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The Mystery of The Singing Walls

(Continued) The Attempt on the Safe

"But who is Henry?" John asked. "Anne, do you or Dr. Darnell know of any one named Henry with whom Mr. Warburton was associated?"

"Henry is a common name," the physician pointed out. "Mr. Warburton was doubtless acquainted with numerous Henry's."

"But no one intimately," Anne declared, "except perhaps Henry Davidson who was his associate in the Commercial National years ago."

"That's the hell of it!" the assistant grumbled. "Headquarters telephoned about a quarter of an hour ago and said my back turned. English give me the back and I have hunted for him everywhere, but this dump is so big it's like feeling for an eel in the dark."

"The assistant swallowed hard. His great face had gone crimson at his chief's rebuke and he had in his eyes the pleading, hurt look of a Newfoundland dog that has been punished."

"I'm awful sorry, Mr. Graham," he apologized. "But English is a slippery devil. As for Hanson, I just as I was coming up here, I met him going down between the first and second floors."

"Graham turned his head as he walked, and looked sideways at Jim's disconsolate face. Then he walked over and gave him a reassuring thump on the back."

"Don't take it too hard, boy," he recommended. "Pick up Higgins at his time, don't let him get out on your hands."

"It seems that once he had a row with a collector over his income taxes and he swore he would never make out another tax return. So he turned everything he owned in to government bonds, which are exempt from all taxes."

"By the way," he added, as if struck by a sudden thought, "was Mr. Warburton engaged in any unusual business with any unusual people and was he a very wealthy man?"

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"I think his first idea must have been to carry me over to the divan and strangle me. For he started to drag me across the carpet at the same time keeping up a choking pressure on my windpipe that cut my throat like a knife."

"I brought up against those shelves and I thought my ribs were being crushed. Then the door was slammed in my face, the bolt shot back and I heard the man outside rattle up. Then came the crash at the door. You know the rest."

"Over by the casement windows, the white curtains were flapping in the heavy fog, and the lights of the residence next door seemed blurred and indistinct like stars seen faintly through a cloud."

"First, Mr. Warburton; then you, Graham mused, as if to himself. "But why you, Miss Mason? What was the two men of the plan? What was this mystery? These are the keys to this mystery."

"By the way," he added, as if struck by a sudden thought, "was Mr. Warburton engaged in any unusual business with any unusual people and was he a very wealthy man?"

"Uncle wasn't engaged in any business at all," the girl answered without hesitation. "He had retired from the bank twenty years ago and had all his money in government bonds. This was a hobby of his, and he told everybody about it."

"Why did he do this?" John inquired. "It seems that once he had a row with a collector over his income taxes and he swore he would never make out another tax return."

"The detective had given a muttered exclamation and bolted out into the corridor. Momentarily, John and Anne stood looking at one another, perplexed. Then the engineer took the girl by the hand and pulled her to her feet."

"Hurrying down the hall, the man and girl turned to the right into the great study. Just within the threshold Graham was standing, his gaze glued on the side wall to the right of the entrance. There before the painting of the Old Dutch burgher, a panel of light like a silvered mirror, stood out the smooth blue steel of the great wall safe."

Graham had walked over to the safe and, his body bent forward, was examining intently the gleaming, silvered dial. Suddenly he turned and, striding across before the fireplace, stood on the threshold of the window-doors.

"He's escaped," he grumbled, making his way over to the safe. "Evidently he slipped along in here just after Dr. Darnell saw him in Mr. Warburton's bedroom. And as I came in from the hall, I must now, be beat it out on the arcade and downstairs. Let's see if he has succeeded."

Fumbling in his pocket, the detective drew out a pair of gloves and, slipping one on his right hand, carefully gripped the tip of the long handle of the safe. The yielded to his steady pressure. Removing a small lens from his waistcoat, he pressed it over the grooves where the massive door fitted snugly into the wry steel of the wall.

"Thank God, we're in time," he muttered. "You can see by the dust in the cracks that the door hasn't been disturbed for some hours. Even when you know the combination, it's a complicated job opening one of these contraptions for the first time and you hadn't succeeded when he heard us coming and beat it."

"Are you sure?" John questioned earnestly. "Sure. But it's been a tight shave for your inheritance, Mason. For if that wall had been destroyed and Mr. Warburton had died intestate, all his property would have gone automatically to money. Miss Mason's hand would close a call as your life and from now on you can bank on it that we will watch both like grim death. Here are Hughes and Brady now."

John had slipped his hand through the girl's arm and slowly he accompanied her to the door, as he paused on the threshold, she clung to him for a moment, a troubled appeal in the golden depth of her eyes. Then, drawing herself up resolutely, she started into the hall.

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white fingers fumbled with her neck where the red warts on the ivory of her throat were fading to the crimson-blue of a crushed plum. "Be careful, John," she warned earnestly, a little break in her voice. "You are all I have now. You must be careful. And, with a brave attempt at a smile, she preceded the detectives down the corridor."

(To be Continued)

Canadian National Railways

Change of Time—Effective May 3, 1926

Trains to and from Charlottetown: Commencing Monday, May 3rd, the double train service, daily except Sunday between the Mainland and Prince Edward Island points will be resumed. Following are the particulars of this service:

WESTBOUND: Train No. 39 will leave Charlottetown at 6.45 A. M. arriving Borden at 8.50 A. M. and Sackville at 11.45 A. M.; leave Sackville 12.15 P. M., arriving Moncton 1.45 P. M. where connection will be made with Train No. 3 Ocean Limited leaving Moncton at 2.35 P. M. for Montreal and with No. 13 train leaving Moncton at 2.40 for Saint John, Boston and New England Points.

Train No. 41 will leave Charlottetown at 2.00 P. M. arriving Borden at 4.45 P. M. and Sackville at 8.30 P. M. where connection will be made with Train No. 1 "Maritime Express," leaving Sackville at 8.50 P. M. for Montreal and points North.

EASTBOUND: Train No. 42 will leave Sackville at 1.10 P. M. connecting with Train No. 2 "Maritime Express," and arriving Tormentine 2.35 P. M. and Charlottetown 6.30 P. M. Train No. 40 will leave Moncton at 4.40 P. M. arrive at 6.00 P. M. leave Sackville 6.05 P. M. arriving Tormentine 7.30 P. M. and Charlottetown 11.00 P. M.

Service Between Charlottetown, Summerside and Tignish will be as follows: Train No. 205 will leave Charlottetown at 8.00 P. M. daily except Sunday, arriving Summerside 10.25 P. M. and Tignish 1.25 A. M. This is a new service.

Train No. 206 will leave Tignish at 7.55 A. M. Summerside at 3.00 P. M. and arrive Charlottetown at 5.10 P. M. This is also a new service.

Train No. 3 remains as at present, namely: leave Charlottetown at 8.00 P. M. daily except Sunday and arrive Summerside 6.15 P. M., Tignish 9.45 P. M.

Train No. 4 leaving Tignish at 3.40 A. M. daily except Sunday will run through to Charlottetown, arriving there at 10.30 A. M.

Between Charlottetown and Souris, Train No. 5 will leave Charlottetown daily except Sunday at 6 p. m. instead of 5.30 p. m., arrive at Mount Stewart at 7.05 p. m. and Souris at 9 p. m. Train No. 6 leaves Souris daily except Sunday at 9.20 a. m. instead of 7.50 a. m., arrive at Charlottetown at 12.30 p. m. instead of 11.30 p. m. and Charlottetown at 12.30 p. m. instead of 11.30 p. m.

Between Mount Stewart and Georgetown, Train No. 7 leaves Mount Stewart, Monday, Wednesday and Friday at 7.10 p. m. instead of 6.45 p. m. No. 8 leaves Georgetown at 9.10 p. m. No. 9 leaves Georgetown at 9.15 a. m. arriving at Mount Stewart 11.15 a. m. No. 221 leaves Mount Stewart 7.10 p. m. Tuesday, Thursday and Saturday, arriving Georgetown 9.30 p. m. No. 222 leaves Georgetown Tuesday, Thursday and Saturday at 3.45 a. m. and arrives at Mount Stewart 11.10 a. m. No. 217 leaves Mount Stewart Monday, Wednesday and Friday at 11.30 a. m. arriving at Georgetown at 2.15 p. m. returning No. 218 will leave Georgetown same days at 3.00 p. m. and arrive at Mount Stewart 5.45 p. m.

Between Elmira and Souris, Train No. 9 will leave Elmira on Mondays, Tuesdays, Fridays and Saturdays at 8.30 A. M. instead of 7.45 A. M. instead of 7.45 A. M. and arrive at Souris at 9.15 A. M. instead of 8.25 P. M. arriving Elmira at 10.00 P. M. instead of 7.45 P. M. The Murray Harbor Service will be as follows: On Mondays, Wednesdays, Thursdays, Train No. 209 will leave Charlottetown at 3.30 P. M. arriving Murray Harbor at 7.00 P. M. Returning Train No. 210 will leave Murray Harbor at 7.45 A. M. and arrive at Charlottetown at 11.15 A. M.

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DEPARTMENT OF AGRICULTURE CHARLOTTETOWN, P. E. I.

MAMMOTH AUCTION SALE

Of lands and personal property of the late Malcom C. McGowan at Kilmuir, at Twelve o'clock noon on Wednesday the Twelfth day of May 1926, at the store premises.

The Executors of the Estate of Malcom C. McGowan, late of Kilmuir, in King's County, have directed me to sell the following lands:—A plot of about six acres with house and out-buildings, situated on the West side of the Wood Island Road and occupied by the late Malcom C. McGowan as his dwelling; a farm of 50 acres on the south side of the Whim Road purchased by the late Malcom C. McGowan from Archibald Nicholson and known as the Matheson farm; a farm of 175 acres on the south side of the Whim Road and adjoining the store premises of the late Malcom C. McGowan; a farm of 100 acres on the south side of Malcom C. McGowan from Lanchlan Beaton and situated on the north side of the Whim Road; a farm of 30 acres on Township Number Sixty-one, bounded on the west by the County Line Road and purchased by the late Malcom C. McGowan from Norman J. McPherson, a farm of 125 acres on the south side of the Whim Road purchased from the Estate of the late Daniel J. Nicholson; a farm of 75 acres on the south side of St. Mary's Road on Lot 61, and bought from John A. Stuart; and a farm of 75 acres on Lot 60 in Queen's County, on the southwest side of the Murray Harbour Road.

ALSO at the same time and place will be sold the following: 1 hay mower (McCormick); 3 hay mowers (Massey Harris); 1 drill (Deering); 1 hay rake (Deering); 4 carts and wheels, 1 binder (McCormick); 1 set spring tooth harrows, 1 manure spreader (Massey Harris); 1 team roller, 2 gang truck wagons, 1 team (truck wagons), 6 wood sleighs, 1 box sleigh, 1 driving sleigh, 1 box sleigh, 1 potato sprayer, 2 driving wagons, 1 jigger, 2 sets fanners, 1 threshing outfit, 1 3/4 H. P. engine (Ideal); 1 Kirstil stumping machine 110 lbs., 1 iron potato scuffer, 1 potato sprayer, 2 driving wagons, 1 plow, 1 1/2 ton motor truck (Chevrolet) 1 1/2 ton motor truck (Maxwell), 6 horses, 21 head of cattle pure bred Holstein, Ayrshire, Shorthorn and Grades and young and many other articles too numerous to mention.

The land will be sold free from encumbrances. Conditions will be given on application.

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A MINOR AFFAIR She: Isn't it terrible the way our children are marrying these days? Or: Now it's a minor affair.



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TENDERS YORK POINT FERRY Sealed tenders will be received at this office until noon on Friday, May 7th from any person or persons willing to contract to run the above mentioned ferry for a period of one or three years from the first of April 1926, according to specifications, terms and conditions to be seen at this office.

The names of two good and responsible persons willing to be bound for the faithful performance of the contract must accompany each tender. The Department does not bind itself to accept the lowest or any tender. Tenders will be addressed to the undersigned and marked "York Point Ferry Tender." L. B. MacMILLAN Sec'y of Public Works, Department of Public Works, Charlottetown, P. E. I. April 27, 1926

TOLEDO SCALES No Springs, Coffee Mills, Meat Choppers, Bacon Slicers. Monthly terms. N. E. MYRER, Agent, Charlottetown