

# The RING and the MAN

WITH SOME INCIDENTAL RELATION TO THE WOMAN  
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## SYNOPSIS.

A foolish young tenderfoot becomes fascinated with the bold, artful wife of a drunken prospector in a western mining town. They prepare to elope in a blinding blizzard but are confronted by the maudlin husband. He is shot by the wife, but the chivalrous boy pins a note to the body taking the crime upon himself. In their flight to the railroad station the woman's horse falls exhausted; the youth puts her on his own and follows hanging to the stirrup strap. Seeing he is an impediment, the woman thrusts her into a snow drift and rides on. Half-frozen he stumbles into the railroad station just as the train bears the woman away.

## CHAPTER I.—Continued.

He actually gave her \$200,000 to start that great institution for young working women which was the pride of her heart, and he promised her that as the work developed, as he had no doubt it would develop on the foundations she was planning, he would follow up the first gift by others even larger. He told her that he was willing to devote a million or perhaps more to the enterprise, if it proved worth while, especially as so many of his own employees would be benefited by it.

Miss Haldane did not intend to live in the social settlement herself. She might perhaps have enjoyed such a life; but her social duties at the other end of society were of so exacting a character, and her family were so opposed to her undertaking such work, that she contented herself with furthering from afar the efforts of certain of her college mates in that direction.

One thing possibly that induced Gormly to promise this great sum of money, which he could very well spare, was the knowledge imparted to him by Miss Haldane that she herself, through her father and friends, would give a like amount.

Gormly had exacted a pledge from the young woman that she would not betray him as a benefactor in her institution. He had actually made out the check for her for the amount in question and turned it over without hesitation after an interview lasting less than half an hour, in which Miss Haldane had set forth her plans, her hopes, and her ambitions with all her charm of manner. He was not certain that he could have refused her the store if she had demanded it!

When Miss Haldane left his business office, check in hand, she felt that she had indeed accomplished much. She was quite satisfied with herself.

Gormly was equally satisfied with himself. Then and there he determined to marry Miss Haldane. It takes the cool-headed, prudent man of business to make the most extraordinary plunges into wild endeavors at times. He felt as a man with the Wall street germ in his blood might feel who was suddenly, after a quarter of a century of restraint, launched on the sea of speculation. What Gormly determined was usually brought about sooner or later. In this instance, however, there was no assurance of success. Matrimony is theoretically regarded as a contract between two equals into which neither enters upon constraint. That was Gormly's view of it. He could buy and sell merchandise. He would not buy or sell a woman.

Nor had George Gormly a particular knowledge to enable him to play the game he had entered upon with such impetuous indiscretion. He could hand out a million dollars or so on occasion without feeling it; but cynical though he had become about womankind in general, Gormly instinctively realized that such means would be entirely inadequate to do more than arrest temporary attention and excite a passing interest in such a woman as Miss Haldane. Indeed, too freely resorted to, such practice would inevitably disgust her.

Meanwhile he must keep in touch with her. At intervals, therefore, he won himself a sight of her and maintained a speaking acquaintance by further remittances toward her project, which had already started with a tremendous flourish of trumpets and great interest on the part of the public.

Miss Haldane, for all her other qualities, was human and a woman. There was something rather alluring in a secret even to her. She enjoyed being the means of disbursing for good ends millions that remained anonymous to the general public. She was quite willing to call at Gormly's business office on occasion for the purpose of relieving him of further donations. Naturally she confided more and more of her plans and sometimes her difficulties to the same astute man. She found Gormly remarkably intelligent on such matters and able to give her the very best possible advice. Sometimes she even came to him of her own motion to receive something else than signed bits of paper good at the bank, and to discuss vexing questions and problems that arose from time to time. She grew to respect him and then to like him. Fortune as usual favored him.

Miss Haldane was twenty-two. Naturally she regarded a man of forty-

was quite evident that none of them had found favor in her eyes, and that she was still free. He would enter it, he decided; but how?

First of all, something must be done to bring Gormly himself into the public eye in some other capacity, some higher capacity, some more attractive capacity, than that of a mere retailer of ribbons, so to speak; the public eye for Gormly being Miss Haldane's liquid orbs. And Gormly knew that the way to private consideration is more often than not through public interest. He had to do something to justify himself, therefore, to make himself known in some enviable way; in short, he determined to make himself worthy of her. And again the question arose; but how?

He had thought vaguely of the racing game, of the most magnificent of yachts, of the finest and speediest of stables, of the fastest string of automobiles, of a thousand similar things which he had dismissed as unworthy of his high purpose and inadequate to his end; until finally, fortune favoring him, he hit upon the field of politics. Miss Haldane in some of those now rather frequent conferences, had casually enough remarked that she liked men who did things, who really accomplished something for good in this world.

Gormly instantly resolved to do something. Now if any man really wants to accomplish good in this world, there are few opportunities of greater possibilities than those presented in the political arena. There is also no field in which it is harder to accomplish the end. Gormly as a political force was entirely unknown. He was without experience. One requisite, popularly considered vital, he had, and that was an abundance of money. Another requisite he possessed albeit unwittingly, was character. And still a third was his, and that was imagination coupled with capacity—the ideal and the real; the dreamer and the practical man in one! An irresistible combination that!

Fortune was further kind to him, however, for concurrently with his decision she presented him with an opening. Gormly's business was sufficiently great to have enabled him to extend it in several directions. He

pter on the one hand and his warehouse near the river front on the other to connect both with this subway, the permission was instantly granted, but coupled with an expense demand upon him for something like a million dollars.

Gormly could give Miss Haldane a million dollars to play with; he would not spend ten cents for bribery. He saw instantly that the demand upon him was a mere attempt to hold him up. To build the switch would cost perhaps forty or fifty thousand dollars; the privilege might be worth as much more; but inasmuch as no streets were crossed, no overhead traffic hindered, he was doubtful even as to that. The road had been built by private capital—subscribed by the people—on a public franchise. The interests of the public were supposed to be paramount. A reasonable return upon their investment was all that the promoters had a right to expect.

Gormly had consulted his attorneys, had appealed to the city council, and had done everything that he could to settle the matter short of publishing the whole affair. He had failed absolutely everywhere. The members of the transportation committee of the board of aldermen were very sorry, but they did not see what could be done. A gentle hint that Gormly might prefer to indemnify the aldermen for their trouble in case they should give him permission was met with pained silence or explosive wrath. It was furthermore pointed out to him that the board had no power, the rights of the people having been vested in the corporation for a ninety-nine year period. It was too bad that the innocent aldermen had allowed themselves to be placed in such an unfortunate position; but so it was—and there you were. There was no help for the matter, and Gormly's only resource was to pay the money, unless he wanted to unload his goods into truck wagons and vans and cart them all over the city. Of course he could do this; but it would be much easier, more profitable and more desirable in every way if he had the right to run cars out on the pier alongside of the vessels of his fleet and transport the merchandise in bulk in that way.

He was in a very desperate situation. Here he was saddled with a twenty-five-year lease of one of the most expensive piers in New York; here he had a great warehouse six blocks or more away from the pier; here he had also a vast store several miles from the warehouse; here was a railroad that practically connected all three, provided one or two little spurs or switches could be built from pier to railroad, and from warehouse to railroad. It was perhaps the one mistake that he had made in his business career not to have arranged matters before all this came to a climax. The railroad people meant to make him pay. They were resolved that he should; he was equally determined that he would not.

He was not alone in his position, however; for it was found on all sides—he discovered it by making quiet inquiries—that other shippers and merchants seeking similar privileges were being held up in the same way. The road had proved enormously expensive to build; the stock had been watered unmercifully. Contracts which had been entered into for the construction of switches were found to be of little value; means were available to break them and evade them, and the whole water front of New York found itself practically helpless in the grasp of this octopus of a corporation.

There had been no clamor in the papers over this matter; but there was a tremendous undercurrent of resentment and dissatisfaction, and Gormly thought he saw an opportunity of turning it to his own account. To expose the iniquitous methods of procedure of the Gotham Freight Traction company, to bring about its ruin or its downfall by depriving it of the franchise it was abusing, to safeguard the people in their rights in any further grants, was certainly an object sufficiently high and, sufficiently vast to attract the attention, and, should he succeed, to awaken the admiration of any being. And Gormly himself without losing sight of Miss Haldane began to look at the possibilities from a high and noble point of view, in which self-interest took a secondary position.

Therefore, late in November he came boldly out in the open, and over his own name vigorously attacked the Gotham Freight Traction company. He did it in a unique way, too. Instead of the full page advertisement of Gormly's store which appeared simultaneously in all the great dailies, there was presented one morning in clear, direct, businesslike English a statement of the whole situation exactly as it was. There were no threats, no menaces, no intimations of any future plan or purpose; just a blunt statement of facts printed in large double-leaded type, and signed with the familiar facsimile of his now famous autograph.

(TO BE CONTINUED.)

## The Combustible Clive.

As long ago as the middle of the eighteenth century, a famous Georgian actress, Mrs. Kitty Clive, felt the call of the nerves commonly associated with modern women. The whole green room, according to the author of "Garrick and his Circle," feared her tantrums. Her character stood high, but her clean, wholesome nature and honest heart scarcely offset her temper. She was the one player Garrick feared, and he did everything he could to disperse her nerve storms, or, if they broke, assuage them. It is among the legends of the English stage that he said to her:

"I have heard of tartar and brimstone, but you are the cream of one and the flower of the other!"—Youth's Companion.

# GREAT YEAR FOR FLYING MACHINES



AEROPLANE MAIL SERVICE — A VISION OF THE FUTURE

THIS is going to be the biggest year yet for aviation. Not only in America and Europe, but in far-off countries like Japan air craft are being built by the hundreds and scores of exhibitions are planned for the next few months. In this country and in Europe alone a total of more than \$1,500,000 is offered in prizes for aviators. No such wonderful progress in a new means of transportation has ever been witnessed in the world before. The flying machine is coming into general use more than twice as rapidly as did the automobile. Although travel by land and water will not be rivaled by travel in the air for many years to come, yet the airship is likely to outstrip all other methods of rapid transportation within the next year or so.

America is still far behind Europe, both in the giving of prizes and the flying of machines. This, however, is not likely to continue to be the case. Not even France is showing more activity in aviation than America is beginning to. The list of prizes that are open for competition thus far this year in America totals almost \$500,000. Under the auspices of the Chicago Aero club, there will be a tournament that in the wealth of its prizes and the distinction of its contestants will exceed anything the world yet has seen. The most expert of pilots will be in charge and the most famous of inventors will there meet in contest. The prizes are fixed at a minimum of \$200,000. At the very first meeting of the club, called by Harold F. McCormick, \$80,000 was subscribed, and since then the total originally designated has been made up.

Like all the other contests of this year, it will be a cross-country meet—that is, it will be a long-distance affair and not merely an exhibition. It will be utilitarian, and nothing will be permitted in the way of competition that will not have for its intent the evolution of the science of aviation. The Chicago Aero club in this particular is following closely the lines laid down by the Aero Club of America, which has for its basic principle the making of mere sport subsidiary to utility and advancement. Hence it is that it has enlisted hundreds of thousands of capital contributed by men whose economic genius forbids a questioning of the correctness of their foresight.

These men do not fly machines. But at their desks they write out the checks that stimulate "pilots" and incite inventors to their best efforts. They pay the expenses, precisely as "the grocery men" in the days of the Argonauts "grub-staked" the prospectors for gold and other precious metals.

Among the other prizes that will be competed for this summer is that offered by the Automobile Club of America, motor reliability, \$1,000. Then there is the \$15,000 prize offered by Edwin Gould for the most perfect and practical heavier-than-air flying machine designed and equipped with two or more separate motors and propellers so connected that they may be operated individually or together. There are two big prizes for long flights. One of these is \$50,000 for a flight across the continent, and the other \$30,000 for a flight from New York to St. Louis.

In England the biggest prize that has been hung up thus far this year is for the 1,000-mile race around Great Britain, and the winner's purse is \$50,000. On the continent the French government's competition for military aeroplanes has \$240,000 in prizes. The prizes at miscellaneous meets and circuits in Germany, Italy, Russia and Belgium amount to \$150,000. There are many big individual events. All

over the world the story is the same. They are having aviation meets in Hawaii, in China, in Japan, in Australia, in India, and even down in South Africa.

Almost as important as getting the right sort of motor is the finding of the secret of automatic stability of aeroplanes. More has been learned in the last twelve months about the swirls and turmoils that beset the navigator in the fields of air than ever was known before. But the aeroplane will have to become a steady, well-balanced machine under varying conditions before it can surpass the automobile in popularity and general use. Many devices are being tried to accomplish this end. There is no doubt that the problem will be solved satisfactorily before long, and that the annual death roll of the aeronauts will be cut down considerably.

A great many enthusiastic people have been urging their governments to stop building battleships and spend their millions for air craft. They have pointed out that for the cost of one Dreadnaught an aerial fleet that would darken the sky could be constructed. In fact, the nations of the world are feverishly preparing for aerial warfare. Great as has been the rivalry between the great powers to build and equip battleships, the rivalry between them for mastery of the air is fully as keen. Even the United States has caught the fever and within a few months expects to have 150 aeroplanes under its command. The last congress appropriated \$125,000 for the purchase and building of aeroplanes for naval and military purposes. The aerial corps is already under organization and the most noted aviators in the United States are now commissioned officers in it. The aerial corps of the regular army has been seeing some service during the maneuvers still under way in the southwest and have done scout duty for the marching columns.

The air of the United States will be full of machines during the summer. As in the old days, the nation relied for its fighting sailors upon the seafaring men of the New England coast; in these later times it must rely upon the citizen aviator to aid in manning its machines in the event of a conflict.

In Europe the military use of the aeroplane is well recognized. Russia has given orders for the purchase of 300 warplanes of the latest type. Germany has anywhere from thirty to fifty dirigibles and a score of aeroplanes carefully guarded in her military department. England is nervously arming with warplanes, that she may be able to defend the air as she has long held the water. Italy is strong in the fighting potentiality of these new creatures.

A first-class steel warplane costs \$7,500 in the open market. The modern battleship costs nearly \$10,000,000, so that the cost for one battleship, a good-sized fleet of aerial craft, might be assembled. In France the manufacturers are behind with their orders. They have been swamped with orders during the past few months and have enough now to keep them busy for a year.

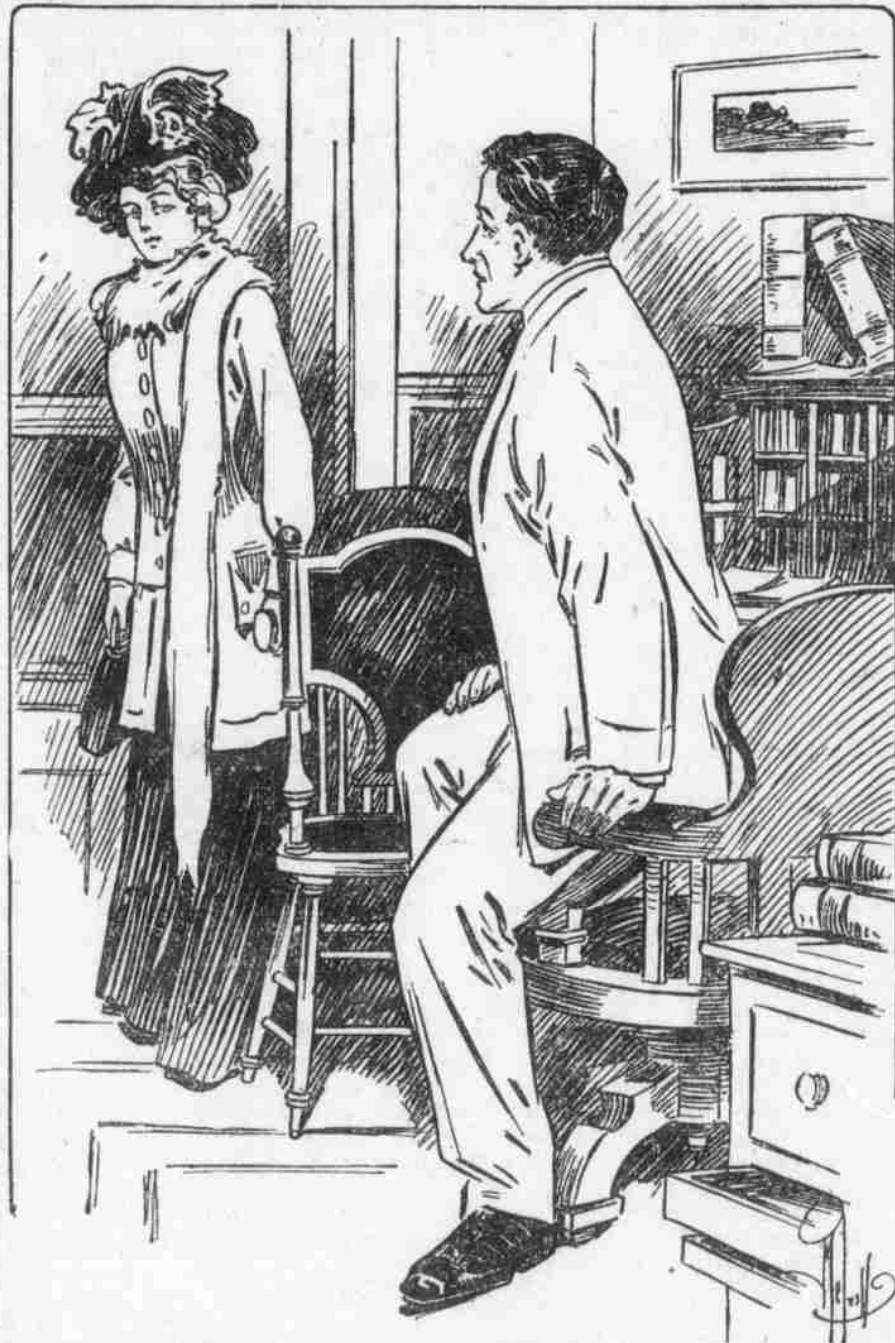
## His Promotion.

"When I was working on a salary," said the head of the firm, "I was always the first one in the establishment in the morning and the last one to leave it at night."

"Was you?" replied the office boy. "How long did you keep it up?"

"How long did I keep it up?" For twenty-two years.

"Gee! It took you a long time to coax the boss to let you marry his daughter, didn't it?"



Then and There He Determined to Marry Miss Haldane.

reader. He had neither the time nor the inclination to search the journals in which were chronicled the doings of social New York—in which the Haldane name was prominent; so he instructed his private secretary, Chaloner, upon whose discretion he could rely, to have sent to him at his private address all clippings relating to Miss Haldane. Gormly, therefore, knew the life of the object of his attention as well as it could be known from its outward and visible presentation before the public. Indeed, there was little that was concealable under such circumstances—the higher you rise the less privacy you have, obscurity being the prerogative, or the penalty, of the humble—so that he was entirely aware of Miss Haldane's goings and comings, who her friends were, what houses she visited, what diversions she affected, who paid her attention, and so on.

Meanwhile the man did not neglect his business—nothing would ever make him do that—but he divided his time between it and the young woman—which was a great concession to her influence. One reason why he had become such an assiduous student of the clippings was because he wanted to know whether Miss Haldane was, or was likely to be, engaged to be married. His apprehensions on that score were soon set at rest. It was Miss Haldane's second season. She had created an instant furor when she had been launched in society the year before. The usual contingent of impetuous foreigners had promptly laid their coronets at her feet; but it

brought Ireland, England, France, Germany, Holland, Spain, Italy, and the Orient into New York bay and unloaded them in his great institution. He had conceived, some dozen years before after paying tremendous freight charges, the propriety of establishing his own line of freight steamers. It had amused him to combine the practice of the ancient merchant prince with the customs of the modern one. He had bought the controlling interest in a freight line of half a dozen large steamers, which he found no difficulty in using as cargo carriers for other people when they were not supplying his own needs.

The purchase of the freight line had with it a lease of one of the piers in the North river. The lease had run out the year before. He had thereupon availed himself of what he conceived to be an excellent opportunity of subleasing another pier in the East river. The city had just completed an elaborate railroad, surface and subway, for the transportation of heavy freight from the water front to the great mercantile establishments inland. This system had been leased to the Gotham Freight Traction company, a vast corporation with a full set of ostensible promoters and directors, but which had back of it powers and persons unknown to the general public, carefully concealed from it in fact.

The corporation had not been formed to promote the health of its members. Therefore when Gormly applied to the authorities for permission to construct a switch from his