

BIG VALUES IN FOOTWEAR!

To Suit All — Prices Right — "Cash Sale"

Men's Boots



- Men's Work Boots, per pair\$3.00
- Men's Tan Calf Boots, Rubber Heels\$4.75
- Men's Tan Calf Boots, Rubber Heels\$5.25
- Men's Tan Calf Boots, Rubber Heels\$5.50
- Men's Tan Calf Boots, Rubber Heels\$5.75

10 p.c. Discount allowed on all our Boys' and Youths' fine Boots.

Ladies' Boots



- Ladies' Black and Brown, 9 in. leg, Kid, Goodyear Louis heel\$3.00 pair.
- Also Low Heels, Buttoned and Laced\$3.00 pair.
- Ladies' 9 in. leg, Black Kid, medium Heel with Rubber Heel. Only\$3.50 pair.
- Other Prices \$4.00, \$4.75, \$5.00, \$5.25, \$5.50.
- Evangeline, only\$6.99 pair.

Ladies' Oxfords



- Ladies' Black Kid Lace Oxford\$3.50
- Ladies' Black Kid Lace Oxford\$5.00
- Ladies' Black Kid Lace Oxford\$5.50
- Ladies' Black Kid 1 Strap\$2.50
- Ladies' Black and Tan, 1 Strap\$6.00
- Ladies' Black Kid, 3 Strap, medium Rubber Heels; very comfortable\$5.75

Little Gents' Boots. Regular Price \$3.80 Now \$2.60 Sizes 6 to 11.

SECURE A PAIR WHILE THEY LAST.

Misses' and Child's Boots



- Misses' Black Skuffer Boots, Button and Lace. Size 11 to 2\$2.70 pair.
 - Misses' Tan Skuffer Boots\$3.20 pair.
 - Misses' Black Calf Lace Bal\$3.00 pair.
 - Child's Black Skuffer Boots, Button and Lace. Sizes 6 to 10\$2.20 pair.
 - Child's Tan Calf Lace Boots. Sizes 6 to 10\$2.50 pair.
 - Other Lines from \$1.50 up.
- We allow 10 p.c. Discount on all Misses', Child's and Infants' Boots and Shoes during this Sale.

We Have Rubbers to suit the Whole Family

F. SMALLWOOD, WATER STREET : : ST. JOHN'S

WEEK-END NOTES.

Water-front and Shipping of St. John's as I Saw Them Fifty Years Ago.

(I. C. MORRIS.)
CHAPTER VI
CHAPTER VII

Every branch of trade and commerce with old time shipping; special commodores and out- personalities. To the public appeared to have great and to the small boy they be all powerful. Those of their ships, and were up to the rules of themselves, they enforced discipline on board their vessels. It is not possible, nor in such a series as this, deal with many of those the associations and re- some of them so abounding and adventure, as to be of note. Adventure and dar- much hardship in old- and under the very the sailors pillow down a drowsy one. Amongst of ships known as brig- was one named the "Che- which was owned by a pro- in the person of Capt. Cole was the proprietor the electric department of the Cunard Company, and for forty years the centre of the Engineering Works; but the sixties and before, were "Cole's wharf." This name long dropped from our vocabulary, and not many were aware that such a premises wharf ever formed apart of our city water-front, or was ever numbered among our water-side busi- nesses. West of Cole's wharf was McLoughlin's and these premises though occupied by another firm, still retain this same name; thus while the name of Cole has passed out, that of McLoughlin is still with us.

A SAILING PASSENGER SHIP.

The brigantine of which we speak was sometimes used in the Boston trade, and she often brought to St. John's, from the former city, a cargo, then known as a load of "Yankee Notions." But it is not her cargo which we wish to speak of particu- larly, it is of her passenger service; because, as already stated, some thou- sands of people left our city about that time, and went to Boston, and settled in the New England states, and helped to build up those places. Hence, it is that to-day a visit to those parts soon reveals the fact that amongst the New England pioneers, Newfoundlanders have played a big part. At that date there was not any steam communi- cation worth while, and the Allan Line was not established; and only the Cunard boats ran from Halifax to St. John's. The Cunard boats were very small the largest being the Delta, of about three hundred tons, and the Mer- lin, and Osprey were very much smaller. We knew these ships well, and called on them fifty-six years ago. The Chedabucto was an old-style ship, and I think was built at Prince Edward Island. She was painted a dark col- or; as most of the ships at that time were painted black. Her rigging was made of the old fashioned hemp, and she was steered by a tiller. Instead of a wheel. Her sails were all made of the old time hemp canvas, and were more noted for their "swelling bunts," than for their "flowing leech- es"; but of her class she was amongst the best of her day. Passenger traf- fic to Boston was not patronized very much in the winter time, hence, it was that in her latter years the Chedabu- cto lay moored for months at her own- er's wharf, and finally as steam en- croached upon sail, she was gradually put out of commission. Thus she be- came a back number; and soon pre- sented an appearance which told of abandonment, and neglect. And so

her record closed, and, like her sis- ter ships of that date, she passed out of commission, and has long been numbered with the past fleets.

THE RECOGNIZED PACKET.

But this ship had a rival in the Boston passenger trade, and one that outlived her by some ten or fifteen years. It was the three masted top- sail schooner "Lady Mulgrave," to which I have referred, when speaking of the white ports. The Lady Mul- grave was probably one hundred and forty tons, register, and carried three yards on her foremast, and was con- sidered a much superior vessel to the one already mentioned. Of all the passenger ships that ran the Boston passenger trade, none carried as many passengers from our shores, as did the Lady Mulgrave. The ships Bell and Rival made an occasional trip to Boston, but the Lady Mulgrave was the recognized packet of the sixties. She was managed, if not owned, by the American Consul, the late T. M. Molloy, who had a premises in the vicinity of Campbell & McKay's wharf, and from which premises the ship sailed; and at which she anchored on arrival here. The accommodations on those old packet ships were none too comfortable—nor could they be, but of course the best possible was done under the circumstances. These con- ditions were accepted as the custom of the times; and scores and hundreds of other ships had carried on the col- onization of the new world in the same manner, and had thus built up the British Empire, and the American Re- public. Rough quarters were con- structed in the ship's hold, and berths were built according to the number of passengers offering. The Lady Mul- grave had one advantage in her favor:

ATE TOO MUCH! A FEW TABLETS EASE STOMACH

Instant Relief from Indigestion,
Gas, Sourness, Flatulence



Stomach full! Digestion stopped! The moment you chew a few tablets of "Pap's Diapepsin" your stomach feels fine. All the feelings of indiges- tion, heartburn, fullness, tightness, palpitation, stomach acidity, gases, or sourness vanishes. Ease your stomach and correct your digestion for a few cents. Pleas- ant! Harmless! Any drug store.

wards purchased by the firm of P. & L. Tessier, and was used in the Lab- rador trade for some forty years; and was in charge of the late Captain Joseph Power. She met her doom at Labrador in one of those great storms which sometimes arise on that coast, and thus her log-books closed. But there is a relic of the old ship still in St. John's, and from my knowledge of it, I am the only person who is aware of its history; or at least who now thinks of it. Soon after the ship changed hands, and was put in the Labrador service, the owners decided to remove the house from her deck, so that there would be more room for skiffs and boats, and seines, which were taken to the Labrador by the various crews.

EXISTS TO-DAY.

The house was in a good state of preservation. Just at that time the firm of P. & L. Tessier had taken over the premises, formerly occupied by the late John Bond. In such cases, improvements are usually made, and among the latter, the Lady Mulgrave's house was set up in the centre of the breast work on Bond's premises, and was raised a couple of feet by an ad- dition at the base. For some twenty- five years after, the house was used as an office, at which the names of the workmen were taken down, and from which they received their weekly pay on Saturday nights. The office was afterwards shifted back to Tessier's premises proper, and there it still stands, though somewhat dilapidated, and it now used as a sort of watch- house. To look at it to-day, and to think that it was once considered suitable for lady passengers, or ten- der children, on a voyage to the States; and that to compare it with

Repairing Tree Wounds.

Wounds on the trunks of young or vigorously growing trees of any age, may be repaired without resorting to grafting. This is done by slitting or cutting the bark over the new growth which develops around wounds on trees. The greatest growth in such cases, occurs at the point of least re- sistance, and cutting the bark lowers the resistance at that particular place with the result that the new growth rolls out over the wound from both sides and finally covers it entirely. The operation is quickly and easily performed by simply drawing a sharp knife down through the bark around the wound.

This work should be done early in the season as soon as growth begins and may be repeated to advantage again the same season and should be repeated in successive years until the wound is covered. The application of this method should probably be limited to wounds which are not of great width, or in other words, do not cover a large proportion of the circumfer- ence of the tree.

WRONG SORT OF ADVICE.

Jud Tunkins says some people are like alarm clocks; full of valuable suggestions, but poor company just the same.

Just Folks.

By EDGAR A. GUEST.

MY GOALS.

A little braver when the skies are gray.
A little stronger when the road seems long.
A little more of patience through the day.
And not so quick to magnify a wrong.
A little kinder, both of thought and deed.
A little gentler with the old and weak.
Swiftly to sense another's pressing need.
And not so fast the hurtful phrase to speak.

These are my goals—not flung beyond my power.
Not dreams of glory, beautiful but vain.
Not the great heights where buds of genius flower.
But simple splendors which I ought to gain.

These I can do and be from day to day
Along the humble pathway where I plod,
So that at last when I am called away
I need not make apologies to God.

Have you tried MRS. STEW- ART'S Graham Bread?
Jan 12, 1923

King Will Present Trophy.

LONDON—(Can. Press).—The Royal Aero Club is advised by the King that His Majesty will present a cup for an air race around Great Britain this year which will be competed for an- nually. The cup presented by the King last year was won by P. L. Barnard, who flew a D. H. 4s Rollo aeroplane entered by Samuel Instone. The Royal Aero Club conducted all

CRAMPS

Miss Marie Rasmussen of Nordlandet, Kristiansund, Norway, writes as follows:
"I sometimes suffer terrible pain from cramps in the hands and feet, and have found nothing that gives me more relief than Sloan's Liniment. It is certainly a wonderful preparation."
Every day brings added testi- mony praising the world- famed "pain's enemy."

SLOAN'S LINIMENT
Don't be with- out it. Profit by others' ex- perience.
At all druggists and dealers.



SLOAN'S LINIMENT
(PAIN'S ENEMY)
SOLD BY GEO. NEAL, LTD.

By BEN BATSFORD

BILLY'S UNCLE

He Likes Her Too Well.

BY GOLLY THAT GIRL'S NEARLY AS GOOD LOOKIN AS MESHANEY'S SENOGRAPHER—AN I GOTTA TEACH HER HOW TO RUN THE SWITCH-BOARD—OH BOY!

WELL BILLY, I GUESS THEY'VE GOTTA PASS TH' PALM TO YOUR UNCLE DUDLEY WHEN IT COMES TO PICKIN' THE PRETTY ONES—HEY?

YES—I WONDER HOW THE MANAGER LIKES HER—HAS HE SAID ANYTHING TO YOU?

NO!—BUT I GUESS HE LIKES HER ALL RIGHT

HE'S GOT HER OUT TO LUNCH!