

New Goods Now Opening!

A Large Shipment of ENGLISH and AMERICAN HOSIERY

Exceptional value in English Plain Cashmere Hose, prices: 60c., 90c., \$1.10, \$1.60, \$2.20.
6 Dozen Special Value Plain Cashmere Hose, 60c.
12 Dozen American Mercerized Hose in colors Sky, Pink, Myrtle, Grey, Brown, Champagne, 95c. This Stocking is re-inforced at Heel and Toe, and will give entire satisfaction to wearers.

20 Dozen Heavy Plain Cashmere Hose, clearing at 70c.; big value.
8 Dozen Sample Silk Hose, all colors; value for \$1.30; only 85c.
6 Dozen Very Special Value in Black Lisle Thread Hose, \$1.30 pair.

BISHOP, SONS & COMPANY, LIMITED.

Woman Warriors of History.

The following record of women in warfare, secured from an article by Richard L. Gallienne, appears in "My Life" by Maria Botch Kareva:
The Amazons, said to live in the northeast of Asia Minor, fought either on foot or on horseback, and invariably gave no quarter.
Women of the Sarmatians, a nomadic race of Europe, rode, hunted and fought with their men, and no girl was allowed to marry until she had killed at least one of an enemy slain.
Semiramis subjugated Latiria and created the Assyrian empire, which she ruled for 44 years. She was quite capable of leading her soldiers into battle.
Zenobia, Queen of Palmyra, had unusual physical endurance, and a commanding manner that won her authority in camp and desert.

Boadicea made her stand with Briton soldiers against the Roman legions.

Miriam, Deborah, Jael and Judith were women of Israel made famous by Bible history.

Queen Hatshepsu, who began her reign by the murder of her brother, led an Egyptian expedition to the Red Sea.

The wives of 40 knights in a castle by the Rhine one Sunday held a tournament, taking their husbands' names.

Women appeared occasionally on horseback and armed with daggers, in the time of Edward III.

A number of women fought in the Crusades.
Matilda, Countess of Tuscany, at the age of 15, girded on her sword

and rode with her mother, Beatrix, at the head of the Tuscan forces when the Normans threatened Rome.

Women in England, in the time of Queen Elizabeth and during the civil war, rallied to the flag.

The Ladies' War was what the war of the Fronde was called during the regency of Louis XIV.

Joan of Arc was France's great heroine, to whom Maria Botch Kareva has been likened.

Clara Barton, Florence Nightingale and other heroic women have shared the risks of war with men.

NORMAL eyes do not give you pain or discomfort. It is these faulty ones that make you conscious that your eyes are a burden to you. Call today for an examination. Know to a certainty. H. B. THOMSON, Optician. Office and residence, 4 Kimberly Row, opp. Star Hall.—mar10,tf

Airplanes to Speed 300 Miles An Hour.

Paris, Feb. 23.—An airplane with a speed of from 200 to 300 miles an hour which will bring America within a short day's journey of Europe, is the prospect held out by the invention of a French engineer, Auguste Rateau, according to the *Matin*. The invention of M. Rateau was one of the surprises in store for the Germans which were about to be revealed when fighting ceased.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

M. Rateau's device, the paper says, is very simple. It consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure so that the engine develops full power no matter what the altitude. As the resistance of an airplane decreases enormously at high altitudes, the *Matin* adds, it follows that the higher a machine fitted with the new device mounts the greater will be its speed. This fact, it is declared, was demonstrated by the famous German long-range gun.

It has been found that a heavy day bombing machine whose speed at 15,000 feet ordinarily did not exceed 80 miles an hour, made 140 miles an hour when fitted with M. Rateau's invention.

Steamer Stella Maris Ready for Sea.

Halifax, March 17.—After months of work the steamer *Stella Maris* is once again ready for sea, and will probably sail the end of this week for Liverpool to load pulp for New York, and thence to a southern port. This steamer which was almost completely destroyed by the Halifax disaster, has been thoroughly rebuilt, and now appears to be fresh off the ways. She has been built higher. On Saturday last she was out on her trial trip and everything was found satisfactory, and the ship is a credit to Messrs. Burns and Kelleher, who own her and have done the work on her, who had only the hull to commence with.

Because her registry was lost in the disaster there had been some little delay in getting the steamer away, but it is expected she will be ready to sail by Saturday. She will be in command of Captain Ernest Mills, and will carry a crew of fourteen all told. The measurement of the steamer has not been completed.

Previous to the explosion the *Stella Maris* had a gross tonnage of 229 tons and was 50 net. She was formerly the *H. M. S. Starling*, a British gunboat, and was built at London in 1882. She was brought across the Atlantic by the Maritime-Newfoundland Shipping Co., and about ten years ago was brought to Halifax for wrecking purposes. The *Stella Maris* then had a length of 124.3 feet, a beam of 13.6 feet and a depth of 12.22 feet.

Parliamentary Etiquette

No assembly is less tolerant of transgressions, even in ignorance, against its unwritten laws than the House of Commons.

Most people know it is not correct for one member to address another by name (the formula being "My honourable friend the member for—"), but many newcomers fall into the error of using the term "Gentlemen," which is sure to bring cries of "Order!" "Honourable members" is the only term permitted.

Hat etiquette must also be mastered, and a rule never to be broken is that prohibiting anyone passing between the member who is speaking and the Speaker. The very geography of the House, too, is most confusing to the uninitiated.



Little Boys', Boys' and Youths' Spring Suits, Newest Models.

Mixed Tweeds, Plain Greys and Browns.

Little Boys' Nobby and Pinch Back,
sizes 1 to 8 \$7.80 to \$11.40

Youths' Pinch Back,
sizes 9 to 12 \$11.60 to \$13.80

Little Boys' Norfolk, belted;
sizes 1 to 8 \$3.50 to \$6.20

Little Boys' Suffolk, belted,
with vest attachment: sizes 1 to 8,
\$3.70 to \$7.70

Boys' and Youths' Rugby,
sizes 4 to 12 \$6.75 to \$14.40

Youths' Long Pants Suits,
sizes 7 to 12 \$5.20 to \$14.00

Boys' & Youths' Navy Serge Rugby,
sizes 4 to 12.

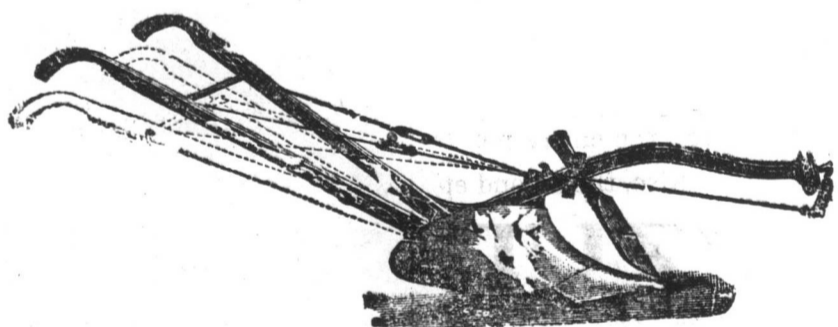
Youths' Long Pants, Navy Serge,
sizes 7 to 12.



STEER BROTHERS.

Special to Farmers!

We are now prepared to supply you with all the necessary machinery to cultivate your lands.



We have in stock the following articles which we can quote you at very low figures.

Massey-Harris 1 and 2 Horse DISC HARROWS (8 and 12 Disc).

Massey-Harris 2 Horse DISC HARROWS, with fore carriage, trees and yoke.

Hassey-Harris SINGLE SECTION LEVER HARROWS.

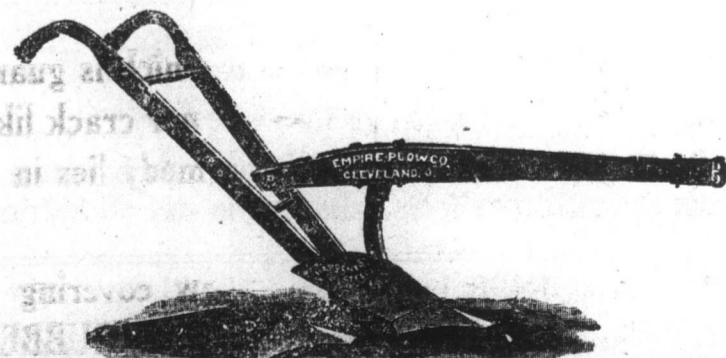
Massey-Harris SPRING TOOTH HARROWS (12 and 15 teeth).

Massey-Harris ONE HORSE HOES and SHAFTS.

Massey-Harris PLOWS, No. 8, with extra toe.

Massey-Harris DOUBLE MOULD-BOARD PLOWS, with or without potato digging attachment.

Massey-Harris SCUFFLERS, No. 2; also



A few EMPIRE WOOD PLOWS (small sizes), and SPARE PARTS for Massey-Harris goods in stock.

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English is Leading in the Race.

Probably the fundamental error of those who invent artificial languages and preach their adoption is that they exaggerate the difficulties created by diversity of speech, and fail to ascribe enough of importance to the deep-lying regard of every race for its own speech. In reality, people do manage to make themselves understood, at international conferences and at others, with the help of the always available interpreters, and probably there is not to be recalled a single instance in which anything like national interests were betrayed, or even adversely affected, because their representatives could not talk with each other.

Admiral Perry arrived at a very definite agreement with the Japanese, and Cesar never found a barbarian tribe to whose members he could not commu-

nicate his ideas with a clearness sufficient for his purpose.

The chances are that the universal language of the future, or the universal secondary language, if there is one, will be natural, not a artificial, language. Once it seemed that French

was destined to attain that eminence, but at present English leads in the competition for the honour. To the theorist English has about all the faults a language can have, including a system of spelling worthy of a madhouse, but—well, already it has spread over the greater part of the world, and its rivals are apparently on the point of giving up in despair.—N. Y. Times.

Personal Mention.

Rev. T. B. Darby, B. A., leaves by to-day's train for Heart's Content. Supt.-Engineer McGettigan, of Bowring's, leaves shortly for the other side to superintend the repairing of the S. S. Prospero.

Mr. F. H. Cowan leaves next week for Canada and the U. States. Magistrate O'Reilly, of Placentia, is at present in the city. Mr. W. J. Walsh, M. H. A., for Placentia, returned to town yesterday.

