

There Were Many Things Which I Could Not Eat

Mrs. H. Robert Wells, English Harbour, Trinity Bay, Nfld., writes:



I was troubled with nervous dyspepsia—so much so that there were a great many things I could not eat at all on account of the distressed feeling afterwards. I used many different remedies, but they did me little good. Finally I tried Dr. Chase's Nerve Food and Kidney-Liver Pills, and was surprised at the relief this combined treatment gave me in such a short time.

DR. CHASE'S NERVE FOOD

Under False Colors

Lord Somerton's Ally.

CHAPTER IV.

"Yes, Mr. Ernescliffe," Elsie replied, blushing under his quizzical glance, "and do you know I cannot help wondering what you and my cousin can have in common. Papa is quite convinced that he is an idle, worthless fellow. I think that he must be mistaken, if Mr. Campbell is a friend of yours."

"Sir John is mistaken," said the artist, flushing warmly. "Campbell is one of the busiest men in London. He is a barrister, you see, and a pretty successful one, I believe. Sir John has wrongly estimated his character. 'I am very sorry,' faltered Elsie, 'but papa is always brooding over some wrong, or fancied wrong, that was done to him a great many years ago. But there, we will not talk of these things. If you like, you can leave my cousin's message with me, and I will give it to papa when he is better. Indeed, he confides all things to me.'"

Colin Ernescliffe gazed at her earnestly for a moment, a shadow of pity in the depths of his dark eyes. "I must not be false to my trust, Miss Sterne," he said. "I promised Noel that it should be placed in his hands, and I will come again. When shall it be? Let me assure you that it is a matter of the most vital importance—a matter which affects you, Miss Sterne, almost as much as your father."

"I think that papa will be well within a week," she replied. "Then I will be here again next Thursday evening, Miss Sterne, and depend upon you to make the way smooth for me."

"That is understood," Elsie replied, with a businesslike air. "Permit me to have refreshments served." She blushed vividly. "I will introduce you to Lady Helena Freeman, upon whom devolves the proper conduct of the honors of Blairwood Park." "You see," she added, naively, "I am not yet considered capable of the management of so large an establishment."

Colin Ernescliffe watched her sweet face with madly pulsing heart. Never before had he beheld so lovely a creature, and a deep sigh escaped him. "Pardon me, Miss Sterne," he hastened to say, "I have left my cab in the drive, and the last train for London leaves Blairwood station at nine o'clock." He glanced at his watch involuntarily, an ejaculation of dismay escaping him. "It only wants five minutes to nine now. How the time has flown! And there is a three-mile drive before me!"

"That means that you cannot go back to-night," laughed Elsie. "There

I will fetch Lady Helena at once, and you must consent to relinquish yourself to her tender mercies!"

The artist murmured something about "a hotel," but finally accepted Miss Sterne's invitation to stay at Blairwood until the next morning. Lady Helena at once looked after the comfort of their unexpected guest, but the innovation was kept carefully from the ears of Sir John Sterne.

Ernescliffe retired to dream of Elsie, and Elsie pictured him as a gallant knight of old. Next morning the artist breakfasted with Miss Sterne and Lady Helena, and before leaving he inquired after Sir John's health.

"Campbell will be particularly interested in all I have to tell him," he said, "and I shall explain that I have to come again next Thursday."

"Let us hope that you will bring the olive leaf of peace," Lady Helena remarked. "For months Blairwood has been horribly dull." He shook hands with Elsie, and unconsciously pressed her trembling fingers. Their eyes met in a long, lingering glance; then he turned, and strode rapidly toward the carriage that was waiting to bear him to the railway station.

He did not look back again, and Elsie watched him from the window, a strange thrill at her heart—a thrill half of pain, half of pleasure. Would his strange introduction to Blairwood bring joy or misery into her young life?

Poor Elsie listened to the wheels of the departing carriage as they crunched over the gravel in the drive. Then she sank to her knees, and buried her face in her hands—not to weep, but to think—to think of the mystery and confusion that were gradually enveloping her.

Several visitors called at Blairwood during the morning to inquire after the health of Sir John, for notwithstanding his brusque manner and eccentricities, people could not afford to ignore the richest man in the county. Besides, although he had no love for society himself, he was not unmindful of his daughter's happiness, and until his recent severe illness Blairwood Park has been almost overrun with guests for nearly two years.

Elsie had been presented at once, mentioned in the fashionable papers as the loveliest girl of the season, and finally turned the heads of a score of men, who perhaps sought to have known better, for she gave them no encouragement. The lovers sighed and passed on—all but one, and Elsie grew to hate him. This was Lord George Somerton, a wealthy peer, who had conceived a violent passion for Sir John Sterne's lovely daughter. They had met at a big reception in London, and Elsie never forgot the

Lloyd's Shipping Reg.

The returns of vessels totally lost, condemned, etc., published by Lloyd's Register of Shipping for the first quarter of 1923 make very interesting reading. They show that the gross tonnage of steam, motor and sailing vessels removed from the Register during the quarter was 161,619. This was comprised in 130 individual units, and it should be noted that the figures are exclusive of cases of breaking up, condemnation, etc., which are not known to be consequent upon losses of vessels, etc., including such cases, the grand total for the quarter would be 197,048 tons gross. Even this figure, it should be borne in mind, does not include vessels trading on the Great Lakes of North America, and it takes no cognizance of Japanese sailing vessels, the latter not being inserted in Lloyd's Register Book, and therefore not included in their tables. To go back to the list of lost, condemned, etc.—130 of 161,619 tons, we find that the biggest loss was sustained by Italy, whose tonnage was depleted by 13 vessels aggregating 39,514 tons. The total mercantile marine of this country consists of 1,413 ships of 2,868,335 tons. Her losses, therefore, amounted to 2.8 per cent. of the number of vessels owned and 1.38 of the total tonnage. The country whose losses most nearly approximate to this is Germany. Her ownership was 1,725,000 tons, and her losses were 15 ships aggregating 17,888 tons, which works out at 37 per cent. of the number of vessels and .98 per cent. of the total tonnage owned. Another serious sufferer relative to her ownership was Norway, which lost 14,356 tons out of 691,000, the percentages of vessels and tonnage being .39 and .25. So far as the United Kingdom is concerned, it lost 25 vessels of 21,957 tons, constituted .39 of vessels and .11 of the tonnage owned. For the United States the figures were: 16 ships of 25,848 tons, with percentages of .28 and .18.

The most important factor responsible for the removal of these vessels from the Register was "wreck," which accounted for 78 ships of 94,993 tons. Those that were sunk in collision numbered 10, and their gross tonnage was 7,197 tons. There was a more serious cause of disaster for the 11 ships that were burnt aggregating 16,407 tons. No fewer than 16 vessels foundered at sea, their total tonnage being 16,733, while nine of 15,469 tons were abandoned. The number of missing craft was nine, totalling close upon 10,000 tons. Particular interest attaches to the list of vessels broken up, condemned, etc., which reaches a total of 128,163 tons. The largest vessel figuring on the list is that historic craft New York, of 10,050 tons, which was built by Messrs. J. and G. Thomson, Clydebank, in 1888. She has certainly reached the allotted span of a high-class mail and passenger steamer. The next largest vessel figuring on the list is the Kouang Si, which was built in 1904 at Havre. The Malta, of 4,000 tons, was built by Messrs. Caird and Co., Greenock, for the P. and O. Steam Navigation Company in 1895, so that she has had a useful and fairly long career. The Clan Graham, 5,213 tons, also broken up, was built by Messrs. Doxford in 1907, while amongst the other vessels which have shared the same fate are the Savoia, 4,429 tons, which was under the Italian flag and was built at Genoa in 1897; and the Calabria, 4,376 tons, which was built by Messrs. D. and W. Henderson and Co. for the Anchor Line in 1901. In addition, the Kathiwar, Nuran, Pecc Figueras, Alisand and Liger were all of them over 4,000 tons. There are, of course, a large number of other vessels who ultimate destination is the nautical knacker, but until ships of this class are reduced it is not likely that there will be a very material increase in the number of vessels broken up, much as shipbuilders would welcome such a development.

Lloyd's Shipping Reg.

The returns of vessels totally lost, condemned, etc., published by Lloyd's Register of Shipping for the first quarter of 1923 make very interesting reading. They show that the gross tonnage of steam, motor and sailing vessels removed from the Register during the quarter was 161,619. This was comprised in 130 individual units, and it should be noted that the figures are exclusive of cases of breaking up, condemnation, etc., which are not known to be consequent upon losses of vessels, etc., including such cases, the grand total for the quarter would be 197,048 tons gross. Even this figure, it should be borne in mind, does not include vessels trading on the Great Lakes of North America, and it takes no cognizance of Japanese sailing vessels, the latter not being inserted in Lloyd's Register Book, and therefore not included in their tables. To go back to the list of lost, condemned, etc.—130 of 161,619 tons, we find that the biggest loss was sustained by Italy, whose tonnage was depleted by 13 vessels aggregating 39,514 tons. The total mercantile marine of this country consists of 1,413 ships of 2,868,335 tons. Her losses, therefore, amounted to 2.8 per cent. of the number of vessels owned and 1.38 of the total tonnage. The country whose losses most nearly approximate to this is Germany. Her ownership was 1,725,000 tons, and her losses were 15 ships aggregating 17,888 tons, which works out at 37 per cent. of the number of vessels and .98 per cent. of the total tonnage owned. Another serious sufferer relative to her ownership was Norway, which lost 14,356 tons out of 691,000, the percentages of vessels and tonnage being .39 and .25. So far as the United Kingdom is concerned, it lost 25 vessels of 21,957 tons, constituted .39 of vessels and .11 of the tonnage owned. For the United States the figures were: 16 ships of 25,848 tons, with percentages of .28 and .18.

The most important factor responsible for the removal of these vessels from the Register was "wreck," which accounted for 78 ships of 94,993 tons. Those that were sunk in collision numbered 10, and their gross tonnage was 7,197 tons. There was a more serious cause of disaster for the 11 ships that were burnt aggregating 16,407 tons. No fewer than 16 vessels foundered at sea, their total tonnage being 16,733, while nine of 15,469 tons were abandoned. The number of missing craft was nine, totalling close upon 10,000 tons. Particular interest attaches to the list of vessels broken up, condemned, etc., which reaches a total of 128,163 tons. The largest vessel figuring on the list is that historic craft New York, of 10,050 tons, which was built by Messrs. J. and G. Thomson, Clydebank, in 1888. She has certainly reached the allotted span of a high-class mail and passenger steamer. The next largest vessel figuring on the list is the Kouang Si, which was built in 1904 at Havre. The Malta, of 4,000 tons, was built by Messrs. Caird and Co., Greenock, for the P. and O. Steam Navigation Company in 1895, so that she has had a useful and fairly long career. The Clan Graham, 5,213 tons, also broken up, was built by Messrs. Doxford in 1907, while amongst the other vessels which have shared the same fate are the Savoia, 4,429 tons, which was under the Italian flag and was built at Genoa in 1897; and the Calabria, 4,376 tons, which was built by Messrs. D. and W. Henderson and Co. for the Anchor Line in 1901. In addition, the Kathiwar, Nuran, Pecc Figueras, Alisand and Liger were all of them over 4,000 tons. There are, of course, a large number of other vessels who ultimate destination is the nautical knacker, but until ships of this class are reduced it is not likely that there will be a very material increase in the number of vessels broken up, much as shipbuilders would welcome such a development.

After Colin Ernescliffe's departure, Elsie knelt in thought for some time. Her brain was in a whirl, and there was an indefinable something that seemed to clutch at her heart with icy fingers. "How foolish—how nervous I am!" she thought. "It is papa's illness, and the dread of his going away. I will shake it off, and trust to Heaven that all is for the best."

Outside all was beauty and brightness. The birds were caroling in the air and in the trees; the butterflies were flitting about on their painted wings, while the bees boomed among the flowers. Elsie opened one of the French windows, a stepped out onto a veranda, embowered in clematis.

She had heard several people arrive, but had no desire to indulge in the ordinary small talk and gossip of the hour. At this moment it would have been torture to her to listen to the senseless platitudes that make up so much of most people's lives who have nothing better to do. Returning to the room, she took up a volume of Tennyson, and escaped into the garden. Markham had already informed her that Sir John was improving fast, so she felt satisfied upon that point. She would spend an hour in the sweet, summer air with her favorite poet, and dream of Colin Ernescliffe, and possibly pay her old Indian nurse a visit. The ayah lived in a comfortable little cottage on the borders of the park all alone. It was her own wish, and Sir John humored her.

Zeba delighted in mystery and seclusion, and it was a relief to the servants when the black witch, as they called her, left the house for a cottage of her own in a secluded part of the wood. In her old age Zeba had become avaricious, and pretended to tell fortunes. The servants scoffed at her, but in their secret hearts they were afraid of the Indian, and propitiated her with many a piece of silver. Elsie wandered onward, swinging her book in her hand, her sorrows forgotten, until she began to think of Zeba.

"I am not far from nurse's cottage," she thought. "I must call and see her. I have not been there for a whole week, and possibly I may dare put some question to her about my father's life in India, and wherein he had found health by revisiting old scenes." (To be continued.)

Lloyd's Shipping Reg.

The returns of vessels totally lost, condemned, etc., published by Lloyd's Register of Shipping for the first quarter of 1923 make very interesting reading. They show that the gross tonnage of steam, motor and sailing vessels removed from the Register during the quarter was 161,619. This was comprised in 130 individual units, and it should be noted that the figures are exclusive of cases of breaking up, condemnation, etc., which are not known to be consequent upon losses of vessels, etc., including such cases, the grand total for the quarter would be 197,048 tons gross. Even this figure, it should be borne in mind, does not include vessels trading on the Great Lakes of North America, and it takes no cognizance of Japanese sailing vessels, the latter not being inserted in Lloyd's Register Book, and therefore not included in their tables. To go back to the list of lost, condemned, etc.—130 of 161,619 tons, we find that the biggest loss was sustained by Italy, whose tonnage was depleted by 13 vessels aggregating 39,514 tons. The total mercantile marine of this country consists of 1,413 ships of 2,868,335 tons. Her losses, therefore, amounted to 2.8 per cent. of the number of vessels owned and 1.38 of the total tonnage. The country whose losses most nearly approximate to this is Germany. Her ownership was 1,725,000 tons, and her losses were 15 ships aggregating 17,888 tons, which works out at 37 per cent. of the number of vessels and .98 per cent. of the total tonnage owned. Another serious sufferer relative to her ownership was Norway, which lost 14,356 tons out of 691,000, the percentages of vessels and tonnage being .39 and .25. So far as the United Kingdom is concerned, it lost 25 vessels of 21,957 tons, constituted .39 of vessels and .11 of the tonnage owned. For the United States the figures were: 16 ships of 25,848 tons, with percentages of .28 and .18.

The most important factor responsible for the removal of these vessels from the Register was "wreck," which accounted for 78 ships of 94,993 tons. Those that were sunk in collision numbered 10, and their gross tonnage was 7,197 tons. There was a more serious cause of disaster for the 11 ships that were burnt aggregating 16,407 tons. No fewer than 16 vessels foundered at sea, their total tonnage being 16,733, while nine of 15,469 tons were abandoned. The number of missing craft was nine, totalling close upon 10,000 tons. Particular interest attaches to the list of vessels broken up, condemned, etc., which reaches a total of 128,163 tons. The largest vessel figuring on the list is that historic craft New York, of 10,050 tons, which was built by Messrs. J. and G. Thomson, Clydebank, in 1888. She has certainly reached the allotted span of a high-class mail and passenger steamer. The next largest vessel figuring on the list is the Kouang Si, which was built in 1904 at Havre. The Malta, of 4,000 tons, was built by Messrs. Caird and Co., Greenock, for the P. and O. Steam Navigation Company in 1895, so that she has had a useful and fairly long career. The Clan Graham, 5,213 tons, also broken up, was built by Messrs. Doxford in 1907, while amongst the other vessels which have shared the same fate are the Savoia, 4,429 tons, which was under the Italian flag and was built at Genoa in 1897; and the Calabria, 4,376 tons, which was built by Messrs. D. and W. Henderson and Co. for the Anchor Line in 1901. In addition, the Kathiwar, Nuran, Pecc Figueras, Alisand and Liger were all of them over 4,000 tons. There are, of course, a large number of other vessels who ultimate destination is the nautical knacker, but until ships of this class are reduced it is not likely that there will be a very material increase in the number of vessels broken up, much as shipbuilders would welcome such a development.

After Colin Ernescliffe's departure, Elsie knelt in thought for some time. Her brain was in a whirl, and there was an indefinable something that seemed to clutch at her heart with icy fingers. "How foolish—how nervous I am!" she thought. "It is papa's illness, and the dread of his going away. I will shake it off, and trust to Heaven that all is for the best."

Outside all was beauty and brightness. The birds were caroling in the air and in the trees; the butterflies were flitting about on their painted wings, while the bees boomed among the flowers. Elsie opened one of the French windows, a stepped out onto a veranda, embowered in clematis.

She had heard several people arrive, but had no desire to indulge in the ordinary small talk and gossip of the hour. At this moment it would have been torture to her to listen to the senseless platitudes that make up so much of most people's lives who have nothing better to do. Returning to the room, she took up a volume of Tennyson, and escaped into the garden. Markham had already informed her that Sir John was improving fast, so she felt satisfied upon that point. She would spend an hour in the sweet, summer air with her favorite poet, and dream of Colin Ernescliffe, and possibly pay her old Indian nurse a visit. The ayah lived in a comfortable little cottage on the borders of the park all alone. It was her own wish, and Sir John humored her.

Zeba delighted in mystery and seclusion, and it was a relief to the servants when the black witch, as they called her, left the house for a cottage of her own in a secluded part of the wood. In her old age Zeba had become avaricious, and pretended to tell fortunes. The servants scoffed at her, but in their secret hearts they were afraid of the Indian, and propitiated her with many a piece of silver. Elsie wandered onward, swinging her book in her hand, her sorrows forgotten, until she began to think of Zeba.

"I am not far from nurse's cottage," she thought. "I must call and see her. I have not been there for a whole week, and possibly I may dare put some question to her about my father's life in India, and wherein he had found health by revisiting old scenes." (To be continued.)

Zeba delighted in mystery and seclusion, and it was a relief to the servants when the black witch, as they called her, left the house for a cottage of her own in a secluded part of the wood. In her old age Zeba had become avaricious, and pretended to tell fortunes. The servants scoffed at her, but in their secret hearts they were afraid of the Indian, and propitiated her with many a piece of silver. Elsie wandered onward, swinging her book in her hand, her sorrows forgotten, until she began to think of Zeba.

Try Mrs. Harvey's recipe for orange pie

2 eggs
3/4 cup sugar
3/4 cup Libby's Milk
Juice and rind of one orange
3/4 cup water
1 tablespoon butter
1 tablespoon flour

7 1/2 teaspoons of butter for in every 16 oz. can



So delicious! Mrs. Harvey's orange pie—and she uses Libby's Milk

If you were to try and choose the most delicious of all the good things Mrs. B. V. Harvey, of Danville, Va., makes, it might be her orange pie. For as she makes it, it surely is a real confection. In it Mrs. Harvey uses Libby's Milk. "And why this milk?" you ask. "Because Mrs. Harvey knows it adds very richness she wants in her orange pie and all her cooking. Libby's Milk adds this richness because of its high percentage of butter fat."

7 1/2 teaspoons of butter fat in every can
There are 7 1/2 teaspoons of pure butter fat in every 16 oz. can of this milk. And it's this substance in cream and butter, you know, that makes them great enrichers.

Libby's Milk is so rich in butter fat because, first, it comes from selected herds in the finest dairy sections of the country—those favored localities where nature has made of shady hills and green, well-watered valleys ideal pasture lands, and where men specialize in raising cows that give exceptionally rich milk. Then, at our condenseries in the heart of these famous dairy sections, we remove more than half the moisture from this fine milk, making it double rich. Nothing is added to it; none of its food values taken away. But to bring it safely to you who live, perhaps, many hundreds of miles away we must seal it in air-tight cans and sterilize it.

This, then, is Libby's Milk—just the finest cow's milk in the land, made double rich! Have richer dishes—tonight! Thousands of women are using this richer milk now—getting better results from old recipes, finding new joy in cooking, and saving money, too. Get a can of Libby's Milk from your grocer today. Try it tonight in place of ordinary milk—in a soup for instance, or a dessert. See what wholly new richness it gives to your cooking. And what delicious flavor. Write for free recipe folder. Upon request we'll gladly send you a copy of a new folder containing recipes sent us by good cooks who use Libby's Milk.

Libby, McNeill & Libby
180 North 2nd St., St. John's, Nfld.

Alice Foote McDougall's NEW YORK 'BOWLING GREEN' ROASTED COFFEE. The most perfect ever imported here. IF YOU LIKE COFFEE 'Bowling Green' will be a revelation to you.

OUR WINTER STOCK OF AMERICAN and WELSH ANTHRACITE COAL. Will arrive about August 15th. IN STOCK! BEST NORTH SYDNEY SCREENED AMERICAN and WELSH ANTHRACITE COAL. M. MOREY & CO., Ltd.

England Seeks to Show Her Taxes Top the List. LONDON, (A.P.)—At current rates of exchange taxation in Great Britain is almost three times as heavy per capita as in the United States, according to official figures compiled in London. The latest figures drawn up show that in Britain the taxation is \$72.44 a head, in the United States \$25.76, in France \$24.39, and in Italy \$11.41. In issuing these comparisons, the British have challenged as a complete misrepresentation of their own official figures and scale what M. Dinnet of France presented to the Institute of Politics at Westminster, saying that Prime Minister Baldwin has recently, he was quoted as had given figures showing the taxation in France was \$288 a head, in the United States \$28 a head. Heretofore figures given by Mr. Baldwin and the British treasury as to taxation a head in various countries have always been in the respective currencies of such countries, it is said. The latest are: Great Britain . . . (1922-24) \$18.11 U.S.A. (1922-24) \$26.77 France (1920) Pcs. 451.6 Italy (1922-23) Lira 275.3 The British suppose M. Dinnet may

In the Open Desert. Major Blake, describing some of his adventures on the great attempted Round-the-World Air Flight, writes: "On several occasions when we were stranded in the desert with little or no food, Boveril was most valuable. I recalled one of the bitter cold nights in the Open Desert when our snow machine and ourselves had in land miles away from any help. We sat huddled up under the machine, unable to sleep through cold, until we drained some petrol out of one of the tanks and heated some of our small supply of water. Then we added a Boveril tin, melting, to thoroughly warm ourselves and get a little sleep. I cannot overstate the value of this food to us in a winter's task to undertake a trip of the nature without this food." BOVERIL

CHANGE OF LIFE LOSES TERRORS. For Women Who Rely upon Lydia E. Pinkham's Vegetable Compound. Greenville, Pa.—"I took your medicine through the Change of Life and it did wonders for me. I was down in bed when I started to take it and weighed 85 pounds. I had hot flashes and was so nervous and weak that everything would get black and I could not see. I would sit and cry and did not know what I was saying. I have been taking Lydia E. Pinkham's Vegetable Compound for a year and I feel like a new woman. I am now 45 years old and I love it all to the Vegetable Compound. I do all my housework for a family of seven now. I can do any work I wish to. Many letters similar to this have been published testifying to the merit of Lydia E. Pinkham's Vegetable Compound. They are always expressed from women who describe as best they can their feelings before and after taking this well-known medicine. Many times they state in their letters their willingness to answer women who write them. It is an offer made with gratitude and a desire to help others." (To be continued.)

Berlin Police Seek Slayer of the Czar. Berlin, Sept. 26.—The political section of the Berlin police has been instructed by the ministry of the interior to apprehend a Russian subject named Jacobovitch, who is declared to have been implicated in the slaying of Czar Nicholas and the other members of the royal family of Russia. The police say they have been aware of Jacobovitch's presence in Berlin for several months, but have been unable to find him. MINARD'S LINIMENT FOR DAN-DRUFF.

Raiding Bruin Comes to Grief. For more than three weeks the bear had raided farms and spread terror throughout the countryside. The obstacles seemed to trouble the brute which he broke down fences, climbed high walls in its raids, and the goats and defied the hunters. Reinforced by a party of soldiers, the villagers set out in pursuit of the beast, which was not overcome, however, before it had badly mauled the hunters. MINARD'S LINIMENT FOR NEURALGIA.