

SYNOPSIS.

Peter Wayne and Tack Thayer had been college mates at Yale. Tack had been found murdered in their penthouse. Ross, with whom she is in love, are suspected by Inspector Connolly, Peter had fallen in love with Martha following his return to New York. In dread of arrest, Martha is sheltered in the home of Peter's sister Carol, Mrs. Steve Wentworth. Detective Sergt. Mitchell doesn't share the opinion of his chief. Connolly. and asked Peter to work with him to solve the mystery. Some months earlier Martha had asked Peter to give a costly bracelet to a man named Benny at Emma's night club. Questioning Martha, Peter learned that Tack, while drunk, had lost money in a crap game at Emma's and that Benny had been blackmailing Martha.

#### CHAPTER XX.

Peter wanted to talk to Charlie Mitchell. He cursed his stupidity when he remembered that he hadn't asked the detective how to reach him. wouldn't do, he supposed, to call up Headquarters and ask for him. But that problem solved itself; he had hardly gone a block when heavy feet fell into step with his.

"Been doings, eh?" said Charlie. "Bouton catch the bose dealin' one off the bottom of the deck? He went in like a lion-but he come out like a lamb with its tail between its legs." still-Martha, still free, on sufferance, he didn't know what Ross had said.

"I'm not in on that," he said. "They picked him up, walkin' into his place as cool as you please, about four p'clock. Said he'd been in the country all day, I heard. That may be a lot of boloney, though. Probably is." He walked along, thoughtfully sil-

"And the madam thinks he was with this red-headed jane? Well, that's an idea, too. We'll have to see. What else did you find out from her?" Peter told him about the bracelet

ent, for half a block.

end 'Martha's explanation of that episode.

"Benny Rufano, eh! Benny. Now -how's he come to be sittin' in, wonder?" "You know him, do you?"

"Listen-does a bank teller know phony ten-dollar bill? Don't be fool-Ish. Sure I know him. I know him like you know your school books. Benny's started shaking them down, has he? I'll tell you what I didn't know-that that was one of his rackets. . That's good dope, . Pete. I hand It to you for digging that up."

Peter felt distinctly flattered. Pete was a distinct promotion, he felt, from

"I don't fit it in just yet, but it belongs, all right," said Charlie, "That's what this game is, Pete-gettin' hold of the bits that belong, one after another, and being patient till you have enough of them that fit together so that even twelve boneheads on a jury ran't help seein' what it's all about. Benny Rufano, eh? Guess I'll look Benny over."

"What can I do, Charlie?" "Huh? I don't know, Pete. Not

yet. That's the trouble. Hold up a bit. Guess I'll do some 'phonin' an' get the low down on Ross, if I can." They'd turned across from Par Avenue now and, walking down Vanderbilt Avenue, Charlie turned in at the Roosevelt and went to the slot for the outsiders who had to pay a telephones in the long corridor. Peter watched him; marked, with interest, Charlie's utterly expressionless face, and the way he spoke without letting his lips move at all.

"They turned him loose, all right, Charlie said. "Took him over to the house, and Barclay and the boss worked on him for two-three hours. No | but only nodded, indifferently, by way line on what he said—they didn't have a stenographer, even. He's bein' trailed. They're keepin' an eye on the Gould woman, too. How much you know about her, Pete?"

"Not very much," said Peter, reluctantly.

"Ross's girl friend-on the side?" "I don't know." Then, after a moment. "I think so-yes."

"So do I, Pete, so do I. And I ain't interested." troubled with a nice mind, the way you are luckily for the madam. You min't in so strong with her?"

"No. She doesn't like me." "Too bad. You couldn't get anything out of her, then. How about Ross? Any chance he'd open up

"I doubt it."

morning after? How Eno wakes refreshes you! Take a glass of Eno-and feel a different person:

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"No. I suppose you and he'd get along like a couple of strange tom-cats. You're too damn simple about your by his wife. Martha, and she and Evan feelings, Pete-that's one of your troubles. All any one's got to do to to know what you're thinkin' is to look at you. Well-I'll tell you what. You show up at Emma's along about one a.m. If you see me, act like you didn't know me-see? But watch me, and try to get it if I slip you a sign to

de anythin'." "What are you driving at?" "I don't know. Wish't I did. I just around there. Don't ask me why. I ful shock, of course." wouldn't tell you if I knew, and I don't know, anyway. All right. ter, is she not, Mr. Wayne?"

Peter, disappointed, vaguely, and feeling discouraged, because, though he didn't quite know how, Charlie had disappointed him and let him down, went home and dressed. The more he racked his brain the less could he understand the meaning of what he knew, and the farther did he seem to be from fitting the pieces together. Ross-Benny-Connolly, like a hound on the scent-Tack, lying cold and He chuckled at Peter's report. But but facing arrest and the prospect of something that would lie like a pall over her whole life, no matter what the outcome, unless the truth about

Tack's death could be proved. .She was beset by hatreds, by veiled and open enmities, it seemed to Peter. Connolly was her enemy; impersonally, perhaps, and only because she had presented herself to him as the most available means of adding to his own reputation, but, none the less, her enemy, and a formidable, a terrible one. Tack's mother hated her already and was sure now to hold her responsible for Tack's death. Rita Gould was another of her enemies. Ross? He wondered about Ross; wondered if, in some curious and subtle fashion, Ross, too, didn't hate her. Some deep ... stinct within him warned him against Ross; warned him that Ross was not to be counted among those who were

on Martha's side. Friends she had to be sure. Himself and Steve and Carol; Bouton, too-a hired retainer, but a powerful one. Charlie, too, by grace of Charlie's jealousy of Connoly, and his resentment of the way he had been passed over for promotion. But it dian t matter why Charlie was an their side; the fact was all to the good, and he was worth all the rest of Martha's friends put together just now, Peter believed. He loathed the idea of going to Emma's tonight; of going to any place where he had been wont to see Martha and Tack, any place where gayety and good cheer and laughter prevailed. But he had always been one to obey orders, and he went, doggedly, getting there, as Charlie had told him to, soon after one. The bar was almost deserted; people wouldn't begin crowding it for another hour. Zach, the big bartender, was sitting down, not more than half awake, the music from the other room could be heard, faintly, through the half open doors; Emma, just then, was singing her blue songs

lowed to use the bar. Benny, fat and gross and oily, had been lounging opposite the elevator when Peter came up; he glanced at Peter, momentarily, through his half closed eyes, which were like a pig's,

Peter took a stool at the bar and ordered a whiskey sour; he didn't want a drink, but he had to have some excuse for being there.

"Tha's good stuff in that drink, Mr. Wayne," Zach said. "We been gettin' pretty good rye lately. Right from Canada, with the government seal. I can get you a case, if you're

"I don't believe I am, Zach," said Peter. "I wouldn't get rid of a case of rye in a year, the way I use it at

"You got the right idea, Mr. Wayne. Me-I'm off the stuff. That poor kid that got his last night-why, say, he'd be up and around now if he'd known when to quit."

"What makes you say that, Zach?" "Stands to reason, Mr. Wayne. You ever see him get sore when he was lit? Wasn't anythin' he wouldn't say -and mighty little he wasn't apt to do. Many's the time I've been ready with my bung starter under the bar here when he was all set to start somethin. And now the bulls are tryin' to make out that his wife did it.

"Why do you think that?"
"Say I can tell, Mr. Wayne. Wasn't last night? They's been a dick around here tonight-Charlie Mitchell. guess you must have seen him. can hang it on Mrs. Thayer.. She

never done it."
"Of course she didn't!" said Peter. Some people came in just then. Dr. Peter. As usual, Zahn sat by himself. recasting to the same .London firm Emma sat at his table, when she was which had cast it in 1588. free, and they talked, in low tones. There was still no sign of Charlie,

around, he caught Zahn looking at him. At last Zahn got up and came

"May I have a word with you, Mr. Wayne?" he said, in his soft voice. "Will you come over and join me in a drink? They have some old brandy here that most of you don't know about, I think."

Peter, distinctly surprised, accepted, knew that it was not speakeasy stuff.

"I have been shocked by this murder-young Thayer's killing night," said Zahn. "I understand that you were there scon afterward. day. She has, as I suppose you know, been a patient of mine for a year or so. Can you tell me how she is?"

"I think she's as well as you could got a hunch somethin' might break expect," said Peter. "It was a fright-"Naturally. She is with your sis-

Peter stared, and Zahn laughed, in his curiously mirthless fashion.

### Summer Passes

(To be continued.)

On the golden loom of day Tiger lily weaves her spray Weaves her spray with softly blended Fires of summer nearly ended

Now the aster's purple hood Decks the hillside and the wood; Flowering sedges fringe the cool Emerald shadows of the pool.

Golden rod is here again With her torches down the lane, And the sumac's velvet-tipped. And the haws are crimson-lipped

There's a whisper in the grasses, "Summer comes - and summer

Meadows still are sweet with clover But the Robin's song is over.

### Practical Fashions For Slim Pocket-Books

many dressmakers

wools enlivened with-brighter colors compensate for the higher speed, espe- reckon with resistance. and evening frocks with detachable cially where slow and fast trains run sleaves are offered as "fastidious on the same track, the danger of collifashions" without great cost.

slender skirt and a three quarter made necessary the invention of a tors-an increase in power which length coat, or hip jacket, with a brake of extraordinary flexibility and means higher fuel consumption, more blouse of another hue lead the prac- responsiveness. tical parade. Most of them are untrimmed by fur though a few have the pistol it takes time for him to touches of some inexpensive flat respond. So with the man in control

a skirt and jacket of greyish brown brakes. With a train running at 110 collared with mole and a violet wool to do. Hence the brakes must respond of speed so dear to the artists, mean

the throat. They are designed with is running without brakes applied. cover charge-something not exacted, for some odd reason, from those alline in contrast to the widened shoulders shown by many designers.

### Fashion Writer Talks

Of Style Trend about what Madame la Princess There,"-but what about simple you and me says a Parish fashion writer; what are we going to do about our wardrobe-after all, we have to count for something in this fracas

called Life. And we do count for something, be cause we in the "hanny medium" class show the world tendencies in all directions. Take this particular season, for instance we are wearing printed silks and being very lovely in them-those chalk prints of Schiaparelli: those soft, filmsy things from Patou; those billowy, ladylike discriminating afternoon gowns from Molyneux; and those highly desirable individually woven fabrics from Chanel that make us have all the glamor that the glossy paged maga-

zines give to their mannequins. backdrop of fashions year in and drop dead. A combination of pneucessories in these shades against our line should break. In fact the train ing and extend the livelihood of our the open if the pressure is not high they drillin' me for two hours here "fundamentals" to no end, for the elough same basic costume with the addi-"front" and belt, pocketbook, shoes, they're away off if they think they gloves and hat, make all the differ- or to judgment. Rapid, uniform apence in the world.

> After hanging in a Thundersley, Essex, church for 340 years, a bell was

Scientists have already cooled liquid times; once or twice, when he looked helt of frost.

## Latest Findings In Science World

What Brakes Must Accomplish on New Fast Light Trains-Other Notes

New York.-When the Union Paand rose. The brandy appeared, and cific recently announced that it had Peter, though he was no connoisseur, placed an order for a three-car, streamlined train to travel 110 miles an hour, and thus recapture traffic lost to highway buses, nine people out of ten leaped to the conclusion that the new speed was entirely a matter have tried to reach Mrs. Thayer to- of light weight and horsepower. The railroad officials knew better. Track signals, trains-all constitute part of a colossal transportation machine. Above all, there was the question of brakes. It is one thing to run a train at 110 miles an hour and another to stop it rapidly and safely.

Tucked away inconspicuously in th news columns was an item that tole of the award of a contract to the New York Air Brake Company for the brakes of the high-speed Union Pacific train. If they were ordinary brakes this comment upon them would not be written. But they happen to be a departure from established practice-so important a departure that they made a notable advance in air brake engineering. Indeed, without the brakes there might be no 110-milean-hour train.

The Union Pacific streamlined three-car train is so light that it weighs no more than a single Pullman. Hence the new brakes had to be light, too. In fact, they weigh only about a third as much as those now required for a standard sleeper-a result achieved not only by careful selection of materials but by research

IMPORTANCE OF BRAKES.

Why does the braking problem be-

When a runner hears the crack of of a highspeed train. If a signal is One model, fashioned by the Eng- suddenly set against him, or he sees a designer. Peggy Morris and cow on the track, it takes time for the models through it under known named "Lobster American," combines him to make up his mind to apply the conditions, and thus made very acwool with lobster red wool blouse. n.iles an hour he may run a consider- that upset many traditions. Sharp Another called "September Morn" able distance before even his trained, has a mauve wool skirt and jacket quick mind can tell his muscles what with the utmost rapidity and yet high resistance. The same designer displays fall and without jarring the passengers. The winter coats of black, dark green and full effect is obtained rapidly, safely mahogany, brown angora wools and comfortably, so that only a smal fashioned with big collars of the percentage of the total stopping dissame fabric which fit closely about tance represents the distance the train

a drooping "bottle neck" shoulder In a 110-mile-an-hour streamlined train only one man is in control. We have a situation somewhat like that found in the subways of New York, with the exception that underground trains rarely travel at more than 40 miles an hour. In the subway a so-It's all very well to talk at length called "dead man's hardle" automatically stops a train if the engineer "This or That" is wearing and what should collapse at his post. So with Her Highness "These or Those" has the high-peed streamlined train. selected for the season "Here or There is an automatic emergency application of the brakes. 3 :

WHAT BRAKES MUST DO.

This sounds simple enough. But wheels and brakes will lock if the pressure is steadily applied. So the dead man's emergency application of the subway train can hardly be taken over bodily. No live engineer forces the shoes against the wheels at the highest pressure and keeps them there unless he is trying to prevent a sericus accident or save a wayfarer on the track. He applies a major braking pressure and thereafter relieves it in steps throughout the stop. Thus by gracual and successive applications of air pressure he brings the train to a stop without throwing the passengers out of their seats.

All this the new brake accomplishes As to colors we, who make the automatically if the engineer should year out are wearing navy blue with matic and electro-magnetic devices touches of red and white, green and solves the problem. The brakes work beige, pink and yellow. Colored ac- quickly and effectively, too, if a pipe background of navy blue are intrigu- cannot start from a station or run in

Even with an engineer who is very tion of collars and cuffs, applied noch alive the operation of the brakes is not left to the "feel" of the hand plication of the pressure at high speeds is wanted without jolting the passengers. Sliding of the wheels must be avoided when they are locked Meyer Zhan appeared, and nodded to taken down in 1928 and dispatched for to the brakes at lower speeds. A "decelerometer" sees to these things on the new train. The engineer has nothing to do but turn on the air. Instead of applying the heaviest pressure as and Peter grew impatient. He felt to within half a degree of Absolute the train slows down the deceleromet-Zahn's eyes upon him two or three Zero, which is 491.4 degrees Fahren er applies it at high speed. This is something new in railway practice, and



# Twenty Ships From Churchill

northern port to the Liverpool and European markets. They are also relarger quantity of package freight than was available last year.

sums of money have been expended in Manitoba's seaport. And then, by the providing facilities for grain trade, and time Churchill was ready, the world- wisdom under the phrase, as there is which have been much longer in the wide depression had settled upon us, under most of Shakespeare's obsergrain shipping business, which handle imposing a further handicap. no more than the 5,000,000 bushels which will go out via Churchill this place in the sun in spite of all these thousands to recognize varieties of year. If the 5,000,000 bushels, representing an increase of 100 per cent. over last year, becomes 10,000,000 bushels next year, Churchill will rank as one of the leading grain ports of

can be little doubt that both railways unnecessary to rearrange signals or pioneering work. There is reason to and highway transportation compan- provide for other highly expensive believe that fully 10 per cent. of the -Kate Colquboun in the Montreal ies will profit by the new way which and important departures from has been discovered to stop fast the established principles of running a railroad.

FASTER OCEAN LINERS.

If the records made by the Rex, come more difficult as the speed is Conte di Savoia, Bremen and Europa Paris .- Practical fashions for poor- increased -- in this instance by 80 per are to be exceeded by more than an er pocket books have made their de- cent? The distance in which the en- hour or two, it will not be by packing but at winter style shows in the midst gineer must stop cannut be changed more boilers and more powerful turof the luxurious mode launched by without changing the spacing of sig- bines into a hull which, after all, is nals at a prohibitive expense and in- intended to earn money by carrying Coats without a touch of fur, en- curring intoleralbe delays. But if the passengers. Speed is more than a sembles of green, blue and trewn rate of retardation is not modified to matter of energy. The designer must

Higher speed by only 10 per cent. must be attended by an increase of sions at high speed is increased. To power of 30, 40, even 50 per cent., Trim wool ensembles combining a maintain the old stopping distance depending on hull lines and other fac expensive machinery and personnel, not to mention loss of deadweight capacity. In order to find out how resistance can be reduced-water resistance-Admiral David W. Taylor built a tank in Washington, towed litcurate measurements, with results prows, foaming wakes and swirling eddies, all the picturesque evidences

AIR RESISTANCE TO VESSELS Latterly designers have begun to pay some attention to the air resis-

tance of the structure above watera subject which also engaged the at-1 London recently.

Sailings from the port of Churchill, Conditions have militated against and hose and shabby cloak! altogether probable that long before ported to be bringing in a considerably peting in the grain trade with Montreal even terms. In the intervening years It is a slow but reasonably satisfac- exerything possible was done to protory rate of growth. There are a num- | vide facilities at the other ports, giving ber of Canadian ports on which large | them that much more advantage over

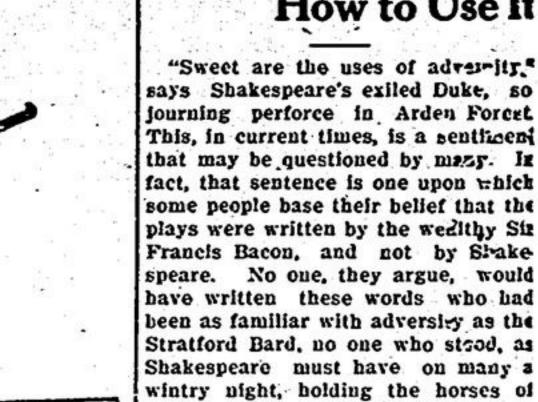
difficulties. The high hopes of the pleasure and happiness truly satisfying western pioneers who demanded this northerly outlet to the world's markets are in a fair way to be realized as the years pass .- Winnipeg Tribune.

that yielded new principles. There perhaps the chief reason why it was tention of Admiral Taylor in his resistance, encountered by a four-day passenger liner comes from the air If so the Bremen and the Europa are more or less wasting about 13,000 horsepower when they are steaming at thirty knots. Here we have the inspiration for

the work that Professor Proll is doing at the Polytechnicum of Hanover, accustomed to eight hours' work a day, and tests them in a wind-tunnel after thought of many hours of leisure. signers of record-breaking airplanes. ship. Whatever the wind-tunnel may must stand up when masses of water | What then can the jobless one do with athwart the bow. So the best that can be done is to round off bridges, funnels and similar projections and thus enable them to part the air more efficiently. It is not likely that the record-breaking liner of the future vill look very different from her present-day prototype.

A lost ball saved two lives when a Plymouth girl, searching in a trench by the roadside, discovered two men overcome by fumes from a fractured gas main and ran for aid.

A James I. wine glass, five and onehalf inches high, was sold for £166 in



English winds blew off the icy Avon and whipped through his thin doublet will be doubled this year. Twenty Churchill from the beginning. If the Rather were they written by some ships are to carry grain from the Great War had not intervened, it is one who made occasional sallies from the comfort of lordly circumstances inthis Churchill would have been com- to the simplicity of Arden, whetting a jaded appetite with the sharpness of Vancouver and New York on fairly camp fare, savouring that touch of nature that even the most city-ridden of us long for at times, playing at poverty -with a well-lined stomach.

some more fortune-favored lord before

the Globe Theatre, while the bitter

Our New Leisure:

"Sweet are the uses of advertity."

ays Shakespeare's exiled Duke, so

How to Use It

However, there is a sound core of vations, a message peculiarly appropri-Churchill has been establishing its! ate to-day. Adversity is now forcing but hitherto neglecta, buried under the laziness of too easy living.

Leanness, up to a point to be sure, gives a certain lightness of body that only those who are too fat and soft can appreciate, a delightful and youthful sensation. There is, too, a savor to even the simplest food when one is hungry that cannot be equalled by the most skillful chef. Above all, there is, in spite of worry and the gnawing pain of failure and fear for the future, a chance to get acquainted with that least appreciation of pleasures in Amecica-leisure.

To many persons who have been Germany. He builds models of ships there is something terrifying in the the fashion long followed by the de- "What shal! I do?" is a cry common not only to unimaginative children on Before he started he knew that per- a rainy day, but to grown-ups as well. fect streamlining is impossible on a The first thought of the average person confronted with much unfilled time, is teach, strength must be the primary how to amuse himself. Often to-day consideration in a structure which is finances will not permit, except, rarely, buffeted by wind and wave and which even a cheap moving picture show. weighing hundreds of tons are hurled himself or herself in the long hours between job hunting?

The public libraries are more crowded than ever before. The magic lands that lie between the covers of books are opening to thousands of tourists who never before "had time to read." The mentally lazy are being forced to use that most unexercised of all mus cles-the brain.

As a people we have lived more objectively, that is externally, than any other nation. We need external stimuli before our imaginations will work. Our books, stories and plays must have plenty of action for success. We admire those who have rather than those who are! There are several measur-

ing-sticks! However, today we are becoming nore and more aware of that vast unconquered world that lies within ourselves. Our own thoughts, speculations conclusions, our own brains and imaginations-what a universe of possibilities lies therein, if we wil but turn our attention inward!-San Francisco Ar-

## Packing of Eggs For the Trade

Study Reveals if Packed Broad End Up, Less "Watery White"

Considerable time has been devoted to an effort to solve the problem of "watery whites' in eggs-a problem which has given rise to much difficulty in the trade and considerable loss to producers, says the report of the Empire Marketing Board. Over a period of two years a number of factors, including the liability of various breeds to produce "watery whites", the system of management for example, free ranges versus semi-intensive, low versus high feeding, etc., have been examined. None of these factors appear to be responsible to any appreciable extent for the condition known as "watery white."

In the course of the investigation, eggs twenty-four hours old and packed broad end (air cell) down, had to be sent eighteen miles by read, and they showed on testing a remarkably high proportion of "wattery whites." On following up this clue, consignments of eggs one half packed broad end down, the other half broad end up, were despatched on journeys by motor and train. The results confirmed previous indications and a report is to be issued. A further interesting fact has emerged from the investigations, namely, that if the vibration and foiling received in transit has not been ex cessive the "watery white" condition will disappear in a few hours if, after receipt at the packing nones. the eggs are stored broad end up.

