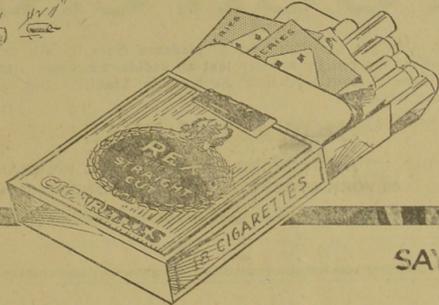


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There is no loveliness like poppy flowers
That shed their fragile petals on the lawn.
Their lives are but a day, e'en as are ours,
Who blush and dance a moment, and are gone.

Naught is there quite so sad as poppy flowers
Their passing like a still surrender seems,
Falling to earth in soft, sun-tinted showers,
Lovely unfruitful, as a maiden's dreams,
—JESSIE WYNNE in Detroit News.

A dame I would like
To put out of biz:
The one who phones
"Guess who this is?"
—Buffalo Evening News
I'd like to kill her
Through and through
When she insists
"Oh, yes, you do!"

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It Pays to Advertise in the Mail

SIR WILFRID FOUND A PAGE OF WEBSTER'S DICTIONARY BETTER THAN WORK OF FICTION

(From the Ottawa Journal)
The story is told of Sir Wilfred Laurier that on one of his visits to England, while attending a public dinner, he was somewhat reluctantly drawn into discussion upon books by a fellow guest seated beside him. The latter, affecting a culture and knowledge of literature which he no doubt thought impressive, eventually reached a point in his dissertation when he ventured to ask the distinguished Canadian who his favorite author was. Sir Wilfred paused a moment before replying and then, with a twinkle of his eye remarked: "Well, I don't know whether you would consider him a great author, but I am rather fond of Webster."

To the interrogator the reply must have been somewhat disconcerting. He knew his classics, and was familiar with most of the masters of the English language; but, he was afterwards heard to enquire: "Who the dickens was Webster?" He did not suspect, of course, that Sir Wilfred was, in a sense, "pulling his leg;" nor did he know that the preference expressed by the Canadian statesman had a genuine foundation. For it was a fact that one of the Liberal chief-tain's favorite studies was the huge dictionary known to the world as Webster's. The origin, derivation and definition of words had for Sir Wilfred a fascination which relieved many a tedious hour in the House of Commons, and which once led him to declare that he found a page of Webster more absorbing than many a work of fiction.

Laurier's penchant, and the incident above related, are recalled by the fact that preparations are being made in the United States to celebrate the centenary of the completion and publication of the famous dictionary, which since its appearance in the autumn of 1828 has held an unrivalled place in the schools, colleges, offices and homes of this continent as an encyclopaedic text-book and an exhaustive source of general information.

Of Noah Webster, the compiler, the world knows infinitely less than it does of his great production. Born on a farm in New England in 1758, his long and active life covered the period which witnessed the fall of French power on the American continent, the revolt of the British colonies, and their emergence from the welter of revolution as free and inde-

pendent states with a destiny that not only colored his political and intellectual sympathies, but gave him the inspiration for his life's work, and largely directed his labors as a lexicographer. For like Franklin, his contemporary and friend, with whom he had much in common, Webster was essentially a cultured product of the Revolution, not so much a scholar, as a journeyman of letters with a pedantic bent towards the promotion of study and the diffusion of knowledge for patriotic purposes, as well as for their own sake, and the benefit of mankind.

Dr. Johnson's definition of a dictionary was "a book that requires neither the light of learning nor the activity of genius, but may be successfully performed without any higher quality than that of bearing burdens with dull patience, and breaking the track of the alphabet with sluggish resolution." With qualifications, it is a definition which might not inaptly be applied to the work of the less learned American lexicographer. . . . Webster was a schoolmaster by profession, and he had the mind of his type, a mind filled with ideas of spelling reform, of standardizing pronunciation and of adjusting the English language to American forms and usages. His purpose, as he expressed it, was "to diffuse an uniformity and purity of languages, to destroy the provincial prejudices that originate in the trifling differences of dialect and produce reciprocal ridicule, to promote the interests of literature and the harmony of the United States." In this "the most ardent wish of the author," one discerns the aspirations of a patriotic educationalist rather than those of a scholar or scientist.

Of the science of etymology and philology, as it is demonstrated in more modern lexicons, Webster had little knowledge. He was, as Sir James Murray of Oxford dictionary fame described him, "a born definer," but if, in Johnson's phrase, he possessed "neither the light of learning nor the activity of genius" he had in a superlative degree the quality of "bearing burdens with dull patience, and breaking the track of the alphabet" with a resolution which, after nearly thirty years of drudgery, produced a work that has been of inestimable service to generations of students and business men, and has preserved for a century the name of its compiler as a wizard of words.

FOUR STARTLING NEW SCHEMES FOR FUTURE RAPID TRANSIT

(From the London Daily Express)
The twentieth century has been characterized as the century of speed. And inventors all over the world, especially in Germany, are cudgelling their brains to devise quicker means of proceeding from one place to another.
German engineers have now devised four new schemes for rapid transit. One of these schemes which will soon be released is a monorail electric railway with a spherical car resembling an airship, driven by a propeller fore and aft.

This car, designed by the constructor of the Schutte-Lang Airship Company, is expected to travel at a speed of 225 miles an hour. The mono-railway is to run between the Ruhr mining district and Berlin. The first section will be built this year, either between Cologne and Dusseldorf, or between Berlin and Halle.

Details of the construction are fairly clear, although some have not yet been definitely decided, and may be changed after the experimental section has been working for some time.
The car, suspended from an overhead rail, will travel with an ingenious arrangement of ball-bearings to minimize the friction on contact with that rail. The car is reversible, oils itself automatically, and brushes the monorail clean by a couple of steel brushes fixed in front of the opening to the ball-bearing chamber.

The four electric motors are air-cooled through openings like a fish's gills, and the air after passing skims over the course in half the time

through the engine room escapes by similar openings.

Means of crossing the great oceans without the present intolerable waste of time are the dream of all modern engineers, and numerous projects are considered only to be abandoned with profound regret when they prove impracticable.

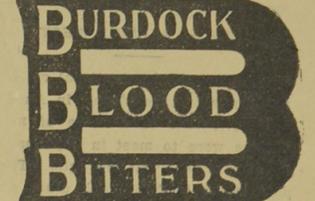
A Dresden engineer claims, however, to have invented a ship which instead of screwing itself through the resisting waters will suck itself through the water and utilize the power acquired by the water passing through the ship (instead of being pushed aside by it) to propel the vessel forward.

Another prominent development of speed for Atlantic transport is found in the use of one or more wind propellers on a gliding boat or hydroplane. A hydroplane has been known to cross the channel in 40 minutes. The combination of hydroplane and airplane offers the possibility of reducing the resistance of the water to the boat to a minimum and thus acquiring a speed estimated at probably 125 miles an hour. The wings of this ship can be manipulated to raise the front part of the hull so that only a fraction is in contact with the water. It is claimed that speed can be obtained with this system without incurring any more risk than incurred by ships whose hulls are deep in the sea.

A design has also been made for a

SALT RHEUM All Over Her Hands and Between Fingers

Mrs. Walter Misner, Midville Branch, N.S., writes:—"I had salt rheum all over my hands, and especially between my fingers. It was impossible for me to put them in water, or do my house work.
"After trying medicines and salves, which did me no good, I heard of



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required by the fleetest of "ocean greyhounds." It will be constructed of duralumin and steel with two Diesel engines of 6,000 h. p., as a line to carry 200 passengers.

VELVET CREAM

4 tablespoonfuls of powdered sugar
1 teaspoonful of vanilla
1 pint of good cream
1-3 of a box of gelatin
Add the sugar to the cream, and stir until it is dissolved add the gelatin that has been soaked in a half cupful of cold water for a half hour, dissolved over hot water and add the vanilla. Mix a moment, turn into individual molds, and stand on the ice to harden. This may be served with hot chocolate or coffee sauce.

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- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
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