

factory me.

- Sideboards
- Extension Tables.
- Chairs
- Couches
- Bureaus and Stands
- Toilet Tables
- Washstands
- Pictures
- Mirrors
- Parlor Suites
- Dining Suites
- Lounges
- Fancy Chairs
- and Tables
- Morris Chairs
- Student Chairs
- Writing Desks
- Book Cases
- Whatnots
- China Closets

We actually cut the logs
it is being installed in build-
building logs and come out
the middleman's profit.
ME.

ker Chairs, Etc.

We have just received
a shipment of Wicker
Goods that was delayed
in shipment, such as
RECEPTION CHAIRS,
LADIES' ROCKERS,
LARGE ROCKERS,
ARM ROCKERS,
HIGH CHAIRS, &c.,
that we now offer at
special prices to clear.

el Covering and make to or-
designs for frame, &c., and
considerable in prices, which

CO., Ltd., Water Streets.

ard

omitations; there's but one
BEAVER which is stamp-
each and every genuine

ard.

ANER BOARD 32 inches and
10, 12 and 14 feet long.

Ceil a

ough board and won't crack

Limited

Here and There.

THE LATEST DRINK is
Black Cherry Wine, made by
manufacturers of Martell's "Pa-
colence" Port Wine and soon to
be placed on the local market. It's
nearest thing yet, and got more
in it than any other drink on
street.—J.Y.S., 604.1m

MINARD'S LINGERIE CLOSET
FURNISHING



The City of Big Things

(By John S. Steele.)

Belfast is a little town of big
undertakings. It possesses the biggest
plants of their kind in the world in
the distinct industries. It has the
biggest shipyard. It has the biggest
tobacco factory. It has the biggest
paper mill. It has the biggest paper
works and the biggest distillery. Pro-
foundly, isn't it, for a city whose popu-
lation last year was only 417,000?

Most industrial cities have certain
natural advantages connected with
their famous industries.

Belfast has none of these. It has not
an ounce of coal or iron within easy
reach, and it has produced a great
shipbuilding industry. Four-fifths of
the flax used in its great linen indus-
try has to be imported, and all the
tobacco used in its great tobacco fac-
tory comes from the southern United
States. It has not even a good natural
harbor. The town is built on what is
locally known as "slob land," which
means swamp land, and its harbor
would be silted up with mud in a year
if it were not dredged regularly at
great expense. Yet, in spite of all
these disadvantages, it has succeeded,
ably by the grit, industry, and deter-
mination of its people, in building up
industries in which it leads the world.

Harland & Wolff's shipyard is of
world-wide fame. Before the war all
the White Star liners were built in
their yards. So famous was Belfast
for its shipbuilding, that it had be-
come a habit for the great German
ships to have a ship built there occa-
sionally, and then take her home and
run her. It is little exaggeration
to say that Belfast was respon-
sible not only for many of the great
British liners, but also for most of the
German liners as well.

But Harland & Wolff do not monop-
olize the shipbuilding industry in Bel-
fast. Their great yards occupy many
acres of land on one side of the lough,
nearly as many acres on the other
side are covered by the almost equal-
extensive yards of Workman &
Clark.

Close by the biggest shipyard in
the world is the biggest tobacco fac-
tory. It is the property of Thomas
Allagher & Co. and it is independent
of any trust. Across the street from
it is another factory nearly as large,
which is also "independent." Between
them they paid in normal
years between £40,000 and £50,000
every week.

It is a popular error that the North
Ireland has attained its supremacy
in the manufacture of linen because it
uses its own raw material. This is
not the case. The linen trade of the
north of Ireland—and that means the
entire trade of Belfast and half a doz-
ens elsewhere which almost may be called
Belfast—uses 100,000 tons
of flax every year. Of this only 20,000
tons are grown in Ireland.

The Belfast Rope Works are the
greatest rope works in the world—
perhaps this emphasis on business is
owing tire some, but it is due to Bel-
fast to emphasize it—and Belfast is
one of the biggest distilleries in
the world.

When Belfast's military effort is al-
most a record. Before conscription
was adopted in England, exactly half
the number of her men of military age
enlisted voluntarily, and since
the strength of the Ulster divi-
sion, mainly recruited from Belfast,
has been kept up by voluntary enlist-
ment, although this division endured
the heaviest losses in the
war.—Answers.

When you want Steaks, Chops,
Cuts and Collops, try ELLIS'

AN EVENT FOR ST. JOHN'S.

A FASHION SHOW

WILL BE HELD AT THE
BRITISH HALL,
COMMENCING MONDAY, AUGUST 12th at 10 a.m.

We will have on display an incomparable collection of
LADIES' SILK and SERGE DRESSES,
LADIES' SILK and SILK POPLIN STREETS,
MISSES' SILK and SERGE DRESSES,
CHILDREN'S SERGE DRESSES.

These Dresses and Skirts are the product of perhaps the
cleverest maker of Women's Dresses and Skirts in New York,
and are his latest products. He wished to wind up his Summer
stock and sold at some 250 Frocks at such concessions that we
can in some instances sell them for less than half what such
pretty Frocks have sold for earlier in the season. Don't forget
the time and place. Take advantage of this opportunity.

THE FIFTH AVENUE STYLES

CORPORATION OF NEW YORK.

Modern "Wind Jammer"

Some eight years ago the largest
sailing ship in the world—the Preus-
sen—was driven ashore near Dover.
For eight years she had made some
splendid runs between Germany and
Chile, and occasionally she doubled
the Horn four times in the twelve
months.

Wise people shook their heads and
said that the day of the sailing ship
passed with the wreck of the Preus-
sen. Doubtless it would have passed
if the war had not come about in
1914. In a flash everything was altered.
Huge steel ships were driven to
the bottom in their hundreds, gradu-
ally the submarine got the upper hand
and then to make good their losses,
Allied and neutral countries started
to build sailing ships.

The two difficulties that faced the
builders were carrying capacity and
speed. America, with her vast re-
sources of petroleum and timber, solved
the first problem. The difficulty
of speed was obviated by the intro-
duction of auxiliary motor power.

Now the yards of America and Nor-
way, aye! and the yards of many an
English seaport, too, resound to the
strokes of mighty hammers as they
fatten good oak and ash.

The master stands in the shipyard
not with the model but by the vessel
itself, that "laughs at all disaster."
Old men in England are once more
finding jobs as sailmakers, and the
long forgotten "handlers" stores are
coming back to their own.

Thirty-two in one month! Such is
America's record for building sailing
ships. Nor is Norway backward.
She, too, is turning out mighty five-
masted, full-rigged ships with power-
ful oil-engines. Soon the ports of
Britain will be the scene of that "for-
est of masts" so beloved of writers.

Weird and wonderful are the new
"wind-jammers," with their canon-
flagged hulls, their tapering masts,
their aggressively new sails, and their
funnel in the stern.

Looked at from a business stand-
point, they may not be so successful
as steamers, but what more picture-
que object is there than a "wind-
jammer" under full canvas, bowling
along as she "beats in, beats up from
southerly?"

Man Overboard!

The dread cry raised amidships is
taken up by those on deck, and reach-
ing the ears of the officer-of-the-
watch, causes him to stop suddenly
in his stride. Quick and sharp come
his orders: "Away lifeboats! Let go
the lifeboats!" He knows well that
a man's life depends upon his
promptness, and some day it may be
his turn.

An electric bell worked from the
bridge sends a sentry stationed at
dashing to the ship's side to let go
the two patent lifeboats, each fitted
with a calcium light which ignites
on their reaching the water. At the
same time the shrill piping and the
hoarse voice of the boat's mate is
heard beneath the bridge. On the
instant the men of the watch, previ-
ously huddled behind the shelter of
the lower-bridge screen, spring into
activity, and with one accord scram-
ble down the ladders to the upper
deck, with the firm intention of being
one of those whose privilege it will
be to assist in the work of rescue.

The first fourteen clamber up into
the cutter and start buckling on the
lifebelts, which are always kept ready
in case of such an emergency. It
being a point of honour with him to
be the first, the midshipman of the
watch is already there, and the boat's
crew being completed, he busies him-
self in seeing that the boat is all
ready for lowering away.

Nothing left to chance.

On the bridge, the captain, having
at the first alarm relieved the officer
of the watch, skilfully manoeuvres
the ship to a position to windward of
the spot where the lifeboats can with
difficulty be seen, so as to offer some
slight protection to the boat from
wind and sea.

The captain quickly gives an order,
at which the officer of the watch low-
ers the cutter to within a few feet
of the water, and then, choosing the

Lines are cast off, the coiler slips
away to another ship in the line,
while above the good-humoured ban-
ter and din rises the pipe of the
boat's mate, followed by the wel-
come call: "General leave for the
starboard watch; liberty men to
clean!"

Household Notes.

When the weather is very hot
sponge the baby with tepid water
twice a day and use talcum powder
freely.

Peaches baked with a little butter
on each half peach and a sprinkling
of stale cake crumbs over the top are
quite delicious.

Almost all kinds of fruit can be
cooked together and made into very
good marmalade. A little orange peel
should be added.

The fine cut grass which remains
after the lawn mower has done its
work can be dried on a wire screen
and fed to the fowls in winter.

When Your Liver is out of Order

You know the signs—a
heavy head, sick stomach,
bad taste in the mouth,
latent dyspepsia. Pay strict
attention to these symptoms
and get prompt relief by
using Beecham's Pills. A
few doses will stimulate the
liver, help the stomach, regu-
late the bowels and make
a great difference in your
general feeling. Nothing
will put you on your feet so
quickly as a dose or two of

BEECHAM'S PILLS

Largest Sale of any Medicine in the World.
Sold everywhere. In boxes, 25c.

moment, slips her on the top of an
ascending wave. To shove off is the
work of a moment.

Pulling steadily, encouraged by the
midshipman perched on the dicky in
the stern, the rescuers at length reach
the unfortunate man, and quickly
lifting him inboard, turn the boat
round.

On arrival, a brisk surgeon with his
attendants soon carry the half-
drowned man to the sick-bay, and the
ship once more proceeds on her way,
with a couple of flags fluttering at
her yardarm, to announce to her sis-
ters that the sea has again been
haulked off its prey.

"Hands Coal Ship."

When Fuel is Taken on a Battleship.
"Hands coal ship!" A brassy-
throated bosun's mate repeats the
commander's order. The men, clad
in all manner of light and airy rig
for the occasion, hasten to their sta-
tions.

The coiler, with her 5,000 tons of
coal from South Wales, is alongside
with holds open, her fusely little
"donkey-engines" snorting under full
pressure of steam, whips rigged, and
all in readiness.

Men swarm into the respective
holds and commence operations. One
ton of coal, in ten bags of two hun-
dredweight each, has to come up at
every hoist from each of the four
holds. To do this means constant
shovelling on the part of the men,
who, amidst clouds of dust, sweat,
and toil to keep pace with the tire-
less steam-winch overhead.

A friendly rivalry is maintained
between different parts of the ship.
An officer chalks up in each hold
what the others are doing. Thus the
main-top men learn that their "rag-
gies" of the fore-top are ten tons
ahead of them. It needs little urging
on the part of their officer to wipe
off this deficiency.

When Jack Becomes a Nigger.

Work goes on till eight bells, when
dinner is piped and quickly disap-
pears, coal-dust included. No one is
squeamish here. An ounce or two of
"diamond-dust" doesn't affect Jack's
healthy appetite one jot. Black as
niggers, the men enjoy their "salt
horse," "sea pie," or whatever the
menu of the day may bring forth,
drink their "tot," crack a joke over
a pipe ere two bells and the bos-
un's mate calls them up from their
respite.

Refreshed, the men turn to with a
vengeance. The hand strikes up,
dust-clouds rise thicker than ever,
while the donkey-engines rattle and
snort and clank as they whip up load
after load from the black depths
where Jack toils.

"The last one hundred tons,"
the word goes round. A tusty cheer
rises from the Dantean depths of the
coiler. More quickly than seems
possible, the order goes forth: "Avast
heaving!" Bags, shovels, etc., are
hoisted and dropped on the warship's
decks, the men looking likeimps from
the nether regions, tumble aboard
their own ship.

Lines are cast off, the coiler slips
away to another ship in the line,
while above the good-humoured ban-
ter and din rises the pipe of the
boat's mate, followed by the wel-
come call: "General leave for the
starboard watch; liberty men to
clean!"

Keep Your Kodak Busy for the sake of the Boys "OVER THERE."

We have a full line of Kodaks
and Kodak Supplies.

Kodaks from
\$8.50 up, at

Tooton's, The Kodak Store.

330 WATER STREET,
Everything for the Photographer

Hun Commander Boasted of His Work.

Yarmouth, August 7.—W. Worthen,
cook of the Boston schooner Annie M.
Perry, Capt. James Goodwin, which
was blown up by a bomb from
the German U-boat on Saturday, was
in town this morning on route for his
home in Boston. Worthen is the first
man of the Perry to report to United
States Consul Watson, and leave for
his home. In an interview he told
how the submarine came upon them
on Saturday about noon, and when
about five miles out fired a shot close
on, and the vessel was immediately
hoisted to.

When the submarine came up with-
in hailing distance her commander
ordered the crew off without any de-
lay, as the vessel was to be destroy-
ed. He also ordered part of the
Perry's crew aboard the submarine to
whistle some of the Germans went on
board the vessel to do their work of
destruction.

Before blowing the Perry up, how-
ever, she was thoroughly ransacked
and all of the provisions, together
with her flag and papers, were taken.
The bomb was then placed, and the
crew rowed back to the submarine to
await her destruction, which was
complete. In a very few minutes the
U-boat commander then gave the
Perry's men their position as thirty-
five miles due west from Seal Island,
and at the same time congratulated
Capt. Goodwin on being so near land,
stating that he had on previous oc-
casions driven crews into their boats
and destroyed their vessels four and
five hundred miles out at sea, leav-
ing them to get to land or be rescued
as best they could.

He then left them, and Capt. Good-
win shaped his course for Seal Is-
land, where he landed at daylight
Sunday morning, and from there was
taken with his crew in a motor boat
to Woods Harbor.

Capt. Goodwin, who was quite seri-
ously affected by his experience, is
still with several of his men at
Woods Harbor, not yet feeling in con-
dition to take the long round about
all rail trip that is now necessary to
reach Boston.

Poison Gas.

Some Points About a Diabolical In-
vention.

Gas, the most diabolical horror of
modern war, was first employed by
the Germans on April 22nd, 1915.
Thousands of Canadians and French
coloured troops were choked to
death. Professor Nenst, a famous
chemist at Berlin University, is said
to have first urged the use of poison
gas.

Another professor—Haber—was
given charge of the gas operations.
He had been experimenting in this
direction even before the war started.
His problem was to find a gas easily
and cheaply made, and highly
poisonous. It had to be transported
easily, and it had to be heavier than air,
so that it would keep close to the
ground.

A Canadian's Idea.

There were few gases that met all
these requirements. Haber decided
on chlorine, of which vast quantities
were available from the German alk-
ali works.

To carry the gas, stout steel cyl-
inders thirty inches long, sixty-eight
inches across, were contrived. Forty-
five pounds of gas was compressed to
a liquid, and stored in each. The to-
tal weight of each was ninety pounds.
A siphon device allowed the gas to
be emptied into the air in three min-
utes.

Two pioneer regiments, officered
by chemists, meteorologists, and other
scientists, were specially trained
to handle gas.

The most favourable wind for gas
is one moving at about eight miles
an hour. This carries gas at twice
the pace of a man walking quickly.

Before a gas attack, several thou-

and cylinders are buried in the para-
pets of the trenches. In the first
attack the Germans had one cylinder
to every yard, but the number has
been increased.

When the wind and other conditions
are favourable, the German infantry
leave the front trenches to the gas
pioneers, who attach lead pipes, and
turn on the cylinders from one to
fire at a time in each battery (twenty
cylinders).

The "smoke helmet" with which
our troops are now supplied is prac-
tically invulnerable to any form of
gas. It originated from the idea of
a Canadian sergeant, who thought he
saw Germans wearing them. He was
mistaken, but our scientists used the
idea.

Sprayers, something like those
used for fruit-trees, are used to "kill"
gas lurking in the trenches.

When you want something in
a hurry for tea, go to ELLIS'
Head Cheese, Or Tongue, Boiled
Ham, Cooked Corned Beef, Bo-
logna Sausage

Special BARGAIN Sale —OF— FINE BOOTS!

We were fortunate enough to secure
over 1,000 pairs of the finest quality
JOB BOOTS, including Dorothy Dodd,
Queen Quality, American Beauty and
all of the fine high class boots. These
range in size from 1 1-2 to 7, but come
mostly in 2 1-2, 3 and 3 1-2. To clear
the lot we are making a Slaughter Sale
at the prices quoted under.

625 pairs Highest Grade Kid,
Cloth, Velvet and Patent
Leather Boots, 2 1-2 \$3.50
to 7

75 pairs White Laced and But-
toned Boots, including Kid
and Canvas, slightly \$2.50
soiled

150 pairs Misses' and Ladies'
Low Shoes, unusually \$2.50
fine quality, 1 1-2 to 3 1-2

240 pairs Mens's Strong Boots
all one quality, Factory Clearing Line,
all sizes, worth \$5.00, now \$3.50

DON'T MISS THIS OPPORTUNITY.
SALE COMMENCES
Saturday, the 10th

Robert Templeton,

333 Water Street.

Liners Escapes U-Boats.

An Atlantic Port, July 30.—Three
transatlantic liners which arrived
here yesterday reported having been
attacked by German submarines when
about 300 miles off the Atlantic coast
in latitude 38.35, longitude 70.40.

All three vessels by superior speed
escaped undamaged after a running
fight which lasted several hours.

The master of another vessel in port
said that four days ago wireless calls
were caught by his ship coming from
a vessel in plain sight asking for as-
sistance, but which, upon closer ob-
servation, proved to be a submarine
with telescopic masts and was in many
respects made up to imitate a sailing
vessel in sinking condition.

Watercress sandwiches can be made
with cream and barley bread. Cover
the cream with minced pimentoes.

If coal is used for cooking, be sure
to do oven and sunrise cooking at the
same time, so as to make the most of
it.

Household Notes.

When old furniture is to be refinish-
ed it should be washed with warm
soda water.

Apple ice can be made the same as
any other fruit ice. A little lemon
juice is necessary.

One secret in successful preserving
is to have both tops and jars thorowly
sterilized.

When stewing dried peaches or ap-
ples add a little orange peel. This
makes a delicious flavor.

A meat chopper, strong shears and
sharp knives are necessary for pre-
paring foods for drying.

When you have too many currants
mash them, strain the juice and pour
it over sliced bananas.

Cold boiled ham is delicious when
cut thin, seasoned with cayenne pep-
per and broiled two minutes.

When cucumbers are too large to
slice satisfactorily to be eaten raw
they may be fried or baked.

Fruits and vegetables, immediately
after blanching, should be dipped for
a minute into very cold water.