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Get a Knechtel Kitchen Cabinet

For neatness, cleanliness and convenience (three kitchen essentials), there is nothing can take the place of the KNECHTEL KITCHEN CABINET in your home.

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aluminum



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nor rust

Registered.

Substantially made and beautifully finished. The KNECHTEL is THE ideal kitchen cabinet. It has every possible modern convenience, including: Flour, Sugar and Meal bins; Spice jars; Air-tight canisters; Plate racks; Pot cupboards; Sliding shelves, and many other practical features.

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The Fan's Fantasia

(Continued from page 13.)

he's collected, and he's amassed a lot of it, too.

Take another case; absolute fact. Charming young lady, a niece of my wife's, was engaged to a young fellow in the dry goods business. Quiet chap, doing well, but pretty close when it came to the rhino. He got mixed up between a trolley car and an automobile one day; week before the date set for the wedding, if I remember rightly. Pretty tough on the young lady. She took it very much to heart, and it began to look as though she'd go into a decline. Her folks couldn't get her interested in anything; not even herself. Well, one day my wife persuaded her to go to a baseball match. She hadn't seen one before, a real one, I mean, and her ideas about the game were just those she'd picked up playing at picnics. You know the game. They play it with a bat and a soft rubber ball, twenty players, male and female, on each side, with all the women talking about their dresses, their husbands, or their husbands-to-be, and the game called at the end of the third innings with the score 131 on each side, and everybody happy.

That girl is one of the brightest fans in town to-day. What she doesn't know about the fine points of the game is one else does, and she's rosy-cheeked, healthy, and about to be married to a real estate man who's as big a fan as she is. She told my wife the other day that she would always have a high regard for her first fellow, but she wondered how he lived as long as he did and never took an interest in baseball. I could go on giving you facts like these for an hour.

Tragedy of the Titanic

(Continued from page 12.)

the crash that shattered every ounce of the 66,000 tons in the Titanic; felt from the topmost tip of a mast to the lowest hunk of coal in a bunker; from the bridge where the captain stood to the throbbing engines down in the mine; from the bowsprit to the hundred-ton rudder—and the engines stopped. Hundreds of passengers peering out saw towering more than a hundred feet above the decks a sheer mountain of ice. After the momentary panic had subsided many said to themselves that the iceberg would now move on; that the 66,000 tons of the Titanic, with all her millions of invested capital and wealth, would steam up again. But the Titanic never moved under her own steam again.

Among the distinguished passengers on board, including President Chas. M. Hays, of the Grand Trunk Railway; Mr. W. T. Stead, one of the world's most famous journalists; Mr. J. Bruce Ismay, managing director of the White Star Line; Mr. and Mrs. John Jacob Astor, Alfred Gwynne Vanderbilt, Major Archibald Butt, aide to President Taft; J. G. Widener, of Philadelphia, and Benjamin Guggenheim, were apparently as surely doomed as the hundreds of less celebrated passengers and the 870 men in the crew. The man who controlled thousands of miles of railways in America was as helpless as the baby in arms. The man whose editorial writings have been translated into half the languages of Europe might survive to give his graphic vision of the most startling catastrophe that was ever spelled over wireless—and he might not. The millionaires from New York, able to preempt the most luxurious accommodation afforded by the world's greatest palace afloat, might write a check for a million, honourable in any of the world's banks, but they could do nothing in this case but contemplate the strange, sudden democracy of death by drowning—with the women folk adrift in the dark. And the managing director of the White Star line had no power to direct the movements of the greatest vessel in the world's greatest fleet of passenger leviathans. Captain Smith—used to sudden catastrophes at sea—could do no more than direct his crew of 870 men.

The details of the story are not to hand as this paper goes to press, but it will be the marine world's most tragic story.



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