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CHARGES REASONABLE
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For Your Christmas Groceries.
Our stock is complete in all lines.
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Prompt Delivery.
(Coast Sealed Oysters.)
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Tortured Four Years Until He Took "Fruit-a-tives"
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"Your 'Fruit-a-tives' cured me of Rheumatism. It was the only medicine that made any impression on me. I was a terrible sufferer from Rheumatism. I was laid up for four winters with Sciatica and Muscular Rheumatism, and was a cripple completely, not being able to do anything. I doctored with four different physicians, but they did not help me. Other advertised remedies were equally unsatisfactory, and I have taken several.
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If you are subject to Rheumatic Attacks, Sciatica, Lumbago or Neuralgia, take 'Fruit-a-tives' right now and start the permanent cure which 'Fruit-a-tives' will complete if taken faithfully. See a box, 6 for \$4.50, trial size, 25c. At dealers or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

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Dinner 25c
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FIRST CLASS GOODS
The Style and Fitting will be
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are especially good for children because they are pleasant to take, gentle in action, do not irritate the bowels nor develop a need for continual or increased doses. 25c a box, at your Druggist's.
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Men's Hockey Boots, \$1.75, \$2.00, \$2.50, \$3.00.
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The Famous Invictus Hockey Boot at \$5.00.
Boys' Hockey Boots, \$1.50, \$2.00, \$2.50.
Ladies' Hockey Boots \$1.75, \$2.00, and \$2.50.
The Sawyer Shoe Store

WHERE LONDON DINES
EATING OUT QUITE A RECENT HABIT IN THE METROPOLIS.
Conservative Old Capital of Empire Is Beginning to Find Out That the Maintenance of So Many Separate Kitchens in a Great City Is Sheer Waste—Piccadilly a Home of Cafes.
Your Londoner is a conservative animal, and it has taken the ordinary citizen an inordinate time to appreciate the pleasure and the household conveniences of dining out. A certain class of Londoner has had no fixed dining place other than maybe his club for long enough. The well-to-do bachelor has done it for generations, but the population at large has taken its sustenance at night within its own four walls, despite the excellent example of its continental equivalent. It is a remarkable fact that most of the well-known restaurants have arisen in the last ten years, and almost all of them in the past quarter of a century.
A good deal of London dining out is but a prelude to some form of entertainment, so that the land of theatres and balls is, naturally enough, the land of dinners. But there is a growing population which dines away from its sleeping place as a rule, without any intention of entertainment. Gradually it is being borne in upon that combination in feeding leads to convenience and even to economy.
The row of flats in which your scribe dwells contains some 450 kitchens, employing an army of cooks and assistants to feed, on the basis of five persons to a household, some 2,500 persons, and to providing dinners for perhaps 2,000 bodies after excluding infants and absentees. What waste! What overlapping! Four big restaurants would do the business, and at what a saving of thought and management.
The wonder is, therefore, not that new restaurants should be announced almost weekly, but that they should not have been baking, frying and serving hard already for twenty years. Bright surroundings and change stimulate appetite and cheer the jaded worker. Good cooking, efficiency of service are obtainable from the expert who devote that time to making the restaurant business a success.
You like music! There are few of us can afford the luxury of its strains at dinner at home, even if considerations of space and expense were to be set aside. Your landlord provides neither, and to the small property owner the expense is prohibited. You love to entertain. Your staff of servants is too limited and to increase it means more rent. You wish to see your fellow-men (and women) around you, to run the chance of seeing people you know.
For all these reasons dining out makes an appeal to you. Where shall we go?
Had Dr. Johnson lived in these days he would have taken his walk, not down Fleet street, where the newspaper man still snatches his hasty meals, but down Piccadilly, and its bustling neighbors, and in the manner of the Ritz, Rivoli stands the world-famed Ritz, balancing upon its handsome but imitative colonnade. Within, the prevailing note is dignity, excellence, super-excellence, and efficiency. No garish decorations, no noise, and yet no dullness, even the best of everything is to be had for the Ritz—but take a well-filled purse of gold.
Equally well known and in the same class is the Carlton hard by the Haymarket, and close to the popular theatre of that name. Soft music, an excellent orchestra, the best of attendants, the thickest of carpets, the most delectable of wines.
The Savoy, in the Strand, is more widely known to those who seek sustenance after the theatre, but it is a great dining house of the premier class. Near by will be found a more contingent at the Cecil, whose big dining room and many banqueting halls are known as well.
Before you leave the Strand let us take you into Simpson's, an old-fashioned English dining house, where you may sit in the most secure from draught, or at round separate tables. Here foregather lovers of plain English fare, cuts at wonderful joints wheeled all piping hot on smooth-running tables to your elbow, where you may choose your tit-bits for yourself. Or you may mount the staircases to upper rooms where more elaborate meals are served. There are, we had almost written, hundreds of smaller places in the Strand at prices to suit all purses, and everyone seems playing to big business, as the theatrical manager would phrase it; but before we leave this street, cross the road to a more Bohemian but affectionately "the Roman's" its terra cotta structure stands out well, so that you cannot mistake it. Once within, you will appreciate the affection which its habitués have for it.
You may not wish to dress, but you may have a desire for largeness. Off again to Piccadilly, where the giant "Popular" rears its great edifice. He is that Napoleon of the world of eating. Sir Joseph Lyons, has ordained it. "No tips" and "no waiting" are carried out. Twenty years ago the "Popular" would have been an impossible commercial proposition, but to-day its well-filled tables furnish the best evidence of how the Londoner is learning to take his meals away from his own fireside. Belonging to the same company, the Trocadero, at the end of Shaftesbury avenue, is as well known as almost any house in town. The conductor of its orchestra is a public favorite, and its fine and lofty dining room is not for the casual diner; for here, as at most of the big places nowadays, you must reserve your table beforehand, and turn up in immaculate bib and tucker.
A man may be gay and at the same time mighty foolish.
Lots and lots of times the soft answer is the business one.
A business failure can never successfully pose as a financier.

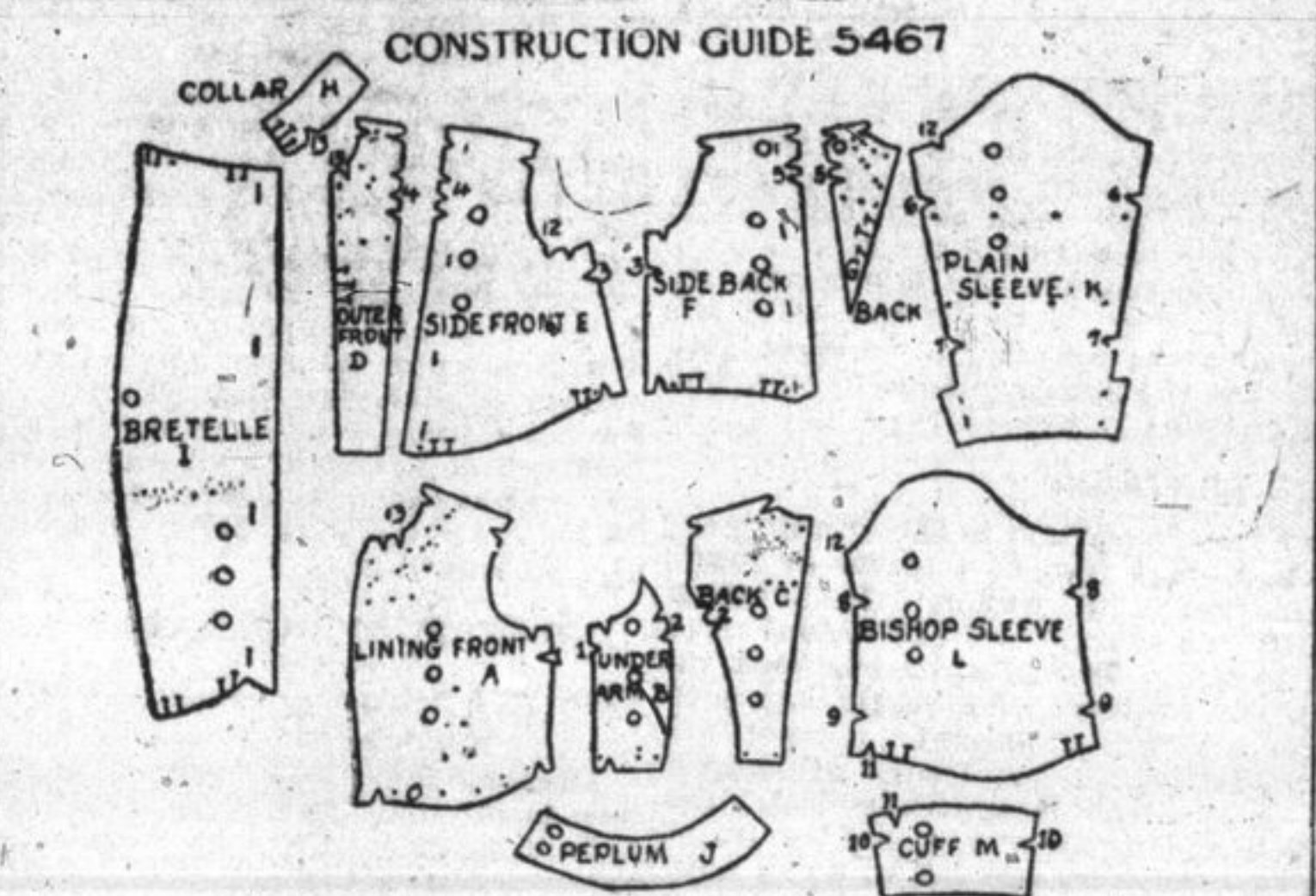
Easy and Practical Suggestions FOR THE HOME DRESSMAKER

This handsome dinner waist is made of black net built over white satin and trimmed with silver lace. A striking



An evening bodice made of black net and silver lace and trimmed with a girde of Kelly green satin. It closes at the front and may have either a high, round, square or V-shaped neck. The short sleeves may be piped with satin, veiled with black net.

bit of color is supplied in the crushed girde of bright green satin. The sleeves are very short, since they are designed to be met by long gloves. It is very easy however, to convert the waist into a more practical design by adding a yoke of lace or some of the same trimming, or even bishop sleeves that extend to the wrists where they are finished with cuffs.
The materials required for making the waist are:
1 1/4 yard 36-inch lining for front, back and peplum. (If the lining is of silk, it will cost about \$1 a yard.) 2 1/2 yards of 10-inch flouncing and 1 1/2 yards of 36-inch net.
The lining is made and fitted first, then the outside of the waist is prepared. Close the under-arm and shoulder seams as notched. If the neck is inclined to be hollow, then the seam may be taken up a little in putting the materials together, as this will save alteration in the fitting. Turn under the edge of side front and side back on slot perforations, lap on front and back, notches and edges even and stitch leaving edges to left of center-front free for opening. Gather lower edge between double "TT" perforations. The center-back is indicated by single small "o" perforation at lower edge.
Close the sleeve seams, leaving extensions free. If a piping or banding of any kind is to be added, this should be stitched on before the seam is closed.
The belt does not require any special making. It may be of ribbon or satin, cut in bias folds, hemmed and tied around the waist in artistic fashion.



No. 5467. Sizes 32, 34, 36, 38, 40, 42 and 44 inches bust measure.

These Home Dressmaking articles are prepared especially for this newspaper from the very latest styles by The Pictorial Review.

NAVY WORKSHOPS.
Fully Equipped Naval Dockyard Is a Hive of Industry.
The principal workshops of the British navy are, of course, the dockyards. The fully-equipped naval dockyard of to-day, the Government establishment where war vessels of every kind are built and repaired, is a hive of industry. There are slips for building ships, and dry docks for repairing them, machine shops for the making of engines, and machinery of all kinds, together with stores of a ms. ammunition, coal, oil, and provisions.
Nowadays, the building of men-of-war, which is a highly specialized and complicated business, involving the employment of a powerful and costly plant, and thousands of highly-trained artificers, is naturally centralized and confined to a few great dockyards. The construction of warships is also entrusted to private firms, who build them to an advanced stage, leaving their completion and final equipment to the dockyard authorities.
Previous to the reign of Henry VIII. there were no naval arsenals nor dockyards in Britain, nor, in fact, any regular establishment of ships of war or sailors to man them. The foundation of a regular British navy, with a board of commissioners, a fleet, and dockyards, was, in fact, laid by bluff King Hal.
The first dockyard established during his reign was that of Woolwich, which remained the chief naval dockyard until the coming of iron ships, while those of Portsmouth, Deptford, Chatham, and Sheerness followed in succession. Depots for ships and stores had existed at Portsmouth and Southampton from an earlier date; but, as has been said, there was no regular dockyard in existence until the middle of the 16th century.
Of the other naval dockyards, that at Plymouth was founded by William III. Pembroke was established in 1814, a small yard having previously been located at Milford.
The most important British naval dockyards, are those at Portsmouth, Deptford, Chatham, Malta and Gibraltar, which are each in charge of an admiral superintendent. There are also dockyards or naval establishments at Sheerness, Pembroke, Portland, Queenstown, Hong Kong, Sydney, Simons Town, Ascension, Bermuda, and Wei-hai-wei, as well as Indian Government dockyards at Bombay and Calcutta.
The administrative control of the naval dockyards is within the province of the controller of the navy (the Third Lord of the Admiralty), to whom the director of dockyards is responsible. The latter official is accountable for the building of ships, boats, etc., in the dockyards and for the construction of all machinery for use afloat or ashore. The work of construction which he superintends

employs an army of artificers and laborers at the different dockyards.
Portsmouth is the most important of the workshops of the navy, at least, so far as the building of ships is concerned. There many of the most famous ships in the British navy, past and present, have been built and launched, notably in later years the epoch-making Dreadnought and such super-Dreadnoughts as the Orion, etc.
War vessels share with passenger ships the greatest complexity of structure and the necessity for the highest degree of accuracy in building. The British Government Dockyards where shipbuilding is carried on, are equipped with modern plant of the most approved type.
Often, very often, our needs are grossly exaggerated.
And the rolling stone also receives some very hard knocks.

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Bears the Signature of *Dr. J. C. Watson*

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It is the world's choicest tea, at its best—the finest hill-grown Ceylon—in sealed lead packets.
BLACK, GREEN or MIXED

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