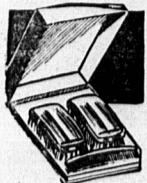


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two keys to a cabin

by Lida Larrimore

At the desk, holding himself stiffly, his shoulders erect. Though she saw why his back in the dark tweed suit, she knew how his face looked, a little grim, the jaw line pronounced, his dark eyes brooding.

When he came back to her, a bell-boy followed with her luggage. John took her loose fur coat from the boy, held it, apologized for hurrying her, but avoided her glance. They went out through a revolving door. Cold wind struck them with unanticipated force. She was blown in a staggering hat-circle. He caught her. They stood on the pavement in the light washing out from the hotel. Their eyes met.

"I'm sorry," she said. "I thought—" "You were right." His eyes were penitent, his slow smile self-reproachful. "I was showing off. Forgive me."

Gay laughed as John approached the open door of the second-floor sitting-room in Dr. Sargant's home. Mary Adams' voice continued, then broke off as John called in from the hall.

"The last patient gone?" she asked, glancing up from needles that flashed through scarlet wool. "I've padlocked the office door."

He went to Gay, settled comfortably in a corner of the davenport and dropped down beside her. "Mary, do you think that professional ethics would permit me to cut the telephone wires?"

(To be Continued)

Cheap Liquor As Exchange Aid Studied

OTTAWA, Oct. 22.—(CP)—A proposal to enable visitors from the United States to take advantage of lower liquor prices as an aid to Canada's foreign exchange situation is receiving serious consideration by the Foreign Exchange Control Board, the Canadian Press learned yesterday.

The Board is canvassing provincial liquor authorities on the question but the matter has not yet reached the stage of formal negotiation, it was said.

In its essence the proposal is this: That liquor in bond in Canada should be made available without excise and customs duties to bona fide visitors from the United States. This would reduce the price of the better brands from about \$6 to \$2 for a 22-ounce bottle.

The liquor so purchased could not be taken out of bond or consumed in Canada, but might be shipped to purchasers at their homes by express in bond. It could then be taken out of bond by purchasers upon presentation of the proper credentials to United States customs authorities.

Allowed One Gallon United States visitors to Canada are permitted to take back to the United States one wine gallon of liquor (about four quarts) without paying duty.

Informal sources said it was not believed United States liquor interests would find such a plan making any great inroads on their revenue because, from their point of view, the amount of liquor taken back to the United States by returning tourists would be small.

Whatever United States exchange accrued to Canada from the sale of liquor at these cheap prices would be spent in the United States in any event for purchase of war materials.

As to the amount of United States exchange that might be obtained if such a plan were put into operation the figures of \$10,000,000 to \$15,000,000 were suggested speculatively.

Big Balloons Over London No Joke Now

By Tom Yarbrough Associated Press Staff Writer

LONDON, Oct. 22.—(CP)—London's big balloons were a joke a year ago — "expensive toys, theatrical props of a nation playing war, bound to come down in the first shower of machine-gun fire."

After weeks of day-and-night raiding and many showers of lead, the balloons are still there. Last year's jokers now respect them as sentinels in silver, a menace to bombers.

The Air Ministry gives them credit for doing their job. The job is to rule out dive-bombing and keep the enemy at a distance, high enough for anti-aircraft guns and fighter planes to get at them.

They're nothing but big bags of carefully sewed and gummed Egyptian cotton fabric filled with hydrogen, but Londoners are delighted to doze on their animal ways.

They look like circus elephants, or well-fed guppies in a fish bowl. They are stubborn as mules, and in a wind they are as playful as kittens.

The Nazis might have called them silly-looking gas bags in the long months before the battle, but one of the earliest "all out" raids on this country was aimed at balloons alone.

They've had their bad moments. A few have been shot down. Some have snapped their cables and gone traipsing over power lines as far off as Finland. Others have snagged enemy planes.

They've had unexpected good moments, too. One balloon was a nice cushion for an airman descending by parachute near Hyde Park. He and the balloon were hauled down safely.

Believes Vichy Would Regret Axis Alliance

In this article John Evans, chief of the Associated Press foreign service, discusses the situation that would arise with a Vichy-Berlin alliance against Great Britain. A veteran European correspondent for the AP before he took over his present duties, Mr. Evans headed its Paris bureau for several years.

By JOHN EVANS Associated Press Chief of Foreign Service

NEW YORK, Oct. 22.—(AP)—Hitler may get the present government of occupied France as his ally to fight Great Britain, but if he does there's a fair chance he will wish he hadn't.

It still is someone's secret exactly what Germany has in mind about conquered France, but Prime Minister Churchill showed Monday he thought the Petain-Laval government might be tempted to join the axis. He asked directly of all Frenchmen that "if you cannot help us, at least you will not hinder us."

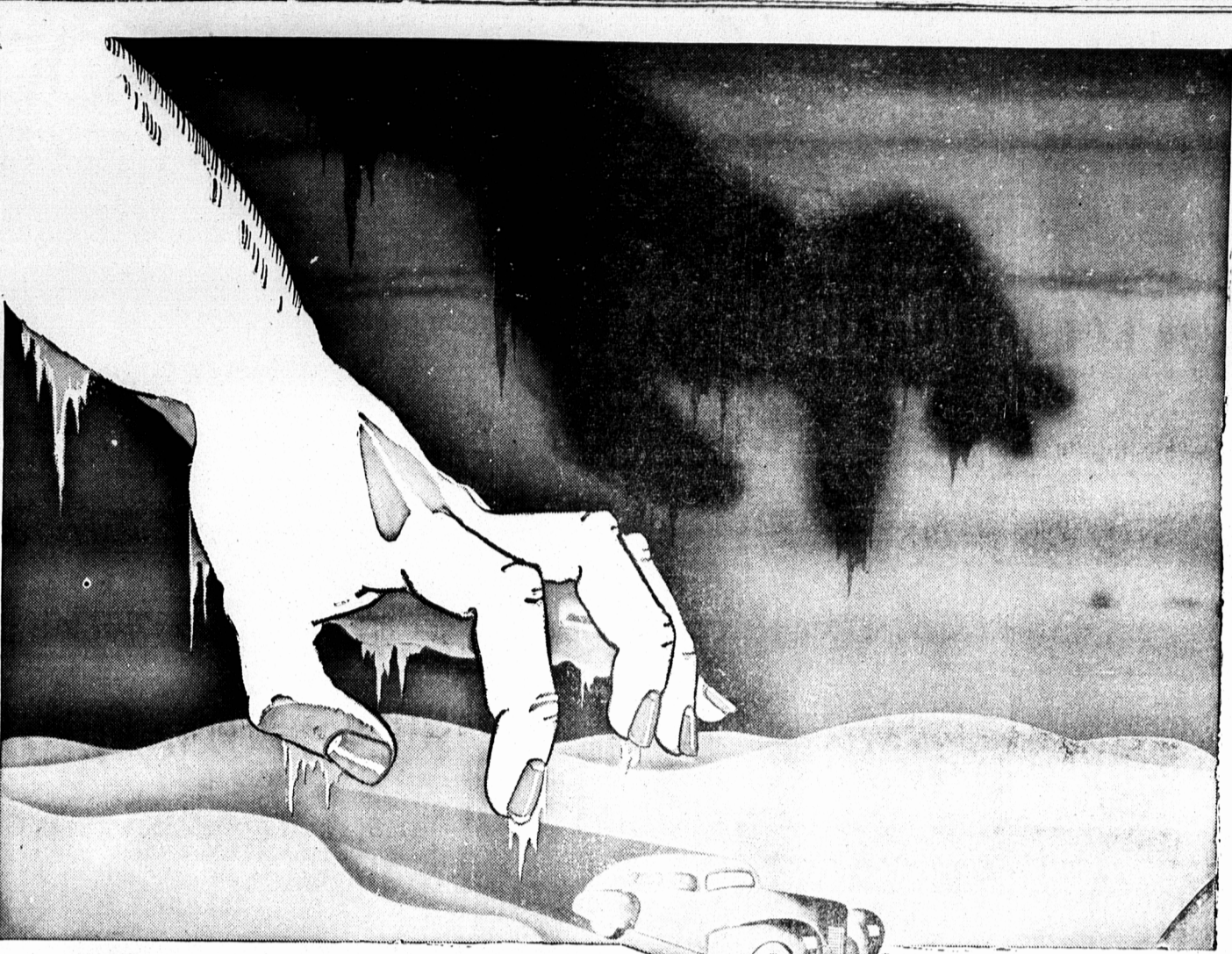
Hitler can offer attractive terms to aged Marshal Petain if Petain believes Hitler can win the war. He can promise France that her old Empire shall remain almost as it was, Germany taking only the Alsace-Lorraine and the colonies which France took from Germany after the last war.

The stake:— 1. Vichy as an axis ally could swing into action what is left of her fleet. The British fleet damaged some of her warships and others are immobilized under British control.

2. French colonies throughout the world might follow Vichy. The psychological influence might be to give Germany, Italy and Japan friendly and useful access to air, land and sea bases around the world.

The difficulties:— 1. France is a beaten, disorganized nation that would need food for the body and inspiration for the soul. Germany wouldn't be eager to supply much food and it would be far from easy to make 10,000,000 Frenchmen gladly go to war after they broke their hearts in a surrender to get peace.

2. France might be pushed back into the war, but if so the famed Flanders Fields would sprout quickly as a great crop of hate for the German conqueror. Possibly many despairing people might think joining Germany better than resisting her pressure, but it is easy to imagine the silent, sullen revolt of millions of families born of soldiers who feared or hated the Germany, enemy of two wars.



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Noting that more than 80 per cent. of traffic accommodates itself on 20 per cent. of road mileage, Mr. Smith discussed the problem of how the 20 per cent. of mileage should be divided.

In Ontario, he said, two per cent would be super-highways crossing the province from east to west and from north to south. These would be of the divided type, suitable for four lanes of traffic, and would by-pass community centres, although having access to them.

Another two per cent. would be express highways of two or three lanes which would act as tributaries to the super-highways. They would be built to a considerably higher standard than local and service roads, permitting rapid movement over great distances and missing densely-settled areas. They would, however, have convenient exits and entrances to populated centres.

The remaining 16 per cent. of highway, said Mr. Smith, would be local and service roads, joining towns and cities, providing market roads and developing suburban areas.

"The highways of tomorrow will be fitted into the landscape and will be constructed to flowing lines under proper engineering supervision," said Mr. Smith, addressing delegates at the first sessions of the three-day meeting.

Widening of right-of-way will not be meagre but sufficient to allow for flat, shallow ditches, and a space for roadside improvement, upgrade waters will be taken care of by storm sewers and lining. Roadside embellishment will be encouraged rather than criticized as needless expenditure. Destruction of noxious weeds and properly mown grass creates an epidemic of improvement throughout the entire community.

Quebec, Oct. 22.—(CP)—A paper envisaging the "Highways of Tomorrow" was read by R. M. Smith, Ontario Deputy Minister of Highways, at the 25th annual convention of the Canadian Good Roads Association.

1940 LIGHT-HONEY CROP A preliminary estimate places the probable production of light-honey in Canada for 1940 at 20 per cent lower than the crop of 1939. Decreases in production are evident in four of the main producing provinces, Quebec, Ontario, Manitoba, and Alberta. In Saskatchewan, the average production per hive was lower than in 1939 but this was offset by an increase in the number of producing colonies, with the result that the total crop is likely to be slightly higher than in the previous year. The British Columbia crop is expected to be about 18 per cent larger than in 1939. Similarly, in the Maritime Provinces production is reported to be higher than in 1939, particularly in New Brunswick and Prince Edward Island where the crop is practically double that of 1939.

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