



A Terrible Disclosure ; OR, What Fools Men Are!

CHAPTER XXI

Edgar, you once pleaded with me for your cousin, Clifford Revel. "I did, sir," said Lord Edgar. "And I warned you at the time that I suspected him to be a rogue, and that I hated him."

wife, there must be another ceremony." The marquis raised his head. "That rests between you two," he said. "Until then, I will take her with me. Child, bid him good-by."



marriage between Lord Edgar and the young lady might be rendered illegal. Wait, my lord, I pray you wait!" for Lord Edgar had made a threatening movement toward him.

by me—who was a clerk in holy orders, and a real, and not a make-believe!" With a cry, Lela fell into Lord Edgar's arms, and laid her head upon his breast, sobbing and calling upon his name.

Ruled Destiny!

CHAPTER I. A PLEA FOR JUSTICE.

IT was a lovely evening in June, and the clock of Westbury church struck six as a young girl walked down the High street toward the lanes leading to the open country beyond.



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Florizel Judgment (Continued.) At about 3.00 a.m. the Second Officer, Mr. King, reported to the Captain that he thought he had just seen a light well aft on the starboard quarter but he was not sure of the position. The Captain and the Second Officer immediately examined the quarter lights, but neither could make out whatever of a light. The Captain also questioned Gunner Hays, who was acting as Starboard Look-out, but he saw a light at the same time but did not report it immediately as a prolonged observation in the direction from which the supposed light had come failed to reveal it a second time, and he apparently would have dismissed the idea as a common occurrence to be dealt with in such a matter at sea and to be of no light was visible, but the Captain inquired of him respecting it when he returned to the bridge. The result of his observation was that the Second Officer nor the Look-out were sure that about 3.00 a.m. the Captain saw a light on that part of the Coast near Bear's Cove Head and Ferry Head. Although by 2.00 a.m. the ship had given place to rain, it was impossible at a greater distance a mile or a mile and a half. The Captain reckoned that the ship was far off the land for a light to be visible. At 4.00 a.m. just as eight o'clock struck and before the watch had changed, the course was altered from S.W. to W.S.W. The same conditions of weather and sea as those experienced in the middle watch occurred. The Captain could not see the light, but it was running steadily before it. The ship continued on this course until about 4.40 a.m. At about 4.40 a.m. the Captain ordered the log to be put out. The steamer had by this time run out of all ice and it was practicable to use the log for the first time for the voyage. The Captain understood the order and cast lead. The Captain had not ordered the log to be used for the first time. He did not give the order to cast lead, nor did any officer perceive the work. The men reported that they had a bottom with 90 fathoms of water. The circumstances mentioned above and with the fact that the Captain had only guessed the depth of water when the sounding might possibly be 45 fathoms, and he remarked the First Officer at the time that they were near Ballard Bank. The Captain intended sounding again at 5 a.m. About 4.40 a.m. the course was altered to W. by S. and ten minutes later, at about 4.50 a.m. the ship struck Horn Reef, near Cappa Zee, a point about 12 miles northward of Cape Race, at a speed of 10 knots. The Captain estimated at about 4.50 a.m. that the increase in speed of that of the middle watch was due to the fact that after 4.00 a.m. the steamer had been running practically before the wind and sea. Five minutes more or less before striking the First Officer thought saw ice ahead and drew the Captain's attention to it. Both the Captain and the First Officer examined it through the glasses and agreed that it was a string of ice coming down around Cape. The dark waters could be seen beyond the log was ordered to be taken in. Both the Captain and First Officer were mistaken. What they saw was the white line of the breakers. The steamer ran ashore before reaching them and whilst they were engaged taking in the log. A prolonged examination of the conduct of the engine room during the trip is unnecessary as nothing unusual character occurred in connection with this department during the voyage. The ship carried four engines. The Chief unfortunately lost his life in the disaster but the second, third and fourth were saved. The Captain did not stand a watch so that whole period of time is covered by the survivors. It was the duty of the second officer to examine the engine room on leaving St. John's and remain there until about 9.00 p.m. when the fourth, Mr. Taylor, completed the remainder of the watch. The third, Mr. Collier, was on from midnight to 4.00 a.m. Mr. Lumsden was on from that time until the steamer struck. The normal working pressure of the boilers was 175 lbs. On leaving port it was 170 lbs. but decreased to 9.00 p.m. to (Mr. Taylor thought) 167 lbs., but not lower than 165 lbs. However, up again when the engine room at that hour.