her rigger set in order, she was a nodel worth looking at. Like other

The Trousseau

X 7HAT a commotion there is in the home when daughter is having her trousseau made, and what excitement as the great day approaches!

How anxious mother is that every little detail shall be looked after, and how solicitous of her daughter's wel-fare during these last days in the old

But this is a trying time on the nervous system. Is the daughter's health in suitable condition in order that she may assume the cares and responsibilities of married life?

She lhas a responsibility to her partner iin ilife, as well as ther own



Most mothers are familiar with the splendid restorative and upbuilding influence of Dr. Chase's Nerve Food, and see that their daughters have the benefit of this treatment when they get tired, nervous and rundown in health.

The merve food is so natural and gentle in action and so thoroughly dapendable as a reconstructive agent that ilt has come to be looked upon as a mecessity im most homes.

Particularly at this season of the wear we all seem to meed the help of a thornic threatment the carrich the blood and build up the mervous system.

School Girls, Too

After months of mervous strain at study and examinations school girls need just such assistance as Dr. (Chase's Nerve Food can give them, iin order tomaintain health and strength.

> GERALD S. DOYLE. Distributor.



WEEK-END NOTES.

(I. C. MORRIS.) CHAPTER XVII

and labour of the port, and were paid two dollars per day. how serious the damages,

and Dauntless, which tug boats of that date. The a year or two after that very large deck load. When the news ships. d probably be about fifteen fishermen, some twenty in number, of marine architecture, and had made a very good thing of it, even though they did not push for a

ements being made with the ship hauled in to Mcses at the Southside, and d her entire cargo of grain o. McLea's premises at that unoccupied, as were the pre-St. John's West, at present by Steer Bros. The Southside changed hands some fortyago, and became the pro he Dundee Sealing and Whalany; but they are now own-Imperial Oil Co. There was docking the ship, but on bened of her cargo, the carenabled to caulk her to by giving her a little list:

of money in the bargain.

season brought a few of was replaced; and the great butts of and part of the cargo proper was of competence to do the work, and ne of them were lumber lad- tobacco leaf rolled to the ship's side discharged, and beached near Mudge's measure up to the demands of the ad sprung aleak and became and hoisted on board; and late in premises, where now stands the Mor- situati ogged. Others had met heavy October she set sail for her destine ey coal premises. The ship was not and were dismasted; while ation, and made a good run across the damaged below the water-line, and an ashore, but were success- Atlantic. Her disbursements, while in though having lost her jiboom, her while still others had port, were very large, and scores of masts did not go by the board, as is ith the treacherous icebergs, labouring men and tradesmen did very very often the case in such happenings ss along our coast in the well. Of course, the pay was small, as Her rigging was quite perfect, she and in addition to these, a labourer was paid sixty cents, or only having lost her jiboom and forenal ship collided with some three shillings, and lads of fifteen and to-gallant mast. Finally she was in passing. These disabled sixteen, were paid forty and fifty cents towed further up the harbor, and outed very largely to the per day; and the ship's carpenters anchored off Newman's premises. It The next year another large ship here. During the winter she was always men and means to was towed to port. Her name was the repaired, the harbor was frozen over, ships, and put them in first Canonoake, and she belonged to New- and the work was done on the ice. A castle on Tyne. She had loaded at new stem was put in place, also a ear 1869, being the same Quebec, and was only a few days left new cut-water. The work was done he question of Confederation port, when she struck an iceberg, and by Mr. Berrigan, who was foreman e the country, there was a was very much disabled—her jibboom with the late P. Saunders. Mr. Berrie ship towed to port in a and cut-water being entirely carried gan was a masterman at such work, ondition. The ship had load- away. Though there was no fear of and he built the cut-water, heavy and South American port with the ship sinking, the crew abandoned staunch as it was, on the ice; and and tobacco leaf; but through her, and were picked up and brought with good help, set it in place; and

d stress of weather, she was into New York; but no sooner was she by spring the ship was in first class orth out of her course, and abandoned than an American banker order, and presented a beautiful modabled condition she bore up came up with her, and hove too, and el. She was reloaded, but whether city of Cape Race, and was finding her abandoned, they claimed the cargo had plimmed, or whethe St. John's by the tug boats her as a prize, and put a crew of six the storage was not as compact as men on her, and they successfully got it was at first, I am not aware, but her to port and anchored her in the she left part of her cargo behind and chiffon gowns; the pale hues have which was considered a very middle of the harbor. She had a it was utilized in the course of time, faded away.

their requests. But the prize was a big in the port, brought him the respect one, and the large amount involved, not only of the people, but of Lloyd's

was August when the ship arrived |

tremendous load of deal and also a for heavy repairs to other wrecked

ngh compartively small, of her arrival here reached Lloyd's in The Canonoake sailed from St. was last year. idered a great improve- London, the Captain was immediately John's about the middle of the sum- The popular side closing often excommunicated with, and be and his mer, and made a very fair run across tends, from neckline to hem of The Hercules for many mate came right on to St. John's, and to her home port; and the work done one-piece frock. the Labrador Mail Service, satisfactory arrangements were made by Mr. Berrigan was highly spoken of a beginning of the more up- with the crew who had picked her up. by the owners and underwriters, and terned flannels make charming sports tham communication which As the ship was very valuable, and her brought no small praise to the port costumes. cargo of great value also, it was general by its staunchness and general mec- The one-piece wrap-around frock erally understood that the American hanical skill. The ship had a very is in good favor and so becoming to handsome bow, and when repaired, the slender figure.

ships we have spoken of, the canon-cake brought much labor to the port; so that not only did the American shermen who claimed her as a prize, do well upon their venture, but the laborers and carpenters of St. John's had a good share also. Many other vessels made port, in those days: but these will be an illustration of the class of ships which isually found shelter, and brought mployment to St. John's. It is however, worth while to mention one nore ship, it was the barque Osage, of Windsor, N.S. She was a ship of some 800 tons, and was towed to port by S.S. Hercules, and anchored in the middle of the harbor. As was customary at that time, business people and tradesmen went on board soliciting orders, and presenting their cards. Amongst those who went on board this ship was a prominent business man of Water Street. The good man was rather pompous, and considered himself a little above the average person; and thought he could boss the captain of the ship. But he found his mistake, for the captain was also a smart man, and decided, so far as his ship went, he was the captain and nobody else. The big man of the port was in his steam launch, it being the first steam launch to come to St. John's, being brought out from Liverpool on the steamer Eagle. On hauling up by the side of the barque, the gentleman in question hailed the captain, who engaged in conversation with him. The captain was at the rail looking down. and the agent in the little steamer looking up. It seemed the captain did not please the good gentleman. Perhaps he did not know who he was, at any rate, he did not seem to care. So after a little conversation the gentleman called out to him, and in a very daring tone, saying: "Perhaps you do not know who I am." "Not exactly: Who are you?" said the captain. "I am Lloyd's Agent," replied the good man; to which the captain firmly replied: "That is alright, I am one of Lloyd's Agents also." That finished the debate; and the captain came off with the best of it. The captain was a very smart and able man, and proved to be a gentleman of standing and ability; and in good time he had his

ship repaired ,and his entire record nabled the insurance to deal with the Agent as well. So in good time the men liberally, and save a great deal ship left port and continued her voyage. The visit of these ships added On her arrival in port, it was my to the enterprise of the port in privilege to board the vessel. She every way, in-as-much as they gave was truly a monster ship, and had employment to almost every rank, and her repairs were what tradesmen splendid accommodation for her offi- class and condition of men; and feature of shipping in the usually call "a big job." However, cers and crew. In due time the deck what is worthy of special note, is d seventies, was the disabled within some ten weeks the ship was cargo was landed and was beached the fact; which we have already reich made port for repairs; put in first class order, and the grain above the bridge on the South Side; marked, that there were always men

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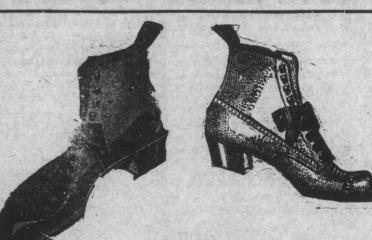
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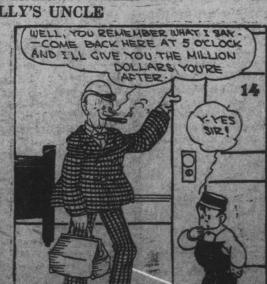
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