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The Allan Line and the Men Who Made It.

The Last Vestige of this Historic Pioneer Shipping Company Now Disappears with the Change of Name of the Allan Liners, Now Owned by the C. P. R.

THE TRIALS AND TRIBULATIONS OF THE EARLIER NAVIGATORS.
(By Frederick Paul, in Toronto, Saturday Night.)

In a recent Glasgow despatch hidden away in my newspaper, appeared a statement to the effect that the line of the Marjorie had been re-named the Marjorie; that the Cora is to be the Marjorie; the Tunisian the Marjorie and the Scotian the Marjorie.

To those who "go down to the sea ships," and particularly to the generation of this little item has significance. It means, in a word, that the last vestige of the historic old Allan Line has passed—disappeared when the "Allan" of the line gave way to the "Marjorie" of the C. P. R. Of course the purchase of the Allan Line by the Canadian Pacific Railway took place some years ago, but up to recently the old names were retained, but now the old also go. And it seems to me that the final passing of this old ship line and the men who peered in the coupling up of the world with the new, by means of steamship service, should not altogether overlooked at this time when in these rushing days of change.

It was following the failure of a large firm back in 1852 to properly establish a line of steamships between British and Canadian ports, that the Allans, Hugh the dominant one, who afterward became Sir Hugh, and Andrew, his brother, entered the business in Canada. Of sea-faring, ship-owning family, the Allans were born to the business. By came from Saltcoats, within a few miles of the sea, of a large family of seamen.

That the Allans did succeed in establishing a regular steamship service between Britain and Canada in the face of what seemed then almost insurmountable obstacles can be set down to the tenacity and business sagacity of those long headed Scots. Nautical appliances and charts were comparatively crude back in the fifties, the lighthouse and signal systems were as nothing as compared to-day, to say little of the swift and uncertain currents of the Gulf, the fog and ice. Of wireless had not then been thought of.

Some items in this list will surely interest you; the price is attractive.

- Pint Packages JIFFY-JELL—10c. Pkg.
- BAKER'S CRUSHED COCOANUT—
with original milk of the cocoanut—18c. per Can.
- CHICKEN HADDIE 1-lb. oval Cans—25c. Can.
- "DELECTA" COCOA, 1/4-lb. Cans—13c.
- "ROLA" EGG POWDER, 8-oz. Cans—30c.
- SALTED PEANUTS, 10-lb. Cans—\$2.00
- BAKEAPPLES—1-lb Cans, special quality—25c. Can.
- Large or Small WHITE KIDNEY BEANS—5c. lb.
- VALENCIA DRANGES—30c. dozen.
- VALENCIA ORANGES, extra large—45c. dozen.
- APPLES, for cooking or eating—10c., 18c. dozen up.

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to the Gulf. The Bohemian was wrecked near Portland when twenty passengers were drowned, and so on through the fateful list.

It is doubtful if there was another shipping company then in existence that would have withstood such a succession of disasters and come through. But the Allans never faltered. As fast as they lost ships they replaced them, and if there was not time to build they bought. Each vessel lost was supplanted by a bigger and a better one, and then their luck turned. But it was not altogether luck for the Allans through the course of years had trained their officers for the special duties and dangers that had to be faced in making the Canadian ports, and more particularly the St. Lawrence in those early days.

For a long series of years, from 1855 onward, there were no losses to speak of and the Allan line grew and thrived. In 1882 the liner Parisian was built for the Allans at Glasgow. In her day she was the "Queen of the seas." With her four tall masts (sails were carried when the wind was favorable) her two funnels, raking nicely aft in line with her masts; her yacht-like bow and her battleship stern, she was a sight for a sailor. For upward of a quarter of a century the Parisian plied the Atlantic carrying the flag of the house of Allan, and never in all that time had she an accident worth recording and never lost a passenger, through any fault of ship or crew.

Speaking of the Parisian it is interesting to note that up to the time she was built, steamships were constructed of iron or wood, and she was one of the first, if not the first, to be built of steel. She also had an inner and outer skin, an extra precaution against accidents, a common thing now, but new in those days. The Allan Line was, I believe, the first to adopt fin keels on the sides of its ships, a precaution that prevents rolling in a seaway. And speaking of rolling reminds one of an early vessel of the Allan line, the Polynesian. This craft was a roller and no mistake, and was known far and wide as the "Rolling Poly." Later on her name was changed to the Laurentian. Perhaps her evil reputation had something to do with the change. But this is a mere guess.

With a fleet of something like forty ships in service, the house flag of the Allans was known in the seven seas. There was scarcely a port, from South America to India to South Africa that their vessels did not enter. And in war times from the days of the Crimean to the end of the Great War their ships did great service in transporting troops.

The question is often asked as to what becomes of a steamship company's older vessels, as year by year the smaller craft is crowded off the regular sea routes by the larger and more up-to-date vessels. And this may be well said of the older Allan liners, for they were built of iron and oak wood and, barring accidents, are well nigh indestructible. Indeed, it is a common thing for an iron built hull to be as good as new after fifty years of service. As a matter of fact these staunch old crafts are to be found in all sorts of odd corners. Years ago I was surprised to see three or four old Allan liners tied up in the port of St. John's, Newfoundland, vessels that had passed out of the sight of the big ports years before. Here they were as staunch as ever, doing duty in the coasting trade and in the sealing business. Others in turn found their way to the South American waters, and if one chances to trip up the Amazon or stops off at Buenos Aires no doubt many other old friends would be found.

And now a final word for the Allan Line. It had its ups and downs, its triumphs and its reverses, as I have attempted to sketch briefly. In the earlier years the ports on the St. Lawrence were entirely dependent upon it for a regular steamship service. It pioneered its way to success and as a pioneer it paid the price in wrecks and lives. It was intricate seamanship learned in a hard school, but it was none the less the school which taught the successful navigation of that gulf and river as we know it to-day.

Then hats off to the old Allan Line and its makers, Hugh and Andrew, long gone to their rest, for much that we now have is due to the tenacity and bull dog courage of men such as these.

Fads and Fashions.

Many two-piece suits have sidle jackets. The Paisley frock seems to be as popular as ever.

Several all-pleated frocks are featured for spring. Straw cloth is promised a continued popularity.

Three piece costumes feature the loose knee-length jacket. Colored tassels are used on pleated blouses of plain Georgette.

Some costume suits for spring feature sleeveless-suit jackets. Almond green is a favored spring color in both frocks and millinery. Crepe embroidered in soutache or beads makes charming overblouses. Evening gowns favor slender lines, but have an occasional circular flare.

Cuticura

Keep Your Skin Fresh And Clear
The Soap cleanses and purifies the pores, the Ointment soothes and heals any irritation, redness or roughness. Treatment: On sores, smooth the affected surface with the Ointment on end of finger. Wash off in five minutes with Cuticura Soap and hot water. Do not fail to include the completely scented Cuticura Talcum in your toilet preparations.
Sole Mfrs., Cuticura Soap Co., Boston, Mass., U.S.A.
Sole Importers for Canada, The Canadian Drug Co., Ltd., 544 St. Paul St., W. Montreal.
Cuticura Soap cleanses without soap.

Just Folks.

By EDGAR A. GUEST.

THE TEST OF A MAN.

To have lived for the good of a cause; to have come through the test, Tempted by promise of power, still true to your best; To have felt the wind slash at your face and the cold and the rain, And still to have cherished the faith above stations or gain. This, whether nation or state, whether city or clan— This, in the eyes of the world, is the stamp of a man.

'Tis easy to fight for a cause with the throng at your side. And the multitude cheering you on with their great flashing pride. But let the smiles turn into scorn and throats hurl derision at you, Then it calls for a God-fearing man to stand straight and dare to be true; It calls for a God-fearing soul who chooses to struggle and die. Rather than lower his best and live what he knows is a lie.

More clamorous often are friends, and sometimes more cruel than foes; They will ask what a man should deny and suggest what no foe would propose. But he who would venture for truth, must hear only duty's clear call And strike for the goal that he sees 'till the light shall be seen by them all. To be tempted and cling to your best, to suffer and dare to be true. This is the test of a man, this only a great man can do.

COUGH?

Take half a teaspoon of Minard's Liniment internally in molasses. Heat liniment and rub well into affected parts for external treatment. Soothes—penetrates—prevents.

MINARD'S LINIMENT.

The Family Medicine Chest.

The Franklin Stove.

The early colonists of Pennsylvania sometimes found it hard to keep warm. When Benjamin Franklin brought out his "New Pennsylvania Fireplace" in 1742, it was welcomed as a boon by the colonial housewives. Although a rather complicated affair, in which both coal and wood could be used it grew in its later development into what is now well known as the "Franklin stove." As the bedrooms of the colonists were freezing cold in winter, a warming pan was used to heat up the bed before getting into it at night. The warming-pan was round, about a foot wide, and four or five inches deep, with a perforated metal top and a long wooden handle. This was filled with coals from the fireplace and placed between the bed linen and moved about rapidly. Wood was very plentiful and was used quite freely, the immense fireplaces consuming vast quantities of it.

Embroidery of silver and gold chrysanthemums is charming on brown tulle.

FINE FOR RHEUMATISM!

Musterole Loosens up Those Stiff Joints—Drives Out Pain

You'll know why thousands use Musterole once you experience the glad relief it gives you. Get a jar at once from the nearest drug store. It is a clean, white ointment, made with the oil of mustard. Better than a mustard plaster and does not blister. Brings ease and comfort while it is being rubbed on!

Musterole is recommended by many doctors and nurses. Millions of jars are used annually for bronchitis, croup, stiff neck, asthma, neuralgia, congestion, pleurisy, rheumatism, lumbago, pains and aches of the back or joints, sprains, sore muscles, bruises, chilblains, frost-bitten feet, colic of the chest (if often prevents pneumonia).

MUSTEROLE

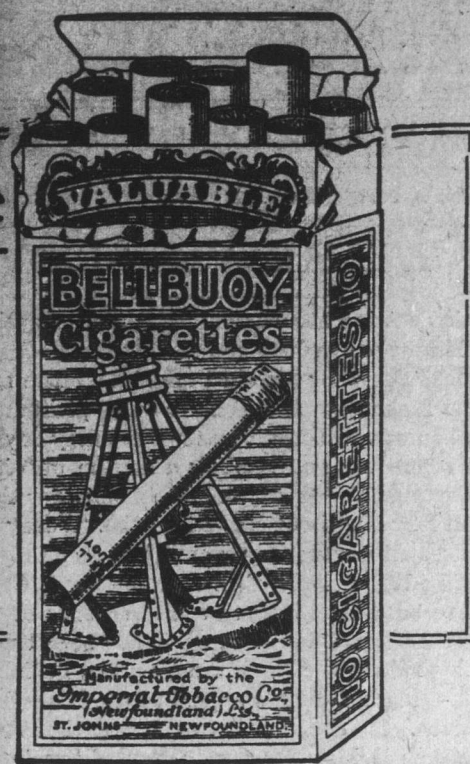
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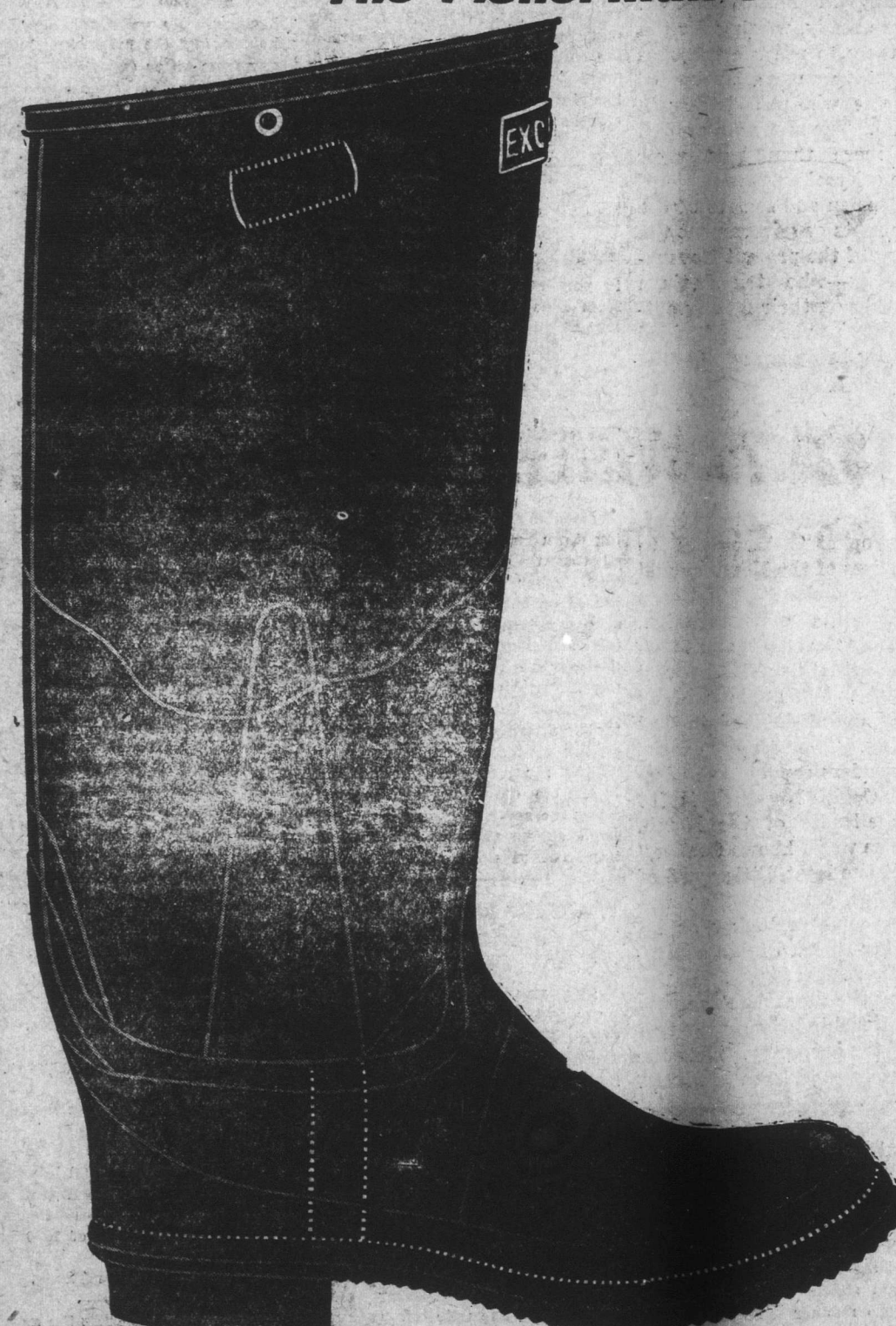
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The thousands of wearers of EXCEL RUBBERS all testify that it is all the name implies—

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This Boot is being worn in the Bell Island Mines, also in the Lime Stone Quarries at Port au Port and with these severe tests in competition with other brands easily took first place.

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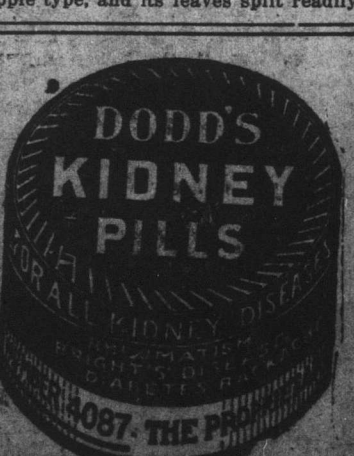
PARKER & MONROE, Ltd.,

The Shoe Men.

Sole Agents for Newfoundland.

A New Textile Fibre.

Considerable interest has been aroused in textile-manufacturing circles by the advent of argan, a new fibre, native to South America. While travelling in that continent some years ago, Sir Henry Wickham, an authority on rubber-planting, saw the natives making extensive use of the fibre in the manufacture of harness, belts, and other articles. Stimulated by the shortage of all kinds of textile fibres resulting from the Great War, Sir Henry conceived the idea of encouraging the cultivation of argan on British soil. The Government of the Federated Malay States, convinced of the possibilities of the discovery, made a grant of 30,000 acres of land for the cultivation of the fibre; the authorities in India and Ceylon also set aside large tracts for the same purpose. Thousands of specimens of the argan plant, which propagates itself by means of suckers, and takes from two and a half years to reach maturity, were transported from the South American continent, and are now yielding their harvest. The plant is of the pineapple type, and its leaves split readily into fibres 5 or 6 feet long, which resemble silk in their perlineas, and are 50 per cent. stronger than the best hemp or flax. Argan resists the action of sea-water, and will, therefore, be specially suitable for the manufacture of fishing-nets, marine cordage, and sails; while, according to Mr. Alfred S. Moore, a "linen" expert who wrote upon the subject in a recent issue of Conquest, it spins and bleaches magnificently, takes and retains all dyes, and makes a firm cloth when woven alone or in combination with cotton or linen yarn.—Chamber's Journal.



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Although there are many circular costumes and bouffant styles, the silhouette is without doubt slender.

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50,000 Muskrat Skins; also Silver, Cross, White & Red Fox. Martin, Mink, Bear, Weasel and Lynx Skins, Cow Hides.

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There is a decidedly Spanish influence noted in various shawls and accessories seen at Palm Beach.