY DOOR LATCHES * AUTOMATIC HILL HOLDER * SAFETY BODY—STEEL REINFORCED BY STEEL * ECONOMY OF OVERDRIVE AND FRAM OIL FILTER * SYMMETRICAL DIRECT-ACTION STEERING * HORIZONTAL TRANSMISSION, PERMITTING FLAT FRONT FLOORS * FULL SIX-PASSENGER COMFORT

ONLY THE NEW STUDEBAKER HAS ALL THESE FEATURES

FELDMAN MOTOR SALES
14 BALSAM STREET SOUTH PHONE 950