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Of Interest to Masons.

MEMORIAL WINDOW.

A Masonic Service was held at the famous old England Church of St. Nicholas, Deptford, S.E., on Sunday, 28th September, at 3.30 p.m., under the banner of the Justice Lodge, No. 147, assisted by local Lodges and several Grand Officers. A stained glass window to the memory of the late Bro. Rev. Arthur Hart, for many years Vicar of the Church, was unveiled. The sermon was preached by Bro. Rev. H. G. Rosedale, D.D., F.S.A., P. G.C.

ST. JOHN'S IN MASONRY.

St. John the Almoner, son of the king of Cyprus, was born in that island in the sixth century. He was canonized for his generosity and assistance to the pilgrims at Jerusalem. St. John the Evangelist was much revered for his constant admonitions to the cultivation of brotherly love and the mystical character of his writings. St. John the Baptist is the original patron saint of Masonry. He is venerated for his stern integrity and unshaken firmness with which he met martyrdom rather than fail in his duty. The Grand Lodge of England was revived on St. John the Baptist's day in 1717, and continued to celebrate this anniversary until 1727 when the celebration was changed to that of St. John the Evangelist.

CHARM FOUND INSIDE FISH.

From Milford, Ohio, comes the story that a Masonic emblem worn as a watch charm by Herbert C. Reed of Milford, and lost by him nine years ago, has just been returned to him by a Cannelton, Ind., fisherman, who found the charm in a 3-pound catfish he took from the Ohio River. Reed is auditor of Clermont County and for many years has been active in Masonic work.

One day in 1911 he was aboard the steamer Greenland, which was about to leave the Ohio River wharf at Huntington, W. Va. He was leaning over the side of the boat and while he was in this position the charm dropped from his chain into the water.

PROPOSED LODGE IN SAMOA.

A petition for a Lodge at Apia, Western Samoa, from fifteen English, Australian, and New Zealand Freemasons resident there, has been re-

ceived by the Grand Lodge of England through the Fiji Lodge, No. 1815, meeting at Suva. Na Viti Levu Fiji, says the "Times." It is proposed to name the Lodge "Calliope," that being the name of the British warship which went to the rescue of the men in the five ships which were driven on to the coral reef at Apia on 15th March, 1889, and totally wrecked.

The proposed first Master is Bro. J. C. McGill Nutt, a member of several Craft Lodges, Arch Chapters, Mark Lodges and other Masonic bodies in London, Bournemouth, and New Zealand. Bro. McGill Nutt was a delegate of the N.Z.E.F. Masonic Association during the war, and visited a large number of Lodges in Great Britain. The remaining proposed Founders are principally connected with New Zealand Freemasonry.

MASONRY IN INDIA.

The "Times of India," recently said. The installation ceremony which took place at Lodge Orion in the West last Saturday, when nearly one hundred Masons were present recalls to one's mind, amidst the distractions of the Poona Season, something which is far removed from the madding crowd. Calmand screen, this wonderful assembly of man—an order which existed before the Golden Fleece of the Roman Eagle, working through its marvellous symbolism of life and death, quietly pursues its powerful course, despite all the blatant clamour of the outside world. How truly the ancient peoples understood the hidden value of unseen effort in securing the stability of the world:—

In the elder years of art Builders wrought with greatest care Each minute and hidden part. For the God's end everywhere.

When the forces which make for the disintegration of all that makes life worth living are everywhere apparent one turns with a sign of contentment to anything which has for its principles Brotherly Love, Relief and Truth.

Sale of Work.

The ladies of St. Margaret's Guild are holding a sale of work in the Canon Wood Hall this afternoon. Afternoon teas will be served and an enjoyable time is assured all who attend.

Villes Flottante.

Jules Verne it was who, back in the sixties of last century, first applied the term "floating city" to those leviathans of the sea, the giant steamships, comments the Christian Science Monitor. Of course he was thinking of the mother of all big vessels, Brunel's nautical marvel, the Great Eastern. But just now "Une Ville Flottante" is brought sharply to mind by the published statement that the former Vaterland, renamed the Leviathan, has virtually ended its short career on the high seas. To be sure, there are big ships and big ships, but the super-ships can be counted on the fingers of one hand. It, as is reported, the Leviathan, the victim of too long disuse in its American dock, is for sale without any bidders, then the Olympic, the Aquitania, and the Imperator, flying the British flag, are the only real sea monsters still in active service.

It was something like half a century ago that the spinner of fascinating romances of natural science wrote his memorable "Une Ville Flottante," a book which since then has had time to reach the stage of a school classic. You can buy it to-day in convenient pocket size, closely annotated for the budding youth in Anglo-Saxon schools, with a copious English-French vocabulary, and the familiar explanatory preface avowing that the work "has been prepared with a special view to the needs of both teachers and pupils." It is a vivid recital, though not in the author of "From the Earth to the Moon," of his personal experiences upon the Great Eastern, when, in 1867, he set forth from Liverpool to cross the Atlantic as a passenger. At the time of her launching she was the largest vessel in the world. In fact, it was not until 1901, when the Celtic, of the White Star line, a comparatively small vessel to-day, came on the scene, that her equal in size was produced. Thus it came about that Jules Verne could not withhold his astonishment as he caught sight of the ship lying in midstream at Liverpool. To him she was of "imposing mass" and, besides her, three-masters looked like small boats. He stands on the tender looking up at the vessel and exclaims, "What thunders must be engulged in that cavern formed by the paddle-box!" The deck, to him, is simply an immense workshop alive with an army of workers. When he goes on an inspection tour of the vessels he likens himself to a tourist who makes a tour of a city unknown to him. The deck is a boulevard and he marvels over the 200 stewards detailed to serve the passengers.

It is a singular feature of big ship-building that it did not follow a gradual process of growth or evolution. Like the fabled Minerva, the Great Eastern sprang suddenly into being. Brunel's vessels was a daring experiment, and time has shown that his plans were 50 years ahead of his age. There was something of Napoleonic impulse in his ignoring of established precedent. There was little ready to hand for him. The maker of ship's plates, the boiler maker, the carpenters, stateroom and saloon designers, the upholsterers, and a caught, as it were, napping. The most of other craftsmen, were limitations of steamship comfort of that period can best be gauged by the account which Char-

les Dickens has left us of his far from enviable crossing to America. The Brunel venture, therefore, did not do much more than prove two things. It showed that such ships were practicable and that Brunel could build a seaworthy vessel, as near the unsinkable type, perhaps, as has ever been reached. Beyond this there is little to be said in favor of the Great Eastern. She had paddle wheels and a screw, and subsequent experience has shown the impracticability of combining the two devices. She used sails, and the modern liner is innocent of them. She had engines that were always being added to or changed or repaired, and that were obviously not powerful enough to maintain control of the vessel under the stress of bad weather conditions. Moreover, she was a great roller—a state of things practically inexcusable in the super-ships of to-day, with their anti-rolling and other contrivances. Over and over again Jules Verne reverts, rather pathetically, to the "prodigious" rolling, or declares that she rolled without ceasing. The faults of the vessel were numerous, and it is not surprising that, during the course of her twenty-odd years' sailing, she was converted, just as modern liners were converted during the war, in order to fit her for any service but that for which she was designed.

A verbal impression by Jules Verne of the present Big Four of the high seas would doubtless prove a rare literary treasure. It requires, indeed, a brilliant writer to arouse people of this period to the fullness and greatness of the mechanical triumphs of which they are privileged contemporaries. One could promise him full vent for his lively imagination. There are already signs that the giants of the seas are not long to enjoy the monopoly as "villes flottantes." There is much talk of the ships which will float, not on the waves, but in the air, as they bear their quota of hundreds of passengers from continent to continent. The super-ship, indeed, is even now being built.—Montreal Gazette.

Church Fair

at Carbonear.

A sale of work will be held on the 22nd inst., in St. Patrick's Hall, Carbonear, under the auspices of Monsignor McCarthy. The ladies in charge will be thankful to receive all promised donations during the week so that they may finalize arrangements. The sale is expected to be a great success.

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20 per cent Discount Sale

Our most up-to-date Stock of Wearing Apparel and Seasonable Dry Goods at **20 per cent off for cash**, excepting Wools, Sewing and Crochet Cotton and Rubber Footwear, on which we will continue to give **10 per cent off**.

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C. C. C. Basket Ball.

The basketball games previously announced, will be played in the C.C.C. Armoury to-night. The public will be given opportunity to see this sport in all its stages, as three games will be played beginning with a junior contest in which 'A' Co. will meet 'B' Co. The youngsters are well trained and will give something worth seeing. The next game, which will be a thriller, will be played between teams who fought hard for superiority last year with even honors. The White vs. Blue games will be alone worth the admission fee. However, the game of that night takes place as a final when the Sergeants meet the N.C.O.'s. In last year's series the Sergeants proved champions, but the others are determined this year shall see the reverse so that this game will prove exciting from start to finish. For the benefit of those not familiar with the game, it may be stated that basketball is played with the hands. To touch the ball with any other part of the body is a foul, for which a free throw is awarded the opposing team, which if scored, tallies one point and to score from the field means two points for the team scoring same. Charging, shoving, etc., is forbidden and also awards the oppos-

ing team with a free throw. These are just rough outlines of the game, but to appreciate it in its true light it must be seen. There is room for everyone in the Armoury, so let the attendance be large to-night, as the Cadets guarantee an interesting game.

Prospero in Port.

S.S. Prospero, Capt. Field, arrived from northern ports 6.30 last evening with a full freight and the following passengers: Messrs. Blackall, Elliott, Gray, Crocker, Thomas, Dawe, Le-drew, Neville, Clements, Blandford, Ballines, Noah, Rideout, Curtis, Tavenor, Morey, Moores, Summers, Morey, Byrne, Hayward, Scovior, Elliott, May, Roberts, Elliott, Const. Warren, Healey, Dr. Killim, Veitch, Bennett, Shave, Jones, Squires, Peet, Rev. Parsons, Davis, Capt. Hann, Lodge, Strickland, Rowsell, Spurrell, Ryan, Walsh; Mesdames Brown, Penney, Brothers, Neville, Gardner, Brothers, Clements and 2 children, Clements, Byrne, Young, Killim and child, Coombs; Misses Hill, Hoskins, Ricks, Milley, Doherty, Budgen, Reed, Gillford, Neville, Brothers, Stuckless, Melbourne, Stewart, Healey, Reid, Barrett, and 50 steerage.

MINARD'S LINIMENT FOR BURNS, ETC.

NOTICE.

In the matter of Chapter 127 of the Consolidated Statutes of Newfoundland (Third Series), entitled "Of Companies", and in the matter of The Western Copper Company, Limited.

Notice is hereby given that the creditors of the above named Company, which is being voluntarily wound up, are required, on or before the 6th day of December, A.D. 1920, being the day for that purpose fixed by the liquidator, to send their names and addresses, and the particulars of their debts and claims, and the names and addresses of their solicitors, if any, to James A. Branscombe of St. John's, Newfoundland, the liquidator of the said Company, and if so required by notice in writing from the said liquidator, are by their solicitors to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Dated this 20th day of October, 1920.

HOWLEY & FOX,
Solicitors to the above named Liquidator.

We have just received a new shipment of Wall Moulding, Plate Rail and Picture Framing, also a nice line of Oblong and Oval Picture Frames, with glass, in Gilt and Oak.

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