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Britain's First Line Striking Contrast of the Jack Tars of To-Day and the Men at Trafalgar.

(By Paymaster-in-Chief Charles E. Byron, R.N.)

What would a seaman of the days of Nelson say now if he could be brought to life again, and could be shown the wonders of a modern Dreadnought?

What would he say if you tried to explain to him the workings of that wireless telegraphic apparatus? Of those mysterious torpedo tubes? Of that still more mysterious sea-plane "anchored" on the deck?

What would he say if you told him that those turbine engines could propel the ship through the sea at a speed approaching 24 knots an hour? Or that one alone of those 13.5-inch guns was able to throw a weight of metal as great as a whole broadside of Nelson's Victory?

Those Doughty Deeds.

Would he not rub his eyes and think that he must be dreaming some strange dream indeed? Surely, you will say, he could see nothing in common between the steel-clad monster of to-day and those ships, built of good old British oak, in which once he served.

But that, I think, is where you are wrong. He could, I believe, find the same aboard that Dreadnought true sons of those doughty fighters in whose company he had sailed the seas, equally courageous, equally well-disciplined, and equally strong in allegiance to the Flag.

Of course, the conditions of life in the Navy are utterly different; whilst the type of seamen required has changed completely.

Nelson's sailor was a hard, dare-devil character, recruited for the most part from the lowest orders of society, by means of the press gangs, and from the galleys, and then taught discipline by a cat-o-nine-tails, the theory being that a hundred stinging strokes from a lusty bo'sun's mate would kill or make a man of him.

The modern sailor is recruited from among what is best in the nation. He must be a man of decent education, and of spotless character; in a word, one endowed with all the virtues of his forbears and none of his vices.

But don't mistake my meaning. It is not my purpose to decry the men who won Trafalgar. Since 1805 the Navy, it is true, has improved beyond recognition; but its efficacy as a fighting force still depends on its traditions.

Bed and Breakfast.

If the seaman of to-day is a better man than the seaman of Nelson's times, it is only because in naval warfare science has superseded brute force, and because "modern civilization

make possible the employment of a better class of man.

The accommodation provided for the crew of a modern warship may not err on the side of luxury, but at least it is adequate. So also is the food.

In the days of Nelson, Jack Tar was expected to subsist on an absurdly small daily ration of a disagreeable mixture called burgoo, salt meat, salt fish, and biscuits, with, of course, his allowance of rum.

How he managed to keep body and soul together is somewhat of a mystery. Right down to October, 1903, the Navy had only three official meals a day—breakfast, consisting of biscuit and a pint of milkless cocoa, at 6.30 a.m.; dinner at noon, and a supper of tea and bread or biscuit at 4.30 p.m.

Latterly, of course, he could supplement this meagre fare—at his own expense—from the ship's canteen. But in Nelson's days such things as canteens did not exist, though periodically some of the necessary luxuries of life could be obtained from bum-boatsmen.

Since 1903 the feeding of the Navy has greatly improved. Jack's daily ration now costs the country tenpence. But he need not have all his ration in food. He can take six-tenths of it in food and four-tenths in good, hard cash. That is to say, he can select fourpennyworth of his own favorite dishes daily from the ship's stores or canteen. This is a valuable concession. Say he doesn't want his rum. Then every other day he is entitled to receive 1½d. in lieu of it.

Rum was introduced in the Service early in the eighteenth century as a substitute for beer; but in 1745 old Admiral Vernon, known in the Service as "Old Grog," on account of the groggen breeches he always wore came to the conclusion that his men would be rendered less disorderly by the daily tots if he mixed the rum with water.

After "Old Grog."

Before long this reform was universally adopted, and thenceforth the new drink bore Admiral Vernon's nickname.

Grog still is prepared with all ceremony at 12.30 p.m. each day on board every British ship of war. But the number of men who take it is becoming smaller every year, for of those who serve in the King's Navy an increasingly large percentage are stout temperance men—a striking contrast to the state of affairs which existed in the days of Nelson. Then

the sailor who kept sober was considered no seaman. Now the sailor who cannot keep sober is not wanted in the Navy.

Nelson's captains rarely granted their men leave. It was nothing unusual for a man to stay on board for as many as ten or twelve months on end. Nowadays leave is granted as freely as possible. Jack is no longer severed from all home ties, nor is he left without the means of keeping a home of his own.

The able seaman's ordinary pay is 1s. 8d. a day, but if he becomes an efficient petty officer, and can qualify for special allowances, such as gunnery and torpedo pay, he can easily earn from 4s. to 5s. a day; whilst as a chief gunner he may be entitled one day to draw as much as 12s. and in the background there is always a pension.

Nelson's men were entitled to 7½d. a day. And before receiving even that they had to wait months, sometimes years. Crews were rarely given any money until the ships were "paid off." And then the men ceased to be members of the Navy. Continuity of service did not exist in Nelson's days, but now the men get their pay regularly, and are drafted from ship to ship in the same way that regiments in the army are drafted from one garrison or depot to another.

But gone, to all intents and purposes, are Jack's chances of becoming really rich. If pay was had in the olden days, prize money was good. When, for example, on May 21st 1762, H.M.S. Favourite captured a Spanish ship, each of the seamen received £400. But, of course, even in "the good old days" such golden incidents as this did not occur often.

In Faithful Memory.

In his essential characteristics, however, Jack Tar remains unchanged. He is still "the hand," generous, simple, kind, and dear to the heart of every lass; and still he bears about him marks of the glorious past.

Why that black handkerchief which still he wears—what is it but a mark of respect and mourning for the great seaman who made Britain mistress of the seas?

It is in things like these that lie the strength of Britain. Her Navy has great traditions such as belong to the navy of no other country. And Trafalgar Day recalls these memories.

If Headach, Dizzy, Bilious, 'Cascarets'

Your Liver is full of Bile; Bowel-Clogged, Stomach Sour, Tongue Coated, Breath Bad.

Get a 10-cent box now.

You're bilious! You have a throbbing sensation in your head, a bad taste in your mouth, your eyes burn, your skin is yellow, with dark rings under your eyes; your lips are parched. No wonder you feel ugly, mean and ill-tempered. Your system is full of bile not properly passed off, and what you need is a cleaning up inside. Don't continue being a bilious nuisance to yourself and those who love you, and don't resort to harsh physics that irritate and injure. Remember that most disorders of the stomach, liver and bowels are cured by morning with gentle, thorough Cascarets—they work while you sleep. A 10-cent box from your druggist will keep your liver and bowels clean; stomach sweet, and your head clear for months. Children love to take Cascarets, because they taste good and never gripe or sicken.

John Mitchell to Retire.

Labor Leader Announces Withdrawal From Federation of Labor.

Butte, Mont., Nov. 6.—John Mitchell for fifteen years actively connected with the work of the American Federation of Labor and for years one of its vice-presidents, announced here today at a banquet given in his honour that he would withdraw from official connection with the Federation at its meeting in Seattle next week.

Mr. Mitchell said his withdrawal was voluntary. He declared that under no circumstances would he permit his name to go before the delegates for any office.

"It does not mean that I am quitting the labor ranks," said Mr. Mitchell, "but I want to give place to a certain member of the United Mine Workers of America who has done much good for the cause and who I think should be made an official of the American Federation."

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Mrs. Hamilton, top Carter's Hill.
Mr. Hamlyn, Freshwater Road.
Mrs. Jurgens, Barron Street.
Geo. Knowling, Water Street.
Geo. Knowling, Duckworth Street.
Kavanaugh & Hickey, Military Road.
Miss Mallan, Long Pond Road.
Malone & Grouche, 66 Central St.
Mrs. Morris, Field Street.
Mrs. Malone, New Gower Street.
Mrs. Murgford, Barron Street.
Mrs. Moore, 3 Monroe Street.
T. McCarthy, Water Street, West.
Mrs. McCourt, Duckworth Street.
N. Nugent, New Gower Street.
Mrs. Organ, Military Road.
Mrs. Piche, 16 Clifford Street.
Parade Store (Carnell and Mews), Freshwater Road.
Mr. Pike, Barnes' Road.
C. Ryan, Theatre Hill.
P. J. Raynes, Casey Street.
Mr. Ryan, 14 Casey Street.
Royal Stores, Water Street.
Steer Bros., Water Street.
H. C. Squires, St. Phillips.
Mrs. Summers, Military Road.
Soper & Moore, New Gower St.
Mr. Tobin, Casey Street.
J. Wiseman, Broadway Stores, 2 Cookstown Road.
Mrs. Warren, South Side.
Mrs. Whitten, Hayward Avenue.
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Booked to Fly Across Atlantic in a Dirigible.

New York, Nov. 7.—Prospect for a transatlantic voyage by airship seems to be a matter of the immediate future according to the statement by A. L. Cronmeyer of the Hamburg American line. He is the passenger traffic manager of the line, and recently returned from Hamburg, where he saw the managers of the company that operates the Zeppelin dirigibles over a passenger carrying route from Berlin.

Mr. Cronmeyer said that this company contemplated the construction of a huge dirigible that would be large enough to cross the North Atlantic and then fly over the United States to the Panama Pacific Exposition at San Francisco in 1915. The design of the big dirigible has not yet been wholly formulated, but he declared that it would have the capacity for sufficient fuel to last on such a long voyage and would possess a speed of about sixty miles an hour.

The transatlantic Zeppelin would have passenger accommodation for thirty persons, and, according to Mr. Cronmeyer, that number have already signified their intention of taking passage at the rate of \$5,000 each "the Hamburg-American line," he said, "has always attended to the business of booking the passengers for the Zeppelin airships that fly in Germany and will do the same with this new transatlantic flyer."

A druggist can obtain an imitation of MINARD'S LINIMENT from a Toronto house at a very low price, and have it labeled his own great product. This greasy imitation is the poorest one we have yet seen of the many that every Tom, Dick and Harry has tried to introduce. Ask for MINARD'S and you will get it.

Anglo-German Accord.

London, Nov. 5.—The Berlin correspondent of the Chronicle states an arrangement has been come to with Germany for trading spheres of interest in Portuguese colonies and Angola. Great Britain cedes to Germany the right to participate in the construction of the Lobita Bay and Katanga Railway which will form the quickest route from Europe to Central Africa via Lake Tanganyika and Rhodesia, and linking up with the Cape to Cairo line.

Germany on her part, disclaims all rights in the Mozambique colony, and all stipulations are made with the reservation that neither power wishes to disturb the consistency of Portugal.

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In Black, at \$2.20, 2.60, 3.20, 3.60.

BIG SAVING in COSTUME CLOTHS, all Colors, at 25c., 30c. and 40c. yd.

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Maximum of Heat with the Minimum Consumption of Oil Filled with all Brass Founts.



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