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**W. R. JENKINS**

208 - 212 Great George Street

**The Unlatched  
Door**

By Frank Price

CHAPTER FOURTEEN

Continued

"I'll risk it," he said grimly. "I didn't want anybody to know, but we went to Tony Revelstone's rooms."

"In Kennington?"

"Ye-es."

"Little fool!" he thought. "She had forgotten that I had his address." Aloud he said: "How did you go? Did you walk?" If she had given a famous reply to a similar question he would not have been surprised. What she said was: "We took a taxi."

"Taxi to Kennington West Road?" Kenway entered it slowly in his book while she watched him uneasily. "You went to No 729. Who let you in?"

"Nobody. Tony had his latch-key. The people of the house were in bed."

"Nobody saw you go in, then?"

"No."

"Or come out?"

"No."

"How long were you there?"

"I don't know. I wasn't noticing the time." Her face was raised to give him a meaning smile in which her eyes had no part. Seeing how ineffective it was she bent her head again and something which might have been either a shiver or a shrug of annoyance passed over her. The frown was on her forehead again as she seemed to calculate. "I suppose it would be about an hour," she said.

"That allows ample time for your being back here at 1.30," he said, contriving to convey that he agreed with the result of her calculation. "How did you come? Another taxi?"

"No." Her voice sounded very small. There was another interval of silence, then: "We couldn't find one so we took a tram."

"Tram." Kenway made another entry in his book. "That would be somewhere between twelve and half-past." He glanced across to a corner of the room where a telephone stood on a small table. "May I use your telephone? I'd like Mr. Revelstone to confirm this—just as a matter of form, of course—and there's no time like the present."

"You can't do that," she said. "There is no telephone where he lives." The note of satisfaction in her voice convinced him that she was speaking the truth, but did not disturb him at all. "I'm sorry," she added, "because he will confirm it when you ask him, and it's a pity for you to lose valuable time."

"There's no hurry," he said. "It takes some time to find a taxi."

"Oh, you could phone for that. There's a cab rank round the corner."

"I meant the taxi that you and Mr. Revelstone drove to his rooms last night," he said.

"Oh!" She sat up very straight, staring at him. "The line of her lips had gone thin and hard. "More confirmation?" she said.

"In cases like this we like to have it for all statements received. It's just a matter of routine."

"I see."

She did not move. Kenway sat, returning her gaze while he debated whether he should press her further. He didn't believe what she had told him; but would it be wise to tell her so? On the whole, he decided against showing his hand too openly. The silence had been considerable when he said: "Is there anything you can tell me that is likely to be helpful in finding the murderer of Roger Borden, Miss Carlake?"

"No," she said; "not a thing. I can't very well refuse to answer your questions, but it's your job not mine, to find the murderer. Haven't you better go and do it?"

"I'm on my way!" he said, cheerfully, getting up.

He began to make his way out of the flat. She went along the hall with him and saw him out. As he passed on to the landing, she said: "I hope you won't have any trouble in finding that taxi."

"Don't worry," he returned; "I think I know where it is!" And, as

Legend tells us of the gods flying about the heavens and an old Persian King is supposed to have flown through space in a strange chariot supported and carried along by means of birds. But the first actual flying by man was a French smith named Besnier, in 1675. His crude plane consisted of two wooden bars that rested on his shoulders. At the end of each bar was arranged muslin wings which he worked with his hands and feet. No doubt this curious flying machine attracted much attention at the time, yet Besnier's attempt to imitate the birds ended in failure.

Then came the balloon built by the Montgolfiers Bros. of France. In one of its test flights, not far from Paris, three passengers—the

she shut the door on him, he added to himself: "It piled for hire in the Land of Lies!"

To be continued

first aerial passengers in the world—sat in a little wicker basket suspended from the bag. And very queer passengers they were, too—a sheep, a duck and a rooster! The animals ascended to a height of 1500 feet while below them, on the ground, a great crowd gathered to learn what their fate would be. Then the balloon came to earth. The sheep and the duck came through fine, but Mr. Rooster got his leg broken in the venture.

This experiment led to balloons carrying human freight. The next step in conquering the air came years later when several fliers in different parts of the world achieved some small success in the art of air travel.

By 1904 flights of five minutes and four seconds were recorded. By 1908 planes could remain aloft for more than an hour. The English Channel was safely crossed in 1909, and in 1914 the aircraft took on a new meaning and a new use as the First World War got under way.

Today aviation has progressed to a point where planes fly around the world with as much safety as ships cross the great oceans or trains span a continent.

Such in brief is the story of man's conquest of the air up to date. What progress in this comparatively new field the future will unfold is anybody's guess.

**HONORED AT SHOWER**

—On July 24th in the Miscouche Parish Hall, a reception and shower of unusual interest were tendered Mr. and Mrs. John Peter DesRoches, who were recently married.

Approximately a hundred and seventy guests were present and the hall had been most tastefully decorated for the occasion in blue, pink and white, by Miss Tina Gaudet.

The honored couple were ushered in by Mr. and Mrs. Robert Dickey amidst showers of confetti, while John DesRoches, a nephew of the groom, played the "Bridal Chorus." The many beautiful gifts were then wheeled in front of the

happy couple in a beautifully decorated carriage, by Master Jackie Dickey and little Marie Claire Richard.

The gifts were then unwrapped by Mrs. F. A. DesRoches, assisted by the Misses Mina and Eunice DesRoches. Verses and names were read and the gifts presented by Mrs. Jerry Richard. The gifts were arranged on tables by Mrs. Robert Dickey and all joined in singing "For They Are Jolly Good Fellows", after which the groom, on behalf of the bride and himself, thanked one and all for their thoughtfulness.

A delicious lunch was served by Mrs. Arthur Gaudet and Mrs. George Walsh, and the remainder of the evening was pleasantly spent in dancing to the delightful music of the "Mellow Aires."

The reception came to a happy conclusion with the playing of "God Save the Queen."

Australian Antarctic territory came under authority of the Commonwealth of Australia in 1933.

Her many friends will be pleased to learn that Mrs. J. Pitre who was a patient in the Western Hospital has returned to her home fully recovered from her recent illness.

Miss Audrey Arsenault has returned home from Charlottetown where she was visiting with her aunt Dorothea.

Mr. Henry Pitre motored to Lennox Island on July 27th to attend the St. Anne's celebration.

Miss Ann Marie Pitre, daughter of Mr. and Mrs. Ben J. Pitre, is a patient in the Western Hospital.

Denis Pitre has returned home after a very pleasant visit in Charlottetown.

**Tignish Shore**



a promise in 1951...



Approximately 19,000 tons of structural steel are being used to construct this vast new Open Hearth Furnace mill.



This new Blast Furnace at Hamilton Works will produce an extra 1400 tons of pig iron daily. One of the largest anywhere in the world.

a project fulfilled **TODAY**

It takes more coke... to make more steel for Canada. That's why, as part of Stelco's better than \$50,000,000 expansion program, construction of 83 new Coke Ovens was begun last year. That's why, with this huge additional battery of ovens now in operation, a definite forward stride has been made in assuring a greater potential supply of Canadian steel for Canadian industry—this year and through the years ahead.

The new Coke Ovens add more than 1,000 tons per day to the fuel supply for Stelco's busy Blast Furnaces. And that's only part of the progress achieved! For Stelco Coke Ovens produce great quantities of benzol

for Canadian synthetic rubber production... trol for Canadian chemical plants and paint and varnish makers... ammonium sulphate fertilizer for Canada's farms... and other valuable "by-products" used in making many useful things, from aspirin and nylon stockings to better highways for your motoring pleasure.

Other vital projects in Stelco's mighty expansion program include new Ore Docks—a great new Blast Furnace—and four new Open Hearth Furnaces. They, too, are projects rapidly nearing fulfillment. Together, they will give Stelco the capacity to produce 650,000 tons more steel per year for Canada!



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