

# A Visit to Sunny Italy.

Letter From Mr. W. A. Thorburn.

(Continued.)

In the original stoves with which Pompeii was paved are to be seen the deep ruts worn by the wheels of the chariots of the ancients, and to walk along these streets which once resounded with the life of a bygone race and where human comedies and tragedies were enacted, as they are to-day in every big and small city, and on every ocean liner, gives one an altogether indescribable feeling. In Pompeii one sees tourists aimlessly strolling around with a lackadaisical expression on their countenances as if the whole thing was an awful bore. I wonder why tourists of this sort take the trouble to go there at all. After spending the best part of an absorbingly interesting, though rather rainy day in Pompeii, we returned to Naples, where I parted from my good guide, and three hours later boarded the s.s. Berlin bound for New York. As this North German Lloyd liner is said to be the largest and best steamship on the Mediterranean service, I shall, with your permission, Mr. Editor, give your readers

**A Few Facts Concerning Her.**

She is a 20,000 ton boat and is driven by two quadruple expansion engines of 16,500 horsepower. By the way, I may here explain that the term horsepower, which is so glibly used by many people and is comparatively little understood, is a method for measuring for rate at which work is done by an agent. One horsepower is the equivalent of 33,000 pounds raised vertically one foot in one minute; or in other words, 33,000 foot-pounds of work per minute. Her length is 612 feet, 3 inches; beam, or breadth, 61 feet, 8 inches; depth to lower promenade deck, 50 feet, 2 inches; and draught, 31 feet, 8 inches. She is a new ship of the most modern construction and fitted with the most approved safety devices, and on her maiden trip from New York to Genoa in May, 1909, she reduced the time between these two places by three and a half days.

**Averaging 18 1/4 Knots per Hour**

for the entire voyage. She, like the R.M.S. Camperdown, has a complete printing press on which the menu cards, musical programmes, etc., are daily printed. Through the courtesy of the chief engineer I was enabled to go through the engine room, dynamo room, where the electricity is generated, refrigerating plant, stokehold, shaft tunnel, bunkers, etc., and spend a most enjoyable half hour under the guidance of the second engineer, who, when he recognized that I was a kindred spirit, took a genuine delight in expatiating on the excellent qualities of his engines, and indeed they are engines of which any man might well be proud. The first thing the "second" asked me was: "Are you an engineer?" And when I informed him that I inclined that way the ice was immediately broken and we became

**Good Friends at Once.**

Amongst the hundred and one entertaining things to be seen in this engine room is a temperature recorder, enclosed in a glass case, and in this case are a number of small buttons, by pressing any of which the temperature is recorded on a dial by

**Earache, Toothache!**

To Cure the Pain in Ten Seconds and Get Instant Relief Nothing Equals

**NERVILINE**

Fifty years ago Nerviline was used from coast to coast and in thousands of houses this trusty liniment served the entire family, cured all their minor ills and kept the doctor's bill small. To-day Nerviline still holds first rank in Canada among pain-relieving remedies—scarcely a home can you find that doesn't use it.

From Port Hope, Ont., Mr. W. T. Greenaway, of the Guide newspaper staff, writes: "For a week or two we have used Nerviline in our home, and not for the world would be without it. As a remedy for all pain, earache, toothache, cramps, headache and disorders of stomach, I know of no preparation so useful and quick to relieve as Nerviline."

Let every mother give Nerviline a trial; it's good for children, good for old folks—you can rub it on as a liniment or take it internally.

Wherever there is pain, Nerviline will cure it. Refuse anything but Nerviline 25c. per bottle, five for \$1.00, all dealers or The Catarrhzone Co., Kingston, Ont.

a pointer. Under each button is a small brass plate bearing the name of the room it refers to, and the refrigerating room registered minus five, which is, of course, five below zero. This ship burned 250 tons of coal every four hours, and at present averages 17 knots per hour, as she is somewhat fouled by submarine growths beneath the waterline. On this trip there are 2,200 souls on board, as follows: 350 first class passengers, 600 second class, 650 steerage and 600 to run the ship. Quite a small floating town. The music room on board would delight the hearts of your lady readers. It is directly off the grand stairway and extends the entire width of the steamer and is surmounted by a great vaulted arch of cathedral glass.

**With Mosaic Inlays of Gold.**

The fittings are of polished hardwood in dainty tones of gray with contrasting marquetry inlays, and the prevailing tints of the upholstery and furnishings are heliotrope, dark green violet and gold. There are also reading and writing rooms, a well equipped gymnasium, a children's playground, wireless telegraph office, open air cafe, smoking room, etc., the color scheme of the latter being yellow, gray and deep blue, with upholstery of crimson leather. Right here it is reasonable to point out one of the various pitfalls on big ocean liners and to inexperienced, prospective travellers I would say, beware of the card sharper and professional gambler. These dangerous individuals are generally nicely dressed and often work in pairs, and some of them have a complete system, of signals by means of which they can easily communicate with each other all unknown to their innocent.

**Unsuspecting Victims.**

They ply their nefarious calling too often successfully. We arrived at Gibraltar at noon on Monday, Nov. 28th, and I went on shore again and crossed the strip of neutral ground into Spain. Some of the things I saw in a small Spanish town across the border were:—1. A number of narrow, badly paved, dirty streets, and a number of wretchedly clad, helpless, ignorant, people living in miserable huts devoid of proper light and ventilation. Speaking of these people brings the following lines of Longfellow's "Arsenal at Springfield," to my memory:—

"Were half the power, that fills the world with terror,  
Were half the wealth, bestowed on camps and courts,  
Given to redeem the human mind from error,  
There were no need for arsenal and forts."

2. A Spanish market, where the sight and smells were nauseating, to put it mildly. There are many horses that have cleaner stables and more wholesome hay and straw than the apologetic for mats, fruits and vegetables found in this market. 3. The arena in which the disgusting

**Bull Fights Are Held,**

and I was in the stalls in which the bulls are kept prior to a fight. In my opinion, bull fights are an uncivilized and barbarous form of entertainment. I assure you it was quite refreshing to cross over into Gibraltar again, and tread on good British soil once more. We left Gibraltar at 7 p.m. the same day, and had a fine run to New York where we arrived at 6 p.m. on Tuesday, December 7th, landing at Hoboken, New Jersey, after an exceptionally fine passage, considering the time of the year, of 11 days. Although the trip was so fine yet many of the passengers have been very sea-sick. It was highly entertaining to watch the antics of some of the first-class male passengers on board the Berlin. If the day was fine, with the sea as smooth as a mill-pond and the ship steaming along as steady as a house, these brave male warriors would strut

**Up and Down the Decks.**

(There are three decks for the first-class passengers: the main promenade deck, the boat deck and the hurricane deck). But alas, when the gentle ocean zephyrs did blow and a slight swell appeared on the bosom of the mighty deep, these aforesaid male warriors made a hurried and undignified bee-line for their cosy little berths, and the next item of the programme is to press the electric button for that first aid to the seasick and sine qua non to all passenger steamers—the stateroom steward, who is said to make a most efficient sick-nurse. One has every sympathy with a passenger, who does not boast of the number of voyages he has made and the unparalleled stormy seas he has weathered, if he happens to get sick; but one has not much sympathy for the man who "knows it all," or



thinks he does, and boasts ad nauseum about his wonderful

**Experiences on Shipboard.**

In the latter case a strong dose of mal de mer has a temporarily good effect. It is clearly evident to me that the Briton is second to none as a sailor, for the average Briton takes to the sea as naturally as a duck takes to water, and the Newfoundland fisherman is as good a man on the sea as it is possible to find. This inspires me to ask: Why did Peary choose Newfoundlanders to man his ship on his North Pole cruise? Simply because he found by experience that they were superior to all others, being excellent seamen, fearless and hardy. Here I might say that I much prefer travelling by the White Star line to the North German Lloyd. The table on the former line is excellent, the help efficient, and the general method of running the ship was certainly most conducive to the comfort and convenience of passengers. Perhaps however, being

**Born and Bred a Briton,**

I may be somewhat prejudiced; and right here, let me state that the more I travel and the more people I rub elbows with the prouder I am that I was born and bred a Briton. Which reminds me of Sir Walter Scott's stirring lines:

"Breathes there a man with soul so dead,  
Who never to himself hath said,  
This is my own, my native land,  
Whose heart hath ne'er within him burned,  
As home his footsteps he hath turned,  
From wandering on a foreign strand!"

There is no truer liberty—that is, liberty in the best sense of the word—to be found anywhere than is to be found under the dear old Union Jack of Great Britain. I spent a very pleasant week in New York City before going on to Buffalo and New York at this season is, in many respects, at its best, as all the amusements are in full swing and the big department stores nicely decorated for the Christmas.

(To be continued.)

**Here is a Real Dyspepsia Cure.**

No Indigestion, Gas, Heartburn or Headache five minutes later.

The question as to how long you are going to continue a sufferer from indigestion, dyspepsia or out-of-order stomach is merely a matter of how soon you begin taking some Diapepsin.

If your stomach is lacking in digestive power, why not help the stomach to do its work, not with drastic drugs, but a re-inforcement of digestive agents, such as are naturally at work in the stomach.

People with weak stomachs should take a little Diapepsin occasionally, and there will be no more indigestion, no feeling like a lump of lead in the stomach, no heartburn, Sour risings, Gas on Stomach or Belching of undigested food, Headaches, Dizziness or Sick Stomach, and besides, what you eat will not ferment and poison your breath with nauseous odors. All these symptoms resulting from a sour, out-of-order stomach and dyspepsia are generally relieved five minutes after taking a little Diapepsin.

Go to your druggist and get a 50-cent case of Espe's Diapepsin now, and you will always go to the table with a hearty appetite, and what you eat will taste good, because your stomach and intestines will be clean and fresh, and you will know there are not going to be any more bad nights and miserable days for you. They freshen you and make you feel like life is worth living.

**GLENGOE'S PASSENGERS.**—The Glengoe arrived at Placentia yesterday morning with the following passengers: Rev. Fr. Whelan, J. H. Williams, A. Colley, H. Moulton, H. J. Lox, E. Burgess, Miss Burgess, F. McGrath and J. Lovenson.

Minard's Liniment Cures Distemper.

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**Again: You are not paying for experience when you advertise in**

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We provide THAT free gratis. "The People's Paper" has been proved by the Advertisers who have used it to be a sure and steady seller. Advertisements are not placed in it on the basis of sentiment or friendship. Advertising in the Telegram is a business proposition, pure and simple. It is not what he pays for space, but rather the profit he makes on the investment that is important to the advertiser. For these reasons we MUST and DO GIVE patrons the very best value for their money. The amount of advertising carried by us through 1909 is the best proof that advertisers are pleased with the results the Telegram brings them. Therefore,

**Advertise in The Telegram.**

Reasonable Goods.

Offering the balance of our Stock

and Fancy Goods

at Off Regular Prices.

Includes in TOYS—Dolls, Toys, Building Blocks, Sets, Tool Sets, Arks, etc., etc.

FANCY GOODS:

Albums, Photo Frames, Handkerchief Sets, Lappanions, Needle Cases, etc.

es! Furs!

Balance of our Stock, which includes Black Caracule, Dyed Ermine and Marten, mark-regular. Note the reduced Regular prices

2.30, \$3.50, \$4.70, \$6.00.

Clearance Prices:

1.70, 2.62, 3.52, 4.50

MOUSES!

Cardinal and Navy, De-Cashmere.

Regular prices:

\$1.70, \$1.90, \$2.20.

Clearance prices:

\$1.36, \$1.43, \$1.65.

X. SCOTT,

Popular Drapery Store,

18 New Gower St.

Women's

at Boots!

Warm Felt Boots, \$1.10,

20, \$1.60, \$2.00.

Side and Button Felt

Boots, \$1.20, \$1.40, \$1.60.

Scott Sole Felt Boots

Shoes, 20 cents.

Women's Felt Slippers, etc.

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Special cargo, which we can

attend to.

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