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SIDE TALKS.

By Miss Cameron.

SKIM MILK FOR CREAM.

It is a trouble out to Illinois on a motor trip. Did you know that the guest of the summer put herself out to return their hospitality in good measure? Not at all. She excused nothing but skim-milk on the score of housecleaning milk in return, from any other entertainment than that was the dinner one night for the Eastern case against an offender of the hotel for their brief stay in her city.

Skim Milk Partners.

There are many "skim milk" partners in the game of life. Wives who demand luxuries and never try to make home a restful abode for their crewmen husbands in return. Housewives who revel in the comforts of well ordered house and perfectly cooked food without planning the occasional pleasure trip to the theatre or concert which a wife loves to have offered without having to suggest it or to hint for it.

What is it that Emerson says about friendships—where all the giving comes from one and the other takes but seldom gives? I think he says that no friendship exists in such a case. There must be mutual giving and receiving.

"The expected cream and sugar gives anything but skim milk in return." Who doesn't know the type and hold it in contempt? It may be more pleasant to give than receive, but even the most cheerful of givers tires in time of a "skim milk" diet and welcomes a bit of "cream."

to-day that the furniture was just as it had been left in 1914. He complained that he had been without wages for months but he expected his little account would be satisfactorily settled.

"No, we have had no burglars. There is nothing here to steal," he concluded.

Outport customers will receive prompt attention at the CENTRAL BAKERY, Central Street.—oct4.254

Railroads Despair At Recklessness Of Motoring Public.

Topeka, Kan. (A.P.)—Railway crossing accidents, increasing at an average rate of 100 per cent. a year, represent one of the most serious problems now confronting American railroads, according to Ishai Hale, of Topeka, chairman of the safety section of the American Railway Association which comprises virtually all the railway companies in the United States. A "Careful Crossing Campaign" of four months, June to September, has just been completed by all the railroads.

"Railroads are eagerly trying out every imaginable means of averting these appalling disasters," said Mr. Hale, "but the persistent disregard of the automobile driving public for its own safety has caused some of us almost to despair. The remedy seems so simple, yet meets such open violation. Epitomized, it is just three words, Cross Crossings Cautiously."

"The railroads are convinced that, within their own organizations, 'safety first' education gets results. Deaths of employees on duty have been reduced from 4,354 in 1907 to 1,446 in 1921. This result has been achieved notwithstanding the much larger force of employees during the year 1921."

"In 30 years our country's population has increased 68 per cent. In that same period railroad highway crossing accidents have increased 345 per cent, and injury cases 652 per cent. These disproportionate increases are due entirely to the use of the automobile. In five years 6,101 persons were killed and 24,308 injured at railway highway crossings in the United States."

The fact that at least 50 per cent. of automobile drivers do not look both ways upon approaching a railroad crossing has been demonstrated in a number of tests conducted along the Santa Fe Railroad recently. Mr. Hale pointed out. A count made at a city crossing produced the following results: Out of 250 cars checked, drivers of 98 did not look in either direction; 49 looked to the right only; 17 looked to the left only; one stopped and looked in both directions and 78 looked each way without stopping.

Instances of automobiles being driven into a passing train are almost as common as those in which the automobile is struck by a train. Mr. Hale declared. A typical list compiled by the Pennsylvania Railroad shows an increase of 110 per cent. in crossing fatalities in July this year, as compared with July a year ago.

TRADING IN.

The auto dealer reads his board, his eyes are wet, his thoughts are weird. He has new cars upon his floor, respondent buses in his store. They stand there, glittering like stars, the latest thing in motor cars; they're built to save the precious gas, and they have windshields made of glass, the silks are formed of priceless steel, and there's a brake on every wheel. The auto dealer views his boats and sounds some sad discordant notes. "If I could sell my cars for mon," he sighs, "my business would be fun. But every prospect, every fake, has some old junk that I must take. I have to take in ancient cars that broke our rude forefathers' hearts, old chugmobiles of fierce design, that crossed the plains in '49. The man who buys a modern car can't trade in his old junk. It's worth a hoot; the gent who buys a kelly car can't trade in his old junk; the guy who buys a kelly car to-day can't trade in his cabbage leaves or hay. In other avenues of trade men know the merchants must be paid, in gold, in kopecks, marks or francs or coin accepted by the banks, but when man comes to buy a bus he makes a most unseemly fuss if I won't take, the same as cash, his worn out van that's

gone to smash. And this is why I sometimes tear my shirt, my whiskers and my hair."

An especially nice fruit cake is made by lining the pan first with plain batter, then filling in the fruit batter.

BILLY'S UNCLE



Maybe He was Rehearsing.

BY BEN BATSFORD

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THE ALL BRITISH SHOE

You will need a pair of good Boots or Shoes some day--make **Barratt's English Footwear** your choice.



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FINE CALF BAL.
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Kid Lined.
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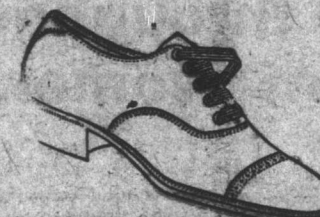
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SMART PATENT OXFORD
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Number 2351.
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Bacon Pork

which is a special small cut for family trade. It is of excellent quality, nicely streaked with fat and lean, and is in popular favour wherever sold. It is at present slightly cheaper than Ham Butt.

HARVEY & CO., Limited

Communes Wiped Out in War

OFFICIALLY ERASED FROM MAP. PARIS.—A first-line decree published in the Journal Officiel reads: "The communes of Aillies,

Beaulieu et Chivy, Moussy-sur-Aisne, Courtecon and Grandelain et Malval, in the canton of Craonne, are respectively included and absorbed by the communes of Chermilly, Vendresse, Verneuil, Pancy and Colligis."

Presented in this manner to one ignorant of the geography of the country, it does not convey the impression that these five communes were in the line of battle at the Chemin-des-Dames and were completely wiped out to the last stone. They have ceased to exist, the sites upon which stood having been razed.

Your mince pies will be very rich indeed if the meat is prepared now, put in jars and sealed while hot.

Tomatoes, apples and stuffed peppers will keep their shapes much better if they are baked in muffin tins.