That's it! Clean and—
—Free from Dust

"SALADA"

Sealed Packets Only - Never in Bulk

Black—Mixed—Natural Green E212

The Bride's Name;

Or, The Adventures of Captain Fraser

CHAPTER XIV.—(Cont'd).

"Well, I don't know much about it," said the housekeeper, looking round appealingly. "I heard you speaking to somebody at the door in a low voice."

"It wasn't a low voice," interrupted Mrs. Banks, sharply.

"Well, I couldn't hear what you were saying, and then when you went outside and I asked you whether you were going home you said 'yes,' didn't you?"

"Are you sure she said she was going home?" said Mrs. Banks's brother-in-law, in an awful voice, as the old lady sank back in her chair.

"Yes," said Mrs. Church, with a fine show of reluctance.

There was a dead silence, during which they all heard the smelling-salts drop.

"If this man said Captain Barber was ill at Mupleden, why didn't you tell me?" continued Mrs. Church, in a mildly aggrieved voice. "I think if anybody ought to have known, it should have been me."

"It's all a fuss about nothing," said Mrs. Green, brazenly. "She strayed out a bit too late, and then wanted to put it all on to me."

A good Samaritan picked up the smelling-salts and held them to the victim's nose, while her scandalised relatives discussed the situation in hurried whispers. The brother-in-law eyed her with bewildered disapproval, and in the disjointed accents peculiar to surprise was heard to make use of the words "friskiness" and "gallivanting" and "old enough to know better."

Her relatives' remarks, however, caused Mrs. Banks comparatively little pain. Her attention was fully taken up by the housekeeper, in whose satisfied smile she saw a perfect recognition of the reasons for her action of the previous evening. She got up from her chair, and with a stateliness which her brother-in-law thought somewhat misplaced, took her daughter's arm, and slowly left the room, her departure being the signal for a general break-up. By twos and threes the company drifted slowly up the road in her wake, while Captain Barber, going in the other direction, accompanied Captain Nibletts party as far as the schooner, in order that he might have the opportunity of saying a few well-chosen words to Mr. Green on the subject of precipitancy.

"If it adn't been for me tipping 'im the wink, so as to let him know what line 'e was to go on when I came down, where should I 'ave been?" he demanded of Captain Nibletts.

And that astonished mariner, with a helpless shake of the head, gave it up.

CHAPTER XV.

The "Blue Posts," Chelsea, is an old time public-house pleasantly situated by the river, with an extensive connection amongst gentlemen's servants, busmen, and other skilled judges of good beer, the subtle and delicate perfume of which liquor pervades the place from cellar to garret, and has more than once taken the police on duty to the back door, under the impression that something wanted looking into.

To some men imprisonment in such a place would have been little short of ecstasy. In the heat of summer they would have sat in the cool cellar amid barrels of honest beer; in winter, they would have led the conversation cosily seated around the tap-room fire. For exercise, profitable employment at the beer-engine in the bar; for intellectual exercise, the study of practical chemistry in the cellar.

To Captain Fred Flower none of these things appealed. He had visited the cellar certainly—in search of subterranean exits; he had sat in the tap-room—close to the open window; but his rabid desire to get away from the place and never see it again could not have been surpassed by the most bitter teetotaler that ever breathed.

His greatest trouble was with Porson, whose limpet-like qualities were a source of never-failing concern to the unfortunate mariner. Did he ascend to the drawing-room and gaze yearningly from the windows at the broad stream of Father Thames and the craft dropping down on the ebb-tide to the sea, Uncle Porson, sallow face and unclean of collar, was there to talk beery romance of the ocean. Did he retire to the small yard at the rear of the premises and gaze from the back door at the passing life of a Chelsea by-street. Uncle Porson was looking over his shoulder pointing out milkmen with histories, and cabmen with a past.

The second week of his stay was drawing to a close before he fully realised the horror of his position. His foot, which had been giving him considerable trouble, was getting much better, though it was by no means well enough to give him a chance in a foot-race with Mr Porson or Charles; and as the family at the "Blue Posts" realised the improvement the attentions of his personal attendants were redoubled. The key of his bedroom door was turned every night after he had retired, a discovery he had made the first night, after carefully dressing for flight and spending an hour over the composition of a farewell note to Miss Tipping. There was no chance of reaching the roof from his bedroom window, and the pavement below offered him his choice between a wedding and a funeral.

And amid all this the fiction was maintained of preserving him from his lawless foes and his own inconvenient devotion to duty. A struggle for escape was not to be thought of, as the full measure of his deceitfulness would transpire in the event of failure, and the wedding drew nearer day by day, while his active brain was still casting about in vain for any means of escape.

"Next Tuesday," said Mrs. Tipping to her step-daughter, as they sat in the much-decorated drawing-room one afternoon, "you'll be Mrs Robinson."

Miss Tipping, who was sitting next to the skipper, looked at him languishingly, and put her head on his shoulder.

"I can hardly believe it," she said, coyly.

Flower, who was in the same predicament, patted her head tenderly, as being easier than replying.

"And I must say," said Mrs. Tipping, regarding the pair, "I'm a plain woman, and I speak my mind, that if it was me I should want to know more about him first."

"I'm quite satisfied, ma," said Miss Tipping, without raising her head.

"There's your relations to be satisfied, Matilda," said Uncle Porson, in an important voice.

Miss Tipping raised her head and favored the interrupter with a baleful stare, whereupon Mr. Porson, stretching his neck feebly, glanced at Mrs. Tipping for support.

"Our relations needn't come to see us," said his niece at length. "He's marrying me, not my relations."

"He's making me his uncle, at any rate," said Mr. Porson, with a sudden access of dignity.

"You don't mind, Fred, do you?" asked Miss Tipping, anxiously.

"I'd put up with more than that for your sake," said Flower. "I needn't tell people."

"That's all very fine," said Mrs. Tipping, taking up the cudgels for the speechless and glaring victim of these pleasantries, "but there's no mystery about your uncle; everybody knows him. He doesn't disappear just as he is going to get married, and be brought back in a cab months afterwards. He isn't full of secrets he mustn't tell people who ought to know."

"Never kep' a secret in my life," agreed Uncle Porson, whose head was buzzing under this unaccustomed praise.

"I know quite enough about Fred," said Miss Tipping, tenderly; "when I want your opinion, ma, I'll ask you for it."

Mrs. Tipping's reply was interrupted by the entrance of a young man from the jeweller's with four brooches for Flower to present to the bridesmaids. Mrs. Tipping had chosen them, and it did not take the hapless skipper long to arrive at the conclusion that she was far from a fond of brides-maids than he was. His stock of money was beginning to dwindle, and the purchase of a second wedding suit within a month was helping to tell upon his soaring spirits.

"There's another thing about Fred I don't quite like," said Mrs. Tipping, as she sat with the brooches ranged upon her capacious lap; "he's extravagant. I don't like a mean man, but one who flings his money away is almost as bad. These are brooches are very pretty, and they do him credit, but I can't say but what something cheaper, wouldn't 'ave done as well."

"I thought you liked them," said the indignant Flower.

"I like them well enough," said Mrs. Tipping, solemnly; "there's nothing to dislike in them. Seems to me they must have cost a lot of money, that's all—I suppose I may make a remark?"

Flower changed the subject, and turning to Miss Tipping began to speak in a low voice of their new home. Miss Tipping wanted a sort of Eden with bar improvements, and it was rather difficult to find.

They had discussed the matter before, and the wily skipper had almost quarrelled with his bride-elect over the part of the country in which they were to live, Miss Tipping holding out for the east coast, while Flower hotly championed the south. Mrs. Tipping, with some emphasis, had suggested leaving it until after the honeymoon, but a poetic advertisement of an inn in Essex catching her daughter's eye, it was decided that instant inspection should be made.

(To be continued).

Wanted To Know.

"Who were Adam and Eve, grandma?"

"They were the first man and woman, dear."

"Were you acquainted with 'em, grandma?"

THREE VITAL QUESTIONS
Are you full of energy, vital force, and general good health? Do you know that good digestion is the foundation of good health? Pains and oppression in stomach and chest after eating, with constipation, headache dizziness, are sure signs of Indigestion. Mother Seigel's Syrup, the great herbal remedy and tonic, will cure you.

AFTER MEALS TAKE MOTHER SEIGEL'S SYRUP AND BANISH STOMACH TROUBLES

At all Druggists, or direct on receipt of price, 50c. and $1.00. The large bottle contains three times as much as the smaller. A. J. WHITE & CO. LIMITED, Craig Street West, Montreal.

Doctor Tells How To Strengthen Eyesight 50 per cent In One Week's Time In Many Instances

A Free Prescription You Can Have Filled and Use at Home.

London:—Do you wear glasses? Are you a victim of eye strain or other eye weaknesses? If so, you will be glad to know that according to Dr. Lewis there is real hope for you. Many whose eyes were failing say they have had their eyes restored through the principle of this wonderful free prescription. One man says, after trying it: "I was almost blind, could not see to read at all. Now I can read everything without any glasses and my eyes do not water any more. At night they would pain dreadfully; now they feel fine all the time. It was like a miracle to me." A lady who used it says: "The atmosphere seemed hazy with or without glasses, but after using this prescription for fifteen days everything seems clear. I can even read fine print without glasses." It is believed that thousands who wear glasses can now discard them in a reasonable time and multitudes more will be able to strengthen their eyes so as to be spared the trouble and expense of ever getting glasses. Eye troubles of many descriptions may be wonderfully benefited by following the simple rules. Here is the prescription: Go to any active drug store and get a bottle of Bon-Opto tablets. Drop one Bon-Opto tablet in a fourth of a glass of water and allow two to four drops to dissolve. With this liquid bathe the eyes three times daily. You should notice your eyes clear up perceptibly right from the start and inflammation will quickly disappear. If your eyes are bothering you even a little, take steps to save them now before it is too late. Many hopelessly blind might have been saved if they had cared for their eyes in time.

Note: Another prominent Physician to whom the above article was submitted, said: "Bon-Opto is a very remarkable remedy. Its constituent ingredients are well known to eminent eye specialists and widely prescribed by them. The manufacturers guarantee it to strengthen eyesight 50 per cent in one week's time in many instances or refund the money. It can be obtained from any good druggist and is one of the very few preparations I feel should be kept on hand for regular use in almost every family." The Lyman Drug Co., Dept. 4, Toronto, will fill your orders if your druggist cannot.

CANADIANS
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ROYAL NAVY

Canadians wanted for the Royal Naval Canadian Volunteer Reserve for immediate overseas service. Only men of good character and good physique accepted.

Pay $1.10 Minimum per day—Free Kit.
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Experienced men from 38 to 45, and boys from 15 to 18 accepted for service in the CANADIAN NAVAL PATROLS for defence of the Coasts.

Apply to COMMODORE ÆMILIUS JARVIS
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103 Bay Street, TORONTO, or
Dept. of the Naval Service
OTTAWA

PRACTICAL FARMING

The Best Hours for Winter Feeding.

Considerable has been written regarding the feeding of horses in so far as hours of feeding are concerned. Some would feed twice a day, some three times daily, others would give the regular daily allowance in four different lots. We must, in horse feeding, always remember that the horse's stomach is rather a small affair, and that the horse's digestive system is not equipped to handle large quantities in a short time sufficient to last for many hours thereafter. The nature of the horse's digestive tract is such as to indicate that smaller feeds and more frequent, but always given with regularity, would be more desirable at more widely separated intervals. On the average farm during the winter season the feeder does not rise very early, and it is safe to say that the horses in the average farm stable do not get their first feed before seven o'clock in the morning; get their second feed around about twelve, and either one or two other feeds later in the day. Where three feeds a day are relied upon, we would favor giving one-half the hay in two feeds; one somewhere around six or seven o'clock in the morning, the other at noon, the other half of the hay to be fed when choring up for the night, which may be done some time between six and eight o'clock. The grain ration could very well be divided into two feeds; one in the morning after watering, and the other at night, after watering. At noon a turnip, a couple of carrots, or a mangel might be given to good advantage.

But we believe there is a better method of feeding than this. Where the horses get their morning feed about seven o'clock and a noon feed about twelve, both representing fairly small quantities of hay, and where they are watered in the afternoon around four or five o'clock, as is usual on these short days, we believe they would do better to have a very small allowance of hay just after this evening watering and sufficient to keep them quiet until seven or eight o'clock at night, when they can be very well fed a regular night feed of hay, composing the bulk of the hay ration for the day and their oats, and be bedded down for the night. The horse is a restless animal, and the quieter he can be kept the better. We would favor this latter system of feeding, with the roots at noon as previously mentioned. We would water twice a day, and the late feeding at night takes the attendant to the barn where he can see that everything is all right, and tends to keep the horses quiet until morning.—Farmer's Advocate.

Start Pruning Now.

It is necessary to start the pruning of the apple orchard some time in February at the latest. There are some other jobs for which the farmer wishes to pick good days about this time of the year, such as drawing the ice, sawing up the woodpile and killing hogs, and with all these attended to there is not too much time left for pruning before Spring's work begins to crowd in.

No matter what the system of pruning, or whether the cutting be heavy or light, one thing should always be remembered when pruning in Winter in a country where snow is to be expected frequently, that is, to pick up the brush as you go; only a person who has had to straighten out and burn tangled branches and twigs after they have been drifted over, knows fully the satisfaction afforder by having his work up-to-date every evening.

If more than one man is to work on the pruning job let it be decided beforehand which one is to be the boss; this saves time, and goes some way toward ensuring an even appearance of the orchard when the work is finished. With three or more men it pays to have the boss on the ground all the time, so that he can see that no mistaken ideas are introduced by the workmen.

A reasonably fine saw, in good shape and of the regular carpenter style with a handle that will not cramp the hand of the worker, is about the only tool needed, except the small pruning shears, which can be carried in a pocket. A long-handled pruner may prove useful and can be used all the time by a man on the ground, but the saw and shears are sufficient on a one-man job where a ladder has to be moved about anyhow.

The good condition of the saw-teeth is the most important matter in regard to the pruning tools, and a man who can file his saw properly is worth as much more than another, as it will cost to have the saw filed every day.

A green hand can be put to work on the removal of dead branches until he begins to understand the practice of a more experienced worker; the points to be emphasized in giving him first instruction being the making of clean cuts and the avoiding of leaving stubs. Where heavy branches have to be taken out because of their being dead or having received severe injury it is better to make two cuts rather than run the risk of the heavy branch splitting and carrying the spilt down beyond the point of cutting; this trouble can, however, be avoided if the undercut is put in to a fair depth before cutting from above is started.

The fellow who chases after popularity is apt to win few real friends.

A good reputation is the product of self-respect.

For BREADS CAKES PUDDINGS PASTRIES

The only flour publicly and unreservedly guaranteed not bleached, not blended.

Phenomenal Strides Made By Canadian Northern Railway System In First Year As Transcontinental

New System in the Past Year Carried Approximately 131,000,000 Bushels of Wheat, an Increase of 125 Per Cent. Over Previous Year. Company's New Mileage on Pacific Coast and Northern Ontario Makes Astonishing Showing Right from Commencement of Operation. Company's Lines Most Favorably Located.

From Our Own Correspondent.

Toronto, February 9th.

The phenomenal gains that the Canadian Northern Railway reports for its year as a transcontinental line makes the statement one of the most important that has ever been issued by any railway in Canada. It is even doubtful whether the tremendous increases in business handled have ever been duplicated by any system in the world. There are many features to the report that make it of special import to every Canadian, owing to the interest the country has in the building up of this important transcontinental line and the attractive territory that has been developed through the completion of the system. The feature of the report that is likely to be especially gratifying is that which shows the prominent part the Canadian Northern, with its transcontinental system, has been able to play in handling such a large proportion of the grain requirements of the Mother Country.

Right along it has been the contention of Sir William Mackenzie and his associates that it was only a matter of a very short period before Canada and the Empire would enjoy the benefits of the big system that had been built up across the Dominion, and the showing made in the report indicates that these hopes have been realized far earlier than it would have been thought possible when the transcontinental system was set in operation a little over a year ago.

Important Gains of Year.

A few of the outstanding features of the report are as follows: An increase in freight traffic during the year of $8,352,412, equivalent to as much as 45.87 per cent.; increase in passenger traffic, $717,246, of a gain of 13.25 per cent.; an increase in total operating revenue of $9,564,168, or 36.91 per cent. over the previous year. That the company's lines handled over 131,000,000 bushels of grain is proof positive that the railway has been located in the best grain growing areas of the West.

The exact grain traffic handled amounted to 131,978,809 bushels as compared with 58,575,520 bushels in 1915, or an increase of 73,403,289, equivalent to an increase of as much as 125.31 per cent.

That the Company has been able to make such striking gains in the amount of traffic handled over its lines will undoubtedly be more readily appreciated when it is remembered that it was only operated as a transcontinental system during the last seven of the twelve months of the fiscal year, and when it is recalled that last winter the weather conditions in the Western provinces, and more particularly in British Columbia, were the most severe that had been experienced in a great many years, in fact, in some instances, were the most difficult that Canadian railways had ever to meet in that part of the country. It should also be pointed out that the Company had the disadvantage, owing to the conditions arising from the war, of being without its own terminals in such important centres as Vancouver in the West, and Montreal in the East.

Company's Earning Power.

The development that is sure to most favorably received by everybody who is following the growth of the larger Canadian railways comes from the fact that the Canadian Northern Railway has come within hailing distance of earning its total fixed charges, the deficit for the year being brought down to less than a quarter of a million dollars, a reduction from the previous year of almost $1,400,000. As was to be expected, a great proportion of the increased revenues come from the large crop gathered in the Canadian West in the fall of 1915, but since that time there has been a marked increase in the general freight traffic handled over the lines, and during the first four months of the current fiscal year gross earnings have continued to show large increases over the corresponding periods of the year now under review. Perhaps the most striking development in this connection is that in the month of October that the heaviest grain movement occurred, yet in October, 1916, the gross earnings showed a gain over those of the same month in the previous year. As the grain crop was very much lighter, this evidently indicates that the growth in the traffic in other commodities has more than offset the lighter grain movement of the year now being reported on.

Some of the interesting features of the Board of Directors' report are indicating the position of the line and the progress it has made include the following:

An agreement of great importance in the development of the System's freight and passenger traffic was made with the Cunard Steamship Co. In future the Cunard Line and the Canadian Northern Railway will be, in fact, a single transportation unit between Europe and Canada.

The possession of such favorable grades as those on the System lines has given the Canadian Northern an already important advantage in the economy of operation, particularly in carrying the two commodities offering in large volume, viz:: lumber and grain.

The main line of the Canadian Northern Railway from Quebec to Vancouver is superior to any line crossing the continent of America in points of grade and curvature favoring traffic.

The lines of the Company's system are now serving 75 per cent of the aggregate population of the cities and towns of all Canada, having 5,000 inhabitants and over.

The present situation emphasizes the fact that the Railway is not dependent upon grain crop movement as in the past, and in becoming transcontinental has acquired a highly diversified traffic. The developments of the year confirm the Directors in the belief that they strongly hold, that the ultimate prosperity of the Canadian Northern Railway System is measurable only by the prosperity of the Dominion of Canada.

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2 and 5-lb Cartons
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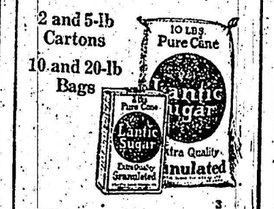

"The All-Purpose Sugar"

FROM OLD SCOTLAND

NOTES OF INTEREST FROM THE BANKS AND BRAES

What Is Going On in the Highlands and Lowlands of Auld Scotia.

[illegible]

YOUNG FOLKS

The Foolish Little Fish.

It was once agreed by the Animals, the Birds and the Fishes of the Land that all should combine to warn each other of approaching danger.

The Fishes were to send up bubbles when the Indians or other enemies came near, and the Crows were to watch for the bubbles and warn the Beasts in the forest to run to cover, while the Birds of the air sought shelter.

Now the Little Fish heard the Fishes talking about the signals they were to be given, so he thought he would have a great time all by himself, so he floated down the stream as far as many tiny bubbles as his lungs would allow.

A passing Crow chanced to see the bubbles and at once began to call with all his might. The Birds far and near flew through the air at a rapid rate with a great noise of wings. The Beasts ran swiftly over and made a rustle of leaves and breaking twigs, greatly delighted the Little Fish, who began to realize his power.

When the Birds, the Beasts and the Fishes saw that there was no danger, they went about their business and kept silent all the rest of the day, in order to find out who had caused the false alarm.

It is true that the Indians, the Crow and the Hawk, each thought that had done his duty, and so they let the Little Fish go free.

Soon after the Little Fish thought it would be some more amusing to be by himself, so he floated down the stream, leaving the Crow, "cawing" away as hard as he could.

Once more the Indians and the Crow, the Birds and the Beasts, and the Fishes were seeking for the guilty one, but not seeing a Little Fish in the water, they gave up and "let bygones be bygones."

"Where, oh where can the Little Fish be?" Tell me, ye Birds, if ye know, ye Beasts, if ye have seen, ye Fishes, if ye have heard of the Little Fish," they cried.

Now the Little Fish, hearing the Crow and the Hawk, the Beasts and the Birds, the Fishes and the Crow, and this time the Little Fish's Tongue was hanging out, he was very tired and very hungry, so he floated down the stream and caught the Indian's fish hook.

At that very moment he came down from the weed, and the Indian, and the Little Fish dreamed of the Indian's fish hook.

For one Lawful moment the Little Fish thought he was safe, but the Indian said, "He is such a little fish, I will throw him back."

And so back into the water went the Little Fish, trembling, and he sank down into the water he said to himself, "Never again."

"Never play with the Indians, you are not enough to get caught."

ANTISEPTIC DISINFECTANT

Powerful Enough to Kill Germs, Harmless

A medical correspondent writes: "I have been using Lysol for some time in my practice and have found it a very powerful antiseptic and disinfectant. This means that it is powerful enough to destroy the germs of infectious diseases, but not so strong as to be dangerous to the patient's own cells. It is similar to the blood corpuscles or leucocytes in the body which fight and destroy the germs of infection. One reason why the germs of infectious diseases failed to interfere with the growth of bacteria was that they found a 'warrior' cell in the white corpuscles that would spare the warrior cells and kill bacteria or germs generally, a drug like Ehrlich's Salvarsan 606, which has a definite effect on nothing else. This drug has been discovered recently from the report of Dr Browning, director of the Bacteriological and Sutton Institute, clinical pathology of Middlesex Hospital which has been presented to the Medical Research Committee, and given in full in the Brit. Medical Journal. The drug is called Lysol from its yellow color. It kills causing ordinary abscesses in tens of one part in 200,000, but in order to stop its activities on white corpuscles it is necessary to use a solution 400 times stronger. One part carbolic acid prevents activity of white corpuscles, but it will not kill the germs until the strength is one part in 250 has been reached. That is to say, in order to get a solution of carbolic acid which will kill germs has to be made twice as strong as one which interferes with the good work of the white corpuscles, whereas one when 400 times weaker than the strength required to prevent the work of the white corpuscles."

No matter how little we may love our neighbors, we can see no good reason why they should not have a kindly feeling for us.