

## ROAD 2 SPRING

(Konformed 2 Rashenal Spellin.) pekuliar meter.  
Say Jentil Spring—What's rong? What's up?  
Yew air overview a forthite  
Yit I sea no Robbenz—Nary Robb.

The sparrer (like the poar) is alluz with us  
—Cussid phowl. Look here, frenz Jentil,  
Is it Hickz has phired them blizzards  
In our wizzens? Wiltest TELL?

Our Cownill is perplexed to kno how long  
Yewr goin to camp in Zoro's Buzzin,  
Yay the Injiluz is more nor antious  
For 2 klen the streetz and charlie it tew Impruvemantz.  
We're dazild tired ov nockin  
Our dazild skulz upon the glassy pave.

O Winter git a goin—March!  
Yew Demun in Goloshiz—  
Thow, for 10 monthz weaks (nex Satterday)  
Hast snode and blode and froze the Tapz  
And wiewast all the windirz  
Buzz the juzz—kep them Plummerrz hoppin—muid the Pleece  
Enwrop thelself to sech Xtent  
Thay look like Teddy Bares.

O yew Skunk—Ef I must b speestik—  
Thet it—quit Begon—I think the werd)  
I say we air skil wotchin the All-Starz  
Nok the stuffin outen the Inter meitjz;  
Wot we kneed iz Mary Lamz and Grass and littel beez  
And Jinnywee mapil serrop  
Trase up Jentil, wot we smile, Asurt yewself,  
Az if yew wot we Skevl trosttee  
Or an Awto gent how kondosendz tew sel  
Pump watter tew the muzg how tew the Rates.

The Wimmen fokes iz akin tew beginn—  
Tew fil the Biler and tew skrub the hows,  
Tew skorr and fegmaitz the Parlier  
With Britenerrz and Restorerz.  
Sope—Enamill—Taxtize—sudds—and lickwid Granmitte,  
Mops, brewmz, pottz, pannz, and  
Old Dutch Kleanser—  
While Dada iz tew  
On kold potaters—setting on the bedd.

It awl depends onn yew old Gal—  
We kant indule in no sech joyful capers  
Till yew git Bizz—oh yewr locks—  
And burn the papers.

of these waters lying off to the Chilean coast, and a vessel's course had been picked upon it from Juan Fernandez to Valparaiso. This did not particularly interest me, and my thought drifted away to the woman waiting impatiently for my return to the cabin. What a distraction for one of Lady Darlington's birth and refinement! And yet with what dignity and manner had she met the unexpected! It was plain to be seen that there was a heart of courage, not easily broken under adversity. Beneath the pride of her words and actions I had caught glimpses of the true woman. I left the cabin, yet she would rally again, and greet me with the same calm insistence which was the heritage of her nature and breeding.

(To Be Continued.)

## MISSION PROBLEMS OF THE BAPTIST CHURCH

## Conference Urges That the Pastors Be Paid Better Salaries.

Toronto, April 11.—For the purpose of dealing more fully with mission problems the Baptist missionaries of Ontario and Quebec are holding a conference in Jarvis Street Baptist Church, Toronto, today. The conference, which is the largest ever held in the city, is being held on account of lack of time difficult problems have sometimes received little attention. The generosity of three prominent Baptists in the city has made possible the present conference.

Yesterday was the opening day of the conference. Various topics were discussed until 4:30 o'clock, when the question of "Pastors' Salaries" came up. The discussion was scheduled to close at 5:10 o'clock, but it grew so interesting that it continued until nearly 6 o'clock. Rev. James McEwen, Renfrew, opened the discussion.

It was pointed out that it paid a congregation to keep its minister free from financial embarrassment, as he then would be in a position to give his best services to the church. Rev. Dr. Norton, who presided, said that missionaries' salaries had advanced 40 per cent. in the last seven years.

Crippled and aged, in health, Rev. D. Reddick, the missionary hero of Kenora, was presented to the conference in the morning. Mr. Reddick undertook to lift an \$8,000 mortgage from the church at Kenora, which the congregation was very small. He succeeded, but only at the cost of his health. A fervent prayer on his behalf was offered by Rev. Dr. Lang, of Kingston.

The speakers at the day session and their subjects were: Rev. Thomas Watson, Iona Station, "The Pastor as an Example to His Flock"; Rev. W. H. Baker, Montreal, "Rev. G. A. W. W. Charlesworth, Parkhill, "Church Work"; Rev. T. T. Shields, "The Pastor's Leadership in the Church's Finances"; and Rev. James McEwen, "Pastors' Salaries."

At the evening session, when Rev. E. E. Shields, of Steelton, and Rev. Dr. Trotter, of McMaster, gave addresses on "The Evangelistic Message and What It Involves," emphasized two points, first that the minister must have a divine call, and second, that he must preach the message founded upon sound doctrine. Taking for his subject, "The Place of Doctrine in the Pulpit," Dr. Trotter enlarged upon Mr. Shields' remarks as to doctrine.

## EARTHQUAKE IN GREECE

Considerable Damage Sustained at Cephalonia and Ithaca.

Athens, April 10.—There has been a series of earthquakes in the Greek Islands of Cephalonia and Ithaca. Considerable damage has been sustained.

## ARMY WANTS PROTECTION.

Quebec, April 10.—The chaplain of the Salvation Army at Quebec, has written the municipal authorities asking for police protection when parades in the city streets are held. This request was referred to the police commission. The Salvation Army had to cease its parades in Quebec streets some days ago owing to the hostility shown by the population.

## Does Your Back Ache?

If You Have Bladder or Urinary Troubles and Weakness of the Kidneys—Read Below.

Your back aches and fairly groans with the distress of kidney trouble. You're discouraged, but you mustn't give up. The battle can be quickly won when Dr. Hamilton's Pills get to work. These kidney specialists bring new health and vitality to young and old alike.

Even one box proves their marvelous power. Continue this great healer, and your kidneys will become as strong, as vigorous, as able to work as new ones.

Remember this: Dr. Hamilton's Pills are purely vegetable; they do cure liver, bladder and kidney trouble. They will cure you, or your money back.

Mrs. W. L. Rossiter, wife of a well-known merchant of Kensington, writes as follows:

"Ten years ago my kidney trouble started. I suffered dreadful pains in my spine and around my waist, my back feeling as if hot irons were running through it. I couldn't sleep, had no appetite, was pale, thin and very nervous. Cruel headaches and dizziness added to my burden. I had used Dr. Hamilton's Pills did I get any relief. They proved capital and helped me immediately. Eight boxes made me well, and now I do my own housework, feel and look the picture of health."

Your complete restoration to health is certain with Dr. Hamilton's Pills of Mandrake and Butternut. Refuse substitutes. 25c. per box, or five boxes for \$1. At all dealers, or the Catarrh-eze Company, Kingston, Ont.

There was nothing else to do, and I followed him down the bridge steps to the main deck. The chart house had its single door opening aft, and was a small, plainly-built structure painted a dingy gray, with two narrow windows on either side, and just enough space within to contain a deal table, locker and three rude benches. I sat down upon one of these, filled and lighted my pipe, and waited in silence, gazing idly at the chart pinned flat on the table. It was a map

L. AND P. S. LINE  
A GREAT ASSET

Publicity Commissioner Henderson Dilated Upon his Merits Last Night.

## WHAT SHOULD BE DONE

Elevator and Docks Are Required—West London Boosters Heard Enthusiastic Address.

Multitudinous opportunities for the further upbuilding of London through the improvement of the city's line, the London and Port Stanley Railway, were declared by the publicity commissioner J. Grant Henderson, who last evening met the members of the West London Boosters' Association for the first time since taking up industrial work in London.

The road to the lake is one of the greatest assets that a city could possibly hope for in the race for industries, declared Mr. Henderson, for by the expenditure of a little money an advantage of 15 cents a ton on coal from Pittsburgh, and 12 cents a ton from other districts, all of which would figure large with a big manufacturer.

Mr. Henderson also took occasion to point out the wisdom of taking action at this time to secure a municipal square.

Referring to the data published in the Advertiser concerning the erection of buildings at the Port Stanley site suggested by Mr. R. K. Cowan, Mr. Henderson declared that he was greatly pleased with the idea, and that the master in chancery is plainly a man of "broad aesthetic vision."

The commissioner again repeated that he has no interest in where the new city hall should be located, but that he is of the opinion that the municipal square idea should be adopted without hesitation, and most magnificent buildings erected. "Let the people of twenty-five and fifty years hence pay their share, and they will be glad to do it," he contended.

## Factory Sites.

Mr. Henderson again requested that persons having knowledge of a possible factory site or of floor space, furnish him with information. Land owners must, however, be reasonable in their demands, he said, for the greatest injury may be done by giving the land to a party who will not use it.

The members of the Boosters' Association are now resting more easily since the spring session has given the city a new lease of life. It is pointed out, however, that something must be done to strengthen the spots weakened by the swollen stream, and the matter of proper improvement will not be abandoned now that the danger is gone.

It has now been demonstrated that the danger was quite real and not imaginary, and for that reason strong efforts will be put forth to have some action taken to prevent a recurrence.

## The River Drive.

Ald. Coles' scheme to beautify the river drive along top of the embankment, is meeting with much favor, and at last night's meeting was given the endorsement of the publicity commissioner, who is taking an active interest in the general improvement of the city.

Mr. John M. Parsons, of the Real Estate Owners' Association, who with Mr. William Scarrow and other delegates attended the West London meeting, advised that the entire breakwater be made a public dump for earth, ashes and trash.

The present embankment is sufficiently high to meet any contingency if the Springbank dam is looked after and the logs removed in times of danger, so the West Londoners believe.

## A Factory District.

The possibility of making a factory district in West London, such as the North End, was called to the attention of Mr. Henderson. It was pointed out that the Grand Trunk and Canadian Pacific Railways west of the city, are a comparatively short distance apart, and an intercepting line, constructed between the two would provide many excellent factory sites that could be obtained at very reasonable prices.

## FIRE IN MINE PLANT

Nipissing Mine at Cobalt Suffers Loss of Equipment.

Cobalt, April 10.—Fire originating in the furnace hole of the Nipissing sampling plant destroyed the building and the plant this afternoon. The fire started about 5 o'clock, and when discovered had made considerable headway. The big water pressure was brought to bear by aid of the new hydraulic giant that the Nipissing has installed for prospecting the surface of the hill on their property.

Five streams playing on the building failed to check the flames, and the whole structure was gutted. The wind blew in a direction away from the mill, which adjoins the sampling plant, and the mill was consequently saved. There was considerable silver ore plant at the time the fire started, but this was stored in the vault, and will be saved. The Cobalt volunteer brigade rendered valuable assistance to the mine fire brigade in checking the flames.

The exact location of the Nipissing sampling plant shows that the loss will not be higher than \$5,000, all covered by insurance. A great deal of the plant is not insured, and the work of tearing down the ruins started. The management states that the plant will be running again inside of a week.

## DEAD MAN CALLED.

Quebec, April 10.—The name of a dead man was called this morning at the opening of the criminal court here. The party, a man named Ernest Deschamps, was accused of making false statements in the marine department pay roll. When his name was called the clerk of the court, M. L. Laferte, attorney for Deschamps, appeared for the latter and declared that his client having died in December last could not appear. He had to produce the doctor's and burial certificates.

**MAGIC BAKING POWDER**  
CONTAINS NO ALUM  
MADE IN CANADA  
SAVE MONEY BY BUYING THE ONE POUND SIZE NET FULL WEIGHT SIXTEEN OUNCES FOR 25 CENTS  
E-W GILLETTE CO. LTD. TORONTO, ONT.

**"Onyx" Hosiery**  
TRADE MARK  
The "Onyx" Brand will give better wear than any hosiery known. For Men, Women and Children, from 25c. to \$5.00 per pair, in any color or style you wish, from Cotton to Silk. Be sure to look for the trademark shown above stamped on every pair. Sold by all good stores.  
LORD & TAYLOR Wholesale Distributors NEW YORK

## Eddy's Silent Matches

Are made of thoroughly dried pine blocks.

The tips, when struck on any surface whatever, will light silently and burn steadily and smoothly without throwing off sparks.

Eddy's Matches are always full MM count—ask for them at all good dealers.

The E. B. Eddy Company, Limited  
HULL, CANADA. Makers of Toilet Papers.

## PALMERSTON CURLERS HOLD ANNUAL BANQUET

Closing of Successful Season Celebrated in Great Style.

Palmerston, April 10.—The Palmerston Curling Club closed a most successful season last night, when the members sat down to an excellent menu at their annual banquet held in the Imperial Hotel. President W. M. Pugh, presided, and congratulated the club on the success that had come to them in their games during the season, by the winning of the Sleeman trophy at the Guelph bonspiel and for the fourth successive time the district cup. The secretary, Mr. C. Pugh, presented the prizes won in the inter-club competitions. The much-coveted Anderson trophy and the accompanying individual prizes were won for the third time by the rink skippered by Mr. George Graham. Mr. Percy Paskin's rink being the runners-up, they also received individual prizes. Several toasts were proposed and ably responded to, that of "Our Guests," by Mr. J. H. Ramesbottom, of Erin; Mr. G. E. Munro, of Forest; Mr. Duncan Sinclair, of Arthur; and Mr. Alex. Yule, of Hamilton. The singing of "Auld Lang Syne" closed a splendid social evening.

## BUSY AT SARNIA

Tugs and Dredges Are at Work in the Sarnia, April 11.—A couple of tugs and a sand sucker are at work in Saint Clair River. The docks were gay with ladies and gentlemen attracted by the signs of activity on the river and the preparations for the opening of the season.

The Point Edward Methodist Church will hold anniversary services next Sunday and Monday.

The Toronto of William Battley is being considerably enlarged. Government Inspector of Hulls Wm. Evans, of Toronto, is here on business.

Miss Smith, of Camrose, is visiting Miss MacAdams.

A. E. Sarvis, provincial detective, is here today.

An addition will be built to the Hotel Marlborough. The wooden building north of the hotel has been torn down and

Home Treatment for Sallow, Wrinkled Skin

A. C. F. asks: "What should I do for my sallow complexion, and how can I get rid of my wrinkles?"

Sallowness is best removed by removing the skin itself. This is effectually accomplished by the use of ordinary mercurized wax, which causes the offensive outer skin gradually to peel off. In the particles, which are removed, is the cause of the sallow complexion. Within a week or so you will have an enviable complexion, the new skin exhibiting a healthy, youthful tint, incomparable with artificial coloring. Get an ounce of this wax at your drug store, apply at night like cold cream, only don't rub it in. Wash it off in the morning with warm water.

For your wrinkles try a solution of saltpetre, one ounce, dissolved in a half pint of water. Bathe your face in this every morning for awhile. The result will surprise you.

## Atlantic City Hotels.

## GALEN HALL

ATLANTIC CITY  
HOTEL AND SANATORIUM  
With its extensive comforts, its tonic and curative baths, and superior table and service, is an ideal place for winter and summer. Always open. Always ready. Always busy.

WILTSHIRE Virginia Ave. and Beach. 350. Private baths, running water in rooms, elevator, sun parlor, etc. Music. Special, \$12.50 up weekly; \$2.50 up daily. Open all year. Booklet, Samuel Ellis, 7100

## DR. DE VAN'S PILLS

A reliable regulator. Never known to fail. Dr. De Van's Pills are very powerful in regulating the generative portion of the system. Refuse all cheap imitations. Dr. De Van's Pills are sold at \$5 a box, mailed on receipt of price, from the Scotch Drug Company, St. Catharines, Ont. Sold by all druggists in London. ywt

## Traction Company

Hourly Service  
Between London and St. Thomas from 7 a.m. to 11 p.m. on week days; from 8 a.m. to 9 p.m. on Sunday. Two-hourly service between St. Thomas and Port Stanley. Cars leaving London on the even hours go through to Port Stanley. The 12th car waits for the theatre.

## TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.  
SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.  
Arrive from the East—9:27 a.m., 10:58 a.m., 11:12 a.m., 11:28 a.m., 6:50 p.m., 8:00 p.m., 10:20 p.m.  
Arrive from the West—12:30 a.m., 7:45 a.m., 8:50 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., 2:48 a.m., 7:45 a.m., 9:00 a.m., 12:05 p.m., 2:05 p.m., 4:25 p.m., 6:53 p.m.  
Depart for the West—3:32 a.m., 7:40 a.m., 11:18 a.m., 11:43 a.m., 1:40 p.m., 2 p.m.

LONDON AND WINDSOR.  
Arrive—10:23 a.m., 4:00 p.m., 6:50 p.m., 11:25 p.m.  
Depart—10:23 a.m., 11:25 p.m., 2:05 p.m., 8:10 p.m.

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

LONDON, HURON AND BRIDGE.  
Arrive—10:00 a.m., 6:10 p.m., 12:35 p.m., 2:45 p.m., 4:55 p.m.  
Depart—8:30 a.m., 4:40 p.m.

Trains marked \* run daily. Those marked \*\* run on Sunday.  
CANADIAN PACIFIC RAILWAY.  
Arrive from the East—11:28 a.m., 6:10 p.m., 7:40 a.m., 10:52 p.m.  
Arrive from the West—12:30 a.m., 12:28 p.m., 5:25 p.m., 8:25 p.m.  
Depart for the East—4:48 a.m., 7:45 a.m., 12:45 p.m., 4:30 p.m.  
Depart for the West—10:00 a.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., 8:55 p.m.  
Depart—8:20 a.m., 2:20 p.m., 5:30 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY.  
Arrive—8:45 a.m., 12:00 noon, 1:50, 4:38, 11:25 p.m.  
Depart—8:05, 7:10, 9:45 a.m., 2:30, 4:15, 17:00 p.m.

\*To and from Walkerville. \*To St. Thomas only. All trains to and from Port Stanley, except trains marked with star and dagger.

## Canada's Double Track Line

HOMESEEKERS' AND SELLERS' EXCURSION TO WESTERN CANADA, VIA CHICAGO.

April 16 and 23. Leave every second Tuesday thereafter until Sept. 17, inclusive. Special train will leave Toronto at 10:30 p.m. on the dates for Edmonton and points in Manitoba and Saskatchewan, via Chicago and St. Paul, carrying through coaches and Pullman Tourist Sleepers.

NO CHANGE OF CARS.  
Full particulars. The Grand Trunk agent, C. R. McCutcheon, Alberta Government agent, Palmer 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. For full particulars, apply to Grand Trunk agent, or address R. E. RUSE, C. P. and T. A., "Clock Corner," London.

## THE MAGNIFICENT STEAMSHIP OCEANA

14,000 Tons 535 Feet Long  
The speed of a ship could not be equalled, fast cabin throughout with gorgeous rooms and private bath, the finest provisions deck in the world, the best cuisine on the Atlantic and carrying no cattle or freight, is far the greatest to

## Bermuda

the land that you should see NOW  
while the world-famous Bermuda flowers are in bloom. In Bermuda you can enjoy driving, cycling, sailing, tennis, boating, ocean bathing, fishing and every outdoor pleasure offered. Golfing every Thursday from New York. Most attractive rates ever offered. Get a booklet, map, chart, etc., from Bermuda-Atlantic Line, 250 D'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, \$42. EDMONTON AND RETURN, \$42. Proportionate rates for other points. Return 60 days.

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 7:35 p.m., 8 a.m. Through Pullman St. Thomas to Boston via this train, arriving Boston 11:50 a.m. Ticket and full information at city ticket office, 401 Richmond street. Thos. Evans, C. P. and T. A., St. Thomas, G. P. A., Chicago.

Sicilian sails ..... Sun., May 6, June 9  
Ionian sails ..... Sun., May 12, June 22  
Corinthian sails ..... Sun., May 18, June 28  
Scottish sails ..... Sun., May 25, June 29  
Lake Erie sails ..... Sun., June 2, July 7  
For full information as to additional sailing rates, etc., apply to F. Clarke, W. Fulton, E. De la Hooke, R. E. RUSE, Agents, London, Ont.

## ALLAN LINE

ROYAL MAIL STEAMERS  
ST. LAWRENCE SEASON.  
TO LIVERPOOL.  
Tunisian sails ..... Fri., May 3, May 31  
Virginian sails ..... Fri., May 10, June 7  
Scottish sails ..... Fri., May 17, June 14  
Victorian sails ..... Fri., May 24, June 21

TO GLASGOW.  
Hesperian sails ..... Sat., May 4, June 1  
Scandinavian sails ..... Sat., May 11, June 18  
Grampian sails ..... Sat., May 18, June 25

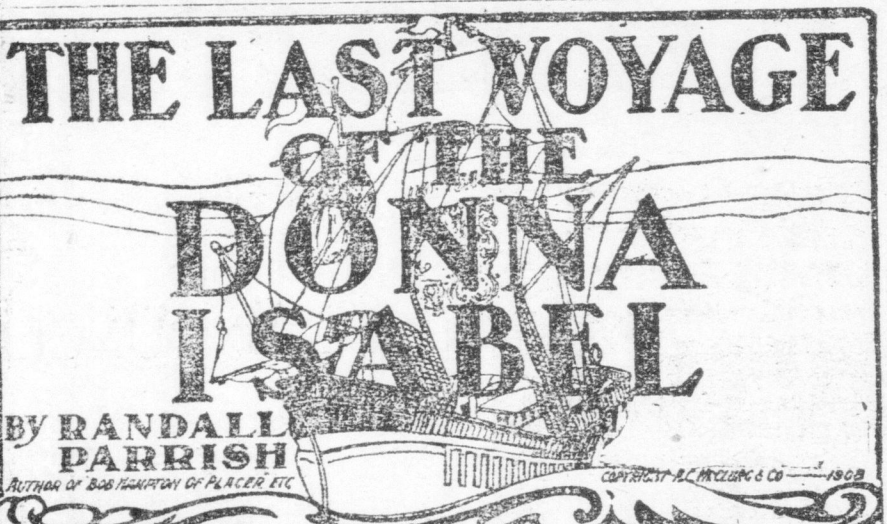
TO HAVRE AND LONDON.  
Sicilian sails ..... Sun., May 6, June 9  
Ionian sails ..... Sun., May 12, June 22  
Corinthian sails ..... Sun., May 18, June 28  
Scottish sails ..... Sun., May 25, June 29  
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## Red Star Line

Every Saturday  
DOVER, ANTWERP AND PARIS  
Secure Particulars From  
E. DE LA HOOKE, W. FULTON, F. B. CLARKE or R. E. RUSE, Local Agents



## THE LAST VOYAGE

CHAPTER IX.  
In Which I Learn Our Rest.

I sank down into the depths of an unphosphated divan without resting my head within my hands, and endeavored earnestly to collect thought and nerve for the coming struggle. The terrible nature of our situation only became more apparent as I considered it in the light of discovery already made, and in my understanding of the nature of those with whom I was now associated.

"Tuttle nor De Nova had ever mistaken the Sea Queen for the warship Esmeralda. It was impossible to conceive that these two trained sailors could have made such an error, or that the men under them could have been so utterly deceived. However alike in general appearance, the two vessels may have been, sailors, having ample opportunity to observe both, would have certainly detected the difference even amid the blackest night shadows. Tuttle's boat came up directly beneath the bows, with the lamps burning brightly and revealing the name; every man aboard must have seen it plainly. Yet what object could have led to so desperate an act of piracy? What part was I destined to play in the final working out of their lawless scheme? Why, by means of these forged documents, had they dragged me into this foul conspiracy? Who had they placed me temporarily in command of these ill-fated prize?"

The longer I studied over the problem the more thoroughly did I become bewildered and confused. What could these men ever hope to accomplish in this lawless fashion? They must be fools, or madmen. This was not a crime, and it was not a crime of sea was patrolled; every port protected by telegraphic communication. Where could they hope to get off with their prize? Where could they expect to land? Where on all the round globe could they hope to go to escape the vengeance of British power on the high seas? I must be dreaming, for surely no men in their senses would expect to commit such a crime and get off scot free. I stared about on the rich furnishings of the cabin, thus arousing myself to the knowledge that this was no fancy, but a deliberate fact. Then what object could their purpose, their plan? What object could possibly inspire them to so reckless an act?

Difficult as my own situation undoubtedly was, apparently hopeless, without a man on board in whom I could put trust, it was rendered a thousand times more so by the presence of those two women. In what way could I protect and serve them? In the plot, or were they the victims involved? Could I count on finding a single honest sailor in all that riff-raff who would stand by me in my hour of need? There were others on board—the three seamen and the engineer of the yacht's crew, the Chilean officer, and the sailors of the Chilean officer, far more helpless even than myself. The longer I thought the darker grew the prospect, the closer

the cords of Fate pressed about me. There was nothing to do except to face the inevitable, and I glanced upward at the tell-tale compass overhead—the vessel's course had already been altered, we were now headed westward, directly out into the broad Pacific.

The denser clouds of low-lying fog were drifting southward, leaving the sea to starboard almost free of vapor, though a thin haze yet obscured the horizon. The swell was sufficiently heavy to send white wreaths of spray flashing across the forecastle rail, yet the yacht was still speed. At intervals I could discern the mad whirling of her screw as the stern was flung high into the air by some racing wave, and at the end of the bridge, clinging to the hand-rail, his skis flapping in the head wind. He never glanced toward me, the cool, studied insolence of the fellow causing me to feel more deeply than ever before his consciousness of power.

"The yacht is several points off her course, Mr. Tuttle, I said sharply, determined to test him. "The race is not always to the swift, nor the battle to the strong," I said, and I dimly perceived a spiral of black smoke barely visible above the horizon.

"I thought we had better sheer off, there was no guessing who that fellow yonder might prove to be."

"Presently, Mr. Tuttle, we haven't time to understand matters in the more clearly. I've just been through the cabin. None of the yacht's officers are on board."

"I could see his thin lips drawn back in a sinister grin, which revealed his yellow teeth."

"The Lord helpeth those who help themselves," he returned, proudly, upholding his eyes. "The race is not always to the swift, nor the battle to the strong." I said, and I dimly perceived a spiral of black smoke barely visible above the horizon.

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