

For Dessert To-night

A delicious Rice Dessert that makes your mouth water

Rice Parfait

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|----------------------------|-------------------------|
| 1/2 envelope Knox Gelatine | 1 cup sugar |
| 2 cups hot boiled rice | 1/2 teaspoonful salt |
| 1 1/2 cups milk | 1 cup chopped nut meats |
| 1 cup cream | 1 teaspoonful vanilla |

Soak Gelatine in milk ten minutes and dissolve in hot rice. Add sugar and salt, and when cool fold in cream, beaten until stiff. Add nut meats and flavoring. Turn into a mold, and pack in ice and salt.

Get a box of Knox Gelatine at your grocer's to-day and try the above recipe.

Of course it is made with

KNOX SPARKLING GELATINE

FREE—My booklet "Dainty Desserts" will be sent anywhere for 4c. in stamps to cover postage and mailing.

KNOX GELATINE

400 Knox Avenue, Johnstown, N.Y.

Whenever a recipe calls for Gelatine think of Knox. For further information apply to THOMAS B. CLIFT, Manager Knox Co., 100 Chambers, Water St. Rooms 9 and 10. Sample Room 14.

'All You Big Steamers.'

The Story of British Shipbuilding.

(By SIR ANDREW R. DUNCAN, in the January London Magazine.)

"Oh, where are you going to, all you big steamers; where England's own coal, and down the salt seas? I'm going to fetch your bread and your butter, your beef, pork, and mutton, eggs, and cheese."

The British flag has taken British freedom. The story is a romance in all essentials.

THE TIGHT LITTLE ISLE.

Take a globe, such as your boy uses at school, and look at it carefully. The total area of the land surfaces shown on it is 55,850,000 square miles.

Some of these areas are very easily seen, even on a small globe—the great American continent, for example, stretching almost from pole to pole between two vast oceans.

But even on a sizeable globe the United Kingdom wants finding, unless you are skilled in geography. It is such a small speck of land—a mere 120,000 square miles. If some great tornado were to tear it up and carry it into the middle of Siberia, search expeditions might seek for it for weeks before they found it, much as if it were a postage stamp dropped in a ten-acre field. Yet, before the war, this little patch of land owned nearly half the world's ships, and did more than half the world's trade.

In 1913 the output of our yards was 68 per cent of the world's output. In July, 1914, the United Kingdom owned 44 per cent of the mercantile steam tonnage of the world, and the Dominions beyond the seas 3 1/2 per cent, or 48 per cent between them. In 1912, the value of the goods carried across the seas of the world was estimated at 3,400 million pounds sterling, and British shipping carried about 1,800 millions, or 53 per cent. When a ship makes a voyage there are three possibilities: (1) both terminals may be in the Empire—e.g., London to Melbourne; (2) one terminal may be in a foreign country—e.g., Liverpool to New York; or (3) both terminals may be in foreign countries—e.g., Rio Janeiro to Hamburg. Of the first sort of trade—the inter-empire trade—British ships carried 92 per cent, in spite of the fact that not the slightest obstacle was placed in the way of the foreigner cutting in and taking it all if he

could; of the second sort, we did 83 per cent; of the third sort, trade from one foreign port to another, and notwithstanding open and secret discrimination against our flag in favor of nationals, we did no less than 39 per cent. British ships sailed every sea and carried every conceivable kind of cargo. The British flag was familiar to every race under the sun. Every port, from the Golden Gate to Suez and on to Singapore and Canton was filled with the characteristic speech of the British sailorman.

THE HUB OF THE UNIVERSE.

Now shut one eye and look at the globe again, holding it exactly in front of the other eye. You see just half of it, as a circle with its centre plum in a line with your eye. Any spot on the map can be taken as the centre of this circle. Turn the globe so that its centre is London, and then observe the delectively-important fact that you can see nearly all the land on the earth—the whole of Europe, of Asia, of Africa, of North America, and most of South Africa. London is literally the Hub of the Universe, and in its geographical situation was just as favorably situated for the limited commercial range of the late Middle Ages as it is for the world-wide range of to-day. Trace out on the map the continuous range of mountains that cuts Europe into two halves—the Balkans, the Carpathians, the Alps, and the Pyrenees. The natural products of these two halves differ greatly, and it is diversity of necessary commodities that brings trade into being. But mountains are barriers to trade, and so was the sea until the compass was perfected. When long voyages became easy and safe, the natural meeting-place for ships carrying the products of Europe north of the mountain barrier and ships carrying those of the south, was the narrow Seas. Amsterdam and Antwerp were the great ports of the fifteenth and sixteenth centuries, but they were in "the cock-pit of Europe." London, safe and snug in its island home, entered on their heritage, and has never lost it. So that, whether one considers medieval or modern conditions, the geographical position of the British Islands has been unrivalled.

THE FIRST TRANSATLANTIC NAVIGATOR.

Unless one either reflects or knows, the word that seems to go best with the noun "sea" is the adjective "trackless." And so it was for centuries. The Athenians of Pericles was a great naval power, with a fine fighting fleet and a large mercantile marine, but the Athenian seamen hugged the shore, following its deviations even when they cost him weary weeks rather than venture out into the trackless sea. It was Columbus who first deliberately dared the unknown by leaving the shore hundreds of leagues behind him. On August 12th, 1492, he sailed from Palos in the Santa Maria into the Atlantic, sighting land again on October 11th. In 1883 an interesting experiment was made. Spanish workmen built for the Chicago Exhibition a replica of the Santa Maria, and Spanish seamen took her under her own sail over the route followed by Columbus. She took thirty-nine and a half days to make the voyage. The trackless deep is now the ocean highway. A glance at the map will show that ocean routes diverge from Liverpool just as the railways do, and steamers follow the one as regularly, as punctually, and as securely as trains run on the other. A Liverpool man, when the occasion demands, takes a ticket for New York or London, and the one gives him no more pause or concern than the other. The Santa Maria has given place to the Aquitania, the unknown deep to the chartered ocean across which the Aquitania speeds on her way, straight as an arrow from the bow, from the Bar Lightship to the Statue of Liberty. Love has never won a greater victory. It is the secular romance of the centuries.

THE NEED FOR THE LINER.

Nearly every great port in the world is made what it is because it has behind it what I may call a great economic hinterland. There are exceptions, such as Singapore, which is a great clearing-house. Contrast, for example, Galway and Liverpool. So far as natural advantages are concerned, Galway lies on one of the finest harbors in the world, and in the seventeenth century, when its trade was on a comparatively small scale, Galway was a port of some consequence as ports went then. But it has no economic hinterland. Nothing lies at the back of it to feed it with outward passengers and freight, and to draw them to it from across the sea. Now consider Glasgow, with the industrial Clyde behind it; Liverpool, the outlet for the most important industrial area in the world; and Hull, the ocean gateway to the West Riding. It is just the same with the great ports all over the world—Hamburg, New York, Buenos Ayres, Melbourne, and many another. There is always in each of these ports passengers by the hundred, and freight by the shipload. Hence, the largest ship can be sure of a complement of passengers, and freight which is small in bulk in proportion to its value, and requires quick transport. To meet these two needs the great modern liner was developed. But the great ports, important as they are do not provide anything like

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the whole of the seaborne traffic of the world. Wherever there is a port there is a cargo inward or outward, both, and there are small ports by the thousand on the sea coasts of the world. Not one of them by itself could maintain its own steamer, but it can always provide, or is likely to provide, a parcel of cargo. To collect and drop these parcels at all the ports of the world is the function of the tramp.

Moreover, cargo in bulk is available at different times in different parts of the world. The wheat crop of Canada is available at one time and that of Russia in the days when there was one, at another. There is the Australian wool clip at one time, the Indian tea crop at another, and the American cotton at a third. A ship would be idle a good part of the year if it restricted itself to one of these trades, so the tramp goes everywhere, nosing about the sea of the world in search of cargo, and running in ballast when it cannot find it. The liner is bound to a definite route and a schedule of sailings. As for the tramp, a sea is hers to use as best she can for the profit of her owners. (To be Continued.)

Stafford's Phorotone for sale at Knowling's Stores, East, West and Central.—Jan. 4.

NEW YEAR VOW.

Of pledges I have made no string; just one resolve I've sworn: This year I won't buy anything that I can't well afford. In bygone years I blew my cash for junk and gilded brick; I'd buy up any kind of trash that I could get on tick. Henceforth I'll pay for this and that before I take it home, and if I can't afford that, I'll have a naked dome. For I'd better far to walk and have a painful corn, than drive a motor round a block, and toot a costly horn, and know you owe for oil and gas, for tires you run all day, and that the citizens you pass are waiting for their pay. I've depked myself in brave attire, in silken sox and shirts, and anything I might desire I'd buy—and now it hurts; for merchant princes stare at me, their aspect daunts and chills; I hear them say, "You owe me three—why don't you pay your bills?" And letters come to my abode, stern documents that say, "Some seven bones you long have owed—why not come in and pay?" A long, long time I have endured rebuffs at every store, and now such troubles must be cured—I'll buy on tick no more. Like prudent lads I will behave, my wages I won't blow; and if I can't afford shave I'll let my whiskers grow.

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Produce and Provisions.

(From Saturday's Trade Review.)
Codfish—Consumption fell off over 100 per cent in Oporto last week where the Newfoundland stocks at New Year were 73,148 quintals. The figures are expected to improve from this time forward, as there is always a lull between Christmas and New Year up to January 15th. The exports for the week were very low and totalled only 11,948 quintals as follows:—
By Jean Dundonald Duff, 6,857 qtls. to Bahia from the Newfoundland Produce Co.; by the schooner Evelyne, 4,571 quintals to Bahia from Job Bros. & Co., and by the S.S. Sabie 1, 620 quintals to West Indies from Messrs. Job Bros. & Co., and James Baird, Ltd. Cod Oil—The shipments of Cod Oil to New York this week were quite heavy and amounted to 23,987 gallons. The local holdings are being fast depleted the past two months, and there is not much in hand now as compared with other seasons at the turn of the year. Any improvement in price is contingent on business revival in Great Britain and the United States, especially the leather manufacturers the coming spring. As better business is predicted by the United States Trade Journals in the near future, we should be justified in looking for an improvement in cod oil prices the coming spring. Much will depend, of course, on the size of the Norwegian fishery.

Codliver Oil—There is a dead feeling still hanging over the Codliver Oil market, and there has been no local transactions in this product for several weeks. Only a few desultory small shipments have been made since last October. A matter of fact, there was very little to go forward this season compared with previous years, simply because it was not manufactured. The quantity left in the local market is now negligible and held by only two or three firms who do not want to let it go at a price less than the cost of production. It is believed that the price will be considerably more attractive by April.

Flour—Until about ten days ago there was a gradual strengthening in the wheat market from the first week of December. This has been followed this week by decline from 112 to 108 limit. The recent change is attributed to the belief that the yield was larger than the crop reports indicated, together with the knowledge of the large stocks on hand in spite of the heavy exports. A final report issued recently confirmed this impression, which adds fifty-two million bushels to the United States crop. On this being announced a decline immediately took place again. St. John's quotations for first grade are \$2.90, second grades \$3.00 to \$3.40. 2,000 barrels were imported by the Rosalind this week.

Pork—The strike in the Packing Houses out West is gradually subsiding, and the men are turning back to work, so that trade will assume its normal flow again. Hogs are selling at somewhat higher rates than a month ago, and the pork market is a little stronger and dressed hogs are quoted at \$15.50 per 100 lbs., as against \$15.00 before. Xmas, St. John's prices for barreled pork are holding about the same, but may stiffen up on the next imports. The quotations to-day for stocks on hand are, Mess, \$29.00; Fat Back, \$28.50; Ham Butt, \$32.50; Morris Family, \$32.00; Spare Ribs, \$24.00, and Grocers Family Mess, \$50.00 per barrel, wholesale. 27 barrels were imported by the Rosalind this week.

Beef—The salt beef market is featureless this week, and the demand has been at a low ebb since the second week of December, when the last imports of this commodity came in from New York on the "Rosalind." The quotations are keeping at the low level that prevailed all the past autumn, and are not expected to undergo any material change throughout the winter. The St. John's wholesale prices to-day are, \$26.00 per barrel for Box, \$26.50 for Box Packer, \$21.00 for Special Family, and \$21.25 for Boneless. A further shipment of 765 barrels were landed from the Rosalind this week.

Molasses—There are practically no transactions in Molasses these days, the output dealers having all taken their winter supplies. Fancy is still quoted here at 85 cents per gallon, wholesale, and 90 cents and 95 cents for smaller packages. There is an easier feeling in Barbados as to raw sugar prices, owing to the favorable reports of the sugar field, and consequently, next spring prices are likely to be lower. The supply on hand here will be barely enough for the requirements till April, but the "Cearian" is at Barbados now loading old and new molasses and will be ready in February, and the first cargo should arrive here about the middle of March.

Sugar—Local sugar sales were exceptionally good the past three weeks, and stocks are again running low accordingly. Advice from New York is to the effect that there is nothing of any consequence to report in raw sugar outside of the usual speculation. Sales of refined sugar were made there in the Christmas week at \$7.00 per 100 lbs. white American granulated and full contents. Dealers express the opinion that there will not be any change for some time in refined grades. There is still a large percentage of old Cuban crop on hand which it is thought, will keep the price down near the 2 cent limit for

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was throughout January, now that the Cuban Sugar Control Committee has gone out of business, 600 barrels were brought in by the Rosalind this week.

Potatoes—There are none being imported worth mentioning these days; home-grown are so far supplying all requirements. The recent mild spurt of weather has been favorable for forwarding the local potatoes from the outports, which are selling at \$3.50 to \$3.80 per barrel, according to quality. In the outports the sales are being made at \$3.00 per barrel, wholesale, and \$3.20 for single barrels, as against \$2.50 and \$2.70 last month.

Oats—The imports this week were 34,000 bags from Halifax by the S.S. Canadian Sapper. White oats are still quoted at \$3.80 and Mixed at \$3.70 per sack in wholesale lots, and \$3.00 and \$3.80 for these qualities respectively in smaller lots. There is still a good supply available in Canada, and holders are quite satisfied to let go at the December prices. The opinion amongst dealers here is, that prices will keep down \$4.00 per sack all the winter.

Hughes Staged a "One-Boy" Strike.

Charles Evans Hughes, U.S. Secretary of State, and chief spokesman for his country in the arms conference at Washington, has for more than half a century cherished in his heart the gratification of having successfully carried through a strike single handed. The basic principle for his conduct laid down on that never-forgotten occasion has been the rule of his life, and has more than anything else enabled him to accomplish so much as he has.

When he was 5 years old he struck against his primary school teacher, complaining that she "went over the same thing too many times." On that

occasion he presented to his father "Charles Hughes' Plan of Study"—this provided for a fixed task at every hour of the day—and his father approved of it. All his life Secretary Hughes has been similarly systematizing his work. That he has never relaxed his youthful demonstrated willingness to stand alone in protest against what he believed to be a wrong policy is shown by the record he established as governor of New York in vetoing more bills than any governor since Grover Cleveland—297 vetoes in one session. There his tests were: "Was the law just? Was it well thought out? Was it needed? Would it do the work intended?"

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