

"I Avoided an Operation Appendicitis Disappeared"

Rev. James Wells, Udon, Ont., writes:



"I took a severe pain in my right side. It was very bad at times. I tried oils and tablets without gaining any relief. The doctor pronounced it chronic appendicitis. I dreaded an operation and a friend advised Dr. Chase's Kidney-Liver Pills. I used them and not only obtained relief from pain, but I believe it has completely freed me of appendicitis, as it is now over a year since I have had any of the old symptoms."

Dr. Chase's Kidney-Liver Pills

At all Dealers.

GERALD S. DOYLE, DISTRIBUTOR.

Old Time Seamanship.

Its Dangers and Hardships.

I. C. MORRIS.

Since the days of its discovery Newfoundland has been a training ground for seamen, and many a brave sailor has served his apprenticeship in our northern latitudes. Sea-faring life, under every condition, is severe, but it was more so in the days of old, when the sailing ship was the only medium of transport. The endurance of seamen during the early decades of the 19th century was something that is rarely called for at the present time, because invention in steam, and science generally, has entirely revolutionized sea-faring life. The marine record of the Atlantic, during the colonization of America, was one of hardship, discipline, and though many a tale has been written about those days, like the glory of Solomon, "the half has never been told." At that time the way was unknown, and navigation was more of a mystery than it is to-day, and there was no such thing as weather forecasts, nor thermometers, nor barometers of the modern standard. The old-time sea captain had to trust to luck, and encounter the storms of Neptune with little, or no precaution. True it was that the ships were comparatively small, and were staunch and seaworthy, but in many ways they were quaint, and clumsy, and did not afford anything like proper accommodation for either crew, or captain. Those ships were mostly square rigged, and their navigation, and management called for great skill, and entailed much hardship. The work of going aloft was of itself a strenuous task, and when the watch or the entire crew had to man the yard, the labor, and toll were very heavy. To man the yards of an old time brig, or bark, demanded the best seamanship, such as could be only rendered by brave, and daring men. The old fashioned topsails were very large sails, and to reef, or furl them in times of emergency meant danger to the crew, and sometimes death. In the sixties a change was adopted in ship's topsails, and what to this date, was one large sail, was then made into two sails, known as the upper and lower topsails. This was a great improvement, and has saved many a life, and relieved much hardship, and practically did away with reefing the large topsails, and tying it up to the yard, the upper topsail would be lowered, when was an easy process, and done very quickly, so that it was only a matter of slackening the halyards, and furling the sail, as the yard would lower by its own weight. With the introduction of the double topsails, the change in our merchant marine began to set in, and one improvement followed another, until at last the square rigged ship disappeared, and yards, topsails, and courses, are now quite out of date. This great change in shipping has entirely altered sea-faring life, and relieved it of that dreary, tedious, and often dangerous, and even deadly, which the seaman of the last century or two, served. It may be fairly stated that of all uses of sea-faring life, none included greater hardships than did the north Atlantic, and the colonization of the New World was accomplished by the navigation of the Atlantic Ocean. In all seasons of the year the ships were on the move, and when once they were ready for sea, the start had to be made as soon as possible, so it was that often within twenty-four hours of leaving, on both sides of the Atlantic, severe storms were encountered, and death, and disaster met. As a rule the voyages of sailing ships were long, and only a few made anything like a short trip. Passages of one month, and two, and three, were not unusual; nor were they counted unusual in crossing the Atlantic. While Atlantic ship sailing generally, was dangerous, and severe, I was in the fall and winter season that the greatest severity was endured. In this aspect the shipping entered in the Newfoundland trade encountered many a gale, and out-ruddered many a storm; and it was in these times that the seamanship of Newfoundland developed, and gave us the hardy race of men that has colonized our country. Only strong men could have accomplished what those men accomplished; and only men of stout

gale, in addition to the usual meats, vegetables, and fruits.

A robust digestion makes short work of all or any of these necessary materials, turning them into a form most easily dealt with in the internal combustion apparatus which awaits them. Unlike the fuel we feed into a locomotive engine, or the domestic fireplace, however, the combustibles we eat generally are not to start with an advantage from the body-warming point of view. But the ultimate source of all the heat produced in the body is the chemical energy residing in the food substances. It is by the oxidation or burning up of these in the various organs or tissues of the body that heat is produced.

There are other ways in which it is generated. The friction of the blood on the walls of the vessels as it is driven along by circulation is resolved into heat. Similarly, the movements of organs causing friction produce heat.

But the great sources of heat are the chemical changes that occur in muscles and secreting glands. By exercising our muscles so that they perform work, we generate heat. Again, by the internal work which they do automatically—the beating of the heart, the movements of breathing, the operations of the digestive and intestinal canal—animal heat is generated. Even the central nervous system is a seat of heat-production. The liver and brain are the hottest organs in the body.

The function of our heat-regulating apparatus in these cold days is to maintain a comfortable temperature of about 98.6 Fahr. in the blood stream which circulates in the intricate maze of large and small pipes constituting the central heating system of our bodies. The colder the weather, the more piercing the icy winds, the moister the atmosphere, and the less robust the individual, the greater and the more persistent the demand for more heat.

The Temperature Controller.

The temperature controller sees to it that the regular supply of fuel is adequate, and that it is transformed into the necessary equivalent of heat sufficient to counterbalance the equivalent of heat sufficient to counterbalance the inevitable loss due to radiation through the skin, lungs, and other channels. At the same time it enables all the vital functions to proceed normally, despite the most external rigours.

Wine and spirits, when taken "to keep out the cold," though producing a transient glow owing to the dilatation they cause in the bloodvessels of the skin, ultimately admit the cold by their tendency to reduce the temperature—the stimulated activity of the skin helping to cool off the blood circulating in the tiny hair-like vessels on its surface. Cocoa, coffee, tea, and soups are the more useful warming fluids.

Keeping Warm in Winter

A DOCTOR ON THE HUMAN FURNACE.

There is in your body a wonderful piece of mechanism which, in the torrid temperature of blazing June, acts as a refrigerator, and in the coldest days of a bitter winter operates as your central heating apparatus.

But for this remarkably adaptable contrivance, if you were to escape being frozen to death in the cold weather, you would certainly perish of sunstroke in mid-summer.

At this time of the year its function of central heating is of more general interest than the other, seasonal functions and even "aid gets to work whenever" the autumnal mornings "dress" in herald the approach of an old easterly wind, the mists, fogs, and sudden frosts "early winter. Instinctively we begin to take in, in the form of special foods, those kinds of fuel which our inner and hereditary stoker knows by experience give the utmost value in heat when cast into the bodily furnace.

Heat from Heart-Beats.

Hence the present demand of healthy and active people for rapidly burning fats, oils, and sugars, in the pleasant and palatable guises of fat bacon, hot buttered toast, butter in every form, pork, mutton, muffins, and courses, are now quite out of date. This great change in shipping has entirely altered sea-faring life, and relieved it of that dreary, tedious, and often dangerous, and even deadly, which the seaman of the last century or two, served. It may be fairly stated that of all uses of sea-faring life, none included greater hardships than did the north Atlantic, and the colonization of the New World was accomplished by the navigation of the Atlantic Ocean. In all seasons of the year the ships were on the move, and when once they were ready for sea, the start had to be made as soon as possible, so it was that often within twenty-four hours of leaving, on both sides of the Atlantic, severe storms were encountered, and death, and disaster met. As a rule the voyages of sailing ships were long, and only a few made anything like a short trip. Passages of one month, and two, and three, were not unusual; nor were they counted unusual in crossing the Atlantic. While Atlantic ship sailing generally, was dangerous, and severe, I was in the fall and winter season that the greatest severity was endured. In this aspect the shipping entered in the Newfoundland trade encountered many a gale, and out-ruddered many a storm; and it was in these times that the seamanship of Newfoundland developed, and gave us the hardy race of men that has colonized our country. Only strong men could have accomplished what those men accomplished; and only men of stout

The Manger of Bethlehem.

REPRODUCED IN "THE CRIB" TODAY.

An exquisite bit of verse signed "Nell" in a recent issue of the Telegram brought home to the writer very forcibly the sublime significance of that very faithful reproduction of the Bethlehem Stable of two thousand years ago, now depicted in the Belvedere Orphanage as "The Crib." Here indeed might one sink his identity of to-day and go back to that long-ago period in spirit, with great profit to himself. One can visualize all the good that has accrued to the world since the advent of the Christ-child of the Manger, and indeed a glance at this life-like erection, especially if the sweet, tender little voices of the orphans are singing their hymns of praise to the Babe, cannot help but be of very material good. No effort has been spared by the good Sisters to make the Crib this year as life-like as formerly and as artistic as its simplicity allows, while the gentle orphan voices rising in a song of gratitude and thanksgiving, every afternoon are well worthy a visit. We understand the Crib will be open for a few more days and meanwhile none should miss seeing this lesson of love and humility.—L.

BARGAINS — Black Jersey Leggings, knee length. Ladies', 3 to 7, 95c.; Misses', 11 to 2, 85c.; Child's, 5 to 10, 80c., at KNOWLING'S Shoe Stores.



His Excellency the Governor and Lady Allardice will be "At Home" at Government House on New Year's Day, from 4 to 5.30 p.m.

A. G. Stewart Goodfellow, Captain. Private Secretary. Government House, 28th December, 1922.

"AT HOME."

His Grace the Archbishop, will receive visitors on New Year's Day in the Knights of Columbus Memorial School, from 12 to 1 and at his residence "Beaconsfield" from 3 to 5 p.m.

J. J. McDERMOTT, V.G., Administrator.

HOCKEY BOOTS—

Just received by express, Straps and Buckles with inside ankle supports, for ladies and gents. **KNOWLING'S Shoe Stores.**

Not to be Caught.

For a joke, a man asked a young assistant in a seed shop for some sweet-potato seeds. The assistant could find none, and finally appealed to the manager.

The latter explained that he was having his leg pulled, and cautioned him about being on his guard in future.

A few days later a woman entered the shop and asked for some bird-seed.

"Ah!" grinned the assistant, "you can't kid me. Birds are hatched from eggs."

\$3.00 the pair. Men's all solid Leather Work Boots for \$3.00, at SMALLWOOD'S Big Shoe Sale.

**WE WISH ONE AND ALL
A Very
Happy and
Prosperous
New Year.**

**George Neal
Limited**

To the Patrons and Friends of the NICKEL WE WISH YOU A BRIGHT and PROSPEROUS NEW YEAR

THE BIG HOLIDAY PROGRAMME NEW YEAR'S DAY
MORNING—AFTERNOON—NIGHT.

Betty Compson

— IN —

'For Those We Love'

A story of love, sacrifice and a girl's supreme heroism. It grips the heartstrings, and makes you feel like stretching out your arms to help her. Has a lasting something that will never allow you to forget. Rich in Action and Suspense.

STEP THIS WAY—A wonderful two-act Christie Comedy.

COMING VIA S.S. SILVIA FROM NEW YORK
"CLINTON and MacNamara"
VERSATILE VAUDEVILLE DUO

**Comedy Skit, Singing,
Talking, Dancing**

Direct from a very successful tour of Australia. They will appear every afternoon and each evening.

COMING—JACKIE COOGAN in "MY BOY."

1922-1923.

By MALCOLM PARSONS.

Just as a flash of lightning 'cross the sky,
Your span, so brief—swift as an eagle's flight,
Crowded with hopes and fears, pleasure and pain,
Your work accomplished, forth into the night
Of time you pass, for daylight gilds the morn.
Heralding again, the New Year born.
What have you left, Old Year unto the New?
Is it strong faith where fear was found before?
Or courage rare for timid souls that wait
With longing eyes, outside the golden door?
Seeking ambition's key to enter in,
and find
Long cherished dreams of hope come true.
Is this the legacy you left, Old Year?
Then is the New Year truly born anew.

McMurdo's Store News.

SATURDAY, Dec. 30.

As the last day or two of the year comes round again, we desire to thank all our customers for the business they have given us during the past year, and to bespeak their good patronage for the year to come. As the year of Grace 1922 hastens to a close we take this opportunity of wishing all our patrons, young and old, a very Happy and Prosperous New Year of 1923.

**GOLDEN
ROD
BORAX.**

For Cleaning and Scrubbing



For Washing and Scouring

**NAPTHA
WASHING
POWDER.**

HAS NO EQUAL.



FROM ST. JOHN, N.B.

CH'BOURG, SAMPTON, HAMBURG.
Dec. 27Minneapolis
Feb. 10/Mar. 17Melita
CH'BOURG, SAMPTON, ANTWERP.
Mar. 3Minneapolis
LIVERPOOL.

Dec. 22/Jan. 26Montclair
Jan. 5/Jan. 2Marich
Feb. 10/Mar. 17Montrose
Feb. 9/Mar. 9Montclair
GLASGOW.
Jan. 13/Mar. 17Metagama
Feb. 16/Mar. 17Marburn

**TWO DELIGHTFUL CRUISES
TO WEST INDIES.**
By S.S. Empress of Britain.
Jan. 20 and Feb. 20, 1923.

Apply to Local Agents or—G. B. Burpee, C.P.S. Agent, 40 King Street, St. John, N.B.
dec26,w.s.t.f

Wisps of Wisdom.

A fault confessed is half redeemed.
Never mistake self-conceit for genius.

What you learn to your cost you remember longest.

Always pay debts and compliments and you will succeed.

Laziness travels so slowly that poverty soon overtakes it.

Things don't turn up in this world unless somebody turns them up.

TAILORING SERVICE!

From the booking of your measure, to the last of the garment, we are at your service. Each individual has his own selection, cutting and making. Any defect is remedied before leaving store. You are always at liberty to have your clothes kept in order and good repair. Added to this, you have a choice of a splendid and varied range in Suitings and Overcoatings. New goods always arriving. Our Fall and Winter style books to hand. Prices no higher than hand-me-downs.



John Maunder,
Tailor and Clothier, 281-283 Duckworth Street

Hides and Furs Wanted.

50,000 Muskrat Skins; also Silver, Cross, White & Red Fox, Martin, Mink, Bear, Weasel and Lynx Skins, Cow Hides.

Scrap Brass, Copper, Lead and Old Rope.

Highest Market Prices.

**North American
Fur, Hide and Metal Co.**

Phone 367. Office 17 Water St.
West, next Reids' Electric Store.

Personal

The many friends of Mrs. Ryan, Harvey Road, whose daughter was so seriously ill during the past five weeks, will be glad to learn that her condition is much improved; also that of her little boy.

JUNKS

AND

Kindling Wood

Birch junk, finest quality for sale cheap; also kindling wood delivered daily to any part of city.

West End Wood Factor

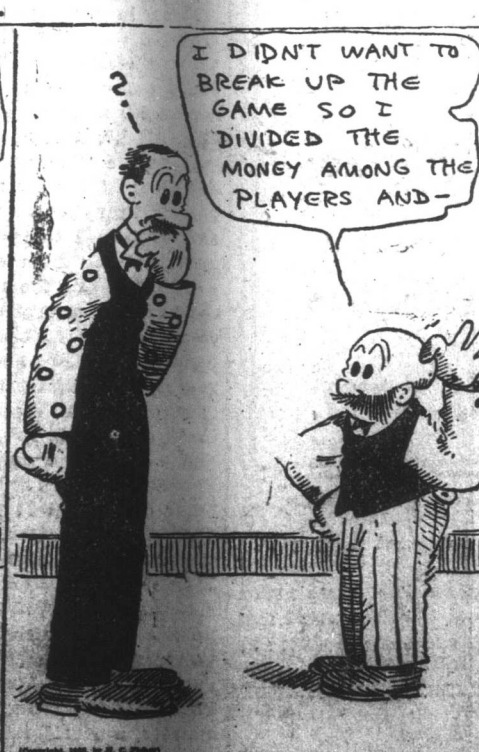
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dec12,ed.t.f

Have you a Suit or Overcoat to be made. Bring it to F. RELL THE TAILOR, Adelaide Street. First class work moderate prices.—sep28,t.f

MUTT AND JEFF



JEFF'S BRAIN AIN'T DORMANT—IT'S DEAD.



By Bud Fish