



ANNAN WATER

BY ROBERT BUCHANAN.

INTERNATIONAL PRESS ASSOCIATION.

CHAPTER XXXVII.—(CONTINUED.)
Once safe on English soil Caussidiere became himself again. He forgot his abject terror and resumed his old manner.

His plans were soon laid. He determined to see Marjorie alone, and if she was obstinate and unyielding, to use what power he had over her to the utmost.

He hurried back to his hotel and locked himself again in his room. He drew down the blinds and lit the gas; then he turned out all the money he was possessed of, counted it carefully over, and disposed of it about his person.

By the time all this was done it was getting pretty late in the day and close on the departure of the train he had decided to take.

He listened; he could hear nothing. He walked boldly out of the room, and having quietly locked the door and put the key in his pocket, strolled leisurely out of the inn and down the street unrecognized by a soul.

He had a carriage to himself; the first thing he did, therefore, was to throw the key which he had taken from the room door out of the window; then he traveled on in comparative peace.

It was somewhat late in the evening and quite dark when he reached his destination—a lonely village, not far from Edinburgh. He walked to the nearest and quietest inn, and took a bedroom on the third floor.

That night he slept in peace. He remained in the village for several days, and during that time he kept mostly to his room.

On the night of the fourth day, however, he rang for the maid, who, on answering the bell, found him in a state of intense excitement.

CHAPTER XXXVIII.
AUSSIDIERE remained in the room for some time, but as the face did not reappear, his courage in a measure returned to him.

CHAPTER XXXIX.

IT WAS not until after Caussidiere was laid in his grave that the news of his decease reached Marjorie. She read in a Scottish newspaper a description of the mysterious death of a French gentleman in a village near Edinburgh, and suspicious of the truth she traveled to the place in Sutherland's company.

He was buried in a peaceful place, a quiet kirkyard not far from the sea; and there, some little time afterward, a plain tombstone was erected over his grave, with this inscription:

Sacred to the Memory of LEON CAUSSIDIERE, Who Died Suddenly in This Village, June 15, 18—.

Marjorie had it placed there, in perfect forgiveness and tenderness of heart.

And now our tale is almost told. The figures that have moved upon our little stage begin slowly to fade away, and the curtain is about to fall.

In due time, but not till nearly a year had passed, Marjorie married her old lover, John Sutherland. It was a quiet wedding, and after it was over the pair went away together to the Highlands, where they spent a peaceful honeymoon.

Marjorie Annan—or shall we call her Marjorie Sutherland?—is now a gentle matron, with other children, boys and girls, besides the beloved child born to her first husband. She hears them crying in the Castle garden, as she walks through the ancestral rooms where her mother dwelt so long in sorrow.

Marjorie Annan—or shall we call her Marjorie Sutherland?—is now a gentle matron, with other children, boys and girls, besides the beloved child born to her first husband. She hears them crying in the Castle garden, as she walks through the ancestral rooms where her mother dwelt so long in sorrow.

The Annan flows along, as it has flowed for centuries past, and as it will flow for centuries to come. Often Marjorie wanders on its banks, and looking in its peaceful waters, sees the old faces come and go, like spirits in a dream.

THE END.

ENGLAND'S COAL SUPPLY.

Mines Will Last About Four Hundred Years.

It may now be accepted as geologically certain that between Dover and Bally there occurs a more or less interrupted trough of coal measures of 150 miles in length, and of a breadth varying from two to four miles, measured from north to south.

As there were no marks of violence upon him, it was generally believed by those who stood looking upon him that his death had been a natural one. How he met his death was never known. It was discovered long after, however, that he was a member of many secret societies, that he had betrayed in almost every case the trust reposed in him, and was marked in their black list as a "traitor"—doomed to die.

THE NAVY IS IN FIGHTING TRIM

Ships, Men and Money Uncle Sam's Strength.

Congress Authorizes Vast Additions for New Battleships—The Maine to Be Replaced—Marines Also Being Inlisted Under Special Orders—State of War Exists All Along Our South Atlantic Coast—Movements Of Our Warships.

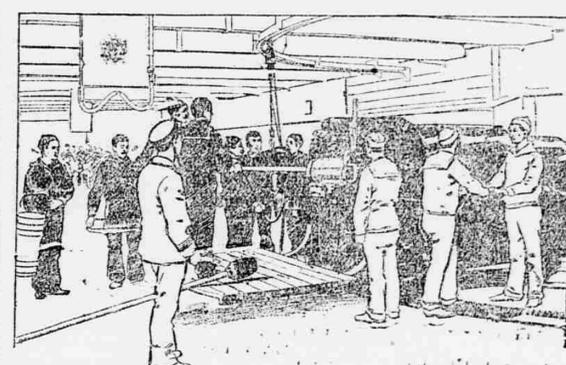
The navy department has now reason to believe that it has secured the two warships, Amazonas and her sister ship, now building in England for Brazil.

Three new battleships of the staunchest type also were authorized by the house committee on naval affairs Saturday, and a provision for their construction was inserted in the naval appropriation bill.

Representative Hawley of Texas moved that a cruiser be authorized for one of the battleships, but subsequently withdrew the motion. When the vote was taken on the bill, Mr. Hawley insisted that two battleships would be sufficient to meet present needs.

Representative Hawley of Texas moved that a cruiser be authorized for one of the battleships, but subsequently withdrew the motion. When the vote was taken on the bill, Mr. Hawley insisted that two battleships would be sufficient to meet present needs.

THE ORDER NOW OFTEN HEARD ON OUR WARSHIPS.



"SPONGE AND LOAD"—A CHARGE OF THIS KIND WHEN PROPERLY DIRECTED WILL BLOW UP ANY WARSHIP.

as navigator, now on duty at the torpedo station at Newport.

May Arm Whitebacks. Captain Alexander McDougall of the American Steel Barge Company at Duluth has received a telegram from Assistant Secretary Roosevelt of the navy department, asking his opinion as to the feasibility of converting whiteback steamers into vessels of war.

Speaking of the possibility of the United States obtaining naval vessels abroad, John Platt of Maine, Platt & Co. of New York, American representatives of John I. Thornycraft & Co. of Chiswick, England, one of the largest constructors of torpedo boats and torpedo boat destroyers in Great Britain, said: "I have just returned from Washington and I was assured that this government desires now more than any other class of vessel a fleet of torpedo boat destroyers, and had it been considered practical by the navy department to have the boats built in England, the Thornycraft company would have by

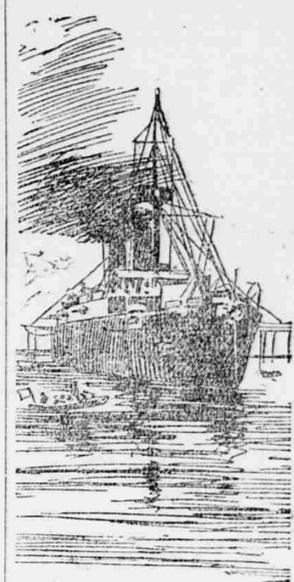
merged, vessels have been frequently wrecked at that point. The peculiar fact in this case is that the magnetic influence of this ore bank is so powerful that a magnetic needle suspended freely in a boat over the bank will point down, and, if not disturbed, will remain in a perfectly perpendicular line.

WHAT MAY HAPPEN.



LOWERING A WOUNDED MAN TO THE SICK BAY ON A MAN-OF-WAR

this time began work on several vessels of the Thornycraft type for use here. Acting upon suggestions received in Washington, however, I have consulted members of three or four shipbuilding concerns in this country relative to the quick construction of vessels of the Thornycraft type. I have been assured by them that, with the detailed working plans of the vessels in their possession and under an ordinary commercial contract—that is, a contract free from all unnecessary red tape—they could collectively complete, by working night and day, a fleet of ten such vessels within seven months.

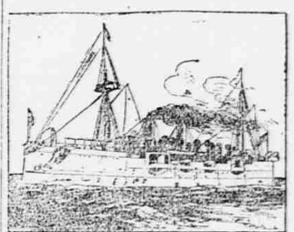


THE Y PERANGA. (One of the New Warships Slated for Purchase by the United States.)

long and 275 tons displacement, mounting four six-pounders and one thirteen-pounder, and equal to thirty knots. They are considered the most successful type of torpedo boat destroyers ever constructed. England has already about sixty of them and others, including the Thornycraft & Co. are constructing a number of them for Germany and Japan. The plans of this type of vessel can be obtained from the Chiswick yards within three days, and I have every reason to believe that this government will order them."

A Magnetic Island.

A most phenomenal island is that of Bornholm, in the Baltic, belonging to the kingdom of Denmark. It is famous for its geological peculiarities, consisting as it does almost entirely of magnetite, and its magnetic influence is not only very well known to the navigators of those waters, but also much feared by them, on account of its influence on the magnetic needles, which make the steering of a ship correctly a matter of much difficulty. In fact, this influence is felt even at a distance of miles, and so palpably that, on the island being sighted by mariners on the Baltic, they at once discontinue steering their course by the needle, and turn, instead, to the well-known lighthouses and other aids to direct their craft. Between Bornholm and the mainland there is also a bank of rock under water, which is very dangerous to navigation, and because of its being constantly sub-



THE CRUISER PHILADELPHIA. (Ordered to Join the South Atlantic Squadron—The Swiftest Armored Vessel in the World.)

merged, vessels have been frequently wrecked at that point. The peculiar fact in this case is that the magnetic influence of this ore bank is so powerful that a magnetic needle suspended freely in a boat over the bank will point down, and, if not disturbed, will remain in a perfectly perpendicular line.