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J. S. McILRAITH

A Great Queen's Letters.

"We may wonder if the world will ever be allowed to see the private correspondence amassed by the late Queen Victoria," says a writer. "It is stored away in a strong room built into the walls of Buckingham palace, and the queen shared her confidence with no one. So long as she was physically able to do so she opened and closed the safe herself and arranged its contents. When she was too feeble to do this she employed an old and trusted secretary, but even he had to work under the royal eye. He was never allowed to keep the keys nor to read the letters that he handled."

"Queen Victoria was always a voluminous letter writer, and she was in constant communication with most of the royalties in Europe. Every domestic secret and privacy of royalty during half a century is said to be represented by the contents of this wonderful safe, and it is easy to believe that the modern historian would find his hands full if he were permitted to browse among these letters."

"But probably he will have to wait a few hundred years, and then his popular audience will be a languid one. It is one of the ironies of life that we can never have things when we want them."—Chicago News.

Snake Killing Ants.

It is difficult to believe that ants will kill snakes, but such is the case, and scientists have discovered that in certain regions this class of reptile has no more persistent enemy. The large red-brown forest ants are the most implacable, and a curious thing about the attack of these tiny creatures on the reptiles is that they kill it for food and not on account of natural antipathy. When some of these ants catch sight of a snake they arouse the whole community at once. In platoons and battalions the little fellows set upon it, striking their "snippers" into its body and eyes at thousands of points at once. So rapidly is this done that the snake has no chance of escaping. He soon becomes exhausted and dies ignominiously. The ants then tear off the flesh, gradually stripping off the skin and working inside it. Not until they have carried away everything except the bones and the skin do they abandon their prey.

When "Lloyd's" Was a Coffee House. The man who gave his name to the great maritime institution, Lloyd's, was not, as might be supposed, a financier or a shipowner, but only a humble coffee house keeper. Of his history nothing is known save that he kept a coffee house in Lombard street at the beginning of the eighteenth century, which, from its proximity to the Royal Exchange, came to be a favorite assembling place of the underwriters. The first mention of his house occurs in a poem, "The Wealthy Shopkeeper," published in 1700:

Then to Lloyd's coffee house to go he never fails
To read the letters and attend the sales.
In 1710 Steele dated some numbers of the Tatler from Lloyd's, and Addison also makes mention of the coffee house in the Spectator.—London Chronicle.

Flying Fish.

Flying fish swim in shoals varying in number from a dozen to a hundred or more. They often leave the water at once, darting through the air in the same direction for 200 yards or more, and then descend to the water quickly, rising again and then renewing their flight. Sometimes the dolphin may be seen in rapid pursuit, taking great leaps out of the water and gaining upon his prey, which take shorter and shorter flights, vainly trying to escape, until they sink exhausted. Sometimes the larger sea birds catch flying fish in the air. The question whether the flying fish use their fins at all as wings is not fully decided. The power of flight is limited to the time the fins remain moist.

Bright Boy.

"What is your name, little boy?" queried the street car conductor of a small passenger who was traveling alone.
"Willie Jones," was the reply.
"What's your name?"
"John Wood," answered the conductor.
"Wood!" exclaimed the little fellow.
"Why, I thought wood was a nonconductor."—Chicago News.

Inherited, as it Were.

Professor—Yes, sir, your daughter is pretty well grounded in French, but it will, of course, take some time and trouble for her to acquire fluency. Father—Well, you know, that's rather strange to me. I had an idea that the fluency would have come sort of natural to her.—Exchange.

A Blase Kid.

"Do you love your parents, Reginald?"
"Oh, yes!"
"And why do you love your parents, Reginald?"
"Oh, it's the conventional thing!"—Louisville Courier-Journal.

His Position.

"What was at the bottom of that fight between Thompson and Jimpson?"
"Jimpson was till Thompson was pulled off."

Then Every One Laughed.

"Yes," said a man who had just narrated a funny story, "it was enough to make a donkey laugh! I laughed till I cried!"

Greatness lies not in being strong, but in the right using of strength.—Beecher.

DEADLY OIL TANKS

Ships That Are a Constant Menace to All on Board.

DEATH LURKS IN THE CARGO.

Besides the Constant Danger of the Oil Heating and Exploding and Instantly Destroying the Vessel There is Also the Peril of "Fuming."

The most dangerous sort of ship afloat is that particular kind of vessel known as the oil tank, and there isn't a sailor man who will sign on for a voyage in one if he can get a job on board any other class of vessel.

The oil tank is a vessel whose cargo consists of oil, which is carried in great tanks. Two dangers are ever present to all on board—namely, that the oil may heat and explode, which means the instant destruction of the ship, or that it may burst from the tanks, in which case the ship is almost certain to be destroyed by fire.

There is also the remote danger of the oil "fuming." When the oil "fumes" the working of the ship becomes almost impossible. On a "fuming" oil tank no one can remain below deck for more than ten minutes without becoming overcome by the oil fumes, which are a hundred times more deadly to human life than coal gas.

The most terrible tragedies of the ocean have occurred on board these death traps.

A few years ago a Russian oil tank, the Omar, which sailed from Batum bound for Bombay with 40,000 gallons of oil on board, was sighted in the Pacific by a German tramp steamer named the Velter Fend. The Omar was flying signals of distress and when sighted was apparently completely disabled, for she was making no head way.

The sea was quite calm, and the captain of the Velter Fend approached within hailing distance of the disabled ship, but no reply came from her in response to his hail.

Then the captain of the German tramp sent a boat to the silent ship. When the boat's crew reached her decks, three of whom were dead. The other two were in a state of collapse, but alive.

The mate of the German tramp, who was in charge of the boat, at once guessed that the oil had "fumed" on board the oil tank, probably at night, and that the two men in a state of collapse were probably the only survivors of the disaster. This subsequently turned out to be the case.

Below the decks, which the crew of the German tramp penetrated with great difficulty and danger to themselves, for the oil was still fuming, six of the oil tank's crew were found dead in their bunks, where they had been suffocated by the fumes in their sleep. Three of the crew had succeeded in reaching the deck, but had died subsequently.

The two survivors were the only two on deck when the fumes burst from the tanks and in their efforts to save the others had very nearly perished themselves.

The crew of a Norwegian oil tank named the Helios had a terrible experience a few years ago in mid-Atlantic. During a heavy gale, in which the Helios suffered very rough handling in the mountainous seas, her oil tanks, containing 60,000 gallons of crude oil, burst and flowed into the bunkers, threatening to penetrate in a few minutes into the fire-room.

The crew flung themselves at the pumps like madmen. The oil soon began to fume, and no man could keep at the pumps for more than a few minutes without becoming overpowered. The captain of the Helios ordered all the crew on deck, and four in their turn went below every five minutes to work at the pumps.

The fight they made for their lives was one of the most desperate that has ever been waged on the ocean. Directly the tank had burst the firemen had been ordered out of the fire-room. There was no time to quench the fires, for the firemen would certainly have been suffocated by the fumes of the oil had they remained below to do so.

For eleven hours the officers and crew of the Helios worked like demons at the pumps, making the most desperate efforts to keep the oil from reaching the fire room. By the end of that time eight of the crew lay unconscious on the deck, overcome partly by exhaustion and partly by the fumes.

It was now only possible to work two of the pumps, and it became certain that, unless help arrived in another hour, the ship, with every living soul on board, would perish. It should be mentioned that every lifeboat on the Helios had been damaged during the storm.

Half an hour passed, and by then only the captain and the mate were working at the pumps. The destruction of the vessel was now only a matter of minutes. It was at this critical juncture that the oil tank was sighted by the Majestic of the White Star line, and twenty minutes later the crew of the doomed ship were safely on board the liner.

As the last man scrambled on board the Majestic from the boat which had been sent to the help of the Helios a mountain of flame sprang from the decks of the oil tank, and a few minutes later the blazing vessel sank below the water.

A Russian oil tank named the Vladimir some years ago exploded in mid-ocean, when every one of her crew perished. This disaster took place in the southern Pacific.—London Answers.

SUNDAY SCHOOL

Lesson IX.—First Quarter, For March 3, 1912.

THE INTERNATIONAL SERIES.

Text of the Lesson, Mark i, 14-28. Memory Verses, 16, 17—Golden Text, Matt. ix, 37, 38—Commentary Prepared by Rev. D. M. Stearns.

According to the harmony of the gospels, it would seem that Jesus returned to where John was preaching, and as he cried on two different days, "Behold the Lamb of God!" two of John's disciples, Andrew and probably John, the brother of James, followed Jesus and spent some time with Him one day, after which Andrew found his brother, Simon, and brought him to Jesus, and the inference is that John brought his brother James. Then Jesus went into Galilee to Bethsaida, the city of Andrew and Peter, and called Phillip to follow Him. After this Phillip brought Nathanael, and thus we see the first six disciples according to John i, 29-51. They seem to have received several calls before they left all to follow Him fully. The lesson today indicates a call to Andrew and Peter as they were casting a net into the sea, and to James and John as they were in the ship with their father mending their nets. The account of this incident is found in Matt. iv, 18-22, as well as in our lesson verses from Mark. The incident of Luke v, 1-11, seems to have been wholly different and at a different time. At that time He used Simon's boat as a pulpit and then filled both his boat and that of his partners, James and John, with fishes. We must ever distinguish between Christians and disciples. A Christian is one who truly receives Jesus Christ as his Saviour and thus becomes a child of God, justified freely by His grace (John i, 12; Rom. iii, 24; v, 1). There are no degrees in salvation, for all who are in Christ are equally saved by His precious blood. He obtained eternal redemption for all, and all who receive the gift of God, which is eternal life, have it without money or works of any kind on their part. Discipleship follows, and as it is so costly to the believer few are willing to pay the price; hence the whole-hearted disciples are comparatively few, and there are many degrees in discipleship and many calls to obtain the few. See Luke xiv, 26, 27, 33; Matt. x, 37, 38; xvi, 24. Having saved us fully, freely and forever, He desires us to be ever, only, all for Himself, His own special property, that He may live His life in us and reveal Himself through us to the world (Ps. lv, 3; Tit. ii, 14, R. V.; II Thess. iv, 10, 11). The ministry of John the Baptist seems to have been very brief, and, having been imprisoned because hated by a wicked woman, he was in due time beheaded, and the Lord Jesus suffered it to be so, although He said that no greater was ever born of woman (Matt. xi, 11). We cannot understand, but we must have unbounded confidence in God.

After John was put in prison Jesus began to preach the gospel of the kingdom of God, urging men to repent and believe the gospel (verses 14, 15). Both John and Jesus and also the twelve preached that the kingdom was at hand, the kingdom plainly foretold by all the prophets, a kingdom of peace and righteousness under a righteous king, before whom all kings will fall down and whom all nations will serve. Then shall the nations learn war no more, and from a righteous Israel at the center, with Jerusalem as the throne of the Lord, the earth will soon be filled with the glory of the Lord (Isa. xxxii, 1, 17; ii, 4; Jer. iii, 17; Ps. lxxii, 11). Truly, it is worth while to follow such a leader through all trials to such a kingdom and to walk worthy of it and Him (Matt. xvi, 27; I Thess. ii, 12; I Pet. v, 10). We may so know Him as to be blind and deaf to all but His face and His voice, and thus He will make us fishers of men to complete His elect church during this age of the postponement of the kingdom, because they said, "We have no king but Caesar," "We will not have this man to reign over us."

In the latter part of our lesson we find Him in the synagogue in Capernaum on the Sabbath day and so teaching that all were astonished at His doctrine, for He taught with authority. The words were not His, but His Father's, for He said only what the Father told Him to say (John xii, 49; xiv, 10; xvii, 8). Power-belongeth unto God, and where the word of a king is there is power (Ps. lxxii, 12 (Eccl. viii, 4)). On the night of His arrest His two words "I am" sent the Roman soldiers to the ground, for it was the same voice which said, "Let there be light" (Gen. i, 3). A demon possessed man was in the synagogue, and the evil spirit knew Him and called Him Jesus of Nazareth, the Holy One of God (verse 24), for the demons believe and tremble (Jas. ii, 19). It is not believing about Jesus Christ that saves, else all demons might be saved, but it is submission to Him as God and the reception of Him as the Saviour of sinners. See how the demons confess what many intelligent religious people today refuse to believe—that Jesus is God. They also believe in a place of torment into which He will cast them at the appointed time (Matt. viii, 29). This, too, is ridiculed by many, but as truly as this demon obeyed the voice of Jesus and came out of the man so will all people obey Him to whom He will say, "Depart from me, ye cursed, into everlasting fire prepared for the devil and his angels" (Matt. xxv, 41).

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Trains arrive at Durham at 10.30 a.m., 1.50 p.m., and 8.50 p.m.
EVERY DAY EXCEPT SUNDAY
H. G. Elliott, A. E. Duff, G. P. Agent, D. P. Agent, Montreal, Toronto.

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CANADIAN PACIFIC RAILWAY TIME TABLE

Trains will arrive and depart as follows, until further notice:—

P.M. A.M.	P.M. P.M.	P.M. P.M.
3.15	6.25	Lv. Walkerton Ar. 12.40 10.05
3.28	6.38	Maple Hill " 12.25 9.50
3.37	7.47	Hanover " 12.17 9.42
3.45	6.55	Allan Park " 12.08 9.33
A.M.		
4.00	7.10	Durham " 11.54 9.19
4.11	7.21	McWilliams " 11.44 9.09
4.14	7.24	Glen " 11.41 9.06
4.24	7.34	Pricerville " 11.31 8.96
4.40	7.60	Saugeen J. " 11.18 8.43
5.15	7.50	Toronto " 11.15 8.55

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