

**"My Hands Trembled  
and I Could Not Sleep"**

Mr. Thomas Honey, Brantford, Ont., writes:—



"When I began taking Dr. Chase's Nerve Food, I was so nervous that when I picked up a cup of tea my hand would tremble like a leaf. I could not sleep well, could not remember things, and there were neuralgic pains through my body. After taking seven boxes of Dr. Chase's Nerve Food, however, I am in perfect health."

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Made out of attractive well-wearing material.

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Made from very attractive fabrics, carefully finished throughout.

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**WEEK-END NOTES.**(I. C. MORRIS.)  
CHAPTER XIV.**COMMODORE SHIPS.**

While the fleet of fifty years ago was quite large and consisted of the various rigs which go to make up the mercantile marine, there were several ships of an outstanding character, and which were looked upon as the commodores and greyhounds of their day. It may therefore be of interest to the reader to learn of a few of these ships, and more especially of their fate. The largest ship that ever came here, and owned locally, was the Eurydice, of the firm of Baine Johnston & Co. This ship came here some twenty-five years ago. The Eurydice, though having some local interest, was not counted as one of our own fleet, and only made one visit to this port. She had been engaged in deep water sailing, and shortly after her voyage to St. John's she was lost during a heavy gale at the Mauritius. There were other vessels which at first had been engaged in the East India and China trade but which finished their days in the Newfoundland trade. Amongst those was the barquentine Beltrée, owned by the firm of Walter Grieve & Co. The Beltrée was a beautiful ship, staunchly built and well planned, and was certainly a home on the ocean. For a long while she was commanded by Capt. Skinner, who gave up her command for the purpose of taking charge of the new iron bark Avalon. The Beltrée had an excellent career, was staunch and well kept, and was always looked upon as one of our most beautiful vessels. Some thirty-four years ago, when coming to St. John's, she was overtaken by storm, went ashore at St. Pierre, Miquelon, and became a total wreck. It seemed a pity for such a splendid vessel to meet with disaster, but such is the end of the average ship, and such was the end of the Beltrée. When touring Placentia Bay on the S. S. Active a year or two after the Beltrée's loss, I fell in conversation with the steward of the little steamer, and he remarked how small the Active was when compared with the last ship on which he had held the same position. I questioned him as to which ship it was, and he told me it was the Beltrée, and what a nice voyage they had made, and how long he had been on her, and how near they were to port when they grounded near St. Pierre and had to scramble for their lives and abandon their fine ship. The Avalon was also a beautiful ship, specially built at Greenock under the supervision of Capt. Skinner, and built for the Newfoundland trade. The Beltrée's record was long and contained many a tragedy of the sea, and many a strange incident of foreign climes and distant lands. But the Avalon's career was short, not more than a year or two. As usual, the ship loaded for Brazil, made a fair passage down, and was returning home in ballast, but she has been listed amongst the missing ships and no one has learned the tale of her destiny. The good captain's monument may be seen at Belvidere, but of his loss no one has learned. Like all such cases, there were of course many surmises and superstitions amongst sea-faring men, and the general opinion at the time was that the good ship had run into a water-spout and thus met her end. Those water-spouts, as our readers are aware, are seen in the southern latitudes and are very dangerous to navigation; they seem to form on the surface of the ocean and to rise like some mighty pyramid, and there remain until they explode with thunderous sound, and thousands of tons of water sent out in many directions. A ship running into one of these water-spouts causes it to burst, thus the torrent of water falling upon the ship means immediate destruction. I have heard the Avalon's loss discussed and talked about many times by men who had been in the Brazilian trade and who were supposed to have

been in close company with the Avalon on her last voyage and who were interested in her welfare, and the opinion expressed and generally admitted was that the Avalon met disaster by the treachery of a water-spout.

Another excellent ship of the sixties was the bark Constance, of the firm of Baine Johnston & Co., commanded by Capt. Glass of Greenock. Like the Beltrée, the Constance had a long career in local and foreign sailing, and about twenty-five years ago she was wrecked at Barbados and was sold for the benefit of the underwriters; thus she went out of commission and probably became a hulk, and may be used for that purpose yet. There was also the bark Lavenia of J. & W. Stewart's. Her career was long and useful, and in her palmy days she was commanded by Capt. Mackenzie; but some twenty years ago she was in command of the late Capt. Wilson. She met her fate at Chance Cove, near Cape Race, and thus added one more to the almost numberless ships whose timbers lie in those waters.

Contemporary with those ships we have mentioned, there was the bark Olinda, built for the firm of McBride & Co., and afterwards purchased by the firm of Edwin Duder, and for nearly a half century was in command of Capt. Samuel Prowse. It was said that the captain's wife made nearly fifty voyages with him on the Olinda. The ship was finally commanded by Capt. Kendrick, who on a return voyage from Brazil got caught on the Sable Islands, a graveyard for shipping, and there the beautiful ship was held and finally buried in the sands. So the list could be increased but it is the end story—the story of disaster, of danger, and of death. There was a beautiful ship, the Camelia, always in command of the late Capt. Harvey, and after a most successful career she went down with the brave captain, his good wife and little daughter, at Scatterie, near Sydney. And there was the bark Maria, lost on the Bird Rocks, Sydney, while in command of the late Capt. John Snow. There was one other bark which is worthy of mention, and which had a long career, both in foreign waters as well as locally. She was truly a beautiful ship. It was the bark Parajero, commanded by the late Capt. Tom. The Parajero was owned by the firm of Baine Johnston & Co., and like all other ships she was well built and well equipped, and was always commanded under strict seafaring discipline. She carried as a rule a ship's carpenter and a sailmaker, and usually an apprentice or two, as such was the custom in the days of ship sailing. Amongst the lost ships the Parajero met her fate quite near our own doors, as

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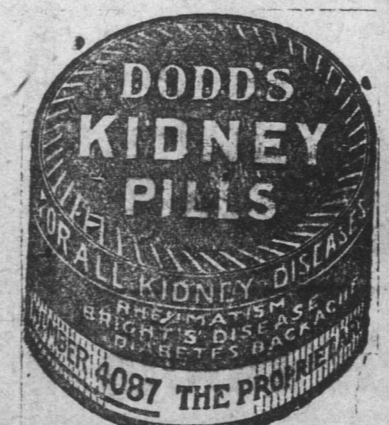
Soap 25c. Ointment 25c. and 50c. Talcum 25c. Sold throughout the Dominion. Canadian Depot: 1000-1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200.

some of our readers remember, that something over twenty years ago she struck at Petty Harbor Motion and became a total wreck. Such were some of the ships which built up the trade of Newfoundland, and such their endings. Their log-books and their records are long lost in oblivion, and their names and their commanders and the firms which owned them and which took such pride in them, are almost unknown to the present generation.

**Household Notes.**

Steamed figs served with whipped cream make a delicious desert. Always blend flower in cold milk before adding it to boiling milk. Steel wool will remove rust spots and other stains from linoleum. Diced canned pears, oranges and coconut make a delicious dessert. Never put pepper into anything to be fried, as it will cause the rissoles or fritters to break.

Try adding one-third cupful of grated cheese to your muffin batter. A griddle cake recipe is improved in flavor if a little cinnamon is added. Toasted French bread and grated cheese is nice served with onion soup. Eggs are delicious shirred with fresh tomatoes in individual service. Porcelain-top tables are not affected by acids, but enamel-top tables are.



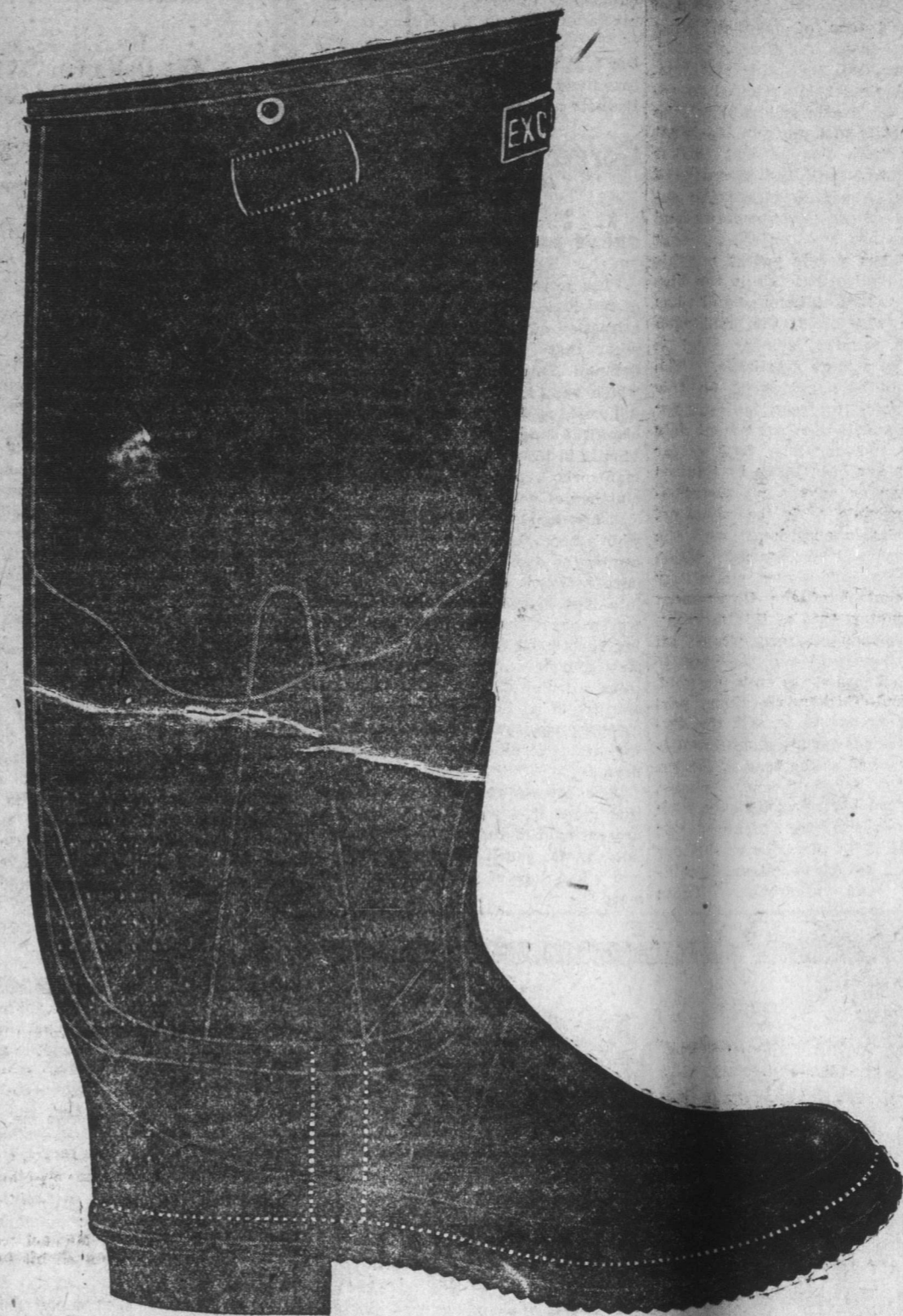
Place salmon loaf in a border of vermicelli and serve with tomato sauce. Add a little cinnamon to the powdered sugar in which you roll doughnuts. Sprinkle vanilla ice cream with macaroon crumbs and serve with preserved figs. An excellent light business luncheon is a buttered baked potato and buttermilk. Be sure that all vegetables to be used in salads are thoroughly cooked and chilled. Unsalted lime applied with a garden spray to the walls of the cellar will banish mold. A delicious light supper is toasted graham bread served with orange marmalade and cocoa. A pound of flour generally makes twenty-five to thirty doughnuts, depending on size. Bake best fritters on a hot, greased pan, like pancakes, and serve with roast fowl or meat.

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A delicious dressing for asparagus  
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—By Bud Fisher

