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RELIABLE ORANGE SYRUP is a glorious bottled beverage, costs **27 cts.** per bottle, but your Grocer will pay you back two cents for the empty bottle.



MR. GROCER,—

The Syrups you have are not selling rapidly, that's because your neighbour is selling **RELIABLE FRUIT SYRUPS**. Treat your customers right. Give them **RELIABLE SYRUPS**.

Write us for prices anyhow.

GREENE & CO.

Great Adventurer.

The Life of Sir Humphrey Gilbert, by William Gilbert Gosling, of St. John's, Nfld.

(Constable, 12s. 6d. net.)

It cannot be other than tonic to the patriotism of even the staunchest of imperialists to move for a while in the atmosphere of the Elizabethan adventurers: the men who

Not for a throne's sake,

But a Queen's

pushed their way beyond the misty boundaries of the known world into seas beset with mythical and Homeric perils: "A noble band of failures," Mr. Gosling calls them—Gilbert, Raleigh, Grenville, and the rest—but what compels our admiration, and will compel the admiration of many generations yet, is not the individual achievement or the issue of any particular venture so much as the spirit which moved, or seems to us now to have moved, all alike. What Froude

has called a "great unrest" was in the air, filling the minds of men with dreams of empires beyond the world's horizons; of halcyon seas somewhere on the other side of geography, where mountains were of gold and riverbeds of pearl and rubies; dreams, perhaps more than all, of an England enthroned as Mistress of the Seas and almost as great as in truth she came to be. "Quid non" was Gilbert's motto; and it was typical of the times. Who dared to say that anything was impossible or presumed to hedge about a man's ambition? In every direction men's minds went out to challenge the unknown, to invade the miraculous, and behind it all was ever a great nobility of physical courage:—

Green Bay SALT HERRING!

25 barrels choice well-cured Herring, just in from Green Bay, **Large and Bright.**

Local Kippers.

Smoked to a nicety. For a fish for breakfast they are really hard to beat. **30c. dozen; 5c. he pair.**

Boutillier's Boneless Smoked FILLETTS,

contains no bone, just the choicest part of the fish, the centre only, fins, bone and tail cut off; tasty and appetizing, which only the Scotch cure can impart to fish. **12c. lb.**

Finnan Haddies, 10c. lb.
Blue Point Oysters, 12c. dz.

C. P. EAGAN, DUCKWORTH ST. & QUEEN'S ROAD.

loyalty to his "little company"—that such a man would, as a soldier, have been other than chivalrous and great-hearted to his foe. Perhaps, also, his method of war was not unmerciful. If the Irish "accounted him more like a devil than a man," he at least brought peace quickly, so that, thirteen years afterwards, Raleigh, serving in Munster, where Gilbert's operations had been conducted, could write:—

"Would God the service of Humphrey Gilbert might be rightly looked into, who, with a third part of the garrison now in Ireland, ended a rebellion not much inferior to this in two months! . . . I never heard of any man more feared than he is among the Irish nation! And I do assuredly know that the best about the Earl of Desmond, aye, and all the unbridled traitors of those parts, would come in here and yield themselves to the Queen's mercy were it but known that he were to come among them."

Indeed, the greatness of his reputation as a soldier undoubtedly hampered him in other directions.

But Mr. Gosling's desire is primarily to establish Gilbert's claim to be regarded as the father of English colonization. True, he planted no Colonies, being, as Queen Elizabeth said, "a man noted for no good hap at sea"; but it was his earnest hope and intention to do so, and he urged the policy at a time when the prevailing school of thought held that England could not afford to be drained of her men, and even that the detaining of British ships to trade in distant seas was inadvisable as drawing them away from the protection of the home shores. That his arguments and endeavours must largely have influenced Raleigh and others in England's first actual plantations in America can hardly be doubted. And a second and incidental aim which Mr. Gosling always keeps in view is to restore Gilbert and Raleigh to their right relation, one towards the other. Gilbert was thirteen years at least the senior of his halfbrother; and undoubtedly Raleigh owed, in inspiration, in training and opportunity, much more to Humphrey Gilbert than Gilbert ever owed to him.

Apart from any particular point which he makes, or strives to make, however, Mr. Gosling has given us a fine, straightforward, and inspiring study of a noble life. It is easy reading, containing some new matter and not a few corrections of errors in accepted dates. Above all, the perspective and sense of proportion in the narrative are excellent, with no longer digressions into collateral matters or more elaborate stage-settings than are honestly necessary for a proper adjusting of the lights upon the central character. There are things in Gilbert's career which we do not understand and which, presumably, never will be understood. We can only conjecture that, as has been suggested above, his first brilliant successes as a fighting man made his contemporaries impatient of his subsequent absorption in other matters, as being irrelevant to, and unworthy of, a man whose proper metier was so obviously that of a soldier. Raleigh protested against his failure to push himself for military preferment; and Hales spoke of exploration as being a business for which he was not fitted. But whatever gaps there may be in our knowledge, Mr. Gosling, we think, somewhat over-estimates the national neglect of his hero. Sir Humphrey Gilbert is not quite so much a "forgotten worthy" as Mr. Gosling appears to suppose. But we can well afford to be made to think more of him; and this life of him, perhaps all the more for its enthusiasm and impatience, deserves to be welcomed.—The Times.

Minard's Liniment Co., Limited.
Gentlemen,—Last winter I received great benefit from the use of MINARD'S LINIMENT in a severe attack of LaGrippe, and I have frequently proved it to be very effective in cases of inflammation.
Yours,
W. A. HUTCHINSON.

Fortune Found in Flower Pots.

Lady of Ninety Years Comes in for Strangely Hidden Fortune.

Dublin, Dec. 26.—"Some day a Dickens or Thackeray will write a novel around the extraordinary circumstances of this case," declared the Master of Rolls in the Chancery Court, when it was announced that the residue of the estate of Magar available for charities was about \$100,000. His lordship mentioned the passion of the testatrix for accumulating treasure and placing it in most unexpected places. Searches had been made by the executors in flower pots and vases among waste-paper baskets, and underneath stairs and carpets, for promissory notes, gold, silver and other precious goods. Then there was the discovery that a lady approaching the age of 90 years, living in a Devonshire village, was the real heir, and succeeded to the inheritance.



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Uncle Walt THE POET PHILOSOPHER.

She is a creature I admire, the woman of these later days, who goes forth, full of martial fire, the status of her sex to raise. I see her in the vanguard flit. I watch her nobly shape the strife; and yet I'm willing to admit I'm glad she's some one else's wife. The rights she claims are justly hers, and I adore her from afar, when she casts off her silks and furs, and dons the panoply of war. I honor her—her cause I bless—she's fighting now for more than life! And yet I can't help but confess I'm glad she's some one else's wife. Too long she's groaned beneath the yoke, a yoke imposed by brutal man! I cheer her as she seeks the fray, with blunderbuss and scalping knife, yet candor forces me to say I'm glad she's some one else's wife.

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Back Mason

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Winter Caps,

Fur Bands and Knitted Bands.

Prices: 50c., 60c., 85c., 90c., \$1.10, \$1.20, \$1.50.

Nansen Caps, price \$1.00.

The Young Man's Store.



G. F. KEARNEY.

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Phone 726.

Jan 12, 1912

\$37,500 for Girl Hurt by Car Porter.

Parlor Car Company Settles With Claude R. Lewis for Injuries to Daughter, Ten Years Old.

New York, Dec. 30.—Record of the payment of \$37,500 to Claude R. Lewis, a wealthy Brooklyn lawyer, for injuries received by his daughter, ten years old, at the hands of a negro porter in a sleeping car, have been placed on file in King's county.

Lewis, who lives at No. 1419 Avenue L, Brooklyn, applied to be named guardian of his daughter, Louise R. Lewis, so he might effect a settlement for injuries she received while travelling over the lines of the Southern Railroad, July 9, 1911. The papers state that in the night the girl summoned a porter and asked for a drink of water.

So noiselessly that none of the other occupants of the car were awakened, the porter beat the girl so savagely that she became unconscious. Before she revived the train had stopped at a station and the porter fled. The Parlor Car Company agreed on a settlement with Edward J. McCrossin, who represented Mr. Lewis.

J. M. DEVINE

IS NOW SHOWING

TWO THOUSAND YARDS

White Flannelette

8c. per yd.

Splendid Value.

Cannot sell more than 1 dozen yards to a Customer.

J. M. DEVINE, The Right House, Water St. East.

Steamer Storm Swept.

Saturday afternoon the s.s. Sangstad arrived here short of coal, bound from London, England, to Boston, Mass., with a cargo of 3,600 tons of chalk in blocks. The ship was 23 days on the run across the Atlantic and from the start of her voyage, which was on December 21st, when she entered the Channel, stormy weather began. After that the ship was continually beset by storms and time and again the wind reached the velocity of a hurricane, with a tremendous sea running. Many times each day waves swept on board, and holding the decks was often attended with grave danger to officers and crew. As a result of this weather the ship's speed was greatly lessened. During the past ten days intense frost was the experience, which with the boisterous weather caused the crew much suffering and made it intensely disagreeable for all on board. As a result of the cold weather the ship's decks, hull and gear were badly iced up, the funnel and masts for a considerable distance from the decks being covered. The ship had the full benefit of the big storms of last week, and though she passed Cape Race Tuesday at noon, she could make little or no headway against the N. E. gales prevailing and the thick snow which accompanied them, and she was kept in the neighborhood of the Cape till Friday afternoon. Coal was by this time very short, but the captain thought he would be able to make Louisbourg to replenish his bunkers. The weather, however, proved to be too stormy to do so and it was decided to run for this port. The ship behaved splendidly in the storms which assailed her and suffered no damage. She is a fine new vessel, being launched only in August last. The Sangstad was built by R. Thompson & Sons, Sunderland, and is owned by the A. F. Klareness Co., of Christiania, Norway. Since going into commission she has made some runs between Kransadad, St. Petersburg and ports in England. She is receiving a coal supply at A. J. Harvey & Co's.

The Fogota from the North

The S. S. Fogota returned from the North at 10 o'clock last Saturday night, having had one of the stormiest trips of the season, especially going North. The ship left St. John's last Saturday week at 3.30 in the morning, and made the run to Bay de Verde by 8.30 o'clock. The storm was then on in all its strength. Capt. Barbour lay there till Sunday morning. There was a sign of a "let up" and Capt. Barbour put her out for the North. The ship heavily laden and with the Marconi spars on deck had a hard time crossing Trinity and Bonavista Bays. The weather was thick with snow squalls, and the Captain kept well out clear of Cape Bonavista. At 9 o'clock at night after a terrible time of it in Bonavista Bay, Capt. Barbour made in at Pool's Island, and it is needless to say that they were all glad to get in for the night. On Tuesday the voyage was resumed to Fogo. The N. E. storm that came on in the afternoon forced Capt. Barbour to anchor under the Round Head for the night in order to land the Marconi gear there next morning. The storm increased in violence and finally the chains burst and the two anchors and 40 fathoms of chain were lost. Capt. Barbour then ran for Fogo but could not make the light on account of the thick snow storm and was compelled to run her off for the night. This was the worst experience of all. The seas that swept over the rail froze on the deck and made a thick coat of ice. The crew spent a hard time and were in danger of their lives in moving about. When daylight came the ship was put about for Fogo and quickly got into shelter. The Marconi material was landed here. The ship on the trip South had a pretty rough time but made all her ports of call for which she had freight, arriving here Saturday night.

Died Suddenly.

The death occurred yesterday morning at 3 o'clock at his residence, Howe Place, of Mr. Jas. Kennedy, a man well and favorably known in this city. Mr. Kennedy, who, like his father before him, was a stone mason, worked for some time past with the Municipal Council, and while near the Water Store at King's Road Saturday evening, waiting to be paid with other employees, he became suddenly and dangerously ill. He was taken into the Water Store by friends about and after a while revived sufficiently to be taken home. During the night he again became ill and at the hour mentioned passed away. His death was due to an affection of the heart. Deceased leaves a wife and several children, for whom general sympathy is expressed and in which the Telegram joins.

MINARD'S LINIMENT CURES GAR-GET IN COWS.