

## The Trousseau



WHAT 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 welfare during these last days in the old home!

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 has a responsibility to her partner in life, as well as her own

future welfare and happiness to consider.

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 nerve food is so natural and gentle in action and so thoroughly dependable as a reconstructive agent that it has come to be looked upon as a necessity in most homes.

Particularly at this season of the year we all seem to need the help of a tonic treatment to enrich the blood and build up the nervous system.

### School Girls, Too

After months of nervous strain at study and examinations school girls need just such assistance as Dr. Chase's Nerve Food can give them, in order to maintain health and strength.

GERALD S. DOYLE,  
Distributor.



and her top-gallant mast set up, and her rigger set in order, she was a model worth looking at. Like other ships we have spoken of, the Canonoe brought much labor to the port; so that not only did the American fishermen 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 usually found shelter, and brought employment to St. John's. It is however, worth while to mention one more 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 in the port, brought him the respect, not only of the people, but of Lloyd's Agent as well. So in good time the ship left port, and continued her voyage. The visit of these ships added to the enterprise of the port in every way, in-as-much as they gave employment to almost every rank, class and condition of men; and what is worthy of special note, is the fact; which we have already remarked, that there were always men of competence to do the work, and measure up to the demands of the situation.

On her arrival in port, it was my privilege to board the vessel. She was truly a monster ship, and had splendid accommodation for her officers and crew. In due time the deck cargo was landed, and was beached above the bridge on the South Side; and part of the cargo proper was discharged, and beached near Midge's premises, where now stands the Morry coal premises. The ship was not damaged below the water-line, and though having lost her jibboom, her masts did not go by the board, as is very often the case in such happenings. Her rigging was quite perfect, she only having lost her jibboom and fore-to-gallant mast. Finally she was towed further up the harbor, and anchored off Newman's premises. It was August when the ship arrived here. During the winter she was repaired, the harbor was frozen over, and the work was done on the ice. A new stem was put in place, also a new cut-water. The work was done by Mr. Berrigan, who was foreman with the late P. Saunders. Mr. Berrigan was a masterman at such work, and he built the cut-water, heavy and staunch as it was, on the ice; and with good help, set it in place; and by spring the ship was in first class order, and presented a beautiful model. She was reloaded, but whether the cargo had plummeted, or whether the storage was not as compact as it was at first, I am not aware, but she left part of her cargo behind and it was utilized in the course of time, for heavy repairs to other wrecked ships.

The Canonoe sailed from St. John's about the middle of the summer, and made a very fair run across to her home port; and the work done by Mr. Berrigan was highly spoken of by the owners and underwriters, and brought no small praise to the port by its staunchness and general mechanical skill. The ship had a very handsome bow, and when repaired,

## WEEK-END NOTES.

(I. C. MORRIS.)  
CHAPTER XVII.

### DISABLED SHIPS.

Special feature of shipping in the week-end, was the disabled ship which made port for repairs; every season brought a few of these. Some of them were lumber-laden and had sprung aleak and became lodged. Others had met heavy weather and were dismasted; while some ran ashore, but were successfully towed off; while still others had met with the treacherous icebergs, and passed along our coast in the winter and in addition to these, occasional ships collided with some other ship in passing. These disabled ships contributed very largely to the work and labour of the port, and winter how serious the damages, were always men and means to repair the ships, and put them in first order.

In the year 1869, being the same year that the question of Confederation before the country, there was a large ship towed to port in a bad condition. The ship had loaded a South American port with a cargo of tobacco leaf; but through stress of weather, she was driven North out of her course, and in disabled condition she bore up to the vicinity of Cape Race, and was towed to St. John's by the tug boats and the Dauntless, which the tug boats of that date. The ship, which was considered a very valuable boat, did not arrive in St. John's for a year or two after that, and though comparatively small, was considered a great improvement on the two paddle boats already used. The Hercules for many years the Labrador Mail Service, and a beginning of the more up-to-date steam communication which we have at present. The ship in question probably had about fifteen hundred tons or more; and was a fine specimen of marine architecture, and many of the old style ships, she had white painted ports—she was a grand representation of Nelson's "Hercules."

Arrangements being made with the ship hauled in to McLea's premises at the Southside, and loaded her entire cargo of grain there. McLea's premises at that time unoccupied, as were the premises of St. John's West, at present owned by Steer Bros. The Southside premises changed hands some forty years ago, and became the property of the Dundee Sealing and Whaling Company; but they are now owned by the Imperial Oil Co. There was a great deal of work done in connection with the ship, but on being unloaded, the cargo, which was enabled to caulk her to seaward by giving her a little list, was found, on surveying the ship, to be in a very bad way, and it was not in any way possible, but she required hausing and caulking. She was an oak ship,

and her repairs were what tradesmen usually call "a big job." However, within some ten weeks the ship was put in first class order, and the grain was replaced; and the great bulk of tobacco leaf rolled to the ship's side and hoisted on board; and late in October she set sail for her destination, and made a good run across the Atlantic. Her disbursements, while in port, were very large, and scores of labouring men and tradesmen did very well. Of course, the pay was small, as a labourer was paid sixty cents, or three shillings, and lads of fifteen and sixteen, were paid forty and fifty cents per day; and the ship's carpenters were paid two dollars per day.

The next year another large ship was towed to port. Her name was the Canonoe, and she belonged to New- castle on Tyne. She had loaded at Quebec, and was only a few days left port, when she struck an iceberg, and was very much disabled—her jibboom and cut-water being entirely carried away. Though there was no fear of the ship sinking, the crew abandoned her, and were picked up and brought into New York; but no sooner was she abandoned than an American banker came up with her, and have too, and finding her abandoned, they claimed her as a prize, and put a crew of six men on her, and they successfully got her to port and anchored her in the middle of the harbor. She had a tremendous load of deal and also a very large deck load. When the news of her arrival here reached Lloyd's in London, the Captain was immediately communicated with, and he and his mate came right on to St. John's, and satisfactory arrangements were made with the crew who had picked her up. As the ship was very valuable, and her cargo of great value also, it was generally understood that the American fishermen, some twenty in number, had made a very good thing of it, even though they did not push for a big claim, nor were they too exact in

their requests. But the prize was a big one, and the large amount involved, enabled the insurance to deal with the men liberally, and save a great deal of money in the bargain.

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**Grief and Worry  
Childbirth  
La Grippe  
Excesses and  
Overstrain**

**Asaya-Neurall**  
(TRADE MARK)  
which contains the form of phosphorus required for nerve repair.

DAVIS & LAWRENCE CO.  
MONTREAL

**Fads and Fashions.**

Deep flower shades are seen in chiffon gowns; the pale hues have faded away.

The sports coat of camel's-hair will be as popular this season as it was last year.

The popular side closing often extends from neckline to hem of a one-piece frock.

Drop stitch crepes and Paisley patterned flannels make charming sports costumes.

The one-piece wrap-around frock is in good favor and so becoming to the slender figure.

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**BEAVER WALL BOARD**

Beaver Wall Board is a genuine product—accepted the world over as the standard—with over two billion feet in satisfactory use. Behind it is a giant organization proud to stamp every panel of its product so that you may know and identify it as genuine Beaver Wall Board. If you insist on getting wall board with the Red Beaver Border and the Beaver Trade Mark, you know you are buying the flawless building material with a hundred uses—big, sturdy, clean panels, all ready for nailing to studding or over old walls and ceilings—costing little to buy and little to apply.

Decide now to do those jobs about the home, office or plant which have needed doing so long. There is no better or more economical way of making over old, shabby rooms, erecting partitions, lining garages, building an office in the factory, or doing a hundred similar jobs.

The best lumber and building material dealers in all localities sell genuine Beaver Wall Board or can easily get it for you. Your carpenter can figure costs and apply it.

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With rubber heels.

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All Solid Leather School Boots FOR ROMPING BOYS.

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THE HOME OF GOOD SHOES . . . . 218-220 WATER STREET.

**BILLY'S UNCLE**

WELL, YOU REMEMBER WHAT I SAY—COME BACK HERE AT 5 O'CLOCK AND I'LL GIVE YOU THE MILLION DOLLARS YOU'RE AFTER.

Y-YES SIR!

MIGOSH! CAN Y' BEAT THAT FOR LUCK!—HE SAYS HE OWNS TWO RAILROADS AN' HE'S GONNA GIVE ME A MILLION DOLLARS!

WHAT ROOM DID YOU TAKE THAT FELLA TO?

ROOM FOURTEEN—WHY?

THE POLICE ARE LOOKING FOR HIM—HE'S JUST ESCAPED FROM AN INSANE ASYLUM!

**STEEDMAN'S SOOTHING POWDERS**  
Contain no Poison