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Boys' Flannel Fronts, - - - 25c to 45c

Mainly About People.

Dr. Adolph Koester, now minister of foreign affairs for Germany, is considered one of the country's foremost editors and political scientists. His parents were German-Danish fisher and sea folk. He holds degrees from Heidelberg, Halle, Marburg and Zurich and has travelled in Asia, Africa and America. He is an author of standing.

Former King Constantine of Greece shocks the quiet Swiss by his zest for boisterous amusements. Women who have played the hostess to him have been rewarded with a snub. "His Majesty" dines in the public dining room half an hour before the crowd comes in. Several hundred thousand dollars has been raised for the exiled group, 20 in number.

The wife of Prince Christopher of Greece, formerly Mrs. William Balesman Leeds of New York, heiress to \$17,000,000, intends to bring her royal husband to Newport. She has a beautiful villa at the famous Rhode Island resort. The prince is a grandson of the late King Christian IX., of Denmark, and a cousin of King George of England.

Lieutenant Flora Landes is an English heroine, who fought in the Serbian army throughout the war. She won her Serbian commission through her bravery. She dresses identically as men of her army rank dress. At first glance she looks like a man, and has affected a man's stride. She is now visiting London, and her mannerism makes her conspicuous on the streets of the English capital.

Whenever the opportunity permits itself, David Lloyd George, England's prime minister, spends a few days among the scenes of his boyhood at Criccieth, Wales. He takes his son Gwilym Lloyd George, and his daughter, Miss Megan Lloyd George, with him, and with every visit there is sure to be told some new anecdotes of his boyhood days in his beloved Wales.

Eitel Friedrich, the former Kaiser's second son, wants to become a movie star. He is not alone in this desire, for Germany has a score of counts, barons, dukes and princes who are with him. Their purses are empty. Eitel wants to go to California and lead in cowboy and wild west pictures. He started in the

automobile business, but it doesn't pay enough.

Miss Adeline Gehig, a stenographer in a New York railroad office, is the feminine fencing champion of the United States. She goes in for boxing, baseball, tennis, swimming, dancing, jumping and walking. She is a handsome young woman of the brunette type, 5 feet, 6 inches and weighs 147 pounds. She never tires, and has never been ill a day in her life. A walk of 10 miles is nothing to her. She lectures working girls on exercise and diet. She is planning to walk to California.

Marie Conway Oemler, whose writings have made her famous, had a Tipperary grandmother who had the folklore of Ireland at her finger ends, said her prayers in Gaelic and knew all the sedition songs. The authoress was taught Irish. Her grandfather was one of the pioneer orange growers of Florida. Marie was born in Savannah, her father was a Confederate and after the war joined the Ku Klux Klan. She wrote verses that brought the commendation of Sir Charles Gavan Duffy. She is the mother of two children. She has three fondnesses—the Bible, butterflies and black cats.

Austen Chamberlain is the only British cabinet minister known to have climbed a lamp post after attaining that dignity. It seems a pity that no photograph is available of the Chancellor of the Exchequer hanging to the lamp. Mr. F. R. Coudert, the well known American lawyer, who was in London during the Zeppelin raid of September 8th, 1915, returned to New York and told a newspaper, "There was a crowd of people," Mr. Coudert said, "watching the spectacle. I therefore climbed up a lamp post to get a better view. Suddenly I heard a greeting from below me, looked down, and saw Austen Chamberlain. After I had got a good look I climbed down and let him get up there."

Flattering.

Young Musician—"Now, professor, how do my compositions please you?" Professor—"Why, I think that they may perhaps be played when Mozart, Haydn, Mendelssohn, and Meyerbeer have been forgotten." Young Musician—"Really?" Professor—"Certainly; but not until then."

A Royalist Victory.

The town of Bristol played a very prominent part in the Civil War of the seventeenth century. At the beginning of the Rebellion the town declared for the Parliament, and received a garrison under the command of Nathaniel Fiennes. In July, 1643, the Royalist successes in the West of England made the possession of Bristol much to be desired by the Cavaliers, for it commanded the whole valley of the Severn, so Prince Rupert was sent to besiege it. The governor of the town was a better debater in the House than a military commander, and after three days he determined to capitulate, Rupert offering exceedingly good terms to the "Roundheads." Accordingly, on July 26, 1643, the gates of Bristol were opened to the Royalists, who were joined on their entrance by a good many of the Parliamentary troops, who were thoroughly disheartened at the repeated defeats which their side had sustained at the hands of the Cavaliers, who were fighting for a king whom they blindly believed worthy of their devotion. At this time things were looking very black for the Parliament, and after the capture of Bristol, Gloucester was the only strong place in the west that held out against the seemingly victorious Royalists. But subsequent events gave Cromwell the victory.

No Need to Despair.

Harry Vardon, the golf champion, lately celebrated his fiftieth birthday. The fact calls to mind a story once told about a caddie who was out with an old gentleman, who, by the time the twelfth hole was reached, had been in most of the bunkers en route, and had succeeded in breaking a club. "I think I shall give up at this hole," he remarked at last to his indignant caddie. "No, no," retorted the old worthy. "Peevish the course, sir, foolish the course; ye've got four clubs to smash yet, an' nine bunkers to dae it in!"

A Better Rate.

Excited Second—"Pull yourself together, old thing. Don't let that Yank lick you!" Boxer (who is getting the worst of it)—"Fraid he'll do it—seems to have a better rate of exchange than me!"

The Port of Manchester.

ROMANTIC STORY OF THE SHIP CANAL.

Few people in the South of England realize that Manchester, which is thirty-five miles from the sea, is, thanks to the Ship Canal, the third greatest port in the United Kingdom. The canal was opened in 1894. In the first year the total outward and inward traffic was less than a million tons. In 1913 it was nearly six million tons. The traffic was, of course, affected by the war, but this figure of six million tons will soon be left far behind.

Ships sail regularly from Manchester to the United States, Canada, Australia, India, and to practically all the Continental ports.

Look at the map and you will see that Manchester is situated at the centre of a great network of manufacturing cities and towns. She is within a short distance of the Lancashire coalfields. The group of Yorkshire woolen cities is next door. But despite her long commercial history, her situation, and the energy of her people, Manchester discovered some forty years ago that her prosperity was departing from her.

Manchester men met and discussed the position, and they agreed that, if Manchester were to recover and add to her prosperity, Manchester must be taken to the sea.

Liverpool Alarmed!

The idea was not new. So long ago as 1708, one Thomas Steers, who built the first wet dock at Liverpool (then a town of only 8,000 inhabitants), worked out a plan for making the Irwell, Manchester's river, navigable. And in 1720 an Act of Parliament was passed with this object. A scheme for a Ship Canal was submitted to Parliament in 1825, and, although it was rejected, it attracted a large amount of local interest.

Liverpool naturally viewed the project with some alarm, and in 1825 the 'Liverpool Mercury' printed some verses which were called the "Humble Petition of the Liverpool Corporation to the Manchester Projectors of the Grand Ship Canal":—

Oh, ye lords of the loom,
Pray avert our sad doom,
We humbly beseech on our knees;
We do not complain
That you drink your champagne,
But leave us our port if you please.

Liverpool had her way for sixty years. But in 1882, moved by economic necessity, Manchester moved in real earnest. The construction of the canal began in 1885.

The Duke of Bridgewater prepared the way for the Manchester Ship Canal by constructing the Bridgewater Canal, which crosses the Irwell at Barton Bridge, in 1761. In order to find the money for this enterprise, the Duke kept his personal expenses down to four hundred pounds a year for many years.

The Ship Canal is thirty-five and a half miles long. The total amount of excavation required for the canal and its docks was 51,603,747 cubic yards—half the quantity that was taken out for the Suez Canal.

The canal enters the Mersey at Eastham, nineteen miles from the mouth of the river. There are three tidal locks at Eastham and eight others along the canal's course. The rise and fall of these locks may be reckoned from the fact that the difference in level between Manchester and Runcorn, one of the towns through which the canal runs, is over sixty feet.

Perhaps the most remarkable engineering feature of the canal is the Barton Aqueduct, by means of which the old Bridgewater Canal is both carried over the Ship Canal and its course stopped and swung round at right angles during the passing of large ships. The capital expended in constructing the canal and building docks and warehouses was over seventeen million pounds, and it was not until 1915 that the first dividend payments were made.

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