

1917.

**We extend to one and all our Best Wishes for a
Bright, Prosperous and Happy New Year.**

**We thank those who have patronized us so liberally the
past year, and solicit a continuance of same.**

**Our Stores will be closed TUESDAY, January 2nd, for
STOCK TAKING.**

Marshall Bros

Week-End Notes.

I. C. M.

The revival of the sailing ship is an event entirely unexpected, for it was generally conceded that the day was done. But in every condition of life the unexpected very often happens, and so has it been in the channels of commerce—the tide has changed, and the "white wings" of the mercantile fleets are about to have another chance. This is directly an outcome of the war.

The nineteenth century saw the full development of the sailing ship; and she may be said to have attained unto the zenith of her glory during the Victorian age. But side by side with the sailing ship, steamships took their place, and made a determined bid for the supremacy of the sea; and gradually they won the blue ribbon, and left the sailing ship in the lee. Nor was it unexpected, for many an "old salt" shook his head and said to his shipmates that in the course of time steam would surely put the sailing ship out of commission.

It was sailing ships that really explored the world, and laid the foundation of all our colonization; but they were not able to compete with the power of steam, and like every other condition of trade, when once a better way could be shown, they had to take a second place, and drop out of the competition. Thus their numbers dwindled, and their fleets disappeared, until seamanship became almost a lost art, and the old-time sailor a missing link. The story of the sailing ship is a fascinating one, and it is interwoven in the world wide fabric of our Empire. Several writers have treated upon this topic, but not even a "Hull's Log" has told all the tale.

At the opening of the twentieth century the sailing ship was out of

the reckoning, and a comparatively few were entered at Lloyd's. Where once hundreds of sailing ships comprised the tonnage of the nations, it was reduced to tens, or less. The opening of the Suez Canal was the first direct blow to deep-water ship-sailing, and then the opening of the Panama Canal was a finishing stroke. The great ship-yards of Maine had to go out of business, for they had launched from their docks their last big ships. The death knell of the sailing ships as we saw them a generation and two generations ago, had struck, and with their passing went many of our "captains courageous."

But now the tide has turned and the result is that the "White Wings" of the past are being restored, to a degree, to some of their former glory, and everywhere the sailing ship is in demand. This, of course, is caused by the great loss of steamers some fifteen hundred, since the outbreak of the war, and also by the increased demand for tonnage in connection with the war. From every sea steam ships have been commandeered, and most of the great ocean liners have been disorganized. The palatial passenger ship has been converted into a troop ship, and the beautiful liner is still mistress of the seas, and her flag is found in every clime—for her seamen have penetrated every zone. The revival of the sailing vessel will be the means of saving, for a while at least, some of the rules and

Your New Year BIRD!

Limited quantity of
**CHOICE DUCKS, GEESE
and TURKEYS.**

10 only Geese, 10-14 lbs.

25 only Turkeys, 7-10 lbs.

40 only Ducks, 3-6 lbs.

Order early Friday, please.

Soper & Moore,
Importers & Jobbers.

A Daily Resolution for 1917.



To cultivate that rare unselfishness which gives instead of merely bartering gifts and services for gratitude; to hate snobbery like leprosy—and not to look for it solely in the other man; to make every mistake my teacher and every experience a source of wider sympathies; to be able to win without undue elation and to lose without envy or excuse; not to confuse happiness with

pleasure; not to try to still the restless hunger of the soul by glutting the mind and body with pleasures; not to let my home become clogged with things and my life with the craving for them; to cultivate that fine, unobtrusive love of beauty in shop-window or flower garden or sunset sky which is the hallmark of soul culture; to criticise others less and myself more; to have more of the right kind of pride—not the kind that can give but cannot receive, that is less proud of any success than of having won it fairly, that exalts the need of keeping faith with its own sense of squareness above all other needs of mind and body; and last, but first, to be happy and to make others so.

Wanted a Wife!

How The Germans Advertise for Their Life Partners.

Marriage advertisements are no novelty in Britain. While, however, they are, generally speaking, confined there to a few obscure papers, in Germany they form a special feature of most of the daily newspapers. The frankness of these advertisements shows a curious lack of that "kultur," dignity, and modesty of which the Germans so proudly boast. Here are a few culled by M. Henry de Haisalle from the leading German newspapers and reprinted in his book, "Degenerate Germany" (Warner Laurie):

"Listen, men, listen!"
"I am young and very pretty, a well-made blond, with very dark eyes, and I must get married as soon as possible. I have seventy pounds, a loving, affectionate disposition, and I could make any man happy. I belong to the servant class, but to any gentleman who does not object to this fact, I say write me with an offer marked on the envelope 'Blond 19.' Office of this Paper. I should like a guardsman. Communications can be received till the 14th instant."

A very frequent appeal comes from the student, generally in this wise: "Hand and heart are at the disposal of a wealthy lady of any age, willing to provide for a handsome student of twenty-three, and enable him to complete his studies at the university."

Matrimonial agencies advertise daily and give the most minute descriptions of their clients after the fashion of furniture described in an auctioneer's catalogue. The following, according to M. Haisalle, is a "broker's" advertisement from The Tageblatt:

"Marriageable Young Women."
"At — is a large number of marriageable young women of all ages and classes, with 'dots' ranging from 2,000 marks to 500,000 marks. Several wealthy young ladies desirous of making purely love marriage. All letters treated in the strictest confidence. — Freudrichs-Strasse."

As the guests assemble the hostess will tell each man which woman he is to escort. If she is a stranger the hostess will proceed to introduce him to her," advised his father.

SWEAR OFF.



If you're inclined to run in debt, and if you often forget a clean slate is the one best bet, swear off, my friend, swear off. If you're inclined to tell old tales, on hearing which the victim pales, and wear at home a gloomy brow, this is the time to frame a vow—swear off, old scout, swear off. If you're inclined to tell old tales, on hearing which the victim pales, and wear at home a gloomy brow, this is the time to frame a vow—swear off, old scout, swear off. If you're inclined to tell old tales, on hearing which the victim pales, and wear at home a gloomy brow, this is the time to frame a vow—swear off, old scout, swear off. If you're inclined to tell old tales, on hearing which the victim pales, and wear at home a gloomy brow, this is the time to frame a vow—swear off, old scout, swear off.

McMurdo's Store News

SATURDAY, Dec. 30, '16.
Another secular year has all but reached its close—amid the clang and clash of an unexampled world-war, even as the last two years have closed—and this is the last opportunity we shall have of addressing a few words to the readers of this paper, for 1917. To all our friends and customers old and new who have supported us so generously during the past year, we close our store news for 1916, by wishing them all a Happy and Prosperous New Year, of 1917.

Everyday Etiquette.

"When attending a home dinner, how is a man to know what woman he is to escort into the dining room?" asked Jack.

As the guests assemble the hostess will tell each man which woman he is to escort. If she is a stranger the hostess will proceed to introduce him to her," advised his father.

Rossley's British Theatre!

ON NEW YEAR'S DAY.

Matinee—2 Shows nightly. All New Show.

COMPLETE CHANGE.

Special Feature—HELEN OF THE CHORUS,
in three parts.

Roaring Comedy—DIAMONDS & PICKLES.

ARE YOU THINKING

of the Great Bankrupt Sale now on at JOSEPH ROPER'S, Water Street, consisting of all kinds of

**Jewellery, Diamond and other
Rings, Watches, Cut Glass,
Silverware and Electroplate
Goods, etc., etc.**

All must be sold at sweeping reductions.

This gives the public a chance to secure practical gifts for home comforts and New Year presents for their friends.

ALL MUST GO

**W. CLOUSTON,
JOHN JACKSON, Assignees.**

Gross Flavoring Extracts,

2 oz. bottles, at \$1.10 dozen.

Shiriff's Vanilla Essence.
Shiriff's Lemon Essence,
1 1/2 and 4 oz. bottles.
Syrups, 1/2 pint and pint bottles.
Extra Fancy California Lemons.

Navel Oranges, 40 & 50c. doz.
Valencia Oranges, 25c. doz.
Almeria Grapes.
Mole's Cakes—Sultana, Citron,
and Plain, 40c. each.

CATELL'S MILK MACARONI, 15c. package.

The Product of Wheat, Semolina and Milk Only.

New Evaporated Apples.
"Hirondelle" Macaroni, 15c. pkg.
30 TURKEYS remaining over
from Xmas, and since kept
in cold storage. Will be
sold at a big reduction.

Cooking Figs, 15c. lb.
Dates, 50 lb. bxs. & 1 lb. pkgs.
200 sacks Corn Meal.
500 sacks Mixed Oats.
250 sacks Black Oats.
400 sacks Bran.

C. P. EAGAN,

DUCKWORTH STREET & QUEEN'S ROAD.

New Year's St. Paul

(Under the distinguished
Governor and Hon.

The programme will be
singers and musicians. 15c.

Reserved Seats, 50 cents.
Bookstore and at St. Paul's
mission 30 and 20 cents.

WAR TIMES—

H.

COMMERCIAL AFFAIRS.

IN my recent letter, with
tracts from Balne Johnston
Co.'s Letter Books of one
dred years ago, I gave an
interesting facts of Military and
from a business-man's point of view.
It gave us a chance for an excellent
comparison of Napoleon's exploits
Europe, as compared with those
the Kaiser's to-day.

"Every dog has his day," and so
er than many expected, Napoleon
was deposed from the throne
France, and it will be a remarkable
coincidence if the Kaiser meets
same fate.

I am now going to draw a few
comparisons that will bring facts
figures right before us.

April, 1806. A petition has
sent from this (Greenock) and of
British ports connected with
Newfoundland trade to the (Brit
Government requesting that the
ty on fish to the West Indies may
raised from 2— to 3— per qtl.,
that a bounty of 4— may be granted
on fish imported into this country.

(The probability of the Portugal
ports being closed against us is
cause of the last part of this petition.

What a different view we take
these things to-day! What are
would we get if our Newfoundland
trade asked for a bounty for
shut out of the Greek market?
Newfoundland merchants should
a petition requesting the British
Government to ask the French
Government to reduce their prohibi-
lity of \$6.00 per qtl. on Newfor-
land codfish entering France.

Newfoundland to-day is being
on from the Greek market, by
French Admiral, and notwithstanding
that, the Newfoundland exports
and therefore the fishermen have
suffer for French interests. We
get the French Government to
Newfoundland interests into account
and treat us properly. It is time
this matter was brought before
French Government in a clear,
energetic manner by our authorities.

Here is the answer the Newfor-
land merchants received from
British Government one hundred
years ago. These facts are in
most valuable, and should give
method of procedure for our merchants
to-day.

March 18th. "A bounty of 11—
qtl. is promised by the Government
all fish imported into British pos-
sions from June 1st."

August 28th. Fishery promised
be very abundant. The insurance
goods from England to Newfoundland
is five guineas per cent. The insur-
ance on fish to Demerara is 4
guineas per cent. without convoy.
four guineas per cent. with convoy.
Sept. 15th. Freight from New-
foundland to Gibraltar, Cadix, Lisbon,
Oporto, Liverpool or Clyde, 3/6 per
or 2/4 per tun for oil.

If Gibraltar for orders then
or Lisbon 4/— per qtl.; Oporto, 4/6
qtl.; Malaga, 5/9 per qtl.; Alicante
5/6 per qtl.

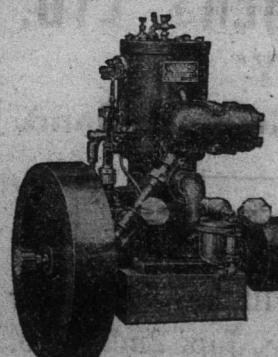
It will make a very interest-
comparison to give the rates.
Freights and Insurance to-day
compared with the above figures.

fore the war started in 1914, freight
to Gibraltar or Spain were about
per qtl by either steamers in cargo
or sailing vessels in bulk.

To-day we find that Freight has
vanced to as high as 7/— per qtl.
Spain by sailing vessels, and about
12/— per qtl. by steamer.

Marine Insurance to-day by
sailing vessel to Demerara would
about 1 1/2 per cent and War Risk
insurance one per cent. (without con-
voy). This Insurance is less than
one-third of the cost one hundred
years ago, but to-day England has
command of the seven seas that
never dreamed of one hundred years
ago.

1809, February. Pork selling
Greenock, 105—\$35.20; butter sell
in Greenock, 112—24 cents per
hard bread selling in Greenock, 3



HUBBARD Motor Engines.

Big, Sturdy, Reliable
Motors, operating cheer-
fully on Kerosene.

The Hubbard is the
most popular Fisherman's Engine.
Sold on easy terms.

GEO. M. BARR, St. John's.