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The Evening Chit-Chat

By RUTH CAMERON



Did it ever occur to you that there is such a thing as selfishness of obligation?

I think there is. "Yes, I would have given anything to stay a week longer, but they wouldn't let me pay a cent for my board, and I didn't feel right to, without. I know they want to be kind, but it cut my vacation in half."

The speaker was a hard-working little woman. She was persuaded to take a rare and much needed breathing spell this summer. One week of this vacation she spent with some friends who, although not much better off in worldly goods than she, manage to have a summer cottage.

The other week she spent at home because these friends would not let her contribute a little towards the expense of the cottage.

So what was undoubtedly meant kindly on the part of her friends, ended by working a great deprivation to her.

How often people do things like that from a mistaken sense of kindness. And how often it makes other people uncomfortable or works deprivation to them as in this case.

I know a girl who is very skillful at doing little dinner and dinner cards. Her friends often want to get her to do something of the sort for them, but although she always seems glad to do the work she will never take any payment, and so they do not feel like asking her to help them out. The result is that they pay a professional a much larger price.

"Last summer," I heard a woman say just the other day. "I got a little neighbor of mine to take care of my cat while I was away. Of course I paid for his food, and when I came back I wanted to pay the little girl for the care, but her parents wouldn't let her take a cent. I felt terrible and her again. It would have been a great convenience to me and I know the little girl would be glad to do it for his loves cats, but what can you do? I think people are so foolish that way."

So do I.

There are many times when general acceptance of money for services rendered, even when the transaction is between friends, is the highest courtesy.

And I think those people who will not accept such payment are selfish of obligation.

They want to keep the other party eternally under obligation. And since as everyone knows, being under too heavy obligation is uncomfortable, that is really a selfish state of mind.

Of course there are times when people offer to pay for things merely out of politeness or a sense of duty.

But I think such offers are easily discernible.

Far more often people want to pay for services rendered, in order that they may not feel under uncomfortable obligation, and in order that they may feel free to ask for these same services again some time.

Surely in such cases the kindest, most courteous, most unselfish way is to let them pay.

Ruth Cameron

Why Railways
Strikes Fail.

Outbreaks on the Iron Road are Nearly Always Quelled by Troops.

Experience has shown that no general railway strike anywhere in the world has ever succeeded when pushed to extremities.

There are several reasons for this one being that it is exceedingly difficult to picket effectively the property of a railway company. A factory, dock, or colliery can be watched, and the men within "persuaded" (i.e. intimidated) into quitting work. But it is quite another matter to deal with thousands of railwaymen scattered along hundreds of miles of track.

More important still, however, is the fact that in railway strikes governments always, sooner or later, take sides against the strikers. They have to. And the more successful the strike, the sooner are they compelled to take action, because experience has shown that anything approaching to a universal stoppage of all the railways in any country means so great suffering and misery to the community, and inflicts such intolerable inconvenience, that no government can tolerate it.

No Trains Allowed to Run. The biggest railway strike that was ever organized, and the one that came nearest to being successful, was that started in June, 1894, by Eugene Debs, the then president of the American Railway Union.

For many years this remarkable man had been preparing for the struggle—silently, secretly, surely. The result was that when the strike was called there was no partial, half-hearted response, as happened the other day over here.

At one and the same instant of time, from San Francisco to New York, and from the confines of Canada on the north to those of Mexico on the south, over an area the size of Europe, the railwaymen all stopped work.

No single train was permitted to enter or leave Chicago, which is the clearing-house for the provision trade of the world, the centre to which all the United States railways converged.

In less than a week ten thousand towns and cities were foodless. The people of the United States, who, at the beginning, were mostly in sympathy with the strikers, suddenly awoke to the fact that they stood a very excellent chance of dying of starvation if the strike were allowed to continue.

Frenzied appeals were made to President Cleveland, who responded by calling out the military and proclaiming martial law. From that moment the strike was doomed. One day it seemed within an ace of succeeding; the next, owing to the President's action, it had collapsed utterly.

And the history of this famous railway strike has been the history, more or less, of all other railway strikes. The nearer they come to success, the further they are away from it.

It was the calling out of the reserves and the enforcement of military law on the part of the French government that killed the strike which for a time paralysed the railways of the north and west of France in October of last year. In this instance the government first called the striking reservists to the colours, and then compelled them to work as engine-drivers, guards, and singalmen, and so render their own strike futile.

It was rather brutal tactics, perhaps; certainly so from the men's point of view; and M. Briand, the Premier, was bitterly reproached for it in the French Parliament. He answered that many thousands of people were on the verge of starvation when he acted as he did, and that the right of the community to exist was superior to the right of the workman to strike.

Much the same thing was said by Mr. Thompson, manager of the Caledonian Railway, and by Mr. Walker, manager of the North British Railway, when in 1891 they broke the strike on their systems by methods that were even more drastic. It was in depth of winter, with snow three feet deep on the ground, yet the companies evicted their tenant railway strikers from their poor cottages, and left them by the wayside to starve or freeze. Military and police were present to quell the rioting that broke out, and in the end the men had to resume work.—P. W.

VARICOSE VEINS CURED

By Douglas' Egyptian Liniment.

The man who knows from experience how difficult it is to get rid of the trouble will welcome to news of a cure. Mr. D. S. McCleod, of Alexandria, Ont., writes:

"For four years I suffered from a severe case of varicose veins in my leg, so bad I could not sleep or get a night's rest, but after using two-thirds of a bottle of Douglas' Egyptian Liniment I was completely cured."

When two-thirds of a bottle of Douglas' Egyptian Liniment will cure a severe case of varicose veins, which had been running on for four years, doesn't it seem reasonable to suppose that it must be a terribly bad case which it will not cure, if used persistently? See 25c at all druggists. Free sample on request. Douglas & Co., Niagara, Ont.

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Try as you will after an application of Danderine, you cannot find a single trace of dandruff or a loose or falling hair and your scalp will not itch, but what will please you most will be after a few weeks' use when you will actually see new hair, fine and downy at first—yes—but really new hair—sprouting all over the scalp.

Danderine is to the hair what fresh showers of rain and sunshine are to vegetation. It goes right to the roots, invigorates and strengthens them. Its life-producing properties cause the hair to grow abundantly long, strong and beautiful. Get a 25 cent bottle of Knowlton's Danderine from any drug store or toilet counter and prove to yourself tonight—now—that your hair is as pretty and soft as any—that it has been neglected or injured by careless treatment—that's all—you surely can have beautiful hair and lots of it, if you will just try a little Danderine. Real surprise awaits you.



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Piccott's Picnic.

Interesting Extracts from the Boston Evening Transcript.

The following extracts from an article which appeared in the Boston Evening Transcript of the 6th September will no doubt prove interesting reading to the Newfoundland trade and fishermen. It appeared under the headlines "Gloucester's Next Move," "The Revenue Cutter Fiona as a Gloucester Man's Private Yacht," "Reasons for the Cordiality of the Morris Administration." After referring to the probable result of reciprocity the writer went on to say: "It was bitter bread of exile which the Gloucester men were about to swallow, and they were preparing to gulp it down without grimaces when lo! it is buttered by Sir Edward Morris and suggested by Mr. A. Piccott, Minister of Marine and Fisheries."

Examining the scheme, one sees that the Administration has a private end to serve. It wishes to continue. In two years more comes the general elections. The Bond administration was overthrown because unpopular with the fishermen, of which Newfoundland chiefly consists. Sir Robert, in the excess of his zeal, cried too loudly "Newfoundland for Newfoundlanders," when Newfoundlanders knew well enough that their prosperity was knit up with the Yankees. Yankee money—or, to be explicit, Gloucester money) has built up Bay of Islands and many another settlements. The present Administration came in on the strength of what was expected to do for the fishermen. The Hague Tribunal puzzled them. They do not yet know whether they are satisfied or not. But if the Morris administration can move Gloucester up to Louisbourg, across Cabot Strait to Newfoundland, and the fishermen can see the gold dollars in their palms, the present officials are extremely likely to be asked to occupy their office chairs for another term. Hence, in part, this warmth of welcome.

For the theory of the Government is two-fold. First, money talks on the fishing coast—especially cash, and Gloucester always pays cash. If a Newfoundland fisherman is offered a cheque for three dollars, or two dollars in metal, he chooses the metal always. Second, the Government believes that the American firms can take up the surplus fish of the best quality which cannot be cured in Newfoundland and dispose of it in various avenues of the United States market. This will help the St. John's market over its dull season without interfering with its foreign export market—a combination very welcome in Newfoundland.

All these considerations, and more, explain why, for the past two weeks, the Government patrol cutter Fiona, for years the bogy of transgressing Yankee schooners, has been at the disposal of a Yankee, a member of a Gloucester firm, Mr. Benjamin Smith. In this cutter, and in a Government mail steamer, placed practically at his service, he has made a tour of virtually the whole Newfoundland coast, a thing no American, not a fishing skipper, has probably ever done. His investigations have been thorough, novel, and of considerable bearing on the future of the fisheries, both of Newfoundland and of the United States, on the treaty coast.

The task began with a tour of the rugged and indented eastern coast, from Conception Bay to Notre Dame Bay (not a treaty shore), in the mail steamer Fogota with the Minister of Marine. Besides the usual ports of call for mails, the steamer pushed up the fjords to every fishing port of consequence on the eastern coast, giving Mr. Smith time to visit the dealers and the fishermen and to acquaint himself with their methods of handling the fish.

The principle object of this east coast trip was to determine whether the small "trap fish" which are taken on that shore in abundance are suitable for the foreign markets. The conclusion was that most of them are unsuitable, but that a few, the variety known as "caplin," a bait fish about the size of a smelt, may be developed as a food product in our markets. The quantities of these small fish are prodigious, though the season is short. The Minister of Marine had taken the visitor up into Conception Bay, to see fish in quantities, and he saw them. An old fisherman who complained that something was wrong with the "leader" net to his trap had his trap filled too rapidly to be able to mend it.

For what would be termed a business trip, incidentally, this voyage over the four great bays of the eastern coast—Conception, Trinity, Bonavista and Notre Dame—and up into the cooves, arms and fjords of each was a most remarkable scenic display. It had its humors, too. Many of the harbors are too small or too primitive

to afford a wharf. The Fogota steams in and lets go an anchor. Instantly a swarm of small craft manned by shaggy men of the nets assails her sides and fifty of them tumble over her port and starboard rails to crowd below and paw over the freight in her hold for their expected parcels. If these are not there they are reluctant to go, as if from some vague notion that they will come if waited for. No one heeds the warning blasts of the whistle. When the vessel actually starts, there is a second frenzied scramble, and all tumble or jump from her rails to their own craft, landing in them with cat-like security.

At Placentia the Fiona received the Gloucester man, steaming first to the French possession, St. Pierre, a place seldom visited by the cutter, which as little cares to call as it is welcomed on these rare occasions. Next, the serious business of the cruise began. The southern shores of Newfoundland, besides being a part of the treaty coast, lie over against Louisbourg, the newly chosen depot of the north. Louisbourg is also adjacent to certain good grounds which have never been extensively fished because no market was convenient. Hereafter, when the season ends on the south coast, the southern fishermen from Port aux Basques to St. Mary's Bay can merely cross the strait and continue. Three splendid bays rise this coast—St. Mary's, Placentia and Fortune Bays—each hacketed and scarred by haven, harbor, cove and inlet, as is also the more regular stretch of coast from Pushthrough to Cape Ray. The tour of this reach was still more thorough than that of the eastern shore. The naming of each place does not here signify; the more important are Burin, St. Lawrence, one of the most splendid scenically on that coast; Fortune, in Fortune Bay; Grand Bank, called the Gloucester of Newfoundland, where the handling of fish has definitely outgrown the primitive methods often prevailing on these waters; St. Jacques, once the leading port for herring; Rose Blanche, where, it is likely, an important station will be established, and, of course, Port aux Basques. There is very little fish in these ports at present, for the market is sagging, and as fast as the catches come they are rushed to St. John's to catch the top prices. At Pacheux Bay, on the way, occurred one of the amenities of the cruise. At sunset the Fiona dropped anchor up this narrow arm, hills going up on each side. Tea was on the table, but Inspector O'Reilly, the champion and terror of Newfoundland fishermen, whose exploits are an unwritten separate chapter, plunged into hip boots and over the side into a small boat, returning two hours later with two strings of matchless trout caught in a stream he knew of and had fished, "daring in now and then on the way past," and probably not fished by anyone else these twenty-five years. There are, as he observes, rewards for tossing all the autumn and half the winter on the coldest coast of the western ocean.

Rounding Cape Anguille, to steam up the western coast, the Fiona met weather to bring out a few of her peculiarities. She has them. Moved by her trimness and smartness, to felicitate the old steward on such quarters, a visitor must get a grim reply: "If you can see any comfort aboard of her, good." "Does she roll?" "I've seen her do it," he admits with fine sarcasm. A non-combatant explains that she rolls so far that the boats dangling in her davits have (See 7th page.)

Eczema on
Face and Hands

Gave up work—Could not shave—Red, Itch and cure obtained from DR. CHASE'S OINTMENT.

"I had eczema nearly all over the body," writes Mr. John Gordon Campbell, foreman Holland Grove Lumber Co., Sudbury, Ont. "My head, neck and wrists were blistered and itching with it. I could find absolutely no cure until I obtained Dr. Chase's Ointment. After using this ointment I was almost instantly relieved and soon completely cured."

"So bad was the eczema that I had to give up work. Could not shave. I was so bad that they had to take me out of camp in a wagon and send for a new foreman. I cannot recommend this ointment too highly." As a means of soothing raw, flaming, irritated skin no treatment can be compared to Dr. Chase's Ointment. It often heals in a single night. You can see for yourself each day the good it is doing. Sample box free. 50 cts. box, at all dealers or Ed. Thomson, Bates & Co., Toronto.