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ST. BON'S SPORTS,
WEDNESDAY NEXT, June 14th.

Teas and Refreshments will be served in the Aula Maxima and on the Campus by the lady friends of the College.
June 10, 21, 24, 27

All in Readiness

FOR YOU TO SOW YOUR SUMMER CROP WITH THE HELP OF THE FOLLOWING.

- GARDEN GUIDE—The Amateur Gardener's Handbook...\$1.00
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- HOME VEGETABLE GARDENING FROM A to Z...\$1.50
- POTATOES AND ROOT CROPS...\$1.00
- EARLY VEGETABLE AND HOW TO GROW THEM...\$1.00
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- THE FLOWER GARDEN...\$1.25
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A Small Cargo Best North Sydney Screened Coal

SENT HOME CHEAP.

Apply to P. J. SHEA at Wharf.

Annoying.

When M. Viviani, the famous French statesman, went to America, he was annoyed because no one heard of him and everyone had heard of Joffre, and he (the statesman) had only his eloquence to gain a reputation among people who did not understand his language.

There had never been any love lost between the two, the Hon. Neville Lytton says, in his book, "The Press and the General Staff." It was evidently humorous to find that in the audience of M. Viviani addressed the only person who was moved was Joffre, who, while annoyed at the "civillian," could not remain dry-eyed.

On the other hand, Viviani, mad at finding himself second fiddle, threw the utmost passion into his speeches, only to succeed in moving the one man whom he probably wished at the bottom of the sea.

What Actually Happened

A farmer sued a railway company for damages resulting from the death of one of his cows, the poor animal having been run into by a goods train. The engine-driver was giving evidence. The barrister for the farmer heckled the witness on all kinds of technicalities, but kept reverting to his one pet question, which was: "Now tell me, was the cow on the line?"

The engine-driver became peeved and, having been asked the same question so often answered: "Well, if you want me to tell the real truth, the cow was bathing in the stream on the other side of the bank. But the engine saw it, left the rails, dashed over the bank, and landing clean on the cow, strangled it to death without a word."

Sold!

Past stall after stall went the rich merchant, followed by a smart footman in livery, for the annual bazaar was in full swing.

"Ah, Mr. Goldington," gushed a pretty girl at one of the stalls, "what are you going to buy? Auntie and I are in charge of this stall. We have cushions, pen-wipers, and all sorts of—"

"There's one thing I should like to buy," said the amorous visitor. "Do you sell kisses at your stall?"

"Oh, certainly," came the prompt reply. "A sovereign each!"

"Right!" said the merchant. "I'll take two, please."

"Auntie," cried the wily damsel, "forward, please. Two kisses for this gentleman!"

For a moment the wealthy one was nonplused, but only for a moment.

He turned to his footman. "James," he said, coolly, "just take this purchase, please."

"Not Worth His Salt."

With salt numbered among the cheapest articles of food, to say that a man is "not worth his salt" sounds like a very radical expression of worthlessness.

It should be remembered, however, that there was a time when salt was a highly-prized commodity. An examination of the word "salary" will prove in what esteem salt was held, for the Latin salarium was the allowance made to the Roman soldier in order that he might provide himself with salt.

Moreover, the ceremonial importance of salt is shown in the salt-stand which appeared on the Saxon table. Its position marked the upper and lower board, separating the lord of the house and those who shared his salt as honoured guests from those who earned their salt.

Very Queer Cargoes.

The oddest cargo on record was probably that carried lately by a British steamer bound for Morocco.

It consisted of some two million gallons of water. To carry that amount of water a distance of three hundred miles sounds too absurd, but the matter becomes clearer when we are told that the water was specially purified drinking water for the use of the Spanish troops fighting the rebels in Morocco.

Another cargo sent to Spain consisted of an immense quantity of bank notes. There were several millions of these, most of them of small value. It is a testimonial to our printing that Spain gave us such an order, and is due to the fact that notes printed in Spain have been so largely counterfeited.

A master stevedore, working at the Albert Docks, recently received compensation for being hit on the head by a bundle of old horse-shoes which were being loaded into a steamer's hold.

In court the judge asked the stevedore for sending old horse-shoes out of the country. Counsel told him that they were being sent to China, where they were made into spades, a purpose for which they were specially suitable.

Speaking of exports to the East, there is a certain English firm which, in the course of its ordinary business, produces large quantities of waste splinter and lead. This material is melted up, run into moulds, and exported in the form of images of various Eastern gods.

Tarvia Prevents Dust; Tarvia Preserves Roads.

In the United States and Canada Tarvia is the standard by which all other road-binders and preservatives are judged.

Tarvia is made in three grades—"Tarvia X" for road construction, "Tarvia B" for preservation of road surface and "Tarvia K-P" for repairing roads. Both "Tarvia B" and "Tarvia K-P" have been used in St. John's Municipal works for several years.

"Tarvia B" actually enters the road surface, acts as a cement and resists the tear and wear of traffic. By cementing together the dust particles "Tarvia B" prevents the formation of dust.

After the application of "Tarvia B" to a road surface a thin layer of sand should be applied to take care of the excess liquid and to prevent tracking. This layer of sand will prevent horses from slipping and automobiles from skidding and will prolong the life of the road surface. Broken stone is not as satisfactory or as economical as sand for this purpose.

A road after being treated with "Tarvia B" does not become muddy in rainy weather, but sheds the water and dries off quickly after the rain, leaving the road in admirable condition while untreated roads are still deep with mud.

"Tarvia B" surfacing should be applied annually but only when roads are in good condition and free from surplus dust. All holes and depressions should be repaired with fine broken stone and "Tarvia K-P."

When "Tarvia B" is applied by mechanical sprinker, care should be taken to have men with brooms and hand sprinklers go over the ground so that excess "Tarvia B" may be brushed out and not allowed to run waste and so that bare spots be treated and the entire road surface secured.

A loose, "happy-go-lucky" application is sheer waste of time and money, "whatever is worth doing, is worth doing well."

"Tarvia B" is admirably adapted to the treatment of sidewalks and walks in parks, hospital grounds and cemeteries. Wooden planking of bridges will last longer if treated with "Tarvia B." Fence posts, sills and houses etc., will be greatly benefited by treatment with "Tarvia B."

Further particulars will be gladly given upon application to COLIN CAMPBELL, LTD. may2,ood



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