

THE LAST VOYAGE

BY RANDALL PARRISH

"No, De Nova, I don't blame you," replied honestly, although disappointed at his confession. "That's natural enough. Still, I hoped there was a little French girl down below who might be worth more to you than even that fantastic dream of money."

He did not meet my eyes, his own gaze out over the gray tumbling waters. But he smiled sadly, and said, "I never suppose, Monsieur Stephens," he returned quietly, "that a girl care less for man if he have plenty of cash. A few days more not make much difference to ze ladies below. Zey have ze plenty eat, ze coal to burn. Maybe zere be truth in ze mate's story, anyway, I worth ze try. My share of ze pesos be better as a sailor-man's pay. Oh, why not?"

The man was undoubtedly right from his point of view, and I comprehended fully the utter uselessness of any further argument. I was practically alone, yet I had an understanding which greatly strengthened me.

"Then why did you speak to me about Tuttle?"

"To warn you take care of yourself, monsieur; to have you keep your eye on him."

"That, then, is all you expect me to do?"

"Ay, but would he? The vagaries of a crazed man were beyond all guessing, and to be cooped up in the confines of a narrow cabin with only and his in virtual command, was anything but a delightful position. I no longer doubted Tuttle's mental condition. In a way, I had suspected it long before, but now I possessed positive proof. Moreover, his enmity was directed towards me, and at any moment, his violent expression, that the man was constantly armed was most probable. I believe now that I felt no responsibility for the safety of others on board. I should have sought quarters elsewhere—amidships, or even in the forecastle—but I could not desert what was so plainly my post of duty. Even as I gazed down over the rail at the white foam rushing past, I could not perceive the appealing eyes of Lady Darnington. De Nova's voice aroused me.

"Would you mind to give me present position of ze ship, monsieur?"

I glanced around at him, startled by so unexpected a question.

"One position! Doesn't Tuttle prick off the day's run on the chart?"

"Maybe he do, but he keep ze map in his own room. He've mad me I ask him to see w'at it was. Zet was w'at he have agains you—ze taking of ze observation. He not seem to want us to know I understand not w'at he be up to, but I have to guess where we was for maybe two week."

I gave him my position according to my latest figures, and we went forward to the chart-house, hanging on to the rail, there, until we finally discovered an old one partially covering our course. My means of this discovery was, I believe, the only one that was not a result of the position of the ship, monsieur."

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Burned With Lye

Zam-Buk Brought Him Relief

Geo. T. Ryall, 542 10th Ave. E. Vancouver, while employed at a soap works had his foot badly burned in caustic lye. He says: "After three months of ineffectual treatment by doctors, the burn was still an open sore, so I tried Zam-Buk."

"From the very first application this balm brought me relief. The inflammation and poison were drawn from the wound. Then healing commenced. 'In a short time new healthy flesh filled in the wound, and my foot was quite sound again. I have proved Zam-Buk for other wounds and injuries, and in my estimation it is the finest healer in existence.'"

OBSERVATION CARS ON AUSTRIAN RAILWAYS

Canadian Pacific Railway to Build Cars for European Railroad.

The announcement that the Canadian Pacific Railway Company will this summer begin to run a series of observation car services on the Austrian state railways through the Tyrol, marks an epoch in the growth of the importance of Canada in the old world. Under a contract with the Austrian state railways, the Canadian Pacific has arranged to build several observation cars in Austria on Canadian Pacific plans. The design is that of Mr. Vaughan, head of the C. P. R. Angus shops at Montreal, who has made a personal visit to Austria to study local conditions. They will differ slightly from the type as used in Canada, and each car will have platforms at both ends. The cars will be the longest four-axle cars in Europe. They will have a very spacious interior, and will seat thirty-two passengers, and an up-to-date library with all the latest magazines, just as on the C. P. R. transcontinental trains, will be among the features of the cars.

Both Austria and the Canadian Pacific Railway will benefit from the consolidation of the new scheme. The attention of vast numbers of travellers from Canada and Americans will be diverted from other parts of Europe and Austria, not only to see that interesting country, but to learn how these Canadian Pacific observation cars fulfill their purpose. They will be three observation services to begin with. By arrangement with the Swiss Government, the first of these will run between Zurich and Innsbruck over the Arlberg route via Landeck, Stein, Vilsbib, and the Valley of the Isar. The second will be from Innsbruck and Vienna via Zell-am-See and Salzburg. The third will be from Salzburg to Trieste over the Tauern and Karawanken railways via Udine, Gorizia, Trieste, and the Valley of the Isar. This last is a new route only recently completed by the Austrian Government, which has spent immense sums of money to provide a direct route from the north to Trieste, its greatest seaport.

The Austrian State Railway is particularly well favored in the country it feeds as regards scenery, and the trip will be under the most favorable auspices in these new C. P. R. observation cars, the beauty of the land will be a most interesting part of any European tour.

"Our baby cries for Chamberlain's Cough Remedy," writes Mrs. T. B. Kendrick, Racine, Ga. "It is the best cough remedy on the market for coughs, colds and croup." For sale by all dealers.

MEETS HIS DEATH IN STRANGE WAY

Window Descended on His Neck and the Youth Was Hanged.

Charlottetown, P. E. I., April 26.—James Arling, the 11-year-old son of Harry Arling, a blacksmith, of North Tryon, came to his death this morning in a most extraordinary manner. Sometimes he was given the task of making the school fire ready for lighting. This morning, not having the key, he stood a piece of board against the side of the building and climbed to the window at the same time came down on his neck, leaving him suspended there. A neighbor, James Leard, happening to pass noticed the boy hanging from the window and hastened to his rescue but found that life was extinct.

CHINESE FAMINE FUND IS NOW OVER \$300

Donations Should Be Sent in at Once, As It Is the Desire to Cable Funds Next Week.

Mr. J. K. H. Pope, treasurer of the Chinese famine fund, wishes to acknowledge the following contributions to the fund:

Amount previously acknowledged: \$270.00

A Cheerful Giver, Sarnia 3.00
Mrs. J. Marr 20.63
G. A. Sutherland 5.00
Mrs. F. A. Buskard 1.00

Mr. Pope states that it is the intention of the committee to cable the balance on hand to China either on Tuesday or Wednesday, and wishes that intending contributors would kindly give the matter their immediate attention.

SHOE MEN SATISFIED

Evidence at Quebec Regarding United Shoe Machinery Company.

Quebec, April 26.—The investigation into the alleged combine methods of the United Shoe Machinery Company has resumed this morning by the three commissioners, Hon. Justice Laurendeau and Messrs. J. White, K. C., and J. C. Walsh. The company was represented by Hon. J. C. Casgrain, and the Government by Messrs. Faulkner, K. C., and Beauchamp, K. C. Four witnesses, Messrs. Luc Routhier, J. B. Drolet, Frank McKee and James Muir, Jun., were heard. Their evidence was favorable to the United Shoe Machinery Company. All of them declared that they were satisfied with conditions now existing. The commission has finished its work in Quebec, and adjourned until May 7, when it will resume its work in Montreal.

CORRESPONDENCE

Must All These Lives Be Sacrificed?—Letter No. 2.

To the Editor of The Advertiser: In your excellent article on the Titanic disaster in your issue of the 23rd inst., you state that it is one of the most serious of duties neglected. This is absolutely correct. In my letter, which you so kindly published on the 20th inst., I questioned the boat drill, lifeboat construction, efficiency of crew, stiffness of tackle, rusty fastenings and inability of crew to properly speak English. Since then the investigation under way has brought evidence abundant that each of these particulars there was neglected; thus proving that it does not take any superhuman knowledge to arrive at the conditions existing. Was, therefore, there any permitted to exist? You, sir, have given the answer; "human greed" rather than "human blindness."

The newspapers of Canada, and notably of Montreal, have been boasting during the past week that every steamship coming to or sailing from this country is properly equipped in the matter of life-saving apparatus. Are they? I know that I have been a short time ago I was delegated to look into the conditions existing; this was principally owing to the fact that I advocated a reduction in insurance rates if a decent standard was set and lifeboats, buoys and belts. As Montreal has been to the front in lauding itself over its happy condition, I will take it first.

I boarded one of the steamers running between Montreal and Quebec. Several hundred passengers were on the same boat. Things called lifeboats were on the upper deck, they contained vegetables in a state of decay; junk and filth; oars bent and broken; rowlocks and plugs conspicuous by their absence. The so-called lifeboats were entirely rotten, and when I touched them they almost fell to bits, and their number was very much less than what the very lax regulations require. Another passenger and his wife noticed my actions. They asked me if I expected that they could use the chairs, which there were plenty of! Now, the chairs happened to be made of "sinking birch." But even if they would float, what chance would the passengers have? Their lives, who would be compelled to use them?

With such a condition of affairs staring us in the face, is it not time for the marine department to "get busy" if we are to avoid a repetition of the Titanic disaster? Yours faithfully,

SHEET-ANCHOR.

RURAL DEANERY WILL MEET IN STRATHROY

Arrangements Have Been Completed For Session in May.

Arrangements have been completed for the annual May meeting of the Anglican Rural Deanery of West Middlesex to be held in Strathroy on the 7th of May.

Rev. S. F. Robinson, the rural dean, will preside.

The meeting will open at 10 a.m., at which communion will be administered. The business session will commence at 11 o'clock, when matters concerning the deanery will be disposed of.

The afternoon session will be held at 2:30 o'clock, and will adjourn at 5 o'clock. Sunday school and mission work will be the two main topics of discussion. In the evening, Rev. Robinson will address a public meeting on mission problems.

Will Look After Interests of British Subjects on West Coast.

Mexico City, April 26.—It was learned here on good authority today that a British warship is en route to the West Coast to look after the interests of British subjects. It is believed here that another vessel will be sent by Great Britain to the Gulf.

This action, it is understood, is the result of an understanding of the European powers, and it is believed that other nations with interests in Mexico will follow England's lead.

Sore Chest Cured In One Night

Broke Up a Heavy Cold, Relieved Pain in the Side, Stopped an Irritating Cough.

"Anyone that goes through all that I suffered last night will appreciate the value of a remedy that cures like Nerviline cured me." These are the opening words of the solemn declaration of E. P. Von Hayden, the well-known violinist, who kept me out late at night, and playing in cold, drafty places brought on a severe cold that settled on my chest. I had a harsh, racking cough and severe pains darted through my sides and settled in my shoulders. I used different liniments, but none broke up the cold until I used Nerviline. I rubbed it on my neck, chest and shoulders, morning and night, and all the pain disappeared. Realizing that such a heavy cold had run down my system, I took Ferrerozine at meals, and was completely built up and strengthened. Since using Nerviline I have no more colds or pleurisy, and enjoy perfect health."

It is because Nerviline contains the purest and most healing medicinal principles, because it has the power of breaking through the pores to the kernel of the pain—these are the reasons why it breaks up colds, cures lumbago, stiffness, neuralgia, sciatica and rheumatism. Refuse any substitute. Your dealer may suggest—insist on Nerviline only. Large family size bottles, 50 cents; trial size, 25 cents, all dealers, or The Catarrhazone Company, Buffalo, N. Y., and Kingston, Ont.

HOW I ENLARGED MY BUST

After Massage, Cold Creams, Wooden Cups, Electricity, Dangerous Drugs and Other Methods Had All Failed.

A WOMAN'S SECRET LAID BARE

How I Watched My Bust Grow in Size, Day by Day, and Week After Week, Until I Had Obtained

A Superb Development in One Month's Time

Special Arrangements for Readers of The London Advertiser to Obtain Full Information Free.

I will tell you how I obtained a beautiful large bust in fifteen days time, and how you may do the same. The treatment I recommend to you is exactly the plan I followed myself, and which gave me a superb development in less than one month. Until I learned of this long-hidden secret of reproducing the bust development which I enjoy today, I contented myself with the ordinary treatment that people had always looked upon me as a woman with a poor figure. My clothes did not set well and I failed to receive the admiration which is so pleasing to a woman. You can understand how anxious I was to obtain a luxurious bust development, and consequently I tried nearly all the methods I saw advertised, but none of them did me any good. Massage and cold creams made my bust soft and flabby; wooden cups cramped my breasts and what a wretched electricity proved utterly useless; and I must go through life with a flat bust, a poor figure, and a nervous disposition. In the depth of my despair a friend of mine, who had given a lifetime to study and scientific research, suggested to me a plan which was so simple and so easy to follow that I decided to try it. I consented to make one final trial. My health was so poor that I almost being sceptical of obtaining any results. You can imagine my surprise and delight when I noticed that my bust

was becoming firmer, and I watched it grow in size, day by day and week by week, until, at the end of fifteen days, not only the reflection in my mirror, but actual measurements, proved conclusively to me the wonderful enlargement that had been produced. Those who had known me for years were astonished at the improvement in my appearance. In less than one month I was able to rejoice in a superb development of the bust, which surpassed what I had ever dreamed of. I felt better and stronger, my nerves were rested, and I took a greater interest in life. I was doubly astonished at these marvellous results. The treatment had required so little time to follow that I did not neglect any of my regular duties. Best of all, the treatment had not made me fat, but had only produced the development which I had so long desired. Such a wonderful change from my former state to beauty may seem hard to believe, but it is absolutely true, as you can prove by the photographs which followed this treatment. You can judge for yourself, for I recommend the same treatment to you which I have used with such success. I have arranged for full information regarding this remarkable plan to be sent to all readers of this paper who fill out the coupon below and send it to me, enclosing two 2-cent stamps for reply, to Madame Marguerite Merlain (Dept. 1,116 A.), Pembroke House, Oxford Street, London W., England.

NAME ADDRESS

FREE COUPON FOR READERS OF LONDON ADVERTISER

Cut out this Coupon and send today (or write and mention No. 1,116 A.) with your name and address, enclosing two 2-cent stamps for reply, to Madame Marguerite Merlain (Dept. 1,116 A.), Pembroke House, Oxford Street, London W., Eng., for full information in regard to the plan which has followed for obtaining a LUXURIOUS BUST DEVELOPMENT, RESTED NERVES, and PERFECT HEALTH. This coupon is good if used within ten days from the date of publication of the above article.

NAME ADDRESS

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CANADIAN PACIFIC EMPRESSES

Length, 570 feet. Breadth, 65½ feet. Tonnage, 14,000.
Wireless and Submarine Signals.
HOLD ALL RECORDS BETWEEN CANADA AND LIVERPOOL.
From Quebec to Liverpool.
Emp. Britain, May 3, May 21, June 28.
Emp. Ireland, May 17, June 14, July 12.
From Montreal to Liverpool.
L. Champlain, May 9, June 6, July 4.
L. Manitoba, May 5, June 20, July 18.
Tickets and all information from any steamship agent, or W. Fulton, C. P. R., London, Ont.

Old Dutch Cleanser

will clean Pots & Pans Perfectly

Do away with the old-fashioned, arm-tiring method of scraping. Old Dutch Cleanser saves you both labor and time. The fine particles will immediately loosen and remove the grease and the hardest "burn-in" crusts which soap, soap powder and scouring brick only imperfectly wear off after long, hard scraping. An "all-round" cleanser for every part of the "neat-a-pain" house. Strictly hygienic.

Avoid Caustics and Acids
Many other uses and full directions on Large Sifter-can 10¢

TO HAVE AND SEND TO: ALLAN LINE, 77 Yonge St., Toronto.

ALLAN LINE ROYAL MAIL STEAMERS

ST. LAWRENCE SEASON, TO LIVERPOOL.
Tunislian sails Fri., May 3, May 31
Reginian sails Fri., May 10, June 7
Corsean sails Fri., May 17, June 14
Victorian sails Fri., May 24, June 21

TO GLASGOW.
Pretorian sails Sat., May 4, June 1
Hesperian sails Sat., May 11, June 8
Scandinavian sails Sat., May 18, June 15
Gramplan sails Sat., May 25, June 22

TO HAVRE AND LONDON.
Sicilian sails Sun., May 6, June 3
Ionian sails Sun., May 13, June 10
Corinthian sails Sun., May 20, June 17
Scottian sails Sun., May 27, June 24
Lake Erie sails Sun., June 2, July 7

For full information as to additional sailings, rates, etc., apply to W. Fulton, C. P. R., Agents, London, Ont.

Summer Schedule

ON THE TRACTION COMPANY

Providing HOURLY SERVICE between London and Port Stanley will take effect on Thursday, April 25, 7 a.m. to 11 p.m. on week days; 9 a.m. to 9 p.m. Sundays. Last car goes to St. Thomas.

Grand Trunk Railway System

Important Announcement.
New Trains With Most Modern Equipment to Seashore Resorts at:

NEW LONDON, CONN., FISHERS' ISLAND, WATCH HILL, BLOCK ISLAND, WARD LOG ISLAND, Warm Sea Bathing—Bay of Atlantic Coast. Splendid Deep Sea Fishing. Excellent Hotel and Boarding-House Accommodations.

Extremely Low Round Trip Fares. Write for handsomely illustrated booklet containing full information, free for the asking. Apply R. E. RUSE, C. P. R., T. A., London, Ont.

WHITE STAR DOMINION

LARGEST STEAMER FROM CANADA
Magnificent New Canadian Service Steamers
"LAURENTIC" sails APR. 27
From Portland, Me. to Liverpool
Fares: 1st \$85; 2nd \$53.75; 3rd class \$32.50

MONTREAL—QUEBEC—LIVERPOOL
THE SHORTEST ROUTE TO EUROPE
Sailings Every Saturday by the "LAURENTIC" & "MAGNETIC"
Fitted with every up-to-date device for comfort and safety.
Elevators. Orchestras carried.

"TEUTONIC" & "CANADA"
One Class Cabin 1st \$50 and \$55
Third class passengers berthed in closed rooms only.
For further particulars apply to local agents or Coy.'s Office, Montreal, or Toronto

WABASH

Special Low Rate Round Trip EXCURSIONS To the Pacific Coast
During the months of May and June, tickets good going and returning, all direct routes, with stop-over privileges within limit of tickets.
The Wabash is the shortest and best route. For dates of sale see your nearest Wabash agent, or address J. A. Richardson, district passenger agent, 62 Yonge Street, Toronto.

TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.
Arrive from the East—4:27 a.m., 10:56 a.m., 11:12 a.m., 11:28 a.m., 6:30 p.m., 8:30 p.m., 10:20 p.m.
Arrive from the West—12:09 a.m., 3:43 a.m., 8:59 a.m., 11:55 a.m., 1:10 p.m., 4:10 p.m., 6:25 p.m.
Depart for the East—12:14 a.m., 3:48 a.m., 7:30 a.m., 9:00 a.m., 12:00 p.m., 2:05 p.m., 4:25 p.m., 6:38 p.m., 8:50 a.m., 11:18 a.m., 11:43 a.m., 1:40 p.m., 3:20 p.m.

LONDON AND WINDSOR.
Arrive—10:23 a.m., 4:00 p.m., 6:50 p.m., 11:05 p.m.
Depart—6:56 a.m., 11:35 a.m., 2:05 p.m., 5:10 p.m.

STRATFORD BRANCH.
Arrive—11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.
Depart—6:00 a.m., 10:26 a.m., 12:35 p.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.
Arrive—10:00 a.m., 6:10 p.m.
Depart—8:30 a.m., 4:40 p.m.
Trains marked * run daily. Those not marked, daily, except Sunday.

CANADIAN PACIFIC RAILWAY.
Arrive from the East—11:28 a.m., 6:10 p.m., 7:40 p.m., 11:28 a.m., 11:28 p.m., 12:35 p.m., 2:45 p.m., 4:55 p.m.
Depart for the East—4:30 a.m., 7:45 a.m., 12:45 p.m., 3:55 p.m., 6:05 p.m., 11:35 a.m., 7:48 p.m., 11:00 p.m.
Trains marked * run daily. Those not marked, daily, except Sunday.

MICHIGAN CENTRAL RAILWAY.
Arrive—7:04 a.m., 11:10 a.m., 5:10 p.m., 9:35 p.m.
Depart—7:04 a.m., 11:10 a.m., 5:10 p.m., 9:35 p.m.

PERE MARQUETTE RAILWAY.
Arrive—3:45 a.m., 12:00 noon, 1:50, 4:38, 9:15 p.m.
Depart—5:06, 7:10, 9:45 a.m., 2:30, 7:59, 11:00 p.m.
* To and from Walkerville. * To St. Thomas only. All trains to and from Port Stanley, except trains marked with star and dagger.

GO BY CANADA, Atlantic Transport, Red Star, White Star, Dominion Lines, Mediterranean

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