

We Extend to All our Customers in the City
and throughout our Island Home our best
wishes for a Bright, Prosperous and Happy
New Year.

Marshall Bros

Who Said What?

By RUTH CAMERON.



RUTH CAMERON

Can you place half the absolutely familiar quotations which you read, or even half of those that you use yourself? I do not think the average person can, and as an amusing test I gave my letter friends a list of very familiar quotations yesterday, promising to supply the key to-day.

Below is the list:
"Uneasy lies the head that wears a crown."—Shakespeare, Henry the Fourth.
"An honest man's the noblest work of God."—Pope.
"Handsome is that handsome does."—Goldsmith.
"Touch not, taste not, handle not."—Colossians.
"In the spring the young man's fancy lightly turns to thoughts of love."—Tennyson, Locksley Hall.
"The love of money is the root of all evil."—Timothy.
"My life is one dem'd horrid grind."—Dickens, Nicholas Nickleby.
"And thereby hangs a tale."—Shakespeare, The Taming of the Shrew.
"Fie, foh and fum
I smell the blood of a British man."—Shakespeare, King Lear.
"Be sure you're right, then go ahead."—David Crockett's motto.
"Hope springs eternal in the human breast."—Pope.
"And what is so rare as a day in June?"—Lowell.
"A living dog is better than a dead lion."—Ecclesiastes.
"Silence gives consent."—Coldsmith.

"Journeys end in lover's meetings."—Shakespeare, Twelfth Night.
"If eyes were made for seeing
Then beauty is its own excuse for being."—Emerson.
"The laborer is worthy of his hire."—Timothy.
"Nothing is certain but death and taxes."—Benjamin Franklin.
"There never was a good war or a bad peace."—Benjamin Franklin.
"To err is human, to forgive divine."—Pope.

"In that fierce light that beats upon a throne."—Tennyson.
"Give the devil his due."—Shakespeare, Henry the Fourth.
"A young man married is a young man that's married."—Shakespeare, Taming of the Shrew.
"Much learning doth make thee mad."—Aesop.

"If a man can write a better book, or preach a better sermon, or make a better mouse trap than his neighbour, though his hut be in the forest, the world will make a beaten track to his door."
That last quotation is hardly fair, as it has long been a much discussed question whence it originated. Almost everyone thinks it is from Emerson, but it is not to be found in his printed works. A few claimed it for Thoreau; Elbert Hubbard, when asked whence it came, modestly announced that it was his own. The final solution seems to be that it was spoken by Emerson in one of his lectures but omitted when he printed them. It found its way to the world through the note book of one of his hearers.

Now if you didn't see this list yesterday, perhaps you'll find it amusing to take it home to-day and try it on your family or friends.

Ruth Cameron

Christmas Poultry, Just Arriv'd.

Turkeys, Ducks, Geese, Chicken.

ALL SPECIALLY SELECTED STOCK

NEW SEASON'S NUTS, viz.:
Almonds,
Walnuts,
Barcelonas,
Brazil.
Turkish Sultana Raisins, 14c. lb.
Turkish Sultana Raisins, 11D pk.
Crystallized Figs, 1 lb. boxes.

California Navel Oranges.
Florida Oranges.
New Shelled Almonds.
New Shelled Walnuts.
New Dates, 1 lb. pkgs.
Muir's Confectionery in handsome Gift Boxes.

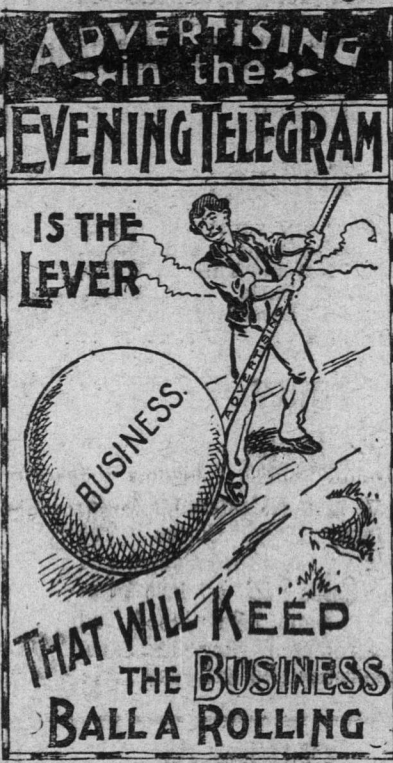
HAWAIIAN PINEAPPLE—Sliced, Grated and Whole.
SINGAPORE PINEAPPLE—Sliced; 1½ tins, 15c.

3 lbs. HOMESTEAD 50c. TEA 3 lb. STAR 40c. TEA
for \$1.25. for \$1.00.

With each 3 lb. parcel of Tea we will give gratis either a Pancake Turner, Egg Separator, or Tea Strainer—purchaser's option.

C. P. EAGAN,

Dockworth Street and Queen's Road.



Deadly Guncotton.

Characteristics of This Terrible Explosive of Warfare.

Many and odd are the materials entering into the manufacture of modern explosives, but perhaps the most interesting of all these elements of destruction as well as the simplest is guncotton. The guncotton manufacturing industry is large, as enormous quantities are used in the charging of torpedoes and for similar purposes.

The base of guncotton is pure raw cotton or even cotton waste, such as is used to clean machinery. This is steeped in a solution of one part of nitric and three parts of sulphuric acid. It is the former ingredient that renders the mass explosive, the sulphuric acid being used merely to absorb all moisture, thus permitting the nitric acid to combine more readily with the cellulose of the cotton.

After being soaked for several hours in the solution described the cotton is passed between rollers to expel all nonabsorbed acid, a process carried to completion by washing the cotton in clear water. This washing process is a long one, requiring machinery which reduces the cotton to a mass resembling paper pulp. Should any nonabsorbed acid be allowed to remain it would decompose the cotton.

If the explosive is to be used after the manner of powder it is still further pulverized and then thoroughly dried, but if intended for torpedoes it is pressed into cakes of various shapes and sizes—disk shaped, cylindrical, flat squares and cubes. When not compressed guncotton is very light, as light as ordinary batting.

A peculiar characteristic of this terrible explosive is that a brick of it when wet may be placed on a bed of hot coals, and as the moisture dries out the cotton will flake and burn quietly. If dry originally, however, the guncotton will explode with terrible force at about 320 degrees of heat.

In general it is the custom to explode guncotton by detonation or an intense shock instead of by heat. In a torpedo the explosive charge is wet, this wet cotton being exploded by means of dry cotton in a tube, this being fired by a cap of fulminate of mercury, the cap itself having been fired by the impact of the torpedo against the target.

GREAT AMERICAN RAILROADS—THE SANTA FE.

By GEORGE FITCH.

Author of "At Good Old Slivash."

The full-dress name of the Santa Fe is the Atchison, Topeka & Santa Fe Railway. It was originally constructed between these points, but so restless and uncertain is the American path of growth that the trans-continental traveler over this line who sticks his head out of the window to view these three cities will be much disappointed. Topeka is the only one left on the main line, and even Topeka is dodged by most of the through trains.

The Santa Fe was built to fill a long felt want. All the freight from the great southwest was hauled by wagons over the Santa Fe trail before this railroad took up the job. It runs from Chicago through Kansas City into New Mexico, being double-tracked far into the billowy Kansas wheat fields. It winds over Raton pass, where engines as big as old-fashioned battleships yank the trains up the mountain. It enters the hot tangle and chile con carne belt at Albuquerque; winds on around the mesa and debris left by the Creator after finishing the great west, into Arizona where the deserts are rainbow colored and 11,000 Indians averaging one bath per hundred sell fancy work to the tourists. It passes near the Grand Canyon, on which it has a tourist monopoly, winds down among the weird Arizona mountain valleys and through the pine forests to the Needles and passes over the Colorado river into California, where the traveler gets the smell of oranges mingled with his cinders, and finally reaches San Francisco 2572 miles from Chicago.

The Santa Fe has 11,000 miles of road. It owns southern Kansas in fee simple from a transportation standpoint, fighting with the Rock Island for Oklahoma, dumps ashes into the Gulf of Mexico at Galveston, touches Denver, dodges Mexican bullets at El Paso, reaches Los Angeles and San Diego and is gradually creeping up the northern California coast to Oregon. It assays more scenery, eating houses, navajo blankets and Greasers to the hundred mile than any other road. It runs de luxe trains fitted with swimming pools, moving pictures and cabarets, and it is the only road which is too important to stop for business on its way through Illinois.

The Santa Fe railroad is the fourth greatest railroad in the United States, earning \$110,000,000 a year. It cost more than half a billion dollars to build, and pays six per cent dividends with great regularity. The great sights along its main line are the Mississippi River, the New Kansas City Union Station, Bill White and Walt Mason at Emporia, the wagon ruts on the old Santa Fe trail, the Harvey eating houses, the Devil's Canyon and the ostrich ranches near Pasadena.

THE NEW FRENCH REMEDY.
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Hymns Before Action.

(By Rudyard Kipling.)

The earth is full of anger,
The seas are dark with wrath,
The Nations in their harness
Go up against our path:
Ere yet we lose the legions—
Ere yet we draw the blade,
Jehovah of the thunders,
Lord God of Battles, aid!

High lust and forward bearing,
Proud heart, rebellious brow—
Dourness and soul unceasing!
We seek thy mercy now!
The sinner that forsook Thee,
The fool that passed Thee by,
Our times are known before Thee—
Lord, grant us strength to die!

From panic, pride, and terror,
Revenge that knows no rein,
Light haste and lawless error,
Protect us yet again.

Cloak Thou our undeserving,
Make firm the shuddering breath,
In silence and unswerving
To face Thy lesser death!

Ah! Mary, pierced with sorrow,
Remember, reach and save
The soul that comes to-morrow
Before the God that gave;
Since each was born of women,
For each at utter need—
True comrade and true foeman—
Madonna, intercede!

E'en now the vanguard gathers,
E'en now we face the fray—
As Thou didst help thy fathers,
Help Thou our host to-day!
Fulfilled of signs and wonders,
In life, in death made clear—
Jehovah of the Thunders,
Lord God of Battles, hear!

Fads and Fashions.

The coat dress is at present the smartest and most practical affair worn.

There is a growing popularity of the snake bracelet, necklace, and even brooches.

On wine-red velvet gowns, the appropriate garniture is real lace collar and cuffs.

There is a handbag which is a combination of leather and Roman-striped silk.

All-silk waists, in dark colors, with lingerie collars for finish, are increasing in favor.

The general opinion seems to be that the proper spring suit will be the short coat suit.

Velvet broadcloth, satin, taffeta and brocade are used far more than any other material.

There is a leather or elastic jeweled band called the tango bracelet; it is worn on the ankle.

The separate muff has become an important affair, since the coming of the fur-trimmed suit.

Suits are trimmed with fur bands, buttons and tabs. Do not hesitate to trim any suit with fur.

Leg-o-mutton sleeves have come back again, and this time they are shirred at the armholes.

The little corsage nosegay is worn high on the left shoulder, but the large one is worn at the girdle.

A black satin afternoon gown has a delightful girdle of old silver braid quite elaborately worked up.

Collars and cuffs of white organdie are a charming adornment for a simple, smart dress for the little girl.

The most splendid evening wraps are made of gold and silver brocade, flaring so much as to be positively bizarre.

The newest millinery bow is called the Georgetown. It has two ears and only one loop. It may be made of various materials.

BAIT

Or rather the want of it, is one of the principal drawbacks to the fisheries of Newfoundland, and as it is tolerably certain that we shall have good markets and high prices in 1915, now is the time to prepare to capture BAIT fishes.

As a means to this end we are making CHEAP LIGHT CAPLIN SEINES, that will be easily handled, and as one good haul will pay for the outfit, every schooner should have one.

We are making SQUID TRAPS, which will be most effective.

We are making SMELT NETS, in all sizes.

We are making GILL NETS, various sizes.

We are making COD TRAPS and COD SEINES, Hemp and Cotton.

We make SUPERIOR HERRING NETS, Standard and Crescent brands.

We make Hemp and Cotton LINES and TWINES of superior quality.

We make CORDAGE and CABLES of all sizes. In fact we make everything required for the fisheries, and we ask all our people to support HOME INDUSTRIES by using everything that is home made where ever possible, and so keep the money in circulation in Newfoundland.

Colonial Cordage Co., Ltd.

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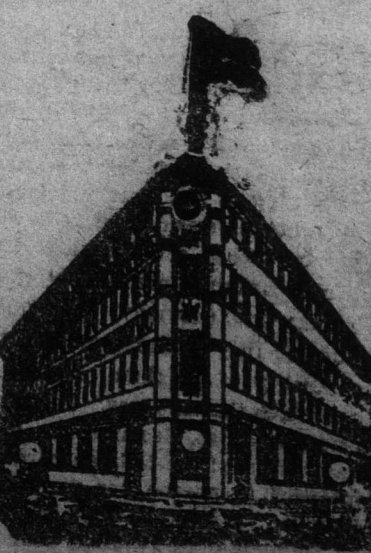
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	From	St. John's	Halifax	to	St. John's
S. S. "Queen Wilhelmina"	Liverpool		to	Halifax	to Liverpool
S. S. "Tabasco"		Nov. 26th	Dec. 5th	Dec. 8th	
S. S. "Durango"		Dec. 8th	Dec. 17th	Dec. 26th	

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