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ST. JOHN'S

Side Talks by Ruth Cameron

A CERTIFICATE OF IGNORANCE.

The other day I happened to be present when a man who lives by his wits and hence is extraordinarily well versed in economic and financial matters was arguing about the housing situation with a woman.

He tried to explain to her that only when building becomes sufficiently reasonable to attract into it capital that is now going elsewhere, will houses become plentiful again, and rents fall. She flared up at once at that. It was all very well for him to talk, she said, but she knew all about it. She had a sister who had had this experience, and a cousin who had had the other. She herself had had her rent raised four times. If he lived in a rented house instead of owning his own, he would understand the situation. For him to talk about it was like an old maid talking about bringing up children.

He Simply Filled His Pipe.

I looked at the man, expecting to hear him try once more to explain the economic law of supply and demand to her, but he did nothing of the sort. Instead he filled his pipe in silence. When he had finished, he began to talk on a totally different subject.

Afterward I heard someone ask him why he let that woman think she had the best of the argument. He waved his pipe in a gesture of

helplessness. "How could I tell her anything?" he said. "She knew all there was to know. When you find ignorance and positiveness going hand in hand, you might as well give up. People like that don't want to make use of any knowledge you may have accumulated through your particular line of work. They don't want to admit that anyone knows more about anything than they do and consequently they never give themselves a chance to learn. The more ignorant they are the more positive they are."

Save Yourself Wear and Tear.

Did you ever meet anyone like that, Reader Friend?

If you did I trust you emulated the resignation of this man and changed the subject. Because this is the only way to save yourself wear and tear in dealing with these sort of people. "The more ignorant they are the more positive they are." How true that is!

We Can Forgive Youth.

One would think that the more ignorant a person was, the more shy and diffident and uncertain of himself he would be. But this is seldom so. It is those who have begun to learn, and consequently have begun to glimpse how very little they know who are diffident and uncertain. It is the most ignorant who are positive. In youth it is forgivable, one expects it from youth. But in middle and old age—well, a person who has grown old without growing less positive is a puzzle about with him in his manner a certificate of his ignorance that all who run (usually away from him) may read.

Reversible Falls.

What are known as the "Reversible Falls" are situated on the St. John River, not far from St. John, N.B. They are caused by the rushing tide of the Bay of Fundy, which rises to a height of over seventy feet, and causes the water of the falls to reverse—thus flowing in an opposite direction to that taken at low tide. This remarkable phenomenon occurs twice daily, and the falls of the St. John River stand almost alone among waterfalls in being reversible. During part of the day the waters flow one way and during the other part in the opposite direction. In journeying up the river, passengers are taken aboard at Indian-town, above the falls, but at certain times of the tide the steamer runs down through the falls to take on freight at the wharves of St. John.

Brick's Tasteless can be purchased at Jas. Wiseman's, Top Carter's Hill. Price \$1.20 btl. Postage 20c. extra.—sep15.1f

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FRESH RABBITS each express.
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Small, medium and large.
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Wonders of the World's Largest Ship.

Oil fuel will be used on the Majestic, the Hamburg, for the White Star Line's Southampton-Cherbourg-New-York Service. Her 24 boilers will consume 5,700 tons of liquid fuel on a single crossing, and her storage tanks will have capacity for a round voyage supply.

About 375 men, from chief engineer to boiler-room attendants, will be required to run the huge power plant, as against the 460 men who would be required if coal were burned.

Under normal conditions, the four turbines of the Majestic, driving as many propellers, will attain a speed of 23 knots and under favorable conditions they may make 26 knots.

Passenger accommodation will be installed for 4,100 persons.

When the Majestic is put into service next Spring, the White-Star line will have three giant liners of 35,000 or more tons each, the Majestic, Olympic and Homeric (ex-Columbus). Shipping men are agreed that ships of this size must run in trios, in order to operate economically and secure the greatest amount of public attention.

Dimensions Gargantuan.

Dimensions of all kinds on the great ship are gargantuan.

The hull itself, for example, if stood on end beside the Woolworth Building, would tower 184 feet above the waterline of the ship and 154 feet above the keel, or a total height about equal to that of an ordinary 12-storey building.

Four times around the ship's promenade deck is a mile.

Two trains could pass abreast through one of her three smoke stacks, which are thirty feet in diameter.

The tops of these stacks are 144 feet above the waterline of the ship and 154 feet above the keel, or a total height about equal to that of an ordinary 12-storey building.

When the lookout in the topmost crow's nest on the foremast climbs into his place—by means of a ladder inside the mast—he will be 180 feet above the water, in the loftiest lookout perch ever carried on a steamship.

To make a journey from the upper deck to the lower hold one would have to travel down nine decks. To facilitate passage from deck to deck the ship is equipped with electric elevators, one being fitted in the engine room.

Public Rooms Great Halls.

The public rooms of the ship are great halls in dimensions, with clear spaces and lofty ceilings not unusually associated with marine architecture.

The lounge has a ceiling 26 feet high, and its floor dimensions are 76 by 54 feet. The main dining room has an area of more than a quarter of an acre, of 11,466 feet, being 117 feet long by 98 feet wide. Its ceiling over an area of 2,300 feet, is 31 feet high. A restaurant for first class passengers is 116 feet long by 54 feet wide, with a ceiling 23 feet high. There is an unbroken view through the centre of these apartments 256 feet long.

As to size she will stand alone, since she is nearly 10,000 tons larger than the Olympic, and about 2,000 tons larger than the Leviathan.

For the purposes of comparison, the Majestic might be likened to a floating town, with homes for 5,200 people, since she will have capacity for carrying that number, including 4,100 passengers and a crew of about 1,100. She will have quarters for about 1,000 passengers in first cabin, 700 in second, and 2,400 in third.

Space Equals 400 Houses.

The space in the great ship, occupied by her housing facilities, so to speak, and her engines and other machinery, is equal to that in 400 average detached suburban residences of eight rooms each, or of about 800 average four-room apartments.

To accommodate its passengers with sleeping quarters, the ship will have 1,245 staterooms—these being 473 in first cabin, 213 in second, and 51 in third—besides enclosed dormitories for single men and single women respectively in the latter class.

The staterooms range from a neat little one-bed room for a single traveller to elaborate suites of half a dozen rooms each with parlor, private sun verandah, dining room and bedrooms, with private baths.

Village That Floats.

In the interior of French Indo-China there is a village whose location is a source of worry to captains of passing steamers. They are never certain when they will find it.

Its name is Snok-Trou, and its location is somewhere on the Mekong River. The village consists of forty or fifty little huts built on rafts and lashed together with rattan ropes. Here dwell about two hundred people, whose chief occupation is fishing.

The rear of the village is lashed to half-submerged trees, but the whole town changes its position from time to time, according to the vagaries of the river or the whims of its inhabitants. Steamboats passing up the river will find it at one spot, and on the return journey discover that it has moved elsewhere.

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It's good to hear a glad "hello" And get a smile from men you know. I like to feel, in times of doubt, That there are friendly men about, And some who care, and some who'll stay.

To help me on my troubled way, I know that oft my blood is stirred To hear a kind and cheerful word.

It's good to feel within your hand A grip which makes you understand, Far more than words which leave the day.

The death and warmth of fellowship, I know my heart has oft rejoiced To hear a friendly greeting voiced, And I have hummed a cheerful song Because a friend has come along.

If others mean so much to me, What must I mean to those I see? If what they say and what they do Has power to thrill me through and through.

Then why should I not, as I go, Give every man a glad "hello" And try to cheer his life the way That mine is cheered from day to day?

Since friendliness makes me rejoice, To friendly words I'll lend my voice, Since kindness warms the heart of me, A kindly man I'll try to be; Since I prefer the man who gives A portion of the life he lives To others, I shall also try To be like him as time goes by.

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When Chicago Burned.

The story of "Mrs. O'Leary's Cow," whose hoof upset the lamp that started the fire that burned Chicago has been told so often and with such detail that it almost seems like sacrilege to state at this time that the tale is a myth. It was in October, 1871, that the terrible conflagration occurred which reduced the great city to a vast ash heap, destroying two hundred million dollars worth of property and 250 lives, while over 100,000 people were rendered homeless. The buildings consumed numbered 18,000, making the conflagration greater than that of London in the latter half of the seventeenth century, when 13,000 buildings were

burned. Possibly the great fire at Moscow in 1812 surpassed it in the number of structures destroyed, while the dreadful fire which almost destroyed Ancient Rome in the reign of Nero was greater than all. On the evening of the fire which nearly destroyed the American city, says a writer in an American contemporary, everything favored just such a catastrophe. There had been no rain for some weeks. A strong wind was blowing and the fire works had just returned to their quarters after quite an extensive fire in another part of the city. At 9.30 p.m. the call came from DeKoven Street for a fire that had started in O'Leary's barn, but, to the disadvantage of the old legend, the cow had long been milked and Mrs. O'Leary was in bed at

the time. A single extinguisher or an active fire force would have quenched it at the time, but the cow neither did not and the men who were slow because tired out by the heat at the fire earlier in the day. The wind increased to a gale and the fire was soon beyond all control, sweeping northward and destroying everything in its way, one of the first buildings destroyed being the water works plant which rendered all efforts of extinguishment useless. The flames crossed the river and the burning continued for four days and about four square miles of buildings were burned. Before the fire the city was composed of wooden buildings. Brick and stone succeeded and to-day Chicago is a city of five times the population of 1871, but the dreadful

conflagration of that time is looked back to as an event from which civic matters are dated.—Halifax Courier.

A Healthy Saving.

REMINDER:

Don't wait until you get sick—

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