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The Mystery of Rutledge Hall — OR — "The Cloud With a Silver Lining"

CHAPTER XXXVII.

"Will you go on? The sooner I understand what I have to expect the better. You did not know, I presume, when you enlisted the services of the detective, that the innocence of your—of Frank Greville could be proved only by the guilt being brought home to your husband?"

"Stephen," she said, brokenly, "be patient, be pitiful. Heaven knows that my suffering has surpassed my sin!"

He said nothing in answer to her appeal, he only waited in silence for her to speak again. After a moment she went on, struggling with her tears.

"The detective came," she said faintly, "and said he would help me; and on that night—the night of the hall—I had a note from him, asking me to meet him the next day and later, when you had gone, Frank came—in disguise, of course. He called himself a doctor, and I told the servants he had come to see Christie."

"I see," Stephen remarked coldly; "you were becoming more accomplished and daring in the art of deceit. What happened then? Did Mr. Frank Greville come into my house and accuse me of murder to my wife?"

"No," she said wearily; "I was not there—I left them together. I was coming back to tell them that—it was time for Frank to go—when I overheard—Her voice shook and faltered and failed her.

"You overheard Frank Greville's accusation, and you believed it!" he supplemented bitterly. "You, my wife, you whom I loved and trusted! You not only stopped to deception and falsehood, but you believed such a horrible accusation as that! You,



The Only Child

How careful you are to see that he is warmly dressed, that he has regular meals.

Yet—and you cannot quite understand it—he is "not as strong as he should be," and he often falls ill.

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hall" she said, struggling with her emotion, and succeeding in attaining some degree of calmness. "I saw you go together, you and Mrs. Rutledge, and you were away so long a time that I began to fear something terrible had happened. Frank met you—"

Stephen started and looked up sharply.

"He recognized me then?" he said hastily.

"Yes."

"Then, if he be not guilty, it is no wonder he thought me so," Stephen remarked, rising, and beginning to pace up and down the room. "If he be not guilty—But I have never doubted his guilt until now."

"You doubt now?" she said eagerly. "Your faith in him has infected me," he answered, with a slight, bitter smile. "After all, it seems that there is as much proof of my guilt as of his."

"I, too, left the hall-room, and went to Rutledge, and I was absent some time; but I did not run away, Sidney," he went on, standing still and looking at her keenly. "Did the detective you employed suspect me?"

"I do not know," she answered tremulously. "I think—he did."

"Then, when the papers state that the police are on the track of the murderer, it means that they are on mine."

"I do not know, I do not know!" she cried out wildly. "I do not seem able to judge. The detective did—"

"It is imperative that I should understand clearly all that happened," he said, gently putting her into a chair and resuming his own seat. "Did the detective tell you what his suspicions were?"

"No," she answered more calmly than she had yet spoken. "But on the morning after the hall at Lambwood, when I went to meet him, I told him that I did not wish any further inquiries made, and he said that it was well, and that I might be sure that he would take no further steps, nor make use of any information he had obtained."

"Was that why you thought he suspected me?"

She hesitated a moment.

"No," she answered faintly. "It was because he seemed so sorry for me."

"If it be possible, we must solve the mystery," Stephen said firmly. "Whatever the cost, it must be done! I can no longer lie under such a terrible suspicion. Ah, I know what you would say—that you believe me innocent now! But you have thought me guilty, and I will have my innocence made clear as the sun at noon-day, Sidney," he added impressively. "If, in the future, sharper suffering



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even than in the past should be in store for you, do not blame me!"

"There could not be," she declared faintly. "There could not be," she repeated piteously in a moment; and, throwing up her hands, she covered her face, and tears came in plenty—tears which seemed to relieve the burning, aching, tortured brain.

"Could there not?" he said, half incredulously. "Heaven knows your suffering had been great; but if, in the future, Frank Greville's guilt should be proved, perhaps you will find that your cup of sorrow has not yet been drained to the dregs!"

She looked at him almost in surprise. Had not the supreme sorrow her heart could know been borne when she thought him guilty? Could any future pain equal that pain, she wondered vaguely—any suffering equal that suffering?

(To be continued.)

Small Newfoundland Craft Loses Sail

LIVERPOOL, Nov. 17.—The two masted schooner, *Mauds Thornhill*, Capt. Edward Hillier, of Grand Bank, Nfld., docked Monday morning, and is lying at Thompson's wharf, where she will have a 50 h.p. crude oil engine installed by Thompson Bros.

Capt. Hillier reports a very rough trip. He left Bermuda on November 3rd and was buffeted about by heavy seas and gales practically the whole way. While the vessel was riding under the forestall, during the heavy blow of last week it was ripped to pieces and he had to bend a new one to complete the voyage.

The cut of a garment is almost the whole story of its fashionable effect.

Route of Air Raiders

BRITISH PILOTS' FIGHTS WITH ZEPPELINS. A ROMANTIC STORY.

Captain Morris' book "The German Air Raids" is an interesting as a romance.

It is a brilliant record of achievement on the part of our British air-men. Free from technicalities as it is, it will make a very wide appeal, and none that takes it up will be disappointed. It has the advantage of excellent illustrations and plans.

Early in the days of the Zeppelin attacks, Sir Percy Scott urged that a fleet of at least 100 aeroplanes armed with guns should be got ready and pilots to man them well trained in night flying. He even thought that it would be good policy to build at once a score of large, rigid airships capable . . . of retaliating on German towns.

The Germans were very nervous about their own exposed cities, and the author states that in October 1915 the German Chief of the Army Staff proposed to the Chief of the Navy Staff that the city of London itself should not be bombed "so long as the enemy refrained from raiding the open towns in Germany."

Brilliant Attack.

When the Zeppelin commanders found the British aeroplanes were hunting for them they became timid, though not till September 1916 did our service obtain balloons which would set airships on fire. They were used for the first time by Captain Robinson in his magnificent attack on the German airship SL 11, at a height of 11,600 ft.

I flew about 800 ft. below stern (he says in his account, which Captain Morris quotes) and distributed one drum (of ammunition) along it (alternate New Brock and Pomeroy). It seemed to have no effect; I therefore moved to one side and gave it another drum distributed along its side—without apparent effect. I then got behind it (by this time I was very close—500 ft. or less below) and concentrated one drum on one part. I hardly finished the drum before I saw the part fired at glow.

Blazing Wreck.

A minute or two later the blazing wreck fell scorching him by its heat, and from far below there came up to him the cheering of a million men who had witnessed this Homeric struggle.

Robinson showed how Zeppelins could be destroyed, and after his deed Zeppelin-rafting became a specialty in which British airmen excelled. And it was time.

On receipt of raid warnings, and there were many false alarms, work was suspended, sometimes over vast industrial areas, traffic was discontinued, and an adverse moral effect was produced both on the workers and on the population. As a broad result one-sixth of the total normal output of munitions was entirely lost, and the quality of a less proportion was affected.

The Germans tried new devices, among them Zeppelins with black undersides, which they hoped would not show up under our searchlights, and with immense blinding power. But it was in vain. The new airships were shot down like the old ones, though one, L 48, fell so slowly that three of her crew survived. As she took fire and began to fall, Schutze, the flag officer in the forward gondola, clutched the edge of the map table, while hideous screams issued from the burning part of the ship.

Blind By Night.

When the airships failed, the Germans tried aeroplanes, but against them, too our defence was gradually developed till they became impotent for serious mischief. Each side had great difficulties to overcome:

Pilots who were brilliant by day were blind by night. Their eyes could not adjust themselves to darkness and they lost the sense of equilibrium in the air.

A great achievement of the British airmen was to use day machines for night work.

This was a course which was considered to involve great risk. The normal night-flying machines were specially chosen for their stability, but single-seater fighters were much quicker in their controls and more easily overbalanced.

Three pilots went up, tried the day machines, and all landed safely. Thenceforward our fast, quick-maneuvring machines had the Gotha at their mercy when they could sight them.

In the great raid of May 1918 seven Gothas were destroyed by aeroplane attack or gunfire and three more crashed on returning to their aerodromes. The aeroplane menace had been overcome.

Nevertheless, as all who knew London in the war are aware, there were many disagreeable moments while it lasted. Captain Morris, by the way, states that the bomb dropped in Warrington-crescent in March 1918 was only a 500 lb. one. General Hoepfner, the head of the German air service, in his book on that service says it was a 1-ton bomb (1,000 kilograms). It would be interesting to know which is right.

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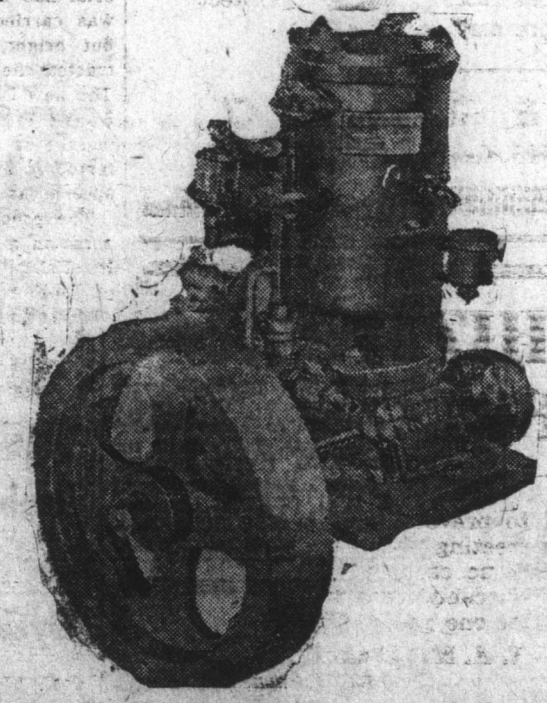
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