



"How dear to my heart  
Are the scenes of my Childhood"

THE old home where we spent so many happy days—the games we played with dear old father and mother looking on. The old home itself, mellowed with time is still as well preserved as it was in our childhood days. Its preservation is due to the surface protection which only good paint can give.

**B-H "ENGLISH" PAINT** 70% Pure White Lead  
30% Pure White Zinc  
100% Pure Paint

Unequaled in covering capacity—no other brand can equal its record for permanence. By using this paint of extreme durability your house is protected for years.



B-H "English" Paint's record for surface saving is the result of its guaranteed formula—70% of its base is Brandram's Genuine B.B. White Lead, the world's standard for almost two hundred years, and 30% pure White Zinc. Paint your family home with B-H "English" Paint and it will remain protected.

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**Side Talks**  
by Ruth Cameron

**THE UNAPPRECIATED SENSE.**

When one thinks of the five senses, one is apt to think of the senses of sight and hearing as the ones that really count and the other three as of minor importance. If one had to give up one of the senses, one would be the most likely to give up the sense of smell. And yet in so doing I think one would give up more than one realized.

Both in actual sense pleasure and in the pleasure of associations, it seems to me that the sense of smell has a more direct connection with the subconscious mind than the other senses—that is, we smell less consciously than we see or hear, and consequently a familiar scent brings back deeply buried memories more

powerfully than a sight or sound.

**The Smell of Wood Smoke.**

I was driving the other day down a country lane with a city friend when the clean acid, fascinating smell of wood smoke from the chimney of an old farm house struck our nostrils. "How that carries me back to my childhood," he said, closing his eyes the better to shut out the present and savor the past (by the way, you not noticed how we always shut our eyes and thus shut off sight, the keenest and most absorbing of our senses, when we want to concentrate on one of the other senses?) "In my grandfather's house in the country there was never anything but wood fires and even the letters that came from that house had that smell hanging about them."

In Henry Adam's story of his own education by books and by life, there is a fascinating description of the boy's reaction to his surroundings through the various senses. "Among senses smell was the strongest—

smell of hot pine woods and sweet fern in the scorching summer noon; of new mown hay; of ploughed earth; of hedges, of peaches, lilacs, syringas; of stables, barns, cowyards, of salt water and low tide on the marshes; nothing came amiss. Next to smell came taste."

**The Smell of Good Things Baking.**

A Letter Friend who evidently is keenly sensitive to the pleasure this sense can give us, writes: "I just love the smell of wood burning as one goes along the road and sees the smoke curl up out of the chimney; also art apples and spice cakes baking at Thanksgiving or Christmas, and oh so many other things." And another Letter Friend tells how instead of letting her Christmas tree end ignobly on the dump, she always keeps the branches to burn because she loves the sweet savor of them.

**A Confession.**

Here's a confession of my own. I call it a confession because so many people have a violent prejudice against perfumes of any sort. I think to have some very delicate scent hovering about one is a charm. No one detests cheap perfume more than I. But I cannot believe that the faint elusive scent that comes from having some very delicate sachet lie in the drawer with one's clothes, really offends good taste, and personally I enjoy such a delicate emanation. To select some delicate scent and identify it with oneself, seems to me just as justifiable as to drench oneself with cheap perfume, thus torturing the noses of all around one (alas, we have no noses!) is unjustifiable.

McKinlay's Garage will open on May 15th for the motor season, from 8.30 a.m. to 9 p.m. week days, and from 10 a.m. to 1 p.m. and 2 p.m. to 5 p.m. Sundays.—may4,lm

**Judgments of the Ocean.**

How Seamen and Traders Framed Their Own Laws.

(By SIDNEY W. CLARKE, in John O'London's Weekly.)

To-day, when the principles of international law are rather in the melting-pot and a League of Nations has been called into being for their restatement and amplification, and to act as a sort of international policeman to see to their due observance, it is interesting to look back to that remote period, some 3,000 or more years ago, when their first outlines were being sketched and enforced by the merchants and mariners of the Eastern Mediterranean.

"The Law is Lord of the Sea." It was the ancient traders of Crete and Phoenicia, those intrepid adventurers who voyaged afar in the quest for gold, who first felt the need for something more than the rules and regulations of the township and the State. In the years of the glory of Tyre, when, as the prophet Ezekiel recorded, "thy wares went forth out of the seas, thou didst enrich the kings of the earth with the multiplication of thy riches and of thy merchandise," her traders and seamen framed a code of sea law which should apply to the ships and all they carried wherever they might be. These customs of the sea, later put into more definite form by the Greeks of Rhodes, formed the basis of all subsequent maritime codes and were the first beginnings of international law. "I, indeed, am the lord of the world," said the Emperor Antonine, about A.D. 150, "but the law is lord of the sea. Let this be settled by the Rhodian law, which has been devised for nautical matters."

**Striking Off the Pilot's Head.**

The Rhodian code was adopted by the Romans, stated in terms by the Emperor Justinian, and later was carried to France, where it was extended by the traders of Bordeaux into the famous sea code known as the Rolls of Oleron, which, in turn, was recognized by the English Admiralty, and confirmed by Act of Parliament in 1402, though with some modifications—as, for instance, in the punishment awarded to a negligent pilot. "By the laws of Oleron," an old commentator, "if a pilot's fault is so notoriously gross that the crew sees an apparent wreck, they may then lead him to the halches and strike off his head; but the laws of England allow no such hasty execution."

Prominent among these ancient Judgments of the Sea, as they were termed, was one relating to losses incurred in saving the ship from tempest, which, we are told in a deeply interesting essay by Mr. G. A. Henderson

son in the current issue of Lloyd's Calendar (Lloyd's, Royal Exchange, St.), is the basis of the modern law of General Average, which provides a livelihood for a distinct profession called average adjusters, round which quite a library has gathered. Average adjusting, like tea-tasting, gauging for licensed victuallers, and other mysterious occupations, is little known to the general public. Average adjusters are learned persons, specially good at figures. When in order to save a ship, the cargo has to be jettisoned, or thrown overboard, or some other sacrifice has to be made involving loss to one of the parties concerned in the voyage, for the benefit of all parties, the loss is to be distributed according to the principles of average—often a very complicated matter. This is done by the average adjusters. There is a mass of legal decisions and literature about average adjusting. It is interesting to note that the Rhodian law was as follows:—

If a ship is caught in a storm and makes jettison of its cargo, and breaks its sails and masts and tillers and anchors and rudders, let all these come into contribution, together with the value of the ship and of the goods which are saved. Which differs not at all in principle from the first express enunciation of the rule of General Average by an English Judge in 1801:—

All loss which arises in consequence of extraordinary sacrifice made or expenses incurred for the preservation of the ship and cargo comes within General Average, and must be borne proportionately by all who are interested.

St. Paul and the Shipwreck. One wonders whether St. Paul had this ancient law in mind when he told how, in a vain attempt to avert the shipwreck at Melita,

We being exceedingly tossed with a tempest, the next day they lightened the ship; and the third day we cast out with our hands the tackling of the ship . . . and when they had eaten enough, they lightened the ship, and cast out the wheat into the sea. We can easily realize the necessity for the rule of General Average—for practically the only means of escape for the frail open ship from being overwhelmed by a tempestuous sea was cutting away the single mast to bring the vessel upright when heeling over, or by casting our cargo to lighten her when shipping heavy seas. We can imagine, too, the scene when the voyage ended—how the shipmaster would gather his passengers together and "adjust the average"—that is, collect from each a contribution to recoup the merchant whose goods had been sacrificed for the general benefit, or himself, if his mast or tackle had been cut away.

**A Great Uniter of Nations.**

General Average, by the way, has nothing to do with what is termed "Average" in connection with fire insurance. The latter is a provision sometimes inserted in insurance contracts, whereby the insurance company protects itself against under-insurance by stipulating that it shall pay in case of loss only such a sum as represents the proportion that the amount of the policy bears to the total value of the property covered. Thus, under a policy subject to average, if the insured has a factory worth £20,000, but only insures for £10,000, and a total loss occurs, the company will pay only £5,000. Comparatively few policies are subject to average, and those which are contain a special clause to that effect. Persons taking out insurances should always read their policies to see whether they contain such a clause. But fire insurance is a comparatively modern institution, whereas, as we have seen, General Average is one of the very earliest examples of international law.

The narrow patent leather belt is worn with the straight chemise frock. A heavy tasselled cord serves as a belt for a cloak of grey Canton crepe. A smart dress of blue serge has bishop's sleeves of crisp white organdie.

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Fresh from the land of Fashion.  
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**WONDERFUL BREAD**

**Fads and Fashions.**

Hats will be worn a little on one side. Coat frocks have collars of leather. Some bodices are shaped and are quite snug. Taffeta and crepe are favorites of the mode. Green, lilac, flame and apricot are favorite shades.

An interesting skirt is boned around the hips. White Hercules braid is used to trim serge frocks. The new frocks and wraps sponsor the cape-back. A square parasol is edged with white ostrich feathers. Changeable taffeta capes are worn with fluffy tuff frocks. Trimmings of red or orange are

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829 and 333 Duckworth Street. A large assortment of Headstones and Monuments always in stock. Best designs, etc., with prices and list to suit everybody. Outdoor carvers can save time and money by using day-for Catalogue of designs and Price List. We have satisfied many customers with our small system of buying from our photo signs. N.B.—First-class carving and able lettering, combined with the class stock, give us the superior. Give us your order and get the best there is at reasonable prices for your work only. LOCAL CEMETERY WORK PROMPTLY ATTENDED TO. mar2, w.s.3m

especially favored this season. Narrow corling is used on the ple slip-on chemise frock. Black matt crepe is the favorite material for afternoon gowns.

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