

ADAMS BLACK JACK

If you haven't tried it you have missed the gum flavor they are discussing in England, in France, in the United States and everywhere in Canada—Adams Black Jack. A stick a day keeps a grouch away.



ADAMS Pure Chewing Gum

IN THE TOILS;

But Happiness

Comes at Last.

CHAPTER XL. TRUTH WILL OUT.

"Respectfully!" sneered Stephen Rawdon. "Perhaps her ladyship—and there was a hideous mockery in his voice—"will allow me to ask her a few questions?"

He paused, then continued, almost threateningly:

"I ask her, first, if she remembers a certain night two years ago, when she met me in Hawthorpe church-ward—"

Lord Heatherdene started, and Katrine pressed his arm warningly. Her head trembled and shook, but he did not notice that in his own terrible excitement.

"Lady Heatherdene remembers that—go on."

"She was Olive Estcourt then, a hard-worked, ill-used girl. She met me and asked me to marry her. Is not that true?"

Another pause, and again Hastley Derrick answered:

"Granted that is true—what then?"

"Does she remember going with me three days afterward and being married—"

A cry—an inarticulate exclamation from Olive interrupted him.

"Stop!" said Hastley Derrick. "Lady Heatherdene does not desire to have the whole account of your villainy as you told it to me. You may spare her—and yourself—that. You know—as I believe—that there was no marriage. That is so," he whispered.

Olive, by a gesture, assented.

Stephen Rawdon laughed—a hoarse, forced laugh, and rose with a forced gesture, as if he were playing a part.

"That's just the point," he said. "I know what she thinks. She thinks that there was no marriage, but that is where she has made the mistake. There was a marriage, and she is no more Lady Heatherdene than she is queen of England. She is Mrs. Stephen Rawdon—she is my wife!"

Olive did not speak, but she staggered and grasped the chair with both hands.

"Be calm," whispered Hastley Derrick, bending toward her. "It is false; is it not?"

Olive opened her lips.

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Then you need a winter tonic to keep up your blood-strength and nerve-force. For nearly fifty years physicians have prescribed

SCOTT'S EMULSION

because it is a true food and an active tonic, easily digested and free from opiates. If you are run-down, if night finds you tired and sleep is not refreshing, by all means get **Scott's Emulsion** today. *You Need It.*

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Nerves Wrecked by Accident—Was Afraid to Go in a Crowd or to Stay Alone—Tells of His Care.

Much sympathy was felt in this city for Dr. Dorsey who met with a rather startling accident when his foot was smashed in an elevator.

The shock to the nervous system was so great that Dr. Dorsey was in a pitiable condition for a long time. He was like a child in that he required his mother's care all the time. He feared a crowd, could not stay alone and could not sleep because of the weakened and excited condition of his nerves.

Detroit doctors did what they could for him, but he could not get back his strength and vigor until he fortunately heard of Dr. Chase's Nerve Food.

It is no mere accident that Dr. Chase's Nerve Food proves to be exactly what is needed in so many cases of exhausted nerves.

Three pounds of sugar a month for each person in the house is an ample allowance.

Windows that seem dirty will look surprisingly clean if wiped on the inside with a dry cloth.

All bits of fish or meats can be combined with cereals or vegetables for making meat dishes.

Eat Big Meals! No Sour, Acid Stomach, Indigestion or Gas

"Pape's Diapepsin" is quickest, surest stomach relief known—Try It!

Time it! Pape's Diapepsin will digest anything you eat and overcome a sour, gassy or out-of-order stomach surely within five minutes.

Relief in five minutes from all stomach misery is waiting for you at any drug store.

These large fifty-cent cases contain enough "Pape's Diapepsin" to keep the entire family free from stomach disorders and indigestion for many months. It belongs in your home.

happiness! I would lay down my life to save you—I know that, Olive."

A shudder ran through her as he lingered, tenderly, passionately, on the old name.

"You remember how, long ago, when you were in his power, I begged you to let me save you, Olive," his voice broke for a moment as his passion overcame him; "I beg and implore you to let me do so now."

Crouching in her chair, her face bowed in her hands, Olive made no sign, only trembled and shuddered as if with cold.

Hastley Derrick, white as herself, laid his hand upon her arm entreatingly, imploringly.

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We have now on exhibition at our Store a full supply of MASSEY-HARRIS FARM IMPLEMENTS, comprising NO. 8 PLOWS, DOUBLE MOULDBOARD PLOWS with Potato Digger attachment.



DRAG HARROWS, SPIKE TOOTH LEVER HARROWS, SPRING TOOTH HARROWS, SEED SOWERS, OUT-THROW AND IN-THROW DISC HARROWS, also a full line of EMPIRE WOOD BEAM PLOWS.

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april.10.18

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The Royal Newfoundland Regiment

Has given your country a name to be proud of.

See This Display. Don't Miss It.

S. MILLEY.

Advertise in the Telegram.

'Florizel' Inqu

Philip Jackman (Continued Saturday).

FRIDAY'S PROCEEDING

At 4 o'clock I went out on duty, the captain and Dock came out there.

To Commander MacDermott would not go in the chart at the end of the watch. If I hearing I would go in and down. I was going along at when I took the 4 point bar Bay Bull's light. We use Ad charts.

To Mr. Gibbs—I take the the ship. It was 20 ft. 4 in. and 21 ft. 8 in. aft. I was and some time before taking bridge soundings. The captain have the exact time as he would it down. The captain told watch the course, "and if you me call me." The captain and ed over the side several times purpose of judging her speed slob was just loose slob ice and nothing to interfere with the of the ship. The voyage of we went through ice on the Scotia coast. We had a gale on sea right ahead the voya-vous on going to Halifax. much heavier than on the n the Florizel was lost. She made 6 to 8 knots on that voyage. S going into the foremast at eve The ice off the Nova Scotia coast heavier than the slob ice we enced on the last voyage the made. I have been often in a ser in similar conditions off Cap ard.

To Mr. Warren—I noticed i fence in the speed in my wa heard the captain tell the mate to change her course to when I was coming off watch o'clock.

To Mr. Dunfield—I told the wheel to keep her nothing westward but if anything to southward. I did not change course at all. A ship is likely in along the shore at any time.

is a strong drift on the So Shore at times. The current ally runs to the westward, but the coming up of a strong N. E. the current will run strong fro eastward. At high water the t clack outside and at low wa chere it is strong outside.

To Mr. Blackwood—We got 48 to 50 out of her in a watch on eral occasions. She wouldn't bing much after leaving port. would pick up after being out a while. I thought it was slow fo to be going. There was no con-tin between the captain and I why she was not going more the knots. As far as the weather knew there was nothing to pre her from doing at least 11 knots looks strange now that she was doing 8 knots. I did not make comment at the time. I do not the slob was more than three kn It would not interfere with the zel. I remember sailing down shore in the Jean some years ago slob much heavier.

(Mr. Blackwood wanted an explanation as to why the ship was making about 8 knots between the hours of 8 and 12 when the weather conditions were not prevent her from making her normal speed.)

Capt. Martin (re-called)—I did take the Polar current into my oning but left it to the good. agner get her up to full speed after leaving port. I asked the how she was doing and he said right. There was a little southe swell and I allowed that against ship. I thought her going more 8 knots. The reason I cut her out to 6 knots was on account of the increased wind and sea. I cut her out so fine so as to allow me good room in going around the Cape. there been no change in the wea in the second watch I would have about 11 knots.

To Commander MacDermott— While I did not say anything thought she was running slow dur the first watch. I wanted to be be the ship's speed in going up the coast so as to give her good sea room around the Cape. I never estimated the speed as low on any other occasion going up to Cape Race. I er saw it so bad that I didn't gart millas out of her in a watch on the W.S.W. course the speed increas ed. I was on the watch all the watch as doing between 6 and 7. The 2nd officer gave me 7. She might be taking a little water over the quarter when we changed over to W.S.W. I didn't notice it. She wasn't raising anything extra. When the course

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