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SOULS IN THE TRENCHES

WHAT AM I DOING HERE?

AND the way it keeps on—the killing. Over a year now. When will it end? It gets worse. The whole world is catching fire. The Balkans, too, now—Bulgaria and Greece. I tell you, people won't stand it much longer. All these men being killed—fine young men. If there has to be murder like that, why don't they send women to be killed? Why just young men?

Everybody is discouraged. Men of peaceful nature are crushed. The passionate desire for peace amounting to physical pain. Always the same longing for peace, and before my eyes the spectre of the French front close at hand with the horrors of its artillery fire.

We need not insist that all German mothers suffer like this one mother in a little town of the Harz, though probably the vast majority do. The Latin professor, now a private in the Landsturm, who sets down his doubts and weariness and longing for peace is probably not typical, in his high-strung nerves, of the great mass of Germany's peasant and artisan soldiers. Certainly we cannot believe that this state of eariness and longing is true only of Germany. Mothers in France, Russia, Britain and Serbia are passing through the same agony.

The finer natures on every battle-line are breaking under the prolonged process of apparently futile slaughter. What we must perceive, however, is that a new meaning must now be read into von Hindenburg's famous phrase of a year ago that this war will be a test of nerves, and that the stronger German nerves will win. Von Hindenburg was thinking of the nervous system of commanding generals and officers, of the Will to Conquer which persists in the face of delay and defeat, and which shrinks from no price for victory. To-day it is not a question of the nerves of the general staffs and the corps commanders, but of the psychology of entire nations, of the capacity of whole peoples to go without enough food, of mothers to continue sending their sons to sacrifice, of the men themselves to lie for months in the trenches without asking why and how and when.

But if the war is more than ever a test of spiritual endurance, we cannot help asking ourselves on which side of the battle line is moral exhaustion making itself felt most strongly. Are Germans or Allies the more intensely weary of the slaughter? The question is not one merely of speculative psychology. It has

a real bearing on the factor to which Germany has been looking for victory—the exhaustion of any one of her opponents, a break in the ranks of the Allies, a separate peace. The arguments in favor of Germany are familiar. The German people have the stimulus of fairly continuous victory on land. The German armies are fighting on foreign soil. Except for portions of East Prussia and a thin strip of Alsace, the German people have been spared the calamities of war and invasion. The German mother, whose pathetic outcry against the horror of it all we have quoted, goes on to speak of how things are worse for the French. If it is a question of discouragement and crying quits, it would seem that the break must come in France, with millions of her people ruined and her economic life crippled, or in Russia, with 100,000 square miles of her territory in the enemy's hands. From the very first months of the war this factor of fighting on the enemy's soil has been put forth for the encouragement of the German people. The Kaiser's armies have battled on the Meuse and the Aisne, on the Vistula and the Dvina. They are now beyond the Danube, they are pressing forward to Constantinople, they may yet be fighting on the Nile and the Euphrates.

There is another side of the picture. Precisely because the German armies are pushing out far beyond the national frontier, the mothers of Germany must be asking themselves why and how long. The War Office may speak proudly of the nation's banner floating on the Morawa and the Nile. The Imperialist imagination may take fire at the thought of

AT HOME

The Governor and Lady Davidson will be AT HOME on New Year's Day, from 3 to 6 p.m. Government House, St. John's. dec29,31

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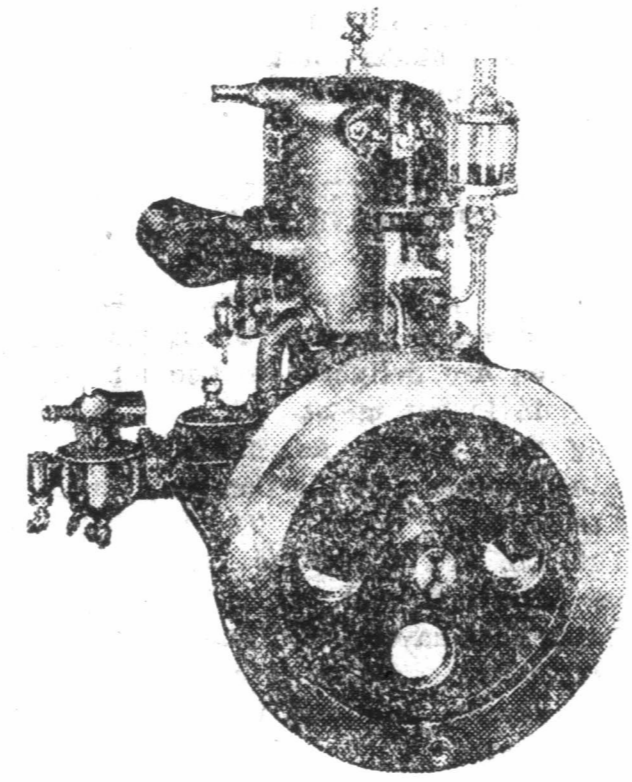
Duckworth St & LeMarchant Rd

the Euphrates and the Ganges. But the peasant mother in the Harz Mountains, the workingman's wife in Berlin—what to her are Gallipoli, Suez, India? At the beginning she may have found it more difficult than von Hindenburg to understand that the only defensive for the Fatherland was a strong offensive; yet she may have learned in time. But her imagination cannot carry her along on a defensive of the Fatherland which is conducted in the Lithuanian marshes, in the Italian mountains, in the Arabian deserts. Where will it end? All that the mothers in the Harz and in Berlin feel is that their sons have died in Belgium, they have died in France and Russia, they are now dying in Serbia, they will be dying in Egypt and around Bagdad, if all goes well. As the German armies push victoriously south and east, the German General Staff cannot content itself with citing victories. It is under the growing necessity of explaining the casualty lists.

To the mothers of the invaded lands in Belgium, France, Russia and Serbia, the agonizing doubt cannot present itself in such form. Because the native land is invaded, because the enemy is at the door, the necessity of sacrifice presents itself as immediate. It must be the same with the men in the trenches. We call up a picture of four hundred miles of ditchwork from the North Sea to the Swiss borders, two million Germans facing two and a half million Frenchmen, and we ask ourselves whether it is in the German burrows or in the French rabbit warrens that the greater weariness prevails. Berlin asserts that it is the enemy who is weakening. The German troops are dug in on the enemy's soil, they can play the waiting game best. But from what we know of the nature of men, spiritual forces must be working the other way. The French soldier is planted in his own soil, he is guarding his home. He may be weary, but he can have no doubts as to the bitter need of it all. To the German invader, the need is more remote. Fighting on the enemy's soil is a stimulus when the battle moves forward swiftly, when victory is in sight. But to be stuck in a ditch on foreign soil, with no end in sight? It does not need men of special susceptibilities to feel the demoralization of doubt under such conditions. To the simplest mind, after more than a year of dead-lock, the question must occur, What am I doing here? For the invaded nations there is the spur of necessity. For the invader, there is the natural human revolt against a tedium of slaughter and suffering without the solace of victor.—The Nation.

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All Nova Scotia Fishing Schooners will be equipped next spring with our Heaving Outfits.

SEE OUR UNITED STATIONARY ENGINES

Agents for Acadia Swastika non-Carbon Oils which will stand more heat than any other oil on the market, and will prevent piston rings from sticking. Read what Mr. C. G. Atkinson of Newelton, N.S., writes about the two Regattas in Western Nova Scotia.

Newelton, N.S., August 14, 1915.

Acadia Gas Engine Co. Ltd., Bridgewater, N.S.
Dear Sirs,
Since my return from the regatta at Shelburne have had one thing and another to bother me from writing particulars on the boat races, but will do so now, but expect Mr. Sollows has given you particulars before this.

Everything went along in fairly good shape, except the handicap race and in this race the time between the fast boats and the slower ones was so great that no boat ever built could make up the difference, and the boats finished almost in the same order as they started, that is, they did not all start together, but each one started on his allowed handicap and it was supposed to be a close finish between them all, and instead they were strung out at the finish nearly as much as they were at the start. Lyman Thorburn came in first with a 4 H.P. ACADIA; S. Sherman, second; Award Smith, Newelton, N.S., 6 1/2 H.P. ACADIA, third.

In the race for boats not less than 25 feet with engines of 5 H.P. there were seven boats. The fastest boat of the fishing boat class was that of Award Smith's of this place with a 6 1/2 H.P. ACADIA, as she made better time in the "Free for all" than Victor Morrissey did with his 7 1/2 H.P. by two seconds. This boat did not enter in the race boats with 6 to 7 H.P., as his boat fell a little short of 30 feet, but he went around the course with them and could beat the rest badly.

Colby Nickerson, of Woods Harbor, won this race with a 6 1/2 H.P. ACADIA. David Morrissey of C. L.; second with a 6 1/2 H.P. ACADIA. George Lowe; third with a 6 1/2 H.P. ACADIA. Time was 1 hour 11 second; dist. 9 knots.

So you will see that the ACADIA made a good showing at the races. This also shows that the ACADIA is the engine of the day.

Yours truly,
(Sgd.) C. G. ATKINSON
P.S.—The 11 H.P. "Bridgeport" made a poor

showing. She entered in the 8 H.P. class and the engine expert figured this machine down to 7 1/2 H.P. at 740 revolutions per minute. The Fore and Stroke is 5 1/4 x 5 1/4. C. G. A.

Acadia Gas Engine Co. Ltd., Bridgewater, N.S.

Dear Sirs,
The boat races at Clark's Harbor resulted in an excellent showing for ACADIA engines. I cannot give you the time they made in the different races over the 8-mile course, but as the ACADIA won each race it is the most important thing to know that they won by a good margin.

The 5 H.P. race for boats 28 feet and over, there was six entered and was won by Ennis Newell of Newelton (ACADIA).

The 6 1/2 H.P. race was won by Job Nickerson, Clark's Harbor (ACADIA), second Oscar Shoalds, Bear Point (ACADIA), third, Henry Murphy, Clark's Harbor (ACADIA).

The 7 1/2 to 8 H.P. race was won by Will Blades of this place, 8 H.P. (ACADIA); second, Fred. C. Smith, Newelton (ACADIA); third, Will Nickerson, Clam Point (ACADIA). These three boats were very close together and the boats with 8 H.P. engines were so far behind that they dropped out.

Might add that these three winners with 8 H.P. engines were those equipped with the new cylinder. I now have the time of the different size boats over the 9 1/4 mile course.

8 H.P. 45 minutes
6 1/2 H.P. 55 minutes
5 H.P. 1 Hr. 1 min.

Yours truly,
(Sgd.) C. G. ATKINSON.

Catalogs, Prices and Books of Instructions furnished free on application.
ACADIA GAS ENGINE Co., Ltd.
Travelling Representative: R. W. RITCEY, Crosbie Hotel, St. John's.

Greetings

We, the undersigned, hereby tender our numerous customers and friends in Newfoundland our hearty thanks for their patronage in the past, and our sincere wishes for their Welfare and Prosperity during the coming Year.

U.S. PICTURE & PORTRAIT CO.

FERRO ENGINES

We have made special arrangements to import New FERRO Kerosene Engines or any other Model FERRO Engine direct and will now offer special prices, cost, insurance and freight with all fittings necessary.

3 H.P.	\$ 95.00
4 " "	125.00
5 1-2 " "	145.00
7 1-2 " "	180.00

We can offer large sizes of any model. We have these engines in stock and also have a full stock of repair parts. We deal direct and can therefore give lower prices. Also GRAY, FULTON and MEITZ & WEISS Engines.

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