AMUNDSEN THE MAN WHO REACHED POLE

Norwegian at South Pole on 14, 15, 16 and 17 th December Last.

Doubtfulif Scott Has Been There--Amundsen's Career Sketched.

Christiana, Norway, March 11 .- Two local newspapers to-day received despatches from Captain Roald Amundsen, announcing that he reached the South Pole on December 14, 1911.

The despatches were sent from Hobart, Tasmania, where Amundsen arrived yesterday.

The despatches read: "Pole reached, fourteenth seventeenth of December."

This evidently means that he remain curate observations as to his position.

DID SCOTT REACH POLE?

London, March 11.—Details of Captain Amundsen's feat and the difficulties he had to surmount are not yet at hand, and the people of England and the world wait most anxiously for news of Scott's

Sir Ernest Shackelton says: "The question naturally arises in one's mind. Did Scott reach the pole before December 14, the date of Amundsen's arrival?' If so, the honor lies with the British flag, but the same endurance, the same skill and the same need of endeavor must be granted to Amundsen as the Norwegian people would grant to

Scott if the positions were reversed. "It would be quite possible that the two expeditions having reached the Beardmore Glacier, would be in touch with each other or would come across depots which would indicate the advance or the return of either party. And it Scott had left his party at the foot of the glacier they would naturally be acquainted with Amundsen's movements.

There may have been a more diamatic situation still. The two parties crossing the glacier and converging toward the coveted spot from different directions may have met at the pole itself."

Hobart, Tasmania, March 11.—Captain Roald Amundsen, the Norwegian explorer, denies having telegraphed anything regarding Capt. Robert Scott of the British expedition.

Osptain Amundsen up to the present is the only member of the Antarctic expedition who has landed from the Fram. Nobedy is allowed to go on board the vessel under any pretext whatever.

The explorer says that he is pleased with the results of his expedition, but otherwise maintains absolute silence on the last occasion took him three years

Captain Amundsen intends to stay at Hobart for a few date. He will then go to Australia and give a few lectures there, afterwards departing for Europe by the circuitous route of Buenos Ayres, then round Cape, Horn up to the Behring Straits and through the northwest passage and the Arctic Ocean.

The confirmation of Captain Roald Amundsen's attainment of the South Pole on December 14, 1911, received today from the explorer himself at Ho. bart, sets at rest the conflicting reports

current on the subject yesterday.

A despatch purtished by the Daily Express in London yesterday morning, dated Wellington, New Zealand, declared that Amundsen had stated that Scott had reached the South Pole. It was assumed that this declaration indicated that Amundsen himself had not succeded in attaining the object of the expedition, and credit was generally given to the British explorer.

Nothing has hitherto been heard from Captain Scott, and Amundsen now denies that he said or telegraphed anything referring to his British rival or his expedi-

The honor for the achievement of reaching the South Pole must now be given to the Norwegian explorer until Captain Scott announces the result of his

Captain Amundsen has been for many years considered one of the most daring | reached the pole also," he said. "The and competent of Arctic and Antarctic explorers. A sailor from his youth, he and result are over and hereafter exstarted polar research at the age of 25, plorers will go out seriously to discover

when he participated in the Belgica An- the facts of the earth. In time the map taretic expedition, under the command of Gerlache. He was first officer of the vessel and the voyage lasted from 1897 to 1809. On his return he made up his min. to continue polar research, but this time he decided to go to the north in an endeavor to discover the northwest pas- the goal. If so, he was probably a week sage which had been sought for for 300 or two later than Amundsen. Scott years by daring sailors, among them Frobisher, John Cabot, Sir Hugh Willoughby, Richard Chanceller, John Davis, Sir John Roes and Sir John Franklin.

He prepared himself for the task by undergoing a course of two years' study in magnetism and meteorology, after Obristiana on board the Gjoa, with a crew of only eight men, on June 16, 1903.

Proceeding to Lancaster Sound, he sailed past Cape Adelaide and King Wil-Ham Land and Ross strait. The vesse! wintered in that part. For many months Amundsen drifted along and finally on August 26 met an American whaler to the east of Cape Bathurst. He finally which has been an object of work for brought his little vessel through the Behring Straits and thus for the first berlain, head of the department of geotime accomplished the northwest pas- logy of the University of Chicago, last sage. During the voyage he determined night. exactly the position of the magnetic away from Norway. He arrived in New York after this expedition on Nov. 6,

Several years have been spent by him in making preparations for an expedition to the North Pole, on which he was to ctart in 1910. He, however, later changed plans and decided to go to the An-

The Fram, which he used for the expedition, is a most remarkable ship. She has been used for many years in Arctic exploration. From 1893 to 1896, during the expedition of Dr. Fridtjof Nansen, she covered a journey of about 7,000 miles in the Arctic Ocean, 3,000 miles of

this being accomplished while she was

frozen solid in the ice. She was not

damaged at all during this voyage. Captain Amundsen left Buenos Ayres on his present trip toward the close of 1910 with a small party of Norwegians, all of them experienced in Arctic work. ed three days in the vicinity of the pole | He took with him a large pack of probably for the purpose of taking ac. Siberian dogs, and his men were ail provided with skis, which were thought to offer great advantages in traversing the glacier ice. Captain Amundsen's party made its base and winter quarters 90 miles nearer the south pole than his

British rival. Nothing was heard from the expedition for many months until the arrival of the Fram was reported two days ago at Hobart, Tasmania.

Thence came rumors that the great Norwegian explorer had not succeeded n his dash to the south, and also reports that he had brought the news of Scott's success. The whole world was kept in a state of suspense, waiting for definite information as to whether the secret of the South Pole had been solved or not. Nothing came until early this morning, when a short message announced that the hardy Norsemen had reached the southernmost point of the earth on Dec. 14, and had remained on the spot until Dec 17 of last year.

No further details have yet been sent to the waiting world by Amundsen, but the simple fact that he has reached a point which has been the ambition of for a long series of years has sufficed to send a thrill through all the nations, and all are now anxious to show him that they honor him for his feat. With characteristic Scandinavian mod-

esty, however, Captain Amundsen, now the cynosure of all eyes, hesitates to come to Europe to be the central figure in celebrations and festivities, and announces that he will return by a route which will undoubtedly take him several years to cover, first proceeding to the east coast of South America at Buenos Ayres, then sailing round Cape Horn, and up the western coast of the two Americas to the Behring Straits, drifting he is already the hero, and which on to accomplish, and then back to his Norwegan home.

NORWAY REJOICES.

Christiana, Norway, March 11. icieings over Captain Amendsen's success in reaching the south pole are widespread. The feeling of the people was voiced in the Storthing by the President, Frederick Konow. At the opening of the session President Konow, amid loud cheers from the members, said:

"We cannot begin our day's work without expressing our thankful joy and the admiration and pride with which we are all filled by the news that Captain Roald Amundsen and his comrades have reached the South Pole and planted the Norwegian flag there. We are proud in the thought that these men are our fellow countrymen, and that they have once more succeeded in covering the

name of Norway with glory." The Storthing then telegraphed to Captain Roald Amundsen, at Hobart, Tusmanis, its warmest greetings and

EXPECTED SCOTT TO WIN. New York, March 11. - Herbert L.

Bridgeman, secretary of the Arctic Club of America, expressed little surprise when he received the news of Amundsen's dash to the south pole had been successful.

"I rather expected it would be Scott and I should not wonder at all if we should hear in a few days that he had most important thing is that the dashes will be without any unknown land."

Captain Fiala, secretary of the Explorers' Club and commander of a north pole expedition in 1903-5, said: "I am glad Amundsen won. It is like-

ly that Scott, too, may have reached could hardly fail in his attempt, for he was equipped as no other party that ever penetrated polar regions."

Dr. Frederick A. Cook heard the news at his uptown hotel, where he had just returned from a lecture tour.

"It is not only possible that Scott which he sailed for the north from and Amundsen crossed each other, but it is likely that both men met at the pole," said Dr. Cook, with a smile. "Captain Scott, at the very latest, ought to

WHAT DISCOVERY MEANS. Chicago, March 11 .- The discovery of the south pole, besides being a geographical achievement, will enable scientists to make long time weather predictions. centuries." said Professor T. C. Cham-

"Heretofore we have been enabled to pole. Altogether he was three years trace the winds and storms up until the time they entered the antarctic circle. At this wint we lost trace of them absolutery and do not know where to watch for their appearance. It now becomes possible to make a complete map of the wind movements over the face of the globe." WILL SUBMIT CHARTS.

London, March 11.-Captain Roald

Amundsen states that he will submit his charts and all information as to his expedition without delay, according to despatches from Hobart, received by a special correspondent at Wellington,

KNOWS NOTHING OF SCOTT.

New York, March 11 .- The New York Times received a despatch to-day from Roald Amundsen at Hobart, Tasmania, saying that he knew nothing about Captain Scott, the British explorer, and his expedition.

This message was in reply to one sent by the Times asking Amundsen if he knew anything about Captain Scott, and was brought out by the despatch from Hobart, published first by a London newspaper yesterday to the effect that Amundsen, upon his arrival at Hobart had declared that Captain Scott hd discovered the South Pole.

Another despatch to the same effect as the one from Amundsen was received from Henry D. Baker, the American consul at Hobart.

CONJECTURES AT TO SCOTT. London, March 11 .- After meeting Captain Soctt in the Bay of Whales, on January 19th, 1911, Captain Amundsen, camped with nine men in longitude 164, west latitude. 98. He has not revealed

his subsequent movements. Captain Amundsen has settled his plans to sail from Hobart within a week for Buenos Ayres. From that port he will go round Cape Horn to San Francisco and then on to the Bering Straits. Then he will drift with the ice across the Arctic ocean and expects to emerge at some point between Greenland and

Captain Scott's agent in New Zealand expresses the opinion that Scott must have changed his plans and proceeded with new exploring and scientific work, thus possibly delaying the return of the Terra Nova for some weeks.

HIGHWAY ESSAYS

Papers on Good Roads to Stir Interest in Problem.

New Westminster, B.C., March 11. -- In order to stimulate good roads throughout Canada, W. J. Kerr, President of Graham. the Canadian Highway Association, is offering three valuable medals for the best essay on "What Good Roads Mean to Canada." The Competition for these medals is to be confined to boys and 73 years of age. girls under eighteen years of age, and no many adventurous explorers to attain distinction is to be made between the sexes. Women have long since taken a place in literature equal to that occupied by men, Mr. Kerr believes, and a contest in which girls will compete against boys will be more interesting to all concerned than one in which separate

prizes are given. The competition will be open to students in all parts of Canada, and there will be no hard and fast rules as to the length of the essay submitted, although articles of 600 to 800 words will be preferred. The well-known newspaper rule that writing must be on one side of the paper only will be strictly enforced.

Competitors will be required to deal the preparing of their papers, and all Railway Junction, Kingston. Mrs. Bulessays must be in the hands of the secretary, P. W. Luce, 614 Columbia street, New Westminster, on or before May 15.

The first prize will be a solid gold medal bearing on the obverse a reproduction of a part of the Canadian Highway, encircled by the words "Canadian Highway Association, 1912." On the reverse the name of the winner will be engraved. followed by the words. "First. prize winner Canadian Highway Associa; tion Essay Competition." The second and third prizes will be the same as the gold medal, but will be of silver gilt and of silver. In addition to a silver souvenir pin will be given every competitor whose essay attains a certain standard of merit.

"By interesting the young people of Canada in the proposition to establish a Canadian highway that will reach from Alberni, B. C., to Halifax," says Mr. Kerr, "I expect to create wide interest

in this movement." All essays must be accompanied by the name of the writer and by a statement. signed by parent or guardian, declaring that the composition is the competitor's

own work and that the writer is under

"NA-DRU-GO DYSPEPSIA **TABLETS**

Proved of Great Value to Me"

There is only one explanation for the

numbers of enthusiastic letters that we receive praising Na-Dru-Co Dyspepsia Tablets, and that is that these tablets certainly do cure any kind of stomach Here is a typical letter from Miss

Fliza Armsworthy, Canso, N.S.: "It is with pleasure I write to inform you that your Na-Dru-Co Dyspepsia Tablets have proved of great value to me. I tried remedy after remedy but without any lasting good. Having heard of your tablets curing such cases as mine I decided to give them a fair trial.

They proved satisfactory in my case." The remarkable success of Na-Dru-Co Dyspepsia Tablets is such a success as can only come to an honest remedy, compounded according to an exceptionally good formula, from pure ingredients, by expert chemists. If you are troubled with your stomach just ask your Druggist about Na-Dru-Co Dyspepsia Tablets, compounded by the National Drug and Chemical Co. of Canada, Limited, and sold throughout the Dominion at 50c. a box.

KILLED TREATY.

Washington, March 11. - President Taft's programme for a general arbitration treaty with Great Britain and France, and for the promotion of worldwide peace was killed by the Senate today. By a vote of 42 to 40 the Senate elminated from the pending treaties with France and England the vital paragraph, relating to the joint high commission, and otherwise curtailed their

Hard work offers small odds, but is too late. rally a winner. Genius is a 100 to 1

DAY IN BRIEF

Explosion of Gas Kills Four Men.

Free Church Principal Coming Out to Canada.

Woman Lost Her Foot Crawling Under Car.

John Greenkes, Crimean veteran, died at Ingersoll.

Saskatchewan claims access to a port on Hudson Bay.

S. Axton, 260 Sumach street, Toronto, was fatally injured by bricks falling on Minister of Justice proposes to retire Justices Dugas and Craig, of the Yukon,

Henri Salvey flew from London to Paris-222 miles-in 2 hours and 57 minutes without a stop.

The London police had to protect a meeting of militant suffragettes from an

turning to study the tides of James Bay and Moose River. Chief Inspector James L. Hughes has been offered a position as editor of a Georgia Passenger Train magazine in Chicago.

A Provincial Government party is re-

Mr. Thomas Kent, of London, left an estate of \$100,000, of which the greater portion will go to churches and chari-

The United States Senate deleted clause 5 and added other material amendments to the arbitration treaties with Britain and France.

A branch of the Canadian Bank of commerce will be opened at Port Colborne, Ontario, on the 8th instant, in charge temporarily of Mr. A. R. Mrs. John Bertram, 4 Spadina road,

Toronto, who was struck by a street car, is still unconscious, and little ! spe entertained for her recovery. She is Charles Robinson, an iron worker, who lives at 258 Parliament street, To-

from a new building on which he was working at Espanola Newfoundland's population is 242,000, according to the complete census reurns for 1911, which were made public to-day: This shows an increase of

ronto, had both legs fractured in a fall

teh per cent, for the past decade. Gertrude Vigeault, Montreal, twenty three months old, was drowned early this morning by falling into a tub of water her mother had just bathed her

in and had left on the kitchen floor. Mrs. William Bullock, about 37-years of age, had her left foot cut off by a reight car at the lower Grand Trunk lock lives near the junction.

others. Rescue apparatus has been

to sixty days in jail by Magistrate Deni. arrived. The Employing Printers' Association

of Toronto has appointed a committee to meet the representatives of the three No. 1, to form a new agreement. Scotland has decided to send Rev. Prin. mysterious case.

in Edinburgh.

St. Catharines has lost an old citizen in the death of Thomas Coyle, after a rather brief illness. For several days his condition had been critical, and though his death was not altogether unexpected, the announcement caused universal regret. He was eighty years

Archibald Feunell, who says his home is in Guelph, surrendered himself to the police at Windsor, stating that he had deserted from the army in Halifax four years ago. Feunell has since been living in Detroit and Boston. The police are communicating with the Halifax au-

The strike of oil by the Brandon syndicate is the cause of great excitement at Milton. Oil men have come from Petrolea and elsewhere, and the farmers of the neighborhood are kept busy discussing proposals of options. A number of the oil men are real operators or their representatives. The land owners are wary, and few of them have given

Following a complaint made to the Smith's Falls police about a house on Bay street, an investigation was made, resulting in the finding of the body of an infant child. The body was doubled up in an old pan in the cellar. The coroner, after viewing the body, and inquiring into the circumstances, decided that there was no foul play, and gave a burial certificate to the parents.

FOUR KILLED

Collides With Freight.

Social Circle, Ga., March 11-Four persons were killed and nine injured, six of them seriously, when passenger train No. 4 of the Georgia Railroad, which left Atlanta at midnight, coffided headon with a freight train three miles from ship yards closed down, of idle docks, of here at 2.15 o'clock this morning. The steamers held up, of hundreds of thoukilled were negroes. Their bodies are butied in the wreekage and so far efforts to remove them have failed. They were pinned beneath the negro coach, which was telescoped by the baggage car. The two locumotives, telescoped by the

force of their crash, were demotished. The first class passenger coach and the Pullman cars remained on the track, and while some of the sleeping passengers were considerably shaken up, none them were injured.

Social Circle is 5 miles from Atlanta and 115 miles from Augusta. Officials of the road stated that the

wreck resulted from the overlooking of standing orders for freight trains to take a siding at Rutledge station, between Augusta and Social Circle, and thus give the passenger train the right of way.

KILLED IN DRUNKEN BRAWL.

Ottawa despatch: There was a fracas in the Men's Rescue Mission Home this afternoon, and as a result a man is held by the police, charged with manslaughter, and another mission occu is dead.

Joseph Call, aged 25, and William A gas explosion in the mine of the Diamond Vale Mining Company at Berrett. Scanlon, aged 22, of Smith's Falls, drift-B. C., ten miles northeast of Vancouver, ed into the place in a drunken condikilled four men and imprisoned ten tion, seeking fight. He met Call on ern Prussia, where the Socialist and the one of the floors and they started to Polish miners' trades unions, representmix it. Call apparently hit Scanion over ing all the organized miners in the dis-For stealing two gold medals from the the eye, and as the latter fell he struck trict, to-day presented to the emplayers desk of A. J. Jackson, in the Rawlin- his head on the heating coil and broke son warehouses. Robert McLean, a for his neck. Scanlon died before the docmer employee of the firm, was sentenced tor, who was immediately summoned,

SHOT IN DREAM

Atlanta, Ga., March 11-That his wife shot him unintentionally while dreaming National Unions, the Bookbinders, No. 1, was the unique theory said to have been Pressmen. No. 10 and Press Assistants, advanced to-day by Eugene H. Grace, eritically wounded by a bullet, while his already assembling non-unionist work The Commission of the Free Church of wife is in jail in connection with the

FIVE KILLED IN WRECK

C. P. R. Freight Train Ran Into Passenger Train Near Ottawa.

Ottawa despatch: Five killed and senger and first class passenger coaches nearly twenty injured, many of them in the order named. In backing up, the seriously, was the toll of an accident seriously, was the toll of an accident car struck by the oncoming engine of this morning on the C. P. R. line be the freight. The impact caused the first tween Hull and the Union Station here class passenger to completely telescope when a freight train ran into the rear of the Pontiac passenger train, which was backing into the Union station.

There were 34 passengers on the train. The responsibility of the accident seems to rest with a mix-up over orders, the crew on each train apparently thinking they had a clear right of way, as aged, but was used to convey the inboth were travelling at a high rate of speed. Doctors and ambulances from they were taken to the hospitals. both Hull and Ottawa were rushed to the scene, and as soon as possible the taker, Quyon, Que.; John Anderson, C. dead were removed and the injured car-

The passenger train was in charge of Conductor John Anderson, of Ottawa, who was instantly killed, apparently from a blow on the head. His engineer was Joseph Murphy, and his fireman Camille Lemieux. The freight engine was in charge of Engineer Fred Cole and William Short, fireman. All are of Ottawa Anderson was one of the best known conductors on the road.

The passenger train had come from Waltham, Que., and as is the custom at the Hull station, was reversed back into the Union station. It left the Hull station at 9.22, and the accident hap-pened a few minutes later. Both trains in regard to the wreck at Ottawa: "A were travelling at a good rate of speed,

first class car was first, and it was the the second class car, over one half of the latter being completely demolished. It was in this car that the five were killed.

The first class car above the trucks was practically intact with the excep-tion of the seats, which were nearly all torn from their fastenings and the vestibules, which were demolished. The baggage car was also considerably dam-

The dead are: John Moyles, under-P. R. conductor; John Derby, Duke street, Hull; Miss Kehoe, Quyon, Que.; one unidentified body.

The injured are: Fred. Cole, engineer Ottawa, fractured skull; C. A. Roy, Ottawa, spine injured; Alex. Quinn, Quyon, serious internal injuries; Clayton Chown, Ottawa, slightly injured; Chas. Steele, Steele Line, Que.; face cut; William J. Kennedy, Ottawa; John Edwardson, Hudson Bay post, north of Maniwaki, legs broken; Mrs. (Rev.) Gagnon of Pontiach, slightly injured. OFFICIAL ACCOUNT.

Montreal Jespatch: The Canadian Pacific Railway authorities here handed were travelling at a good rate of speed, and as there is a sharp curve and a deep cut just where the accident happened, it was impossible for the crew of one train to see the other train till too late.

The passenger train was composed of an engine, baggage car, second class passenger to the wreck at Ottawa: A passenger train from Hull into Broad street station, Ottawa, collided with a transfer engine at 9.30 this morning at the cast side of the Prince of Wales bridge. Easily advices state that five people were killed and as many more injured. The manner of the dead are not available at present

cipal MacCulloch and Mr. John MacDonald to Canada to investigate as to the future Jevelopment of the Church of the Dominion. Rev. Principal MacCulloch is at the head of the Free Church College MEN NOW IDEE

British Trades Unions Feel the Pinch of Strike.

Premier Asquith Hopes for Early Settlement.

Mining Troubles in Siberia and Eastern Prussia.

London cable: Speaking to a friend in the House of Commons last night, Premier Asquith declared himself more hopeful of ending the coal

A statement issued by the Miners' Federation attacks the press for alleged misrepresentation of its attisude. It is evident that the miners are begin-ning to feel the pressure of the other trades union bodies, which are suffering in consequence of unemployment and the depleting of their funds owing, they say, to the miners' obstinacy.

Even the Radical newspapers now so

verely criticise the miners, while the conservative journals, which at the outset were very guarded, now demand drastic action by the government to

Thepublic alarm has been increased by the discovery of a syndicate movement to provoke a general railway strike, and the Attorney-General's opinion is being taken regarding the possibility of prosecuting the promoters of the conspiracy.

The message from all parts in the country to-day tell the same story of factories, mills, engineering works and sands of people thrown out of employ ment, of raising prices for everything and, in a word, great and increasing distress, particularly in the north of England and in Scotland.

In the poorer districts of Glasgow distress is already becoming active, which will be increased by the action yesterday of several engineering works and ship yards in discharging the bulk of their hands. Three thousand men were discharged from one establishment on the Teeside. At Sunderland, Buil and other big ports, steamers are lying idle in dozens. The steady slackening of work in Lon

don is shown by the falling off in the number of passengers on the workmen's trains, the company running fewer pars. The Cardiff coal exchange is closed for want of business, but the hotels and the places of amusement in South Water are doing record business, owing to the coalers' holiday.

A syndicate of coal merchants and clerks have a hundred tons of Weish steam coal on the Cardiff docks, which it bought at \$5 a ton and for which it

a bigger profit. THE GERMAN TROUBLE.

Berlin cable: The strike fever has spread to the Silesian coal fields in Basta demand for 16 per cent. increase in their wages,

The Government is endeavoring to fix a basis for the settlement of the difficul ties which have arisen in the Westphalian coal fields, but it is very doubtful whether the efforts will be successful. Even the most optimistic believe that at least 150,000 out of the 350,000 Westphalian coal miners will declare a strike on Monday next. The mine owners are ers to take their places.

WHEAT CROPS

Production Figures Which Cover Many Countries.

Washington, March 11 .- Preliminary estimates of the wheat crops of the southern hemisphere, announced by the International Institute of Agriculture as Rome, have been received at the Department of Agriculture. The production in Argentina and Chile exceeded that of the previous year, while in Australia and New Zealand it was less Added to the production of the northern hemisphere for 1911, the world's production of wheat is given at 3,445,316,819 bushels, which is about 99.5 per cent. of the production in 1910.

The wheat production of Argentina is estimated at 170,562,553 bushels; Chili 38,580,500 bushels; Australia, 75,363,228 bushels, and New Zealand, 6,487,631

The production of corn in Argentina s estimated at 275,575,000 bushels. The area grown to wheat during the autumn of 1911 in Belgium, France Great Britain, Hungary, Roumania and Japan is greater than that sown during the corre sponding period of 1910. The condition of the winter cereal crops in the northern hemisphere is good.

TEXTILE STRIKERS

Made Quiet Demonstration at Lawrence.

Lawrence, Mass, March II .- The stokeng textile workers made a big, although a very quiet demonstration this morning, prior to the time for opening the mills. prior to the time for opening the mills.
Thousands of men and women crowded.
Essex street, and the approaches () the factories were lined with pickets, but when the mills had begun operations do trouble of a serious nature had occurred.

Pive arrests of strikers were made for too streamous picketing or disorderly conduct.

The faces of strikers that lined the streets was greatly augmented over their of the past law days. Except in a very loss cases no violence was attempt 76.

MANAMAN gaaa Si

Angus Macgregor. identity, they will set man. Now, you see, t tive. You can't mar marry Sybil, the heire is your wife, and you within your grasp, te

and come to me for

'And you?"

The widow laughed "Oh, I will go with will live in splendor is, if Sir Rupert wil won't make me 'my la stand each other. Obe friend; refuse, and to tear your mask to the world as an im wretch-an escaped we say adieu for the to dress for dinner. Chudleigh as yet, I it upon myself to And if I could, I w la jealous, poor dea She laughed aga sweet little laughwhite hand.

quite so much like cross-bones. That. calls you 'The K Countenance,' and a Dan't hope to win t with that moody fable, if you can. It ever so much pleas. He caught the ha grasp that made he "And that is the hope? I must obey "Please let go n crushing it to ator obey me, or- We

"My dear colonel

will obey." "And if Sybil Tr marry me?" The widow safe shoulders, and mov "Look to yourse! heart! don't you peare yes? The man that ha

If with that tong Farewell for the have proposed, as ongratulate you." The words were farewell words of gone, with her so nsolent smile, whi darkly menacing g

fled love, of bitter

Cvril Trevanion c

unseen. It might on the dangerous ing there had bee CHAP Cyril Trevanton through the sultrevening, his glood pression of dark, was "written," it so like in this driving him head!

had him hopeless there was no alte "I will do it, a inwardly; "and if take care! Cow: dangerous when A coward frenzied more terrible tha ask Sybil to be

But when, in the ex-colonel rea to find himself b least. Through the drawing root heiress seated at he hated most o her, looking as

muttered I had a pisted shoot him where would marry h .+ only to triun need look twice frees say.

ar that Sybil dack eyes glad over of a be

ter the second would shoot hi ike a dog!' The heiress o poniit portice by the unutter when her coursing want, rousing been to Chudl

rarelessly. matter of cou to the latenes presume, as fe