



WINTER DAYS INVITE YOUR KODAK

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SOME THOUGHTS ON REMARRIAGE.

"Do you know," I heard a woman say the other day, "I think I would almost be willing to die for the sake of seeing whether my husband would marry again, and how soon."

I suspect that "almost" would grow to large proportions, were it possible for anyone to take the lady up on that statement.

Nevertheless it is a subject in which most married people feel some interest, isn't it? The females a good deal more than the males, because such lines of thought are more natural to the feminine mind.

Although the husband who leaves his wife his money only until she marries again, is a familiar character in fiction, and not an unknown one in real life. I think on the whole it is the wife who resents the idea of her husband's remarriage more often than the husband who resents the idea of the wife's.

Do You Ever Do This?

I don't know how many women I have heard plaintively ask their husbands if they would marry again.

Of course the husbands responded promptly that they would never think of such a thing.

And of course the wives retorted as promptly that they would doubtless be married within the year.

It's Not Entirely a Compliment.

A favorite feminine trick is the attempt to pick the husbands second wife, and I have known two women who made their husbands promise to marry the women of their choice. I had started to say that when a woman makes such a selection she picks out a woman who has as little charm as possible, but I remembered that the one case the successor picked was a very lovely woman. However, that is not generally so, and I would not feel exactly flattered to know that any of my friends had picked me out for their husband's second wife.

Of course there are usually children in the case when a woman is so anxious to name her successor, but I do not think even that excuses the attempt, if it is made seriously.

I have never been able to make up my mind whether it is a compliment or the opposite when a man marries very promptly. It may mean one of several things. It may mean that he loved his first wife so much that he was so lonely without her he could not stand it. Or it may simply mean that he prefers married life to single life. Or it may mean that he did not care for his first wife and has now really fallen in love. Or that he was in love with his first wife and is now in love (?) again.

Personally I have always felt that I could get along without the compliment of a remarriage within a year.

What I Call Love.

One of the finest expressions of true



Windsor Table Salt
THE CANADIAN SALT CO. LIMITED

Road-de-Luxe Hearing.

The hearing into the Road-de-Luxe charges was resumed in the Magistrate's Court yesterday afternoon. Mr. J. Hackett who gave evidence at the last sitting, was again put on the stand and cross-examined by Mr. Higgins, K.C. The re-examination of the witness by Mr. E. L. Carter occupied the attention of the court until 5.30, when adjournment was taken until Monday next.

Eat MRS. STEWART'S Home

Mr. Shortis Replies to Capt. Kean.

Editor Evening Telegram.

Dear Sir,—Although Capt. Kean accuses me of having a large spread of canvas in my last letter in my advocacy of the superiority of square-riggers over the three-masted tern schooners on Atlantic voyages during the winter months, my good friend has given us a somewhat large spread of ink in his last epistle in his endeavor to refute my statements. There is only one point in his letter that I agree with and that is, that "I am as full of fun as a boy in his teens." Perfectly true. When I am in poor health, I go amongst my friends—have a hearty laugh, throw medicine to the dogs and forget all about my ailment. And I here pay this tribute to Capt. Kean, that no man enjoys a good laugh better than himself, and on general subjects I have found no man more interesting; and, as a rule, we agree on all matters bearing upon the welfare of our country.

But in our little argument of square-riggers versus fore-and-afters, the Captain has failed to convince me that he is right. It is all the other way. In his first letter he stated that "if the three-masted schooners were built in the same manner as the English ships they would be just as seaworthy." Of course they would, and if they were rigged in the same way, it would be still better, and there would be no need of argument. The Captain said he spent twelve years at sea in square-rigged vessels. Well, surely they must be good seaworthy, strong vessels easily handled, and the good Captain must have felt sure of something safe under his feet, as well as over his head, or he would not have remained so long on them. Let me ask the Captain one question. If he were in England, leaving for St. John's, say the first week in January, and he had his choice of a square-rigged vessel, such as one of those I shall mention below, and a tern schooner, with her three lofty and tant spars, which of them would he select to take passage? I venture to bet he would select the square-rigger.

The Captain says, and just listen to this, "you hardly old veterans Captains Joliffe, Joyce, Nicholls, Gosse and the rest of you, who wrung more salt water out of your cuffs than the most of us ever sailed over." I am not so antiquated in my ideas as to see that the tern three-masted schooner is an improvement on the square-rigger for transatlantic service. And just as a candle light had to give place to gas and electricity, so in the natural evolution of things the square-rigger had to give place to the fore-and-aft and I go further. All things being equal (whatever that means) in the build the fore-and-aft rig should last years longer than the square-rigger.

Now that is a very haphazard statement for the Captain to make. One would suppose from his statement that the square-rigger was used in our trade before the fore-and-aft schooner. It was quite the opposite. In the early days, up to 1824, and after, fore-and-aft schooners were alone used in the prosecution of the seal-fishery, and it was then the evolution came in, when the square-riggers were built, and took their places at the seal-fishery, and during the fall and winter months were employed in the carrying of oil, skins, etc., to England and Scotland, and returning with the general cargoes of spring goods. Were not the Gertrude, Mary Belle, Elizabeth, Jim Wilcox's Pearl and scores of other square-riggers, that I can name, which superseded the fore-and-aft schooners always employed in the general trade of the country to foreign ports? Why? Because they were an improvement on the fore-and-aft schooner and the Captain of a fore-and-aft schooner would be looked upon as almost a land-lubber by the deep-sea veterans of the square-riggers, who knew how to handle them, and, except under utter impossibilities, always managed to make good their voyage.

It was nothing unusual for some of the old square-riggers to run in the trade for half a century. Take for instance (and there were scores of others) the Three Sisters, the Phoenix, the Fantome, or Capt. William White's little Devon, why they were running at all seasons of the year for half a century. The strength, durability and

sailing qualities of the square-riggers that were built in Nova Scotia and Prince Edward Island may be attributed to the natural genius of the Newfoundland skippers and shipwrights (such as Charlie Newhook, Pittmans, Kearney and others) because it was they who planned and saw carried out, the improvements necessary, not alone for the vessels to battle with the ice-floes, but to battle with the wind and waves of the Atlantic during mid-winter.

Capt. Kean makes an unfortunate break when he states "although he never sailed the length of one of his vessels in a three-masted schooner, he is not so antiquated, etc." Then if he never sailed in one, how can he give practical proof of their superiority? Again he says, and once more he trips and stumbles, "what about the brigantine and barquentine? They have no yards on the mainmast? Surely it was no unusual occurrence to see our brigantines with mainmastsails. The Captain said he was often on the lee yard arm during his twelve years experience in square-riggers on the Atlantic. Does not Capt. Kean know that it was the weather yard arm that was the place of honor with Newfoundland square-rigger sailors; when everything was secured with reef tackles hauled up—weather braces hauled well tight—bunt-lines hauled up—and everything secured, then the order was given and the run was for the weather yard arm. The second man would take the lee yard arm.

I shall now give a list of our square-riggers of thirty years, and let those competent decide which were the better vessels and performed the better work in the trade of the country—was it the square-riggers or the three-masted schooners of the past ten or twelve years.

Allan Goodridge & Sons.—Bella Rosa, 157 tons, Capt. Bowden; brig Gratia, 156 tons, Capt. Manning; barque Minnie, Capt. Mulcahy; barque Rosina, 185 tons, Capt. Stafford; barquentine Queen of Beauty, 176 tons, Capt. Sparks; barquentine Viola, 181 tons, Capt. Joliffe.

Walter Greife & Co.—Barque Bel-trees, 273 tons, Capt. Service; barque Carpasian, 287 tons, Capt. Lawrie; barquentine Leander, 227 tons, Capt. Congdon; schooner Margaret, 135 tons, Capt. Costello; barquentine Racer, 251 tons, Capt. Borland.

Harvey & Co.—Brig. Lady Bird, 172 tons, Capt. Hodgson.

Hayward & Co.—Brig Golden Fleece, 168 tons, Capt. Salt; schooner Robert, 100 tons, Capt. Blackler; brig Scotswood, 240 tons, Capt. Huxtable.

Job Bros. & Co.—Barque Blanche, 195 tons, Capt. Palfrey; barque Dora, 211 tons, Capt. May; barque Ethel, 281 tons, Capt. Sopp; barque Fanny, 203 tons, Capt. Kidd; brig Lillian, 146 tons, Capt. Mealy.

W. H. Mare Son & Co.—Barque Silver Sea, 177 tons, Capt. Day.

P. Rogerson & Son.—St. Luke, Capt. Bradbury.

S. March & Sons.—Brig Mayflower, 193 tons, Capt. Smart; barque Nellie, 188 tons, Capt. Olsen; barque Susan, 187 tons, Capt. Smart.

M. Monro.—Brig W. H. Letimer, 185 tons, Capt. Davis.

H. J. Stabb.—Barque Belle of the Eve, 232 tons, Capt. Dingle; schooner Devon, 105 tons, Capt. White.

M. Thorburn.—Barque Lady Elizabeth, 219 tons, Capt. Lee.

P. & L. Tessier.—Brig Britannia, 130 tons, Capt. Cole; barque Camella, 184 tons, Capt. Harvey; brig Dahlia, 128 tons, Capt. Vase; barque Kalamia, 172 tons, Capt. Bursell; brig Maria, 228 tons, Capt. Snow; barque Potania, 207 tons, Capt. Nichols; brig Seretha, 144 tons, Capt. Harvey.

M. Tobin.—Brig Dawn, 113 tons, Capt. Scanlan.

West & Rendell.—Schooner May, 156 tons, Capt. Collins; brig Plymouth, 199 tons, Capt. Rond.

John Woods & Son.—Brig Morra, 254 tons, Capt. Bartlett; Zanol, 253 tons, Capt. French.

R. Prowse & Son.—Schooner Fruit Girl, 125 tons.

Balfre Johnston & Co.—Barque Constance, 234 tons, Capt. Taylor; barque Corisande, 187 tons, Capt. Thomas; barque Hebe, 231 tons, Capt. Hoggins; barque Helen Isabel, 249 tons, Capt. Olsen; barque Parajero, 345 tons, Capt. Davidson.

Bowring Brothers.—Barque Adamantine, 222 tons, Capt. Clarke; brig Ariel, 104 tons, Capt. Tucker; barque May Cory, 163 tons, Capt. Gosse; brig

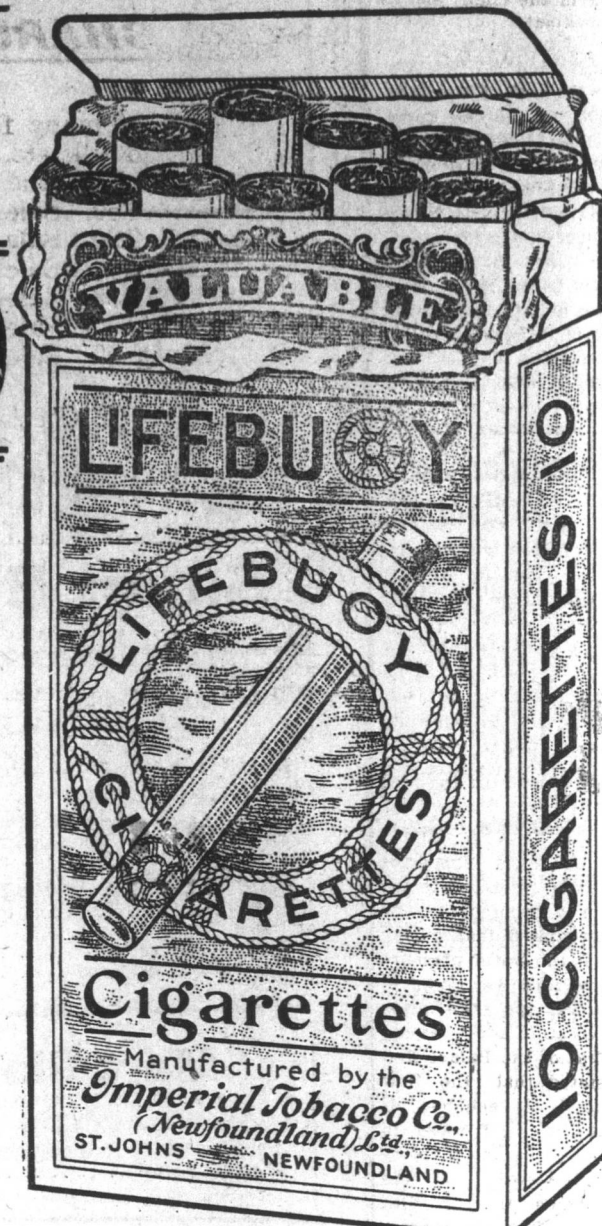
20c. for 10

Every puff
is real smoke-
joy when you
Smoke

LIFEBUOY Cigarettes

"They're delightfully different."

Imperial Tobacco Co.
(Newfoundland) Ltd.



Right Royal Street.

When Princess Mary is married and settled at Chesterfield House, in South Audley street, she will find herself in a thoroughfare which has housed many members of Royal families in the past, though, in most cases, under the less happy conditions, observes a correspondent. The street was built in 1728, and in it lived, in exile, Charles X. of France, at the house numbered 72. In 1814 Louis XVIII. was dwelling there, while for the best part of a century the representatives of the King of Portugal lived at No. 74. In June 1820, Queen Caroline, the injured consort of George IV., arriving from the Continent took up her residence at No. 77, and from a balcony there she was frequently compelled to bow to a sympathetic mob in the street below. In 1826 the Duke of York was living at Cambridge House, in South Audley street, the mansion which was afterwards known as Curzon House, the London home of Earl Howe's family until 1876.

I am dear sir,
Yours very truly,
H.F. SHORTIS.

Jan. 26, 1922.

One of the best known guides in Nova Scotia gives this testimonial of MINARD'S LINIMENT:

Have used Minard's Liniment in my home, hunting and lumber camps for years, and consider it the best white liniment on the market. I find that it gives quick relief to minor ailments, such as sprains, bruises and all kinds of wounds. Also it is a great remedy for coughs, colds, etc., which one is liable to catch when log driving and cruising during the winter and spring months. I would not be without MINARD'S LINIMENT and cannot recommend it too highly.

(Signed) Ellison Gray.

Stafford's Phoratore for sale at Knowling's Stores, East, West and Central.—Jan. 27

Insects Worth Millions.

One of nature's greatest wonders is the way in which she sets a check on destructive insects which would otherwise overwhelm vegetation. It is no exaggeration to say that we owe the famous Demerara sugar which comes from British Guiana, to the activities of a tiny insect parasite, no bigger than a full stop in this column. The great plague of the Demerara sugar fields is the moth cane-borer, which is so destructive that it would soon ruin the entire sugar crop if it had no enemies to destroy it. Fortunately a little parasite called the trichogramma exists in the cane fields in myriads; it is so small that it can scarcely be seen, but it is the only thing which can stop the ravages of the cane borer. Where the cane borer goes the trichogramma follows, and as soon as the cane borer lays its eggs the trichogramma finds them out and destroys them by laying its own eggs inside them. In this way the trichogramma sometimes accounts for 75 per cent. of the cane borer's eggs, and the planters, who are keenly alive to its value, take the greatest care when harvesting the cane not to injure their tiny helpers.

The trichogramma also does good work in preserving the coconut crops of the West Indies and for its size is probably the most useful creature in the world.

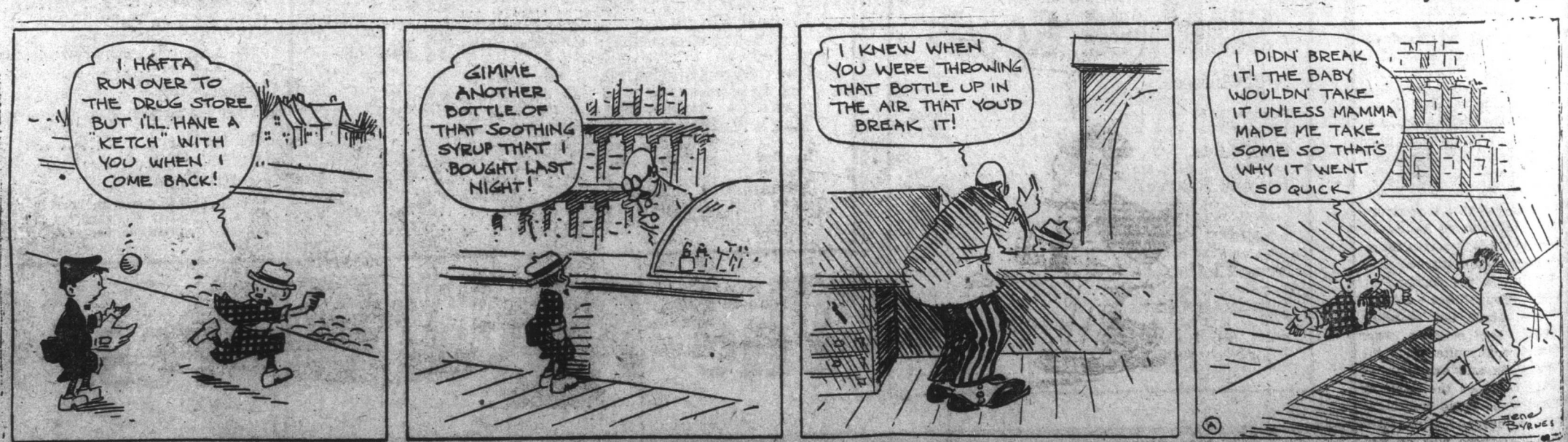
Dyed Her Wrap and a Skirt

Each package of "Diamond Dyes" contains directions so simple that a woman can dye or tint her shabby dresses, skirts, waists, stockings, sweaters, coverings, eries, hangings, everything, she has never dyed before. "Diamond Dyes"—no other perfect home dyeing is so simple. Diamond Dyes are guaranteed spot, fade, streak, or run. A druggist against the material wish to dye is wool or silk, other it is linen, cotton or goods.

After opening a can of dye turn them into a pan, and under cold water faucet. Allow to change slowly until it is ready to heat.

"REG'LAR FELLERS"

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By Gene Byrnes

Municipal

WEEKLY

The regular weekly meeting of the Municipal Council was held at the Mayor Cook's residence.

Mayor Cook presided.

Councillors present.

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