



THE LAST VOYAGE
BY RANDALL PARRISH
Illustration of the ship at sea.

CHAPTER XIV.
In Which I Again Meet Her Ladyship.
I experienced a restless night, the early hours being passed in tossing and turning, which were exceedingly painful and more serious than I had at first supposed, and the remainder in tossing about in my bunk, busied with useless thought and vainly striving to discover some way out of our unfortunate situation. It must have been nearly morning before I finally dropped off into a restful doze. The vessel pitched abominably this, in connection with the noises overhead, the creaking of woodwork, and the whistling of the wind, made me aware of the change of weather for the worse outside, yet those in charge of the deck succeeded in operating the pump without calling for my assistance. Once I stole into the cabin to observe the compass, and found we were holding fairly to our course, the boat's head only veering a trifle to the east of south. I heard someone raving at the table in the neighborhood of midnight, but did not venture forth to ask any questions.

I sat down with the others at breakfast, nothing being said or done to indicate the trouble of the previous evening, although I hinted painfully as I crossed the cabin, and I noticed that Lady Darlington glanced at Tuttle's bandaged arm in my face with mute inquiry. She had already learned, however, the utter uselessness of asking questions, and instead made a brave, determined effort to appear unconcerned and of good cheer. Tuttle spoke but little, except to praise the behavior of the yacht during the night, and a slight attempt to explain his injury by reference to a fall on deck. He seemed preoccupied, answering her ladyship in monosyllables, his eyes listless. I thought him worn out from lack of sleep. When the ungenerous party finally departed the table I limped back into my room for a smoke, unheeding the port-hole so as to gain a breath of fresh air. The sky without was overcast, the clouds flying low and rapidly, the sea with a heavy swell from the northward, which sent us staggering forward and flung spuds of salt spray into my face as I peered out at the wild picture.

I heard Lady clearing the table, staggering back and forth with her load, and the rattling of dishes in the pantry as she placed them in their racks. Assured that the main cabin would be deserted by this time, I ventured forth, hanging to the furniture to keep from being thrown off my feet, intending to shove my head out the companion-opening and thus gain a glimpse of the deck. I was already at the foot of the ladder when my ears caught the swish of the table, yet swaying not a trifle to the left, I turned in surprise to face Lady Darlington, clinging desperately to the back of a chair. As she caught my eyes she came forward, holding hard to the table, yet swaying not ungracefully to the eccentric motions of the floor underfoot, finally sinking upon the divan, her hands extended toward me.

"Mr. Stephens," she said eagerly, her soft voice trembling with emotion, "I have been asking you for my taking, and have come to ask your forgiveness, and do not understand." I returned in amazement, never comprehending that her hands were held out for my taking. "You have done nothing to my injury." "Oh, but I have, for I misjudged you. I have held you as a member of this crew of pirates; I have believed you part of the conspiracy to keep me prisoner. Now, at last, I know the truth, and you speak before me in your real character. It makes me ashamed of myself, of my accusations, my words. I can only hope my mistake is not entirely beyond your pardon."

"Most assuredly not; every circumstance was against me; my own story sounded so impossible when I attempted to relate it to you in outline that I was actually ashamed of it myself, and in despair finally determined to permit you to believe whatever you pleased."

"Then you will accept my hands in pledge of friendship?"
I took them instantly, bracing myself beside the divan, gazing down into her face, which remained uplifted to mine. All the previous constraint, distrust, had completely vanished. She evidently felt no longer the slightest need of concealment, and the soft glimmer of tears was plainly discernible in the gray eyes. So absolute was her sudden abandonment of pride and self-repression that she appealed to me as a different woman.

"I wish you would inform me, Lady Darlington, how you discovered the truth?" I questioned, even yet doubtful. "What has occurred to win me your confidence so suddenly?"

thus to their risk of capture. I understand this fully, and must learn to face the bitter truth with all the courage I muster. Even you are now helpless, also, a prisoner in this cabin."

"For the time being I am practically under arrest," I concluded; "yet I am of value to those in control, and it is not likely they will keep me confined below long. None of them are competent steam navigators, and they can operate the yacht only under the most ordinary conditions."

"You believe you will be returned to command?" her eyes flashing at me suddenly. "Oh, then, there is some hope left!" I hesitated, dreading to speak the full truth, yet convinced that I ought not to deceive her. "I cannot say that, Lady Darlington. These men will make use of my training and knowledge so soon as we are in the water, and they will never trust me again, or yield me anything better than nominal authority. I can perceive at present no way of escape."

"She did not move, her eyes lowered to the carpet, her hands clasped tightly, her bosom rising and falling with quick, nervous breathing."

"It is so strange," she said, speaking apparently to herself, "that I feel no deep sense of fear—physical fear, I mean. The dreadful situation in which we are is apparent enough, yet it seems unreal, impossible. No doubt the very terrible nature of it has paralyzed my nerves. I cannot realize. My mind dwells upon those left behind, who, perhaps, will never know what has befallen me. I must trust, at the best, before I can relieve their anxiety. Dreadful as our situation is, yet to live in constant uncertainty is even worse."

"She arose to her feet and her face brightened. 'But I am not a coward,' she said. 'I am a woman, and I have given me by the knowledge that I have on board one friend in whom I may trust.'"

"Little as it is the hope I have, I intimated gravely. 'I will yet serve you to the best of my ability.'"

"I know that you will," her voice low, but confident. "In what direction are we now sailing?"

"Almost due south."

"She shivered, her eyes still upon my face. 'Do you believe this man Tuttle's story?'"

"I hardly know to what to believe," I continued. "To be continued."

GIRL-SURVIVOR WEDS AT NEW YORK
Happy Ending to Terrible Experience of an English Lady.

[Canadian Press.]
New York, April 22.—One of the girl survivors of the Titanic, Miss Marion Wright, of Seawards, England, was married here late today to Harry Woodcock, of Cottage Grove, Oregon. She came alone from her home in England to meet her fiancé here, and he has been in New York for nearly a week awaiting her arrival.

The pair were school-mates in England, and became engaged before Mr. Woodcock left to become an Oregon fruit grower. They leave for the West tomorrow.

FIRE IN CORK WORKS
Factory at Port Colborne Was Partially Destroyed.

Port Colborne, April 21.—The Robinson Bros.' cork factory was partially destroyed by fire this morning. A watchman discovered the interior portion of the north end of the factory in a blaze about 4 a.m., and summoned all the help near by to fight the fire. About 6,000 square feet of cork boards and the machinery and belting were completely destroyed. It is not known how the fire originated.

HURLED FROM BUGGY.
[Special to The Advertiser.]
St. Thomas, April 21.—Mr. and Mrs. Wm. Martin, Yarmouth, Township, was thrown out of their buggy while driving in St. Thomas yesterday and badly injured. The horse took flight at a traction car and collided with a telegraph pole. The buggy was demolished.

Mrs. Winslow's Soothing Syrup
has been used for SIXTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEething, with PERFECT SUCCESS. IT SOOTHES THE CHILD, SOFTENS THE GUMS, ALLAYS ALL PAIN, CURES WIND COLIC, and is the best remedy for diarrhoea. Sold all over the world.

REID'S CHARGES ARE REFUTED
Archbishop of Newfoundland Describes His Relations With Morine.

NEVER ASKED A LOAN
Says Reid's Accusations Are Absurd and Unfounded—Archbishop's Recital of Transactions in Newfoundland.

In the speech in which he scored Hon. A. B. Morine, the former Newfoundlander, who was appointed head of the Borden Government's head-hunting commission, Mr. Carvell, M. P., quoted some highly uncompromising references to Mr. Morine, by Archbishop Howley, of the island colony. A former secretary of Mr. Morine, R. A. Reid, of Montreal, wrote to the Montreal Star, attacking the archbishop, whom he accused of spiteful motives because he had been refused a loan by the Newfoundland Government, in which Mr. Morine was financial secretary at the time. Senator Coffey, of this city, has received the following letter from Dr. Howley, which effectively answers Mr. Reid's charge:

The Archbishop's Letter.
Dear Sir:—A copy of a Canadian paper has been forwarded to me, containing a letter from Mr. R. A. Reid, formerly secretary to Mr. A. B. Morine, K. C., etc., while the latter gentleman was in Newfoundland, some eight or ten years ago. The greater part of the letter comprises only very vile, personal abuse of me, which requires no answer. There are, however, some statements therein made, which are intended to deceive the people of Canada, and injure my character, and which I consider deserving of an answer.

The principal accusation contained in the letter, when stripped of its insulting and violent verbiage, seems to be that I tried illegally to obtain a loan of "some thousands" from "the public treasury" for the purposes of the Roman Catholic Church, that I offered as security certain church properties, while Mr. Morine, who was then financial secretary of the colony, declared to be valueless, and refused to grant me the loan.

Absurd and Unfounded.
The accusation is utterly absurd and unfounded. But even were true that I did want money for church purposes, and tried to get a loan, I do not think that it would be a very great crime. But to say that I demanded it from the public treasury is really too wild a statement to deserve a serious answer. If I mistake not, it would require an act of parliament, or at least legislative sanction, to take money from the "public treasury."

In order to try and discover what is really meant by the accusation, it will be necessary to explain a little concerning four monetary affairs here in Newfoundland, and allude to some matters personal to myself as head of the Roman Catholic body here.

At St. John's a "Government Savings Bank." This institution is a body corporate, managed by a board of directors, appointed entirely by the Government. The principal object of the bank is to receive and finance the small holdings of the people. It is also one of the legitimate powers of the bank to advance, on good security, loans to individuals, firms, corporations, etc., and to accommodate the people by charging a moderate rate of interest.

A Financial Transaction.
I came to St. John's as bishop in 1895. This was not long after the "Bank Crash," December, 1894. I found the whole financial and commercial fabric of the community in a state of confusion and unrest. Several of the large mercantile establishments had collapsed, and all the public institutions, clubs, etc., were in a state of panic and weighed down with debt. Our Roman Catholic Total Abstinence Society, one of the noblest institutions in the island, was in debt to the amount of over \$15,000, and the sheriff's officers were about to be placed upon the doors of their splendid hall. They appealed to me, and rather than allow that noble society to succumb, I obtained for them from the Savings Bank, a loan of \$15,000. As security, I lodged in the bank the full amount of the advance in Government debentures. The society honorably paid off the very same fifteen years; and are now one of the most flourishing bodies in the community. Altogether in order to save our other Catholic institutions, I placed over \$30,000 in debentures in the bank, all of which has been long since paid off.

It may not, however, be this transaction to which Mr. Reid alludes. Perhaps it is the following: Mr. Morine became financial minister of the colony in September, 1897, in the Winter Government. I had some financial negotiations with that government, not by way of asking a loan, as Mr. Reid states, but of a legislative grant, and not for the use of the Roman Catholic Church exclusively, but for the institution of boys' orphanages for the children of all religious denominations in the island, Roman Catholic, Church of England, Methodists, and others. It will be necessary for me here also to enter a little minutely into the facts.

The Boys' Orphanages.
The subject of the establishment of a boys' orphanage or industrial school had been agitated here for a considerable number of years. In 1887, the Government of Sir William Whiteway was in power. The Hon. Robert Bond (afterwards Sir Robert Bond) was colonial secretary. He sent a joint letter to the heads of the various religious denominations, stating that the Government was

desirous of establishing a home or refuge for waifs, etc., and "appreciating the difficulties surrounding the operation of the reformatories or home of refuge to children of all religious persuasions," he wished to know "if your denomination would be prepared to take charge of such children," etc., under certain conditions, which he laid down, and he stated that the Government were prepared to give, as a legislative grant, the sum which such children now cost the country, namely, \$104 per annum, per capita. I at once accepted the offer, on behalf of the Roman Catholic body, and on Sept. 17 wrote the Government to that effect. I also stated that I had already, previous to the receipt of that offer, determined to open a boys' orphanage, even independent of Government assistance, and that I had already made preliminary arrangements, having bought beds, etc., and secured services of the "Christian Brothers" to take charge of the institution.

Before this offer could be put into operation a general election took place. The Whiteway-Bond party was defeated, and the Winter-Morine party returned. It was generally understood that the incoming Government would carry out the intentions of their predecessors in this matter, and the leading men among them frequently declared they would do so if returned to power. On Monday, Dec. 6, 1897, after the new executive had been formed, by Sir James Winter as premier, I wrote to Sir James, asking: "Your Government are willing to concur in the proposal made by the late Government?"

This letter was followed on Jan. 3, 1898, by a more full, showing that the amount required would be (for our denomination), about \$2,000 for the coming year, and that this amount would be at once saved to the country by the establishment of such an institution. After a delay of over two months, the Government, which was completely dominated by Mr. Morine, sent a letter, on March 18, 1898, through the Hon. J. Alex. Robinson, colonial secretary, refusing the grant. This refusal had nothing to do with my attitude towards the Winter Government, as Mr. Reid falsely states. My opposition to the policy of the party led by Mr. Morine was well and publicly known long before that refusal, and was based on no personal grounds, but upon what I conscientiously believed to be for the welfare of the country. I had no "interviews," or personal intercourse, with Mr. Morine during the whole course of these proceedings, so that the graphic and dramatic account of the "interview" between me and Mr. Morine, given by Mr. Reid, is purely imaginary.

"An Absolute Falsehood."
I may say that the legislative grant offered by the Bond Government, and declined by Mr. Morine, was promptly given by succeeding governments to all denominations,

and that the amount required would be (for our denomination), about \$2,000 for the coming year, and that this amount would be at once saved to the country by the establishment of such an institution. After a delay of over two months, the Government, which was completely dominated by Mr. Morine, sent a letter, on March 18, 1898, through the Hon. J. Alex. Robinson, colonial secretary, refusing the grant. This refusal had nothing to do with my attitude towards the Winter Government, as Mr. Reid falsely states. My opposition to the policy of the party led by Mr. Morine was well and publicly known long before that refusal, and was based on no personal grounds, but upon what I conscientiously believed to be for the welfare of the country. I had no "interviews," or personal intercourse, with Mr. Morine during the whole course of these proceedings, so that the graphic and dramatic account of the "interview" between me and Mr. Morine, given by Mr. Reid, is purely imaginary.

"An Absolute Falsehood."
I may say that the legislative grant offered by the Bond Government, and declined by Mr. Morine, was promptly given by succeeding governments to all denominations,

and that the amount required would be (for our denomination), about \$2,000 for the coming year, and that this amount would be at once saved to the country by the establishment of such an institution. After a delay of over two months, the Government, which was completely dominated by Mr. Morine, sent a letter, on March 18, 1898, through the Hon. J. Alex. Robinson, colonial secretary, refusing the grant. This refusal had nothing to do with my attitude towards the Winter Government, as Mr. Reid falsely states. My opposition to the policy of the party led by Mr. Morine was well and publicly known long before that refusal, and was based on no personal grounds, but upon what I conscientiously believed to be for the welfare of the country. I had no "interviews," or personal intercourse, with Mr. Morine during the whole course of these proceedings, so that the graphic and dramatic account of the "interview" between me and Mr. Morine, given by Mr. Reid, is purely imaginary.

"An Absolute Falsehood."
I may say that the legislative grant offered by the Bond Government, and declined by Mr. Morine, was promptly given by succeeding governments to all denominations,

and that the amount required would be (for our denomination), about \$2,000 for the coming year, and that this amount would be at once saved to the country by the establishment of such an institution. After a delay of over two months, the Government, which was completely dominated by Mr. Morine, sent a letter, on March 18, 1898, through the Hon. J. Alex. Robinson, colonial secretary, refusing the grant. This refusal had nothing to do with my attitude towards the Winter Government, as Mr. Reid falsely states. My opposition to the policy of the party led by Mr. Morine was well and publicly known long before that refusal, and was based on no personal grounds, but upon what I conscientiously believed to be for the welfare of the country. I had no "interviews," or personal intercourse, with Mr. Morine during the whole course of these proceedings, so that the graphic and dramatic account of the "interview" between me and Mr. Morine, given by Mr. Reid, is purely imaginary.

OMO does three things well
OMO cleanses white clothes perfect—
OMO bleaches white clothes without aid of the sun and makes them spotlessly white—
OMO purifies white clothes and makes a wholly sanitary wash.

OMO does all this in one operation without rubbing or hard work. It will not harm the finest fabric and will save much time and much labor. Does not hurt the hands either. OMO removes tea, coffee, cocoa, fruit stains, etc., like magic.

Simply add a tablespoonful of OMO to a gallon of water, thoroughly dissolve, cover articles completely with this water, boil for half-an-hour or an hour. Let the clothes soak for an hour longer and hang out to dry. Get OMO at your grocer's.

Manufactured by **Pugsley, Dingran & Co., Limited, Toronto, Ont.**

Imported Absolutely!!
Only the best and purest malt vinegar—made in our own breweries, on the banks of the River Stour, Worcestershire, England—is used.

It takes over two years of careful preparation and ageing to produce the full, rich, mellow flavour. A good wine cannot be made in a day—neither can Holbrook's Sauce.

HOLBROOK'S WORCESTERSHIRE SAUCE
"It is better to use no sauce at all than a sauce that is not Holbrook's."

ACROSS THE ATLANTIC IN FIVE DAYS
From Halifax to Bristol, as the crow flies, takes but five days on the magnificent Royal Mail Steamship.

ROYAL GEORGE and ROYAL EDWARD
Every modern device for comfort and pleasure. Thermos-suit system of ventilation, triple-lubricating engines, cabin electric.

For full information, apply to Membership Agents, or to CANADIAN PACIFIC RAILWAY, General Agent, Toronto, Ont.

TRAVELLERS' GUIDE
GRAND TRUNK RAILWAY.
SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.
Arrive from the East—11:27 a.m., 10:56 a.m., 11:12 a.m., 11:28 a.m., 10:30 p.m., 8:00 p.m., 10:20 p.m.
Arrive from the West—12:08 a.m., 11:45 a.m., 8:50 a.m., 11:55 a.m., 1:30 p.m., 4:10 p.m., 6:25 p.m.
Depart for the East—12:14 a.m., 12:45 a.m., 7:30 a.m., 9:00 a.m., 12:02 p.m., 2:05 p.m., 4:25 p.m., 6:58 p.m.
Depart for the West—12:32 a.m., 7:40 a.m., 11:18 a.m., 11:45 a.m., 1:40 p.m., 3:20 p.m.

LONDON AND WINDSOR.
Arrive—11:35 a.m., 11:33 p.m., 6:50 p.m., 11:05 p.m.
Depart—6:35 a.m., 11:35 a.m., 2:05 p.m., 8:10 p.m.

STRATFORD BRANCH.
Arrive—11:35 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., 10:52 p.m.
Arrive from the West—4:30 a.m., 12:06 p.m., 4:22 p.m., 8:25 p.m.
Depart for the East—4:38 a.m., 7:45 a.m., 12:45 p.m., 5:30 p.m.
Depart for the West—6:00 a.m., 11:43 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—7:20 a.m., 2:26 p.m., 6:35 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY.
Arrive—8:45 a.m., 12:00 noon, 1:50, 4:35, 8:15 p.m.
Depart—8:05, 7:10, 9:45 a.m., 2:30, 4:15, 7:00 p.m.
To and from Walkerville. To St. Thomas only. All trains to and from Port Stanley, except trains marked with star and dagger.

HOMESEEKERS' AND SELLERS' EXCURSION TO WESTERN CANADA, VIA CHICAGO.
April 16 and 23, and every second Tuesday thereafter, the Great Northern, Special train will leave Toronto at 10:30 p.m. on above dates for Edmonton and points in Manitoba, Saskatchewan, and British Columbia, and St. Paul, carrying through coaches and Pullman Tourist Sleepers.

NO CHANGE OF CARS.
Full particulars from any Grand Trunk agent, or C. R. McCutcheon, Alberta Government agent, Main House block, Toronto, Ont.

The most popular route to Montreal, Buffalo, New York, Philadelphia, Detroit, Chicago, is via Grand Trunk, the only double-track route.
Steamship tickets on sale by all lines. Make your reservations early.
Full particulars from any Grand Trunk agent, or address H. E. ROSE, C. P. and T. A., "Clock Corner," London.

THE MAGNIFICENT STEAMSHIP OCEANA
14,000 Tons 535 Feet Long
The holder of a speed record that no other steamer has ever equalled, first class, second class, and third class accommodations, the finest promenade deck in the world, the best cuisine on the coast, and carrying no cattle or freight, is far the greatest liner to

Bermuda
the land that you should see NOW
While the world is still in bloom, the flowers are in bloom. In this charming island you can enjoy driving, cycling, golf, tennis, boating, ocean bathing, fishing and every outdoor recreation.
Sailing every Tuesday from New York. Most Attractive Rates Ever Offered.
Get beautiful booklet maps, chart, etc., from Bermuda Atlantic Line, 259 B'way, N. Y. F. B. CLARKE, 416 Richmond street.

CANADIAN PACIFIC Homeseekers' Excursions
APRIL 16 AND 30, and every Second Tuesday until SEPT. 17, inclusive.
WINNIPEG AND RETURN, \$24.
EDMONTON AND RETURN, \$42.
Proportionate rates to other points.
Return—
Through Tourist Sleeping Cars to Edmonton, via Saskatoon, also Winnipeg and Calgary, via main line. Ask nearest C. P. R. Agent for Homeseekers' Pamphlet.

SETTLERS' TRAINS TO WESTERN CANADA
Will Leave Toronto 10:20 p.m. EACH TUESDAY DURING APRIL. W. Fulton, C. P. and T. A., London.

Michigan Central "The Niagara Falls Route."
FOR NEW YORK BOSTON
and other eastern points, this is the quickest route. New York connection leaves London 5:30 p.m. (daily except Sunday), leaves St. Thomas 7:25 p.m. on the Wolverine, arriving New York 9 a.m. Through Pullman St. Thomas to Boston via this train, arriving Boston 11:20 a.m.

Tickets and full information at city ticket office, 405 Richmond street. Thos. Evans, C. T. A.; S. H. Palmer, D. P. A.; St. Thomas—W. Landman, G. P. A., Chicago.

Atlantic Transport Every Line New York to London Direct
First Class Passengers Only.
American Line Every SATURDAY
From New York to Plymouth, Cherbourg, and Southampton.
Red Star Line Every Saturday
DOVER, ANTWERP AND PARIS
Secure Passage from New York to Europe. E. DE LA HAYE, W. FULTON, F. B. CLARKE or R. E. RUSE, Local Agents.

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.

PERE MARQUETTE
Trains between London, Walkerville and intermediate points without change, connecting at Blenheim for points north to Sarnia.
Depart—7:10 a.m., 4:15 p.m. Arrive—12 noon, 9:15 p.m.

ACROSS THE ATLANTIC IN FIVE DAYS
From Halifax to Bristol, as the crow flies, takes but five days on the magnificent Royal Mail Steamship.
Every modern device for comfort and pleasure. Thermos-suit system of ventilation, triple-lubricating engines, cabin electric.
For full information, apply to Membership Agents, or to CANADIAN PACIFIC RAILWAY, General Agent, Toronto, Ont.

Photograph of the magnificent grand staircase in the main salon of the ill-fated Titanic, which went to the bottom of the sea with more than 1,500 souls, after ramming the iceberg in mid-ocean.