

HOME

A NOVEL
BY
GEORGE AGNEW CHAMBERLAIN
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SYNOPSIS

...s never, against the rail the little coaster bound for Pernambuco and eyed Alan, whom he had made comfortable in a camp bed on the deck.

"It seems to me, Mr. Wayne," he said, "that there might be business waitin' for me at Pernambuco that I do'n' know nothin' about. I've got a hunch I'd best go along of you and see."

Alan smiled. "I know what your hunch is, Kemp, and it's a wrong one. I'm all right. Weak, but I'll make it. Don't worry."

Kemp was standing in angles. His hands were thrust in his trousers pockets, but even so his elbows were crooked. One foot was raised on a rail. He was careless as usual. His unbuttoned vest stuck out behind. His Stetson hat was pulled well down over his eyes. His eyes had taken on the far-away and slightly luminous look that always came into them when he was about to speak from the heart.

"Mr. Wayne," he said, "I've tol' you some things about Lieber an' you've seen some more. You know how he stands. Lieber's livin' in hell, like a rich greaser in the Bible with his tongue stuck out beggin' for one drop of water, only Lieber ain't got his tongue stuck out—he's bit'n' it."

Kemp paused and Alan nodded.

"I was thinkin'," Kemp continued, "that perhaps you'n Mr. Lansing, with yo' folks he'pin', might chuck him that drop of water when you got back to heaven, meanin' Noo Yawk." Kemp brought his eyes slowly around and rested them on Alan.

"Kemp," said Alan, "don't you worry. If J. Y. Wayne & Co. haven't gone to smash or the world otherwise come to an end, you can be sure Lieber will get his water in a full bucket."

Kemp nodded and with a "So long and good luck," disappeared down the gangway.

At Pernambuco Alan found an accumulation of mail awaiting him and a liner bound for home. The liner was too big to get into the little harbor behind the reef. She rode the swell a mile out from shore.

Alan lost no time in making his transfer. From the tender he was winched up to the deck in a passenger basket. As he left the wicker coop he smiled at himself in disgust. Ten Percent Wayne had often jumped for a gangway from the top of a flying sea; never before had he gone on board as cargo. But the smile suddenly left his face. He reeled and put out one hand toward a rail. Somebody caught his arm and led him to a long chair. He sank into it and shivered.

It was a girl that had helped him. As soon as she saw he was not going to faint she left him, to come back presently with the doctor and a room steward. They took charge of him.

Day after day Alan lay in his cabin listless, before he thought of his batch of letters. They were still in the pocket of his coat. He asked the steward to hand them to him, looked through them, picked out one and laid the rest aside. The one he picked out was Clem's.

With her own peculiar wisdom Clem had written not about him or herself, but about Red Hill. Alan read and then dropped the letter to his lap. His hands felt clenched at his sides. His eyes, grown large, stared out down the long vista of the mind. Walls faded away and the sounds of a great ship at sea were suddenly dumb. To his ears came instead the carolling of birds in evening song after rain, to his eyes a vision of Red Hill dripping light from its myriad leaves and to his heart the protecting, brooding shelter of Maple House—home.

It cleanses a man's soul to have been at death's door. Sickness, more than love, leads a man up. Alan was feeling cleansed—like a little child—so it seemed a quite natural thing that the girl who had taken charge of him on his arrival on board should knock at his door and then walk in. She drew out a camp-stool and sat down beside him.

She was very small and very young, not in years but with what Alan termed to himself acquired youth. Her nearsighted eyes peered out through big glasses. They seemed to see only when they made a special effort, and yet they seemed to give out light.

"You are better?" she asked, and smiled.

Alan caught his breath at that smile. "Yes," he said, "I am much better today. I have had a letter from home."

"You must get up now and come up on deck," said the girl. "I'll wait for you outside." Her voice had a peculiar modulation. It attracted and soothed the ear.

Alan frowned and then smiled. "All right," he said, "wait for me." He dressed laboriously. His hands seemed weighted.

On deck she had his chair ready for him beside her own. She tucked his rug about him and then sat down. "Don't talk ever, unless you want to," she said. "Silent people are best."

"Why?" asked Alan.

"They are springs. Their souls bubble."

"And the people that chatter?" asked Alan.

"They are geysers," said the girl, and smiled.

(To Be Continued.)

WIDE AWAKE "WAR BRIDE" TOWN OF MT. UNION WANTS WILLIAM PENN ROAD THROUGH ITS HEART



The upper picture shows just a small part of the number of men who reside in Mt. Union and who are compelled to take trains to get to their work at the powder plant. After leaving the train they must walk a mile to their work. If a bridge was built over the Juniata river the men could walk to the powder plant from their homes and would not have to walk any farther than they walk now. Below are three of the William Penn Highway boosters. They are, from left to right: Dr. C. E. Culver, R. B. Cassidy and Burgess A. S. Welch.

Boosters Are Planning to Build Bridge Across Juniata to Accomplish Their Object

Mount Union, Pa., March 18.—Along the entire tentative route of the proposed William Penn Highway, there is no town more interested and wide awake to the advantages the road offers than Mount Union. Yet, according to the route mapped out for ratification later, the town itself will not be on the highway. The boulevard, as now routed, will pass along the Juniata river shore on the opposite side from Mount Union and is exactly what the citizens of this busy town do not want. They are anxious to have the highway pass directly through the center of their town, not simply for the sake of having the great road in Mount Union but as an accommodation to the hundreds of men who are employed at the Aetna Powder works a little more than a mile below the town. Of course, to bring the road through Mount Union would necessitate the construction of a bridge across the Juniata River at a point just below Alleport and opposite the property of the powder company. It is understood, too, that the powder company would be willing to share in the cost of building a bridge which would ease access to their work.

Powder Works Year Old Less than a year ago work was started on the Aetna Powder works and during the summer of 1915 men were engaged in the manufacture of smokeless powder. The employees of the plant lived in Mount Union, a little more than a mile from the works and the company constructed a foot bridge so that they could cross the river to and from their work. During the present winter, ice carried away sections of the foot bridge and the men were compelled to find other means of reaching the plant. Some were able to cross in boats while others used auto trucks and crossed the county bridge. The foot bridge, then, the company, going from there to Newton Hamilton and thence to their work. By this route they traveled seven miles. Then again there were others who found convenient bridges carried them through Alleport, along the road to Orbisonia and thence to Newton Hamilton where the river was crossed. This route covers nine miles. Because of this trouble the Pennsylvania Railroad company decided to run a "jitney" train from Mount Union but because of the laws regarding the running of trains near powder plants, the men are still compelled to walk almost a mile after leaving the train and then in addition they must pay ten cents a day for a train fare to Newton Hamilton.

Burgess in the Lead

Although there is no organization in Mt. Union at present to endeavor to change the William Penn Highway route, Burgess A. S. Welch, who is also the editor of the Mount Union Times, is planning to call a meeting of all those interested through the town. Burgess also told the Times that a road could be brought from Newton Hamilton to Mount Union and how badly a bridge was needed across the river so that the men employed at the powder plant could be accommodated. "Mount Union is a very busy town," said the burgess, "and there is no town in this territory which has grown as rapidly as this. By running the highway over the present proposed route, our town will be eliminated and we believe that because of our activities and our business in Newton Hamilton, McVeytown and Lewisport we should have a direct road to those places. Tourists will find points of interest here, too, for in our borough are located the largest silica brick plants in the world. Through the Times intend to call a meeting of the Mount Union people interested in the William Penn Highway and I feel sure that we will be well represented at the meeting in Harrisburg."

Dr. C. E. Culver, a dentist, and a man greatly interested in the welfare of the community, is another who is hustling to bring the highway through the borough. "Mount Union is certainly in favor of the great boulevard across the State," said Dr. Culver, "but what we want is to have it pass through the town. We are along the other side of the river. We understand that there will be some difficulty in having it brought around this way also that it will mean the construction of another bridge across the Juniata but we are sure that the many advantages the bridge will have for our people will more than pay for the cost of building it. Our town is booming and we have a borough which will be of interest to many persons traveling through the State."

R. B. Cassidy, proprietor of the City Station in our town, is another who is doing all he can to help along the movement in Mount Union and bring the highway through the borough. "We want Mount Union on the route and we'll have her there, too, if there's any possible way of doing it. Just think that men who work at a plant a little more than a mile from the town are compelled to travel seven or eight miles to get to their place of employment. If we can get a bridge at the place it is so badly needed we can have a greater population in our town and we will have that in the early Spring many building operations will be started and then scores of men who were compelled to go to adjoining towns to live will move here."

Americans Die in Sea Disasters

[Continued From First Page.]

Sussex and the names and nationalities of the passengers. Most of the passengers are believed to have been continentals. There were 270 women and children on the vessel.

Four Bodies on Board The foremast and wireless apparatus were blown away by the explosion. The wireless operator attempted unsuccessfully to rig a substitute.

Persons who embarked in the boats returned to the Sussex before dark. Rockets were fired during the early part of the night and at about midnight a trawler came to the rescue. It took as many as it could carry to Boulogne.

A British destroyer came up soon afterwards and took on the other passengers, conveying them to Dover.

Five bodies were left on the Sussex.

14 Americans Aboard The following Americans were on board the Sussex: "Joshua D. Armitage, J. N. Baldwin, Helen Baldwin, Elizabeth Baldwin, Gertrude L. Barnes, Charles T. Crocker, Samuel Bemis, Henry Deer, Ida Deer, Lillian O. S. Parde, Edna S. Parde, Edward Huxley, Dorothy Phillips Hilton, Edna Frances Hilton.

Blown to Pieces Edward Huxley, who witnessed the catastrophe from beginning to end, stated that several passengers and a crew member of the crew undoubtedly were blown to atoms by the explosion.

Mr. Huxley told the Associated Press a remarkable story of his manner in which the forward part of the Sussex was torn off at the captain's bridge. The remainder of the vessel was so little damaged that even the

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Steelton Murderer To Appeal Tuesday For Another Trial

Argument on the question of a new trial for Nikola Kotur, the Steelton murderer; on the legality of the arrest of three barbers for violating the Sunday "blue law," and on the appeal of "Hardscrabble" property owners from the viewers' awards will be the features of March term of argument court Tuesday. Whether or not the "Hardscrabble" case can be reached is questionable, however. Other cases include:

Henry J. vs. Annie Harman, executrix for John C. Harman; John E. Rider vs. York Haven Water and Power Company; Edward C. Enders vs. Dauphin County Poor Board of 1913; Charles F. Shaffer vs. E. W. Case; Catherine Marshall vs. Central Trust Company, administrator for Catherine Finn, all motions for new trials.

Other arguments will include: Appeal of Pittston Consumers' Electric Company from order of Public Service Commissioner; H. A. Garman vs. Annie Isaacman, rule to open judgment; Moneywell Scale Company vs. R. Foster, rule to open judgment; Edward L. vs. Mary M. Riley, argument; State vs. Charles Payne, rule to strike off bail forfeiture; John Palm vs. W. F. Morton, to strike off appeal; Mrs. J. R. Perigo vs. G. W. Shoop and L. A. Wenrick and M. A. Shetter, administrator of F. J. Starr vs. J. W. Katz, rule to open judgment; M. Greenstone Company vs. National Supply Company, rule to set aside exemption; E. Wagner-Smith vs. Maurice E. Russ, and Toledo Scales Company vs. Joseph Rappoport, motions for judgment for lack of sufficient defense.

WAS ON BUSINESS TRIP By Associated Press

New York, March 25.—Officers of the United States Rubber Export Company, which handles export business of the United States Rubber Company, with offices here, said today they had received no word from Edward Huxley, president of the export company, who was rescued from the Sussex in the English channel. Mr. Huxley left this city in January on a business trip to England and the continent. He was not accompanied by his family.

Americans Are Missing After Torpedo Sinks British Horse Ship

Washington, March 25.—Consular reports to the State Department today says the Dominion Line steamer Englishman sunk near the British Isles, was torpedoed and that four Americans are missing. The Englishman was a horse ship.

The missing Americans are Peter McDonald, a horse foreman, of Boston; George McDonald, a trimmer, of Lawrence, Mass.; P. Buckley and M. A. Burke, addresses unknown.

Sinking of Ships Raises Fresh Complications Between U. S. and Central Powers

Washington, March 25.—Destruction of the British steamer Englishman with the possible loss of American lives, and the explosion of the Channel liner Sussex carrying American passengers coming close on the alleged attack on the Patria and the sinking of the Tabaria, have served to unsettle the submarine situation again and raise possibilities of more complications with the Central powers.

SALYBIA SUNK

London, March 25.—Lloyd's report says the British steamship Salybia has been sunk and that the passengers and crew were saved.

American Woman Hurt

Miss Baldwin, daughter of a prominent American resident of Paris, was injured seriously on the Sussex.

Vessel Stays Afloat

The explosion occurred at about 3 p. m. when the Sussex was an hour and a half out of Folkestone. The wireless apparatus was destroyed and no help arrived until nearly midnight. Had it not been for the water-tight compartments, the Sussex would have sunk and the loss of life would have been heavier.

Chief Engineer Killed

The chief engineer of the Sussex was killed by the explosion and the purser was wounded seriously.

Explosion on Board

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