WEEK-END NOTES.

CHAPTER XXX.

(I. C. MORRIS.)

LINKS OF THE FIFTY YEARS.

We have now come to the end of our ...e on the waterfront of fifty years ... and as has been stated in the ...ding chapter, though the record is ... a complete one, nor was it ex...ded to be, it is at the same time ...ect as far as it has gone. The ...t of the ships mentioned, and the ...ditions of fully fifty years, have ...n into the personal experience of ... author, and the entire record as ...n in these chapters is true of the ...merce and trade of St. John's of ... period. Amongst the many read... who have seen these notes there ... several who remember those ...se, who are able to judge as to the ...rectness of the story.

...Locally, there are not many men of ... waterfront now, who were ...ntified with the shipping of half a ...tury ago; nor are there many of ... Captains left, though at that time, ...h so many ships, there were scores ...d scores of master mariners, who ...re not only navigators, but were ...ters in the best sense of the term. ...the author's acquaintance with the ...ster mariners, and those identified ...h shipping, there are but two left ...o really form the link with the dis...t past. As worthy and competent ...ster mariners, our two respected ...d popular citizens, Capts Nicholls ... Jolliffe, make up the link of the ...r century. I met them when a lad, ...re they had obtained command, ...d have been in touch with them ...e since. With these good men there ...ds another gentleman who for ...d long period has moulded the ...racter and destiny of scores and ...res of our master mariners. I mean ... well known citizens, Francis J. ...le. Mr. Doyle has done a great ...k for Newfoundland, and has left ...impress upon men who have sailed ... world over. In travelling abroad I have met some of those men, and they have asked me of Mr. Doyle, and they are pleased to know that he is still in the good. At New York four years ago I met Capt. Irverson, who was then in charge of one of the largest American transport ships, and had been so engaged during the war; and he told me how forty years ago, he sailed out of St. John's as mate of the barquentine Susan, owned by S. March & Sons, and that he had received his mate's certificate under the tuition and instruction of Mr. Doyle. These links of the past are but few, and it was with the thought of renewing the memory of those things that these notes have been written and published.

To the writer a ship has always been an object of deep interest and study, and from whatever aspect she may be viewed, she presents much that illustrates the course of human life. From her launching to her voyaging, she represents the story of life. To stand upon a ship's quarter deck, and look forward, is to behold order and regularity. To look aloft upon a square rigged ship is to see a seemingly mass of rigging. To look down from aloft upon a ship's deck is to behold the ship looking like some long and narrow wedge; while to look at her from the end of the jibboom, is to see her seemingly in the disance.

It is almost surprising how strange the sight is to look down from aloft at the ship's deck; for as one beholds it, there is the sense of insignificance and the ship, which upon the deck looks so large and spacious, from aloft seems lost to these properties. At the time of which we write nearly all the boys in St. John's worked on the wharves at the new fish, in the months of August and September; and during the meal hours, before the bell would ring, many of them either went swimming in the docks, or went climbing the rigging of the ships. Some of those lads were expert climbers, and their great feat was the climbing to the royal yard, or placing their cap upon the ship's truck. But the hardest climb of all for a lad would be upon the mainmast of a brigantine, because after he had reached the masthead, he had to go upon a single stay to the main truck. This was called shinning; but the downward course was very speedy, and was usually accomplished by the lad taking his cap from his head and placing it around the topmast backstay. He would then slide down to the cross trees, and then in a moment or two reach the deck. The cap would be almost burnt through, but the lad's hands were saved from the scorching. These chances for sailorship and ship-climbing are not now in vogue, because as we have shown, the ships have gone, and a square rigged vessel is almost a thing of the past.

It is hoped that the readers have enjoyed these notes, and that little good has, or may yet be accomplished by them. To gleam them all has meant years of observation, and it also implies no little danger; as to climb the ship's topmasts, scramble out on the yard arm, or clamber out on the jibboom, is not at all times the easiest thing to do. But they are part and parcel of life's duties with those whose business is among the shipping at the waterfront, and the knowledge gained has been worth the risk. There are yet a few topics worthy of discussion, and it is the author's intention to continue his week-end notes for a little while.

La Grippe

Pneumonia and Colds exhaust in the short period of their course more of the nerve tissues of the body than weeks of hard work. After them take

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MAKE'S CHEMISTS MONTREAL

RIDING IN STATE.

It is fine and pleasant going, in your pink and blue sedan, if you know you are not owing any sad-eyed fellow man. There is surely comfort riding in your neatly painted bus, if no creditors upstriding brandish unpaid bills and cuss. There is Jimcrack, who is tooling his new tumbril up and down, and he hears the weary drooling of the merchants in the town. "I have sold him loaves and fishes, I have sold him beans and prunes," wails the grocer, and he wishes he could get the picayunes. Says the butcher, "I have sold him tripe for which he never paid, and I groan as I behold him putting up this big parade." And the baker cries, "He owes me for a crate of pumpkin pies—every delegate who knows me will excuse these weeping eyes." But this Jimcrack never winces as he journeys to and fro, and beholds the merchant princes gnashing teeth in bitter woe. And it never seems to strike him that he doesn't make a hit; I am glad that few are like him, few could thus in comfort sit, in a world of angry bakers clamoring for money due, in a crowd of undertakers begging for a plunk or two. Most of us go proudly riding in our coaches blue or black, and we hear no grievous chiding from the gents who hold the sack.

The Lighter Side.

His Nose Knows.—"Do fishes smell?" says a heading in The Literary Digest. I'll say they do!—Longmont (Colorado) Call.

So It Seems.—"Bertie," said mother sorrowfully, "every time you are naughty, I get another gray hair."

"My word!" replied Bertie, "you must have been a terror. Look at Grandpa!"—Pittsburg Post.

Hard Luck.—Despondent Tremlow (mournfully)—"Well, by gosh! This is the irony of fate for keeps Here I've spent my last 50 cents ter commit suicide with gas, an' I git a room with 'lectric lights."—Judge.

Try This, Girls.—Wife—"Dear, if you'll get a car I can save a lot on clothes during our vacation this summer."

Hub—"How do you mean?"

Wife—"Well, you see, if we go to one hotel as formerly I'll need seven dresses; whereas if we have a car I can get one dress and we'll go to seven hotels."—Boston Transcript.

Grand Row.—The couple were married and traveled to the lakes for their honeymoon. As soon as they arrived they took a boat out upon the lake.

The following morning the bride's mother got a postcard, which read:

"Arrived safely. Grand row before suffer."

"My!" she muttered, "I didn't think they'd begin quarreling so soon."—The Watchman-Examiner.

John Bull Misses Again.—Several Americans and an Englishman were touring the Pacific coast in an automobile. The Americans were much amused at a road-side sign which read:

"Three miles to San Francisco. If you can't read, ask the Blacksmith."

When nearing San Fransisco, the Englishman burst out laughing, saying that he had just caught the joke. When the Americans asked what it was, he said:

"Suppose the blacksmith wasn't at home?"—The Open Road.

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Almost Good Enough to Eat

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Fashions and Fads.

Black velvet and rep appear especially good for winter.

Clusters of violet petals trim a parasol of orchid taffeta.

The long, slender, balloon-shaped mesh bags are again in favor.

A straight tunic gown of lace has its edges bound in gold galloon.

Velvet and satin will be a favored combination for fall evening wear.

A black velvet frock has a short tunic bound with gray monkey fur.

White silk broadcloth is exceptionally popular for sports models.

A sleeveless blouse of rose satin appears above a draped black satin skirt.

An evening gown of pink satin has olive-shaped panels, shorter in front.

The bodices of evening gowns remain plain and generally square in effect.

Brilliant colored embroideries are used on horizontal lines on dark colors.

Persain lamb, dyed brown, trims a straight coat of rough, dark brown material.

The clocks on one's white stockings should match the color of one's slippers.

Crisp morning frocks of gingham have collars and cuffs of embroidered organdie.

Frocks of printed silk crepes, voile and georgettes are pleated all over.

Black, brown and navy blue lead for daytime autumn models for semi-sports wear.

A long V-shaped decolletage in front and back is forecast for fall evening wear.

Simple evening gowns of colored georgette have their edges beaded in narrow bands.

Insertion and edging of val lace trim a dainty frock of pale pink crepe de chine.

Discs and medallions of vale lace on narrow ribbon make attractive dress trimming.

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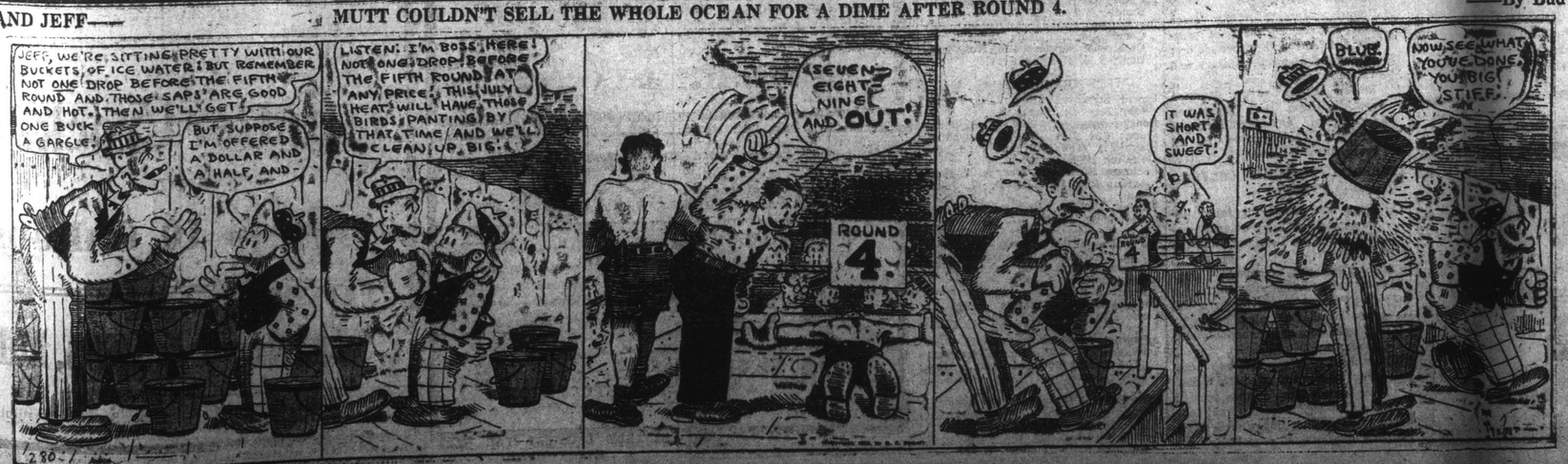
J. J. ST. JOHN,
Duckworth St. & LeMarchant Road.

If the canary insists on scattering seed over the floor, make a cheesecloth bag with an elastic at the top and use this on the bottom of the cage, pulling it well up over the feed cups.

MUTT AND JEFF— MUTT COULDN'T SELL THE WHOLE OCEAN FOR A DIME AFTER ROUND 4. —By Bud Fisher.