

NEW ARRIVALS!

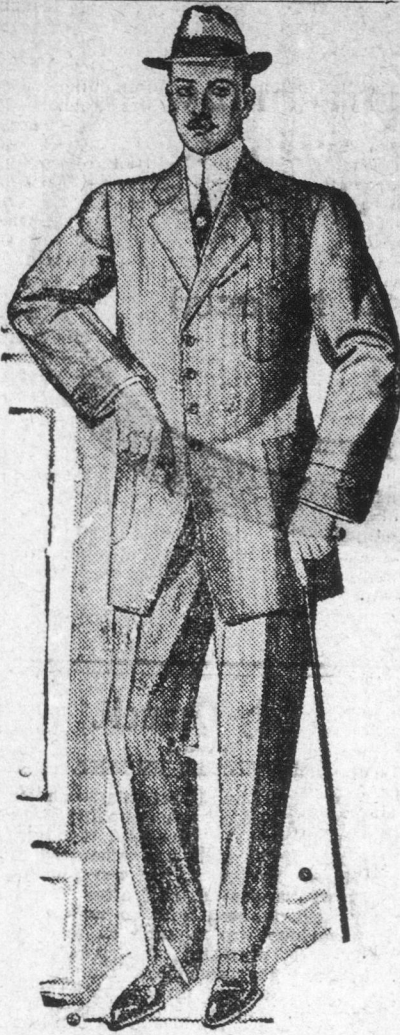
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The Evening Chit-Chat

By RUTH CAMERON



In a beautiful home not far from mine. She has been married about twenty years but has no children. They say she is glad because she dislikes children. Sometimes they say more than that. The empty home is the disappointment of her husband's life. He has a more than ample income and he always urging her to adopt some "lonely baby" but she absolutely refuses.

She belongs to two bridge clubs and one civic improvement club, and is on the committee for "the suppression of unnecessary noise."

She keeps her house immaculate. She keeps but two maids at a time, but has had nine different ones altogether in the last year.

She is the kind of woman who lodges complaints against shop girls, street car conductors, etc. Last year just before Christmas a girl fagged out with the Christmas rush, went out into the street discharged at Madame's complaint that she had answered her sharply. From another girl at that counter came the story that Madame had been shown about fifteen heavy boxes, and then on not finding what she wanted had insisted the girl was not trying to find it. The story also ran that the girl—who was extremely pretty by the way—went out into the streets the day before Christmas saying that she was not going to try any more—it wasn't any use.

The other woman, whom I met in the course of my newspaper work two years ago, is a woman about whom

I'm going to make you acquainted with two women whom I know, and tell you a little poem that I love, to-day.

The connection and the comment I leave to you. The first woman is an old acquaintance of mine. She lives in a beautiful home not far from mine. She has been married about twenty years but has no children. They say she is glad because she dislikes children. Sometimes they say more than that. The empty home is the disappointment of her husband's life. He has a more than ample income and he always urging her to adopt some "lonely baby" but she absolutely refuses.

There is a fine young man in our community with a splendid wife and baby and an ideal home, who owes everything to this woman. She found him a desperate young fool ready for any vice. She saw the worth in him and helped him find himself. And then when he would have married her in gratitude, she refused because she loved him too well.

I don't believe that anyone ever suffered any more than she did at this time, and yet through it all, she kept her fine cheerfulness and her marvelous interest in other people's needs which makes her unique in a world filled with people saddening the earth with their troubles.

The poem is by Joaquim Miller. Perhaps you already know it and love it as I do.

In men whom men pronounce divine,
I find so much of sin and blot;
In men whom men denounce as ill,
I find so much of goodness still,
I hesitate to draw the line
Between the two: when God has not

Ruth Cameron

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1891, and with the outward time to five days sixteen hours thirty-one minutes, and the homeward to five days twenty-one hours three minutes.

The Cunard Line won the championship back in 1893 with the Campania and Lucania, twin boats of 12,950 tons, 398ft. in length and 65ft. in beam, and costing about £650,000 each. The Lucania in 1894 brought the time down to five days seven hours twenty-three minutes homeward.

Then came the German challenge. In 1900 the Hamburg-American steamer Deutschland steamed from Sandy Hook to Plymouth in five days seven hours thirty-three minutes. In 1906 the Norddeutscher Lloyd Kaiser Wilhelm II. came over in five days eight hours sixteen minutes and in 1908 she made an average speed of 23.72 knots. Since 1907, however, as already mentioned, the Lusitania and Mauretania have held the championship.

Biliousness

I have used your valuable Cascares and I find them perfect. Couldn't do without them. I have used them for some time for indigestion and biliousness and am now completely cured. Recommend them to everyone. Once tried, you will never be without them in the family.—Edward A. Marx, Albany, N. Y.

"Roseberry Smith."

The Close of a Romantic Career on the Turf. By the death of Mr. James Smith at Upper Tooting a romantic career in sport and business is recalled. He was familiarly known as "Roseberry Smith." It was in 1876 that he accomplished the feat that has been associated with his name ever since, for in that year he won the Cesarewitch and the Cambridgeshire with his horse Rosebery—a feat that no horse had previously achieved. In connection with his nickname "Rosebery," one episode, worthy of place in the more thoughtful melodrama, may be recounted. During the autumn prior to the horse's great victories, a prominent London sportsman, getting wind of Rosebery's carefully concealed merits, sent his brother down to the stable to spy out the land. The advent in the neighborhood of a mysterious stranger quickly became known, and to rid the stable of this unwelcome visitor the trainer hit on an ingenious plan. It was customary to send a boy on a back to the village for letters every day, so the trainer, knowing that the "tout" would find it out, mounted the lad on Rosebery. Immediately the "tout" found out the nature of Rosebery's employment he returned to London convinced that his brother had got on the wrong scent.

A Lady Says:

"Those Magic are wonderful powders for relieving headache. I don't think I ever took anything which relieved me so quickly and without any ill after effects." They can be had only at W. T. COURTENAY, corner of Duckworth and Prescott Streets.—Jan 7.

New Head for Salvation Army.

Commander Rees Will Take Charge of the Work in Canada. New York, Jan. 16.—Commander D. M. Rees, who for some years back has been head of the Salvation Army Training Colleges in England, arrived here to-day on the Atlantic Transport liner Minnehaha, and to-night left for Toronto to become the head of the Army work in Canada. Twenty years ago Commander Rees occupied the same position, but the work at that time was small as compared with what it is to-day. Since leaving Canada he has been in South Africa, and for a time was head of the work in Scandinavian Countries. He is accompanied by Mrs. Rees, their daughter, Captain Ruth H. Rees, two sons, and two younger daughters.

STRUGGLE FOR SUPREMACY.

Thus the struggle went on. The White Star Line, which is about to produce the largest ship ever launched, the Olympic, of 45,000 tons—the tonnage of the Mauretania is 32,000—came into the field of competition in

Strong Healthy Women

If a woman is strong and healthy in a womanly way, motherhood means to her but little suffering. The trouble lies in the fact that the many women suffer from weakness and disease of the distinctly feminine organism and are unfitted for motherhood. This can be remedied.

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Cures the weaknesses and disorders of women. It acts directly on the delicate and important organs concerned in motherhood, making them healthy, strong, vigorous, virile and elastic.

"Favorite Prescription" banishes the indispositions of the period of expectancy and makes baby's advent easy and almost painless. It quickens and vitalizes the feminine organs, and insures a healthy and robust baby. Thousands of women have testified to its marvelous merits.

Honest druggists do not offer substitutes, and urge them upon you as "just as good." Accept no secret nostrum in place of this non-secret remedy. It contains not a drop of alcohol and not a grain of habit-forming or injurious drug. It is a pure glyceric extract of healing, native American roots.

Fighting for the Ocean Championship

Just over sixty years ago the British Government, recognizing the value and possibilities of a quick and regular service of mail vessels between this country and America, invited tenders for the regular carrying of mails. The contract was secured by Mr. Samuel Cunard, a Nova Scotian merchant. Mr. George Burns, of Glasgow, and Mr. David MacIver, of Liverpool, who guaranteed a fortnightly service in summer and a monthly service in winter, between Liverpool, Halifax, and Boston, for \$3,000,000 a year. They built the first Cunard liner, the Britannia, a wooden ship of 1,150 tons, measuring 207 ft. by 34ft., and fitted with engines of 740 h.p., which left Liverpool on July 4th, 1840, reaching Boston fourteen days eight hours later.

What a contrast to the Cunards of to-day—the Mauretania, for instance, which at the moment of writing is attempting to steam to and from New York within twelve days, including a stoppage on the other side of forty-eight hours. Instead of 740 h.p., engines, the Mauretania has engines of 68,000 h.p., and nearly four Britannias, placed end to end, could be accommodated in the length of the great liner, whose exact measurements are 790 ft. by 88ft. by 80ft. The sister vessel, the Lusitania, is the same size and these liners, which are the largest and fastest in the world, and fitted with turbine engines, have held the

HOW SPEED HAS INCREASED.

The Britannia, however, was not the first steamer to cross the Atlantic. The first ship to steam all the way was the Royal William, which, in 1803, took twenty-two days to travel from Quebec to Gravesend, while the Strit, the first steamer to cross the Atlantic from this side, did the Journey in 1838 in sixteen and a half days, keeping up an average speed of eight and a half knots. If the Mauretania is to beat all records she must maintain a speed of twenty-six knots an hour.

The blue ribbon of ocean racing has changed hands many times in the last half-century. The Imoon Line, for instance, won the honour in 1869, when the City of Paris made the trip in six days and twenty-one hours from Queenstown to Halifax, and the City of Brussels achieved another record with a passage of seven days twenty-two hours three minutes home from New York to Queenstown. Another and later City of Paris established an outward record—five days fourteen hours twenty-four minutes from Queenstown to New York—in 1892, but this was lowered by the Cunard Lucania to five days thirteen hours forty-five minutes a year afterwards.

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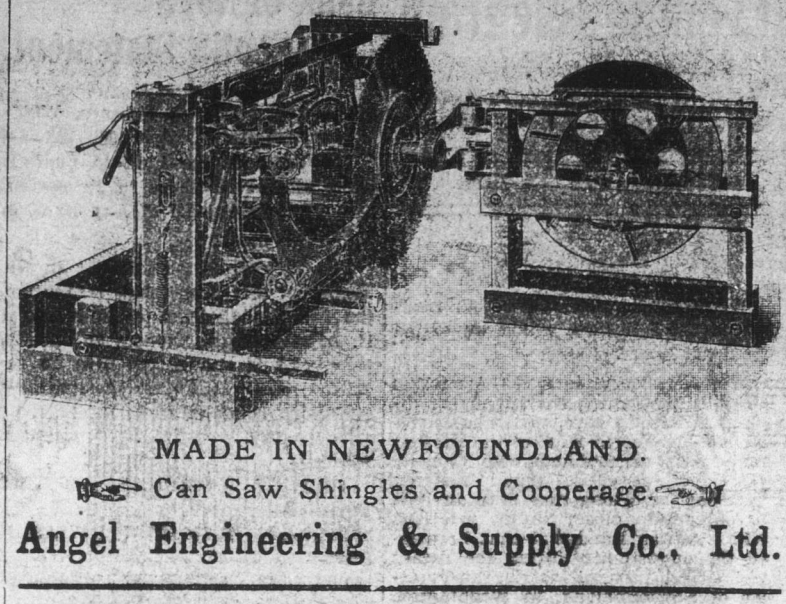
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