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## WEEK-END NOTES.

CHAPTER XIX.  
(I. C. MORRIS.)

### PRINCE EDWARD ISLAND SHIPS, AND TRADE.

With the entire commerce of the country depending upon the sailing ships, there was of necessity a big demand for new ships, and these had to be replaced so as to meet the demands of the trade. As remarked in the former chapter, one steamer such as the Rosalind carries as much cargo as ten or fifteen of the average local sailing ships of fifty years ago. The fleet of ships of which we write were mostly built in the old countries, and were constructed of oak, but there was also a large contingent of colonial built vessels, the most of which were of softer wood. Many barkes and brigs and brigantines were built in our own country, and those vessels did good service. Such ships as the bark Malina and Taso, were built by Messrs. Newhook of New Harbour, Trinity Bay. Such ships as the Rosalind and Ida were built by Kearney, and other builders, such as Pittman and Dalton did their share as master builders.

Nova Scotia also contributed her share to our local shipping, but the principal source of supply in this connection was Prince Edward's Island, which place for half a century, carried on a big trade in ship-building and produce, with Newfoundland, with the final object in view of selling the ships when the cargoes were disposed of here in port. Those ships built at Prince Edward's Island were principally of brigantine rig, though some were known as topsail schooners, and their tonnage ran anywhere from one hundred and twenty to one hundred and fifty or sixty tons register. The custom was to build those vessels in one season, mostly the winter time, and get them finished during the Spring and early summer, and load them with new potatoes, turnips, oats in bulk, and sail here to St. John's and moor them to Pitt's, or Cliff's wharf; and during the winter season sell the cargo from the ship's side, in lots anywhere from a barrel up.

Every winter saw four, or five, and six such vessels anchored at these premises, and their cargoes disposed of sometimes quite early in the year. The ships were then sold, and the purchasers fitted them for the Atlantic trade, and they would go off with a load of fish to Oporto, or the Mediterranean in time for the Lenten market. The trade between Newfoundland and Prince Edward's Island

long the scarcity was caused by the copper specie being taken away to Nova Scotia and Prince Edward's Island. On this there was a clear profit of twenty per cent. upon the copper coinage, to those who exchanged silver, and took the copper currency away to the provinces.

In addition to the gains on the goods, it was said that certain members of the ship's crews had got on to that feature of the trade, and made a business of collecting the cents, and exchanging silver for cents, and they gave a twenty-cent piece for twenty-four half pennies, as we called them, which were really twenty-four cents. It was quite imperceptibly done, but it shows lamentable neglect in those who should have done better for the country. Perhaps such transactions were legal, but whether legal or illegal, they were carried on for a long while, and at best could only be called a "trick of trade." Of course our people got twenty-four cents for their silver, but the loss was a general one in the currency of Newfoundland, on the large amount of specie that changed hands with our traders from P. E. I. but then it was the same of the times. However, shipping between P. E. I. and Newfoundland was a big factor in the trade of the sixties and seventies; and there was a common interest between the two places; but like all other things, these phases of our trade have changed and passed; and the brigantines and schooners which made up our fleets, are like all their contemporaries, numbered with the past.

### THE HOMELY FACE.



I never was a beauty, my map is a disgrace; and yet it seems my duty to wear that blamed old face; and so I grin and bear it—the mugs we all inherit have naught to do with merit, with nature's high or base. I view my misfit features, my ears that loosely flap, and say, "No human creature will love me for my map; so I must gain their liking by actions good and striking, seem not a piker piking, and be a decent chap. And so I'll love my fellows and do my chores with zest, remembering that yellow's a color men detest; I'll go to church on Sunday, and pay my bills on Monday, and there will not be one day when I won't do my best. When fortune looks my portrait and for refreshment calls, I'll greet the guest with chorlles and hand out oddish balls; and all who weep and sorrow may comfort from me borrow, and rest until to-morrow within my humble walls." And if a man will follow a program of this kind, though he is not Apollo, good friends to him he'll find; and all the boys who meet him most cordially will greet him; to Volstead drinks they'll treat him, and thus unseat his mind.

### When Time Stands Still.

You must have noticed how when you are enjoying yourself the time seems simply to "fly by," whereas if you are in great trouble or anxiety, the hours drag past like days. And there are circumstances under which these effects are still more pronounced.

Under the influence of certain drugs it is literally true that a man can do an hour's hard thinking, review his facts, draw his conclusions, plan out his future—and, turning to his watch, find that only some fraction of a minute has passed!

### WHAT TIME REALLY IS.

One sense of time is only the trick we all unconsciously fall into of comparing our own speed of thinking with the actions that are going on in the world around us. This thinking speed can be roughly likened to a reel of film being unrolled at the cinema. We notice the while we're unrolling much film—doing so much thinking—so many other things have happened.

But this sense can easily be upset, and it is, moreover, almost entirely dependent upon our being able to compare with outside actions to which we are accustomed.

Some experiments have been made where the subjects were deprived of any such comparison, by being set behind a screen where they could neither see or hear anything. The average guess at five minutes was six minutes, at ten minutes was fourteen minutes, and at a quarter of an hour was twenty-four minutes! That

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goes to prove that the longer we are deprived of our usual standard of comparison, the more thoroughly we lose all sense of time.

Precisely the same thing happens to the man in intense trouble. He is so wrapped up in his own sorrow that he loses touch with the outside world, and so misjudges his time. The drunkard or the drug maniac, too, lose their time sense, but for a different cause. With them alcohol or a drug has speeded up or slowed down the speed at which their thinking film unrolls. So, too, the person who is extremely pleased has unconsciously thrown his thinking rate out of gear through strong emotion.

C. L. A. Election Sweetstake tickets on sale by J. J. Kielley, Maritime Drug Store, George Trainor, Chas. Murphy, Barber, M. F. Murphy, Barber, A. S. Wadden, S. Faour, Peter Casey, Peter O'Mara, J. J. Sheehan, A. V. Duffy, M. F. Caul, J. J. Whelan, or from the Stewards at Columbus Hall, Duckworth Street.  
may 10, 21.

### With the Boxers.

CARPENTIER WINS IN EIGHTH. Paris, May 6.—George Carpentier knocked out Marcel Nilles in the eighth round of a scheduled fifteen round bout for the French heavyweight title this afternoon.

Although he won, he added nothing to his reputation, as the old Carpentier spirit was lacking. Georges was in difficulty as early as the second round, and weathered the third only through the inexperience and lack of combativity of his opponent. The experts opined that Carpentier's attempt to stage a comeback, although it ended in a victory for him, failed to demonstrate any of the fighting qualities required of a champion, and that had he been facing a real battler, the fight would have ended in the second round with Georges the loser.

Forty thousand people saw the bout. They gave Carpentier a great ovation; his popularity seemed greater than ever. Georges appeared to be in much better condition than when he fought Spil. Evidently he had trained hard for the fight, but he appeared to lack the confidence he had had in the former encounter, keeping on the defensive throughout the first round, instead of assuming a tiger-like offensive.

### WILLARD FAVORITE.

New York, May 5.—Jesse Willard is almost a 2 to 1 favorite over Floyd Johnson for their battle at the Yankee Park, May 12. A bet of \$2,000 to \$2,000 on Willard to win was placed Thursday by W. L. Darnell & Co. of Wall St.—odds of 9 to 5.

### PLAY SAFE!

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### Sweden Will Copy American Highways.

STOCKHOLM, March 10.—The complete modernization of Swedish roads made desirable by the rapidly increasing automobile traffic, is being undertaken in earnest. The latest significant step in this movement is the establishment of a "Good Roads Institute" on the initiative of the Royal Automobile Club, which is now celebrating its twentieth anniversary.

American highways will be studied as models for Swedish construction, and a Swedish expert highway engineer, Mr. Paul Wretling, is already in the United States for that purpose.

While the Royal Automobile Club has taken the initiative in establishing the Good Roads Institute, several other organizations and government departments are interested, according to Captain A. Nordlander, general secretary of the Club. Thus the board of directors will have representatives from the Department of Roads and Waterways, the Government Testing Institute, the Academy of Engineering Sciences, the Swedish Technological Association, and the Swedish Roads Association. The first financing has been made by the Royal Automobile Club, but further support is expected from the road-using public in general.

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