atience, Keen Eye, ine of Hobbies, Ltd.

ll Points, Bench ps, Cutting Plates. nes, Hand Cramps, mmers, Tool Clips. ng Sets.

ifts.

Hardware Dept., Pitts' Building.

ing into holes in the streets ordered that the cut oppo-Pretty's residence, Monroe

of the Council, who was injur-ile working in a cut at O'r's Cove, is also being consider ncillor Mullaly gave notice of portant motions (1) in refer-posting bills on walls and the city, and (2) improv

the procedure of paying arfter passing pay rolls the meeting

GOES IN S. S. SEAL.

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his arms, a young man

Stole His Parcel.

ccessful career both in the

Sir James Ewing, Professor Mechanics, Cambridge, Di-We understand that Capt. Baxter tor of Naval Education. our of the s.s. Fogota will go as Sir J. Fortescue Flannery, late ter in the s.s. Seal the coming sident of the Institute of when she makes her first trial

Marine Engineers. Dr. J. A. Fleming. Professor of Electrical Engineering, Lon-

lphabetical List of the Princi-

pal Engineering Contributors

to the new (11th) edition of

the Encyclopaedia Britannica.

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Mr. J. Bartlett, Lecturer on Con-

Mr. H. Banerman, Lecturer on

Mr. T. H. Beare, Professor of

Dr. Louis Bell, Engineer, Gen-

Mr. B. Blount, Consulting Chem-

Mr. H. A. Carson, late President

Mr. Dugald Clerk, Director of National Gas Engine Co.

Professor W. E. Dalby, Dean of

Mr. G. F. Deacon, Chief En-

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Mr. Louis Duncan, Professor of

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Mr. J. F. Kemp, Professor of Geology, Columbia Univer-

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International Maritime Conference. Sir Boverton Redwood, Adviser on Petroleum, to the Admiralty, Home Office, etc.

Mr. R. H. Richards, Professor of Mining and Metallurgy, Boston.

Hon. C. S. Rolls, Motor Engieer, late Managing Director of Rolls-Royce Ltd. Mr. H. M. Ross, Editor, Engineering Supplement, The

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Mr. L. F. Vernon Harcourt, late fessor of Civil Engineer ing, London University.

Sir Philip Watts, late Chief Director of Naval Construction, British Admiralty. Major-General C. E. Webber, C. B., Past President of

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lanchester Ship Canal. Mr. F. C. Wentworth Shields, Docks-Engineer, L. & S. W. Railway. Lt.-Col. H. A. Yorke, C.B., Chief

Inspector of Railways, British Board of Trade. Mr. G. F. Zimmer, author of "Mechanical Handling of Materials," etc.

A GREAT SUBJECT. ENGINEERING.

And how it is treated in the new Encyclopaedia Britannica.

A famous definition of Engineering, that in the charter of the British "Institution of Civil Engineers", granted in 1828, begins with the words "the art of diverting the great sources of power in nature for the use and convenience of man." If this were an accurate definition nearly one hundred years ago, how much fuller is its meaning to day, when the meaning to-day when the great na-tural sources known then are so far

nore widely utilized and when a new form of energy, that of electricity, is daily being more understood and ren-dered more available for man's needs? Looked at from another point of view the work of the engineer, in all its manifold branch-

MAN'S es, perhaps more DEPENDENCE than the average man is conscious of. enters closer to-day than ever into his daily life, his needs and activities. is only by taking a wide view of the subject that this intimate relationship can be realized, and that some ception can be gained of the absolute dependence of civilized hu-

manity to-day upon the brain-work and hand-work of the engineer. It may, therefore, be of some interest to give a very brief and inadequate sketch of how this great subject has been treated by high authorities, each knowing how the other has planned his subject, in the new (11th) edition of the Encyclopaedia Britannica.

What has the Engineer got to do?

Putting aside any elaborate classification of his functions, he has (1) to provide means by which people and every commodity used by man can b transported from place to place; (3) to provide machines for the purpose of producing those commodities; (3) to provide all the works necessary to secure the life and health, the wealth, i.e., the well-being of the MOTIVE community. In all three POWER. groups it is the provision

of motive power that is the primary and fundamental require-ment of the engineer. How is he to move the commodities? So is it with the second. How is he to move the machines? So also even with the others. How, for example, is he to move the water for a town watersupply, how is he to remove the sew age and other waste material? Ul timately to obtain this power of move ment the engineer must go to nature

The great sources of Power in Nature.

These are practically three - the energy of the wind, the energy of fuels, the energy of falling water The first the least used now of any covered by Professor Unwin's article
Windmill. The second, the energy of fuels, is still the most important of all, and the processes by which the engineer render it available as me hanical energy are the most complicated and various...

The central article Fuel (13 pages falls into three sections. Solid Fuel
by Professor Bauerman
FUELS. whose article Coal (17
pages), further gives a full
description of the nature, origin and method of winning the principal solid man. Liquid Fuel, the next section is by Sir Fortescue Flannery, with which should be read Sir Boverton Redwood's article Petroleum (7 pages) The third section Gaseous Fuel is by Profesor G. Lunge, with which may be read Professor V. B. Lewis's article Gas and Gas Manufacture (13 pages).

How are the fuels used?

The first step in the production of motive power is to burn these fuels in some way. Thus they are sometimes used to heat air, and thus used in ar Air Engine (by Sir James Ewing) -bu far more commonly are employed to

far more commonly are employed to generate steam, then used to drive a Steam Engine. This article (3) pages) by Sir James Ewing, includer both the ordinary reciprocating engine and the steam turbine engines. To generate this steam, the STEAM fuel may be coal burnt in ENGINES, the furnace of a Boiler (13 pages) by Mr. J. T. Milton, or it may be oil or gas, as described in the section of the article Fuel alluded to above. In these cases the working above. In these cases the working substance is heated outside of and apart from the apparatus in which the heat is converted into mechanical

Another class of heat engine, of constantly growing importance is that known as "the internal combustion engine."

INTERNAL al combustion engine."

COMBUSTION of which there are ENGINE. two main groups, viz., the Oil Engine (8 pages), by Mr. Dugald Clerk, in which the liquid fuel may range from heavy oils and paraffin to the light and volatile petrol. These are the type of engines particularly used for Motor Vehicles (by the late Hon. C. S. Rolls and Mr. Shrappell Smith) and for aeroplanes and dirigible balloons, as described in the articles Flight and Flying and Aeronautics.

Webber, and Mr. E. Garcke. The construction of railways leads naturally to the articles Bridges (22 pages), by Professor Unwin, and Tunnels (6 pages), by Mr. H. A. Carson.

Next follows Tramways (8 pages). by Mr. E. Garcke, while the effect that the introduction of self-propelled vehicles have had upon roads is well drawn out in the important article Roads and Streets. The motors them selves either for pleasure or commercial purposes have been alluded to already.

Goods and heavy materials of all kinds have to be moved not only from plact to place, but from one level to another. Devices for so doing are depages, by Mr. H. A. Carson.

Webber, and Mr. E. Garcke. The construction of self-propelled to the effect that the introduction of self-propelled to a pages).

The present present in St. John's.

The prese

The Power of Falling Water

Professor Fleming) or for various on Petroleum, Paraffin, which includes electro-chemical or electro-metallurathe great shale oil industry, Naphtha gical purposes, described in such articles as Alkali, Acetylene, Nitrogen, Iron and Steel, etc. Omitting a great number of other articles concerned with electricity, in the scientific or practical aspect, mention must be practical aspect, mention made of the article Electricity Sup-ply by Prof. Fleming, to which Mr. Garcke adds a section on the commercial aspects of the subject.

The transmission of Power

The natural energy of a fuel or a waterfall having been converted into mechanical energy, there remains the problem of transmitting it to the points where it is required for use. These problems and the means of solving them are described in the article Power Transmission (15 pages) by Prof. Dalby, "Mechanical Transmission," by ropes, belts, shafts, chains etc., where the distance is comparatively short, and for driving the machines or mechanical tools in a factory or engineering works. For longer istances other methods are necessary Thus Mr. E. B. Ellington describes "Hydraulic Transmission," by which mechanical energy is used to drive pumps which force water at high pressure to the points

TRANSMISSION. ed and reconverted into mechanical bower by Water Motors, (by Professor Beare). Mr. A. de W. Foote then describes "Pneumatic Transmission, where compressed air is used instead of water, largely used in working coal cutting machines, driving drills for explosives in mines and quarries, and operating machine and other tools. These methods are nowadays more and more giving place to "electrica ransmission" which is treated by Dr article Power Transmission.

The movement of goods and people.

The motive power having been gaind. how is it used? Water-borne traf fic may be taken first: This is covered by the monumental articles by Si Philip Watts. Ship and Shipbuilding, in all 120 pages. Embracing, of course warships of every class from the mam outh super-Dreadnoughts down to the latest submarine vessel, the article deals also with every other vesse WATER-BORNE lantic liners, to or ressels. tank-ves

sels, i ce-breakers steam trawlers and the like. There is

of articles by Professor L. F. Vernon Harcourt on Breakwater, Dock, Harmented by special articles on the Panama, Suez, Kiel and Manchester Ship Canals. River Engineering by Professor Vernon Harcourt deals with nother aspect of the same subject. An equal space is devoted to road borne traffic. A general review of this

subject as a whole ROAD BORNE can be gained from the general article Traction, by Dr. Louis Duncan, but first naturally comes the great article Rallways (41 pages) whose numerous sections include an Historical Introduction, General Statistics, Economics and Legislation, Accidents, Financial Organization, Construction, Locomotive Power, tion, Construction, Locomotive Power, Rolling stock, Intra-Urban Railways, and Light Railways, the writers of which are: Mr. H. M. Ross, Mr. Ray Morris, Mr. A. T. Hadley, Lt.-Col. H. A. Yorke, Professor F. H. Dixon, Mr. B. B. Adams, Professor W. E. Dalby, Mr. W. B. Parsons, Major General C. E. Webber, and Mr. E. Garcke. The construction of railways leads naturally

Flying and Aeronauties.

The engines moved by gas are described in Gas Engine (6 pages), also by Mr. D. Clerk.

The condition of the pages of the pa

The winning of the

ficiently than mechanical power to the point where it is wanted.

The central scientific article Electricty is by Professor J. A. Fleming. Mechanical energy, derived from coal or water, is converted into electrical energy by means of the Dynamo (17 pages) by Mr. C. J. Hawkins, perhaps raised or lowered by Transformers (9 pages, by Prof. Fleming) to different pressures, and finally employed for the production of methors, and finally employed for the production of methors, Electric, by Dr. Louis Bell), for Lighting (Electric, by Dr. Louis Bell), for Lighting (Electric, by Professor Fleming) or for various on Petroleum, Parafin, which includes

the great shale oil industry, Naphtha Asphalt, Bitumen, Ozokerite, by Sin Boverton Redwood may well be included at this place..

Mr. Horner's important article Tools (32 pages), describes fully every kind of implement, from hand tools to the more complicated machine shop.

The Machinery of Production

Every industry of production has an article of varying length and importance devoted to it, and in each is described with illustrations, diagrams and plans, the machinery used, ma-chinery moved by the MACHINERY. different motive-pow-

ers described above those of fundamental importance those of fundamental importance and a bare list of titles of such articles can alone be given:—Flour and Flour Manufacture, Bread, Sugar Manufacture, Refrigerating & Ice-Making, Cotton-Spinning, Weaving, Wood Manufacture, Bleaching, Dyeing, Textile Printing, Linen, Jute, Silk, Rope-Making, Leather, Paper, Printing Brewing, Spirits, Distillation. Mention however, can also be made of such miscellaneous articles as Safes miscellaneous articles as Strong Rooms and Vaults, Cash Registers, Typewriters, Vacuum Cleaners and Weighing Machines.

The Housing and Health of the People.

The engineer plays an all importan part in the well-being of the community. It is to him we owe the purity of our water, as is shown in the articl Water Supply (32 pages) and he preserves our buildings from destruction by fire by the mechanica devices shown in Fire and Fire Ex tinctions. Though the Municipal Engineer is not directly concerned with the structure of our buildings, h commonly secures some control over their erection in towns. The serie of articles by Mr. James Bartlett may therefore, be mentioned here. The include Building, Brick Work, Bric Making, Masonry, Mortar, Carpentry Joinery, Painter Work, Plaster Work Roofs, Glazing and many others statistical one Shipping.

Sea-going and other vessels require works on land; therefore here may be mentioned the closely related series of articles by Professor L. F. Vernon Harcourt on the series of articles by Professor L. F. Vernon Harcourt on the series of articles by Professor L. F. Vernon Harcourt on the series of the series of articles by Professor L. F. Vernon Harcourt on the series of the series Harcourt on Breakwater, Dock, Harbour, Jetty, Pler, and Dredges and Dredges and Dredges, by Mr. Walter Hunter, Lighthouse, is by N. T. Gedye. Canals, by Sir E. Leader Williams, is supplemented by special articles on the other properties of the concrete, as is shown in the article concrete, by Mr. Bartlet concrete, by Mr. F. Wentworth Concrete, by Mr. F. Wentworth Concrete, by Mr. B. Bloun This sketch, brief and inadequate the concrete concr

to the ordinary man that an author tative survey of a subject which er ters so intimately into every activi and need of his daily life must prov of unfailing interest and practice value whether for serious study or f reference. For the practical man the concluding words of a technical review in a London paper may be quoted, "to the professional engineer the Encyclopaedia Britannica much his stock in trade as to the

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Cable News. Not Salts, Oil or

LONDON, Dec. 1.

The morning newspapers in their editorial columns, display a tone of great anxiety over the Persian crisfs. The majority of them agree that Shuster, the Persian treasurer-general, lacked tact, and that Britain must support Russia, but several papers express misgivings over the outcome express misgivings over the outcome of Russia's action, and what they term the administrative anarchy that will likely result from Shuster's dismissal. By some it is feared that the success of Russian diplomacy will leave Perattack upon Sir Edward Grey, accusing him of constantly yielding to Russia, in order to manoeuvre the other Powers against Germany. That paper asserts that Britain's support of Russia now, will mean the annexation and partition of Persia in entirely Russian interests, leaving Russia and England with a long, bad co-terminous frontier in Asia, and committing England to the necessity of maintain ing a costly army to guard it. The News adds that England's support of Russia is the deadlier, because it will probably prevent the United States rom moving in Shuster's behalf.

The Persian National Council re jected the Russian ultimatum by a big majority. The Foreign Minister has resigned. The vote of the National Council, which rejected the Russian ultimatum, was cast in open Counci Subsequently, at a secret sitting, the members were practically unanimous against compliance. A telegram from the British Foreign Minister, Sir Ed ward Grey, was presented to the Assembly during the sitting. The despatch urgently advised compliance with the Russian demands, but som members pointed out that England's advice hitherto had only tended to Persia's humiliation. They believed that Grey had been misinformed, and emphatically protested that Russian injustice had become intolerable, and hought that resistance on the part of the Persian Government to Russian demands would awaken foreign atten ion and lead to an impartial enquiry sign of cowardice, and would mean naional suicide. A deputation of mem-ers of the National Council waited on Shuster before the vote was taken. The Treasurer-General begged them to consult only the interests of their country, and not consider him.

ST. PETERSBURG, Dec. 1 In consequence of the rejection by he Persian National Council of the Russian demands Russia has ordered the troops now concentrated at Resht Ghilan on the Caspian Sea, to advance

TEHERAN, Dec. 1. Dowleh, ex-Governor of the Provinc of Fais, was assassinated to-day.

LONDON, Dec. 1 tague, 2nd Lieut. in the Royal Fusil-lers, has been cancelled because of his action of joining the Turkish crees at Tripoli, which is a breach of the neutrality law. reports to the English newspapers that the Italian soldiers have been guilty of cruelty to native women and children, many hundreds of whom ave been mutilated beyond recogni

LOS ANGELES, Cal., Dec. 1. James McNamara pleaded guilty this afternoon to the charge of murwith the death of Charles Haggerty one of the victims of the 'Times' of-fice explosion and fire. His brother John, jointly indicted with him, plead-Iron Works. It is thought James get life imprisonment, and John 14

Collection for Christian Brothers.

Dear Sir,-Once every year we have an opportunity of showing in a practical way our appreciation of the good work done by those noble band of men, the Christian Brothers, who have given up their lifetime to the cause of religion and education. There are in the ranks of the Bro

thers to-day men who would have adorned any walk of life, but at duty's call they have left home and friends and kindred, and everything that's dear, to teach religion and promote education in every land—a simple, pure and holy life, looking for no earthly reward. In the words of Bro. Slattery of lofty memory, "Their wants are few and easily supplied." Many of the older Brothers who taught in St. Patrick's Hall—Rev. Bros. Holland, Fleming and Slattery -having fulfilled their life work, re-turned to the old land, hung up their armour and are now resting beneath A limited number of sets the green sod of holy Ireland. But it is gratifying to know that the good The present prices will those men in their day still lives and flourishes. Let all of us then, both get those who get those who yours truly, Yours truly, EX-PUPIL.

December 2nd, 1911.

Abbeys A wise person BBEY Abbey's salt.

No odds how sick your Stomach: how hard your head aches or how Bilious-Cascarets make von

feel great. You men and women who somehor can't get feeling right-who have an almost daily headache, coated tongue foul taste and foul breath, dizziness can't sleep, are bilious, nervous and upset, bothered with a sick, gassy disordered stomach, or have backache Are you keeping clean inside with

sageway every few days with salts cathartic pills or castor oil? This is important. Cascarets work while you sleep;

cleanse and regulate the stomach, re move the sour, undigested and fermenting food and foul gasses; take the excess bile from the liver and carry out of the system all the decomposed waste matter and poison in the intestines and bowels.

A Cascaret to-night will straighter you out by morning—a 10-cent box from any drug store will keep your entire family feeling good for months Don't forget the children. They love Cascarets because they taste good-

Stokers' Arrangement

We learn that an agreement has been arrived at between the Firemen's Union and Messrs. A. J. Harvey & Co. to the effect that in future their steamers of the "Venture" type run-ing to Sydney will take 6 regular firemen and another to act as trimmer receiving a stoker's pay of \$30 per month. If a vessel goes to any other port besides Sydney, a second trim-mer must be taken on for the trip. Heretofore the ships had 6 stokers and 2 trimmers, the latter getting \$25 each per month. The trimmers now on the Bellaventure which goes to Sydney, Monday, are being paid off and a fire-man taken instead. The Portia and Prospero will in future take 3 regular stokers and another who will act as

Dr. de Van's Female Pills Drapery Department. A reliable French regulator; never fails. These pills are exceedingly powerful in regulating the generative portion of the female system. Refuse all cheap imitations. Dr. de Van's are sold at \$5a box, or three for \$10. Mailed to any address The Scebell Drug Co., St. Catharines, Onto

MARINE NOTES.

The Carthaginian left Philadelphia at 2 a.m. yesterday coming here direct The Venango, Capt. Phillips, lef for Liverpool this morning, taking large cargo of fish, oil, lobsters, etc The Florizel left New York at noor on Thursday, getting a quick despatel as she is now behind and an effort

will be made to catch up The Bellaventure will go to Sydney on Monday to load coal for A. J. Har vey & Co., and after returning prepare for the seal fishery.

McMurdo's Store News.

SATURDAY, Dec. 2, '11. Taylor's Shaving Cream is one o the few really satisfactory things of this kind that we have seen. It gives a full, thick, creamy lather, which does not soon dry on the face but enables the self shaver to get the beard off with ease. This Cream, too, is very economical, and is ready for instant use. Price 25c. a large tube. The Comprimella No-Spirit Per will fume is meeting with great welcome from those who know the value of these potent odors. Violet, Carnation and Lily are the different kinds, and all are very true, rich perfumes that will not disappoint. "Little and Good" describes this line perfectly. Price 60c. a bottle.

The Ladies of St. John's May Now Grow Beautiful Hair.

McMurdo & Co. backed up by the manufacturers of SALVIA, the Great Hair Grower, guarantees it to grow

SALVIA destroys Dandruff in ten The roots of the hair is so nourished and fed that a new crop of hair springs up, to the amazement and delight of the user. The hair is made sofe and fluffy. Like all American preparations SALVIA is daintly perfumed. It is hard to find an actress who does not use SALVIA continu ally. A large bottle for 50c.

Fogota Here.

The S. S. Fogota arrived from the North at 11 last night. Capt. Barbour says it was the stormiest trip of the The ship brought a full freight and the following passengers in saloon:—S. Browning, Miss J. Fal-con, Miss Cull, Miss Bemister, C. Bemister, M. Parsons, H. W. Davis, N. Kean, Mrs. A. Barbour, Miss S. Gill, F. Saunders, Rev. E. O'Brien, Miss B. M. Keates and 18 second class. The ship was harboured in the big storms.

In a recent storm the wind blev with particular violence on the higher levels and at least one residence narrowly escaped destruction, not by the storm, but by fire. This was the house of Mr. A. Horwood, who keeps a store at the corner of Cabot Street and Barter's Hill. A furious gust struck the domicile, burst in a window, the panes in which are 26 by 32 inches, and the flying glass barely esdow, the panes in which are 26 by 32 inches, and the flying glass barely escaped Mrs. Horwood's face as she stood in the kitchen. The lighted lamp which stood on the kitchen table was overturned and would have rolled to the floor, but was fortunately caught by Mrs. Horwood. Had it fallen to the floor a fire must have occurred, which under such weather conditions might have had far-reaching results.

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and WINTER

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Fine One's to keep out the cold,

"An ounce of prevention is better than a pound of cure."

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A Tonic Wine with merit, a perfect mixture of Malt Extract, Liebig's Extract of Beef and Douro

The flavour of "Me-Malto" is that of good old Port so valuable to the

The finest tonic Wine in this country.

"There's health in every

JAMES C. BAIRD, WATER STREET.

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Miss R. Leary, Witless Bay, Ferry-land Dist., Newfoundland; Mr. C. Pike, Harbour Grace, Newfoundland.

MINARD'S LINIMENT RELIEVES

The various forms of water wheels and water turbines the means by which this source of power is utilized, are described in the article Hydraulies (75 pages, by Professor Unwin, perhans the greatest living authority on this subject. It is only in subject. It is only in subject. It is only in the ELECTRICITY. recent years that a water-power has water-power has grown enormously in importance so that its accessibility may now convert a once thinly populated district into a busy hive of industry. Engineers by Mr. F. G. Zimmer; Borling, Blasting. Shaft Sinking, by Professor H. S. Munroe, Ouarrying by Mr. F. G. Zimmer; Borling, Blasting. Shaft Sinking, by Professor have discovered how to convert it not have discovered how to convert it not have discovered more easily and effects of the carried of the raw material to fit it can be transported more easily and effects of the carried of the raw material to fit it can be transported more easily and effects of the carried of the raw material to fit it is upon the miner and the quarry-depends for the supply of the materials.

It is upon the miner and the quarry-man that the engineer depends for the supply of the materials for his work. Leaving saide the scientific articles mineral peposits (5 MINING AND Mineral Deposits (6 MINING AND MINING AND Mineral Deposits (7 MINING AND MINING (14 MINING AND MINING (14 MINING AND MINING (14 MINING AND MINING (15 MINING AND MINING (15 MINING (15 MINING AND MINING (15 MINING Don't you think it time to get a bottle? A 25c and 60c. Sold everywhere. SALT MINARD'S LINIMENT CURVE DIPHTYERIA. ing results.