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Men Marooned

By George Marsh

THE STORY

The black eyes of his companion softened. "You ben good man, m'sieu. Dat girl die long ago een de bush."

"Yes, the condensed milk has kept her alive—but she should have gone to the mission at Albany."

The other shook his head; then struck a match and lit his pipe before replying.

"You are new man in dees coun-tree. You don't know Injun squaw. At Albanee—widout you—she not be happy."

Guthrie reddened under his deep tan. He knew only too well. "But they would have taken better care of her," he protested.

Etienne slowly shook his head. "Too late, m'sieu. She live more long here dan at Albanee."

All day while the norther flayed the west coast, Guthrie and Etienne dressed and salted geese. Deep in the winter, when the caribou had drifted back from the coast, the geese, freed from the salt by boiling, would be a welcome change from the fat bacon of the company's stores. The wind held into the night, but when the men turned out of their blankets at sunrise the blow was over.

At noon the goose hunters launched the canoe and driving her through a quarter sea, pushed down the coast for the shelter of Akimiski Island. They were rounding the low headland of Elkwan point when Garth, slaving in the bow, was aroused by an exclamation from the stern man.

"Look! A boat!" Etienne pointed his dripping paddle across the yellow strait to the shore of the island. "Shipwrecked—somewhere! Dey use de oar."

In the distance, crossing to the mainland, Guthrie made out a boat. "Dey wave to us!" cried Etienne. "Dey see de canoe!"

From the craft still miles away, showed a flutter of white.

"We'll come up with them on the lee side of the point," and Guthrie, whose thoughts were at Elkwan, whose arms were driven by fear—fear that in his absence tragedy had had its grim way, lunged viciously with his paddle.

In the quiet waters beyond Elkwan point, the two boats approached within hailing distance. In the ship's dory four men were rowing, while two figures sat in the stern. The crew of the boat rested on their oars.

"Hello canoe!" Guthrie answered the hail, and shortly the Peterboro came up with the larger craft. "You've lost your ship?" he began.

The black-bearded figure in the stern of the boat ignoring the question, demanded: "You're Hudson's Bay people?"

"Yes, we're bound to the Elkwan just below here. You've lost your ship? Where did you leave her?"

Guthrie's curious glance shifted from the bearded spokesman to the girl at his side wearing a pea-jacket and a sou'wester, below the brim which fluttered a plume of dark hair. As the boats swung together, the alr-dale, mane and tall stiff, growled menacingly at the strangers, but a low command from his master silenced him.

"Our schooner's ashore on the outside of the island. We left Fort George day before yesterday, and were off Cape Jones when the blow struck us. It crippled our rudder and drove us straight across the bay. We couldn't head into it."

"You were lucky to get ashore in that blow," said the surprised Guthrie. "Your boat must have got a pounding on those flats."

"It did, but we struck at high tide and managed to get some of our stuff off her. Then, this morning, we fell into the hands of a pirate."

"Pirate!" Guthrie exclaimed. "Oh, Archie," protested the girl, "that's hardly fair. He paid for what he took, and helped with the last of the stores."

"Who were they—where from?"

"They were in a little sixty-foot power schooner, the Ghost, St. Johns, and the leader was a red-headed ruffian with a mutilated face—horrible!"

The black eyes of Etienne Savanne snapped at they met the backward glance of his chief. "McDonald," Ha! Ha!" said the half breed with a grin that mapped his swart face with lines.

"What?"

"Yes," nodded Guthrie. "Your plate was undoubtedly the famous Laughing McDonald. The Indians call him 'McDonald Ha! Ha!' because of the grin—from that scar."

As he spoke, Guthrie was aware that the grave eyes of the girl were curiously studying him—the second man with a scarred face she had met since her shipwreck on the west coast. Instinctively he got the impression that those sober eyes had themselves locked on suffering—tragedy. The blood rose to his forehead as he went on: "They think he's sort of a super-man—the Indians. He's hypnotized them; but, and he met the girl's

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straight look, "you say he treated you fairly?"

"I think he did," she said, and, as she tucked the loose lock of chestnut under her cap, while the color showed faintly at her temples, he wondered if she read his thoughts.

"Treated us fairly," explored the bearded man. "Well I call that—"

"How many men were with him?" roughly interrupted Guthrie.

"Four. There was an Eskimo, too."

"One a big, bearded chap?"

"Yes! The others I took to be sailors."

Guthrie nodded to Savanne. "That's the Newfoundland whaler who brought him into the bay last year," he said; then continued to the stranger, "You had the honor, sir, to meet the man who has stamped the fur trade from Whale river to Fort Churchill. He took fifty thousand dollars' worth of fox out of the bay last year."

CONTINUED

Retires After Colorful Career

MONTREAL, Que., Feb. 6.—Captain Oliver Patenaude, veteran shipmaster of the Canadian Steamship Lines' fleet, is retiring at the age of 82 after a picturesque career which has paralleled the history of the change from sail to steam on the Great Lakes. Captain Patenaude is undoubtedly the most widely known navigator on the St. Lawrence River and on the Great Lakes. He has been a master of a ship for 58 consecutive seasons.

Captain Patenaude's master's certificate carries the number 95, and the Department of Marine and Fisheries has issued over 11,000 certificates to masters and mates since young Patenaude took his ticket. In 1880 he received his first command taking over the two-masted barge "England." After three seasons with her, he commanded schooners and S. S. Arabian, built in 1892 later steamer vessels of the small wooden type which were limited in size by the old Beauharnois Canal.

marked an important era in Captain Patenaude's career. With an iron and wooden upper works the "Arabian" was a distinct advance in Great Lake shipbuilding. For years she was the flagship of the lake and river trade, but the construction of the Soulanges canal made larger ships possible.

In 1904 S. S. "Neepawah" was built in Great Britain for lake service. This vessel surpassed in size any previous ship trading between Montreal and Fort William, Captain Patenaude took command upon her arrival at Montreal and, in 1910, left her for S. S. "C. A. Jacques," a still more modern type.

From 1915 onward Captain Patenaude has been in command of the express service ships of Canada Steamship Lines between Montreal, Toronto and Hamilton. For twelve years he was on the bridge of the "City of Hamilton," later taking over the "City of Kingston."

Captain Patenaude with his years of experience, was one of the ablest and best posted pilots on the river; and it had to be something more than "a dirty night" to cause him to "drop the hook" or tie up to a canal bank.

Nowadays, steamers in the Express package service are accorded the right of way by the government regulations over the other freighters in the canal, but this rule has only been in effect during recent years. In Captain Patenaude's early days, the right of way in the canal was secured in quite a different manner. When the captains of two steamers thought they had equal rights, the usual method of settling was for them to invite each other to settle the point on the canal bank, and with coats off and bare knuckles they determined which steamer was entitled to the right of way. After a few arguments of this nature it was generally admitted that "Oliver's" steamer was entitled to the advantage.

A Buffalo physician has designed a portable X-ray outfit to be carried to patients on his automobile, the motor of which supplies power to its electric generator.

Glasgow, Scotland, is completing the erection of 3,000 houses.



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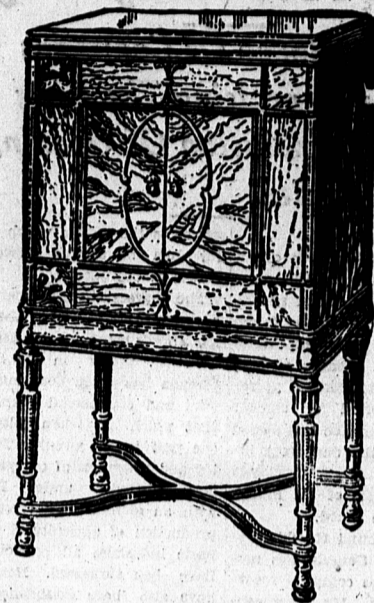
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Notable Tenor Is Product of Toronto

TORONTO, Ont., Feb. 6.—McCaul Street has produced a great artist for Toronto, Nicco Cosentino, who was once chief clerk in his father's grocery store on McCaul Street, is back among his own people. He is back after triumphs in Europe and New York that place him among the world's greatest dramatic tenors.

A representative of The Globe recently had an interview with Cosentino. The reporter found him to be a most democratic individual. Before mentioning his triumphs, he recalled that as a lad he had first sung in the Italian Catholic Church here as a choir boy. It was the Church of Mount Carmel. Later he had taken singing lessons from Maestro Furlong. In 1918 the Sistine Chapel Choir had come to Toronto from the Holy See and its director, Mgr. Casamiri, advised the young grocery clerk to go to Milan for musical study.

In 1919 young Niccolò Cosentino discarded his grocery clerk's apron and set sail for Milan, and for five years there studied under Maestro Pistorino, who had tutored the renowned Tomagni, and under Maestro Schneider, who had coached the famous tenor, Conzatti. Five years

after his study in this famous Italian city he made his debut. Although in Milan a newcomer was subject to the severest criticism due to the high expectations of its great musical critics, young Cosentino made instantaneous success.

Followed a successful grand opera tour through all the principal cities of Italy and concert tour of England and France. This culminated in the Toronto boy's appearance at Carnegie Hall New York, just about a year ago, before a packed house and as a result of which he was proclaimed by the critics of the American metropolis "as far above the tenors of the day."

The heart of this Toronto boy is warm. He will never forget the sacrifice that his parents made to send him to Milan for study. Incidentally he explained what may have been one of the greatest boons a successful son could ever have bestowed on proud parents. In the five years he was student at Milan he had occasion to send to them, among other most appropriate gifts—nothing less than records of his own glorious voice.

"It cost my parents not a little to keep me over there," he said, "it

Conflict Over Water-Powers Is Unsettled

OTTAWA, Feb. 6.—The conflict between the Dominion and the provinces for control over water power remains undecided. In a lengthy judgment handed down today, the supreme court of Canada found that in-council in an effort towards settling the issue between the contending parties for jurisdiction over water power and navigation were impracticable to answer in the form submitted.

meant sacrifice. And I shall never forget it."

Two courses of action are to present themselves to the dominion cabinet. The government may present a further reference to the court for adjudication or may decide to have each concrete case decided upon as occasion may arise.

Folding Hangers. Appear Folding hangers that may be carried in the cockpit of an airplane and set up wherever one lands, have appeared in Europe. They provide complete shelter for the machine as well as leaving adequate space for working. When taken down the fabric shelter rolls into a compact bundle which weighs only 110 pounds.

NORTH TRYON. Ten members met at home of Mrs. Wilfred Inman for the first meeting in the New Year. Goods is to be bought for sewing at next meeting which will be at home of Mrs. H. Calbeck. questions submitted by the govern-

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