

PROBS:—Friday, southwest winds, mostly fair, few showers.

Friday At Steacy's

Friday offers many exceptional bargain opportunities for all thrifty shoppers.

Shop Early-Save 10% Double Discount Stamps

This special inducement for early in the day shopping should make an instant appeal with all economical shoppers—FROM 9 TO 1 O'CLOCK.

Nightgowns

AT 98c.

AT \$1.48

300 Naincheck Gowns in White and colors. These are splendid values at their regular price of \$1.50 each. Secure your requirements at this marked reduction. Full sized.

240 dainty Voile Nightgowns in a broad variety of colors—trimmed with lace and French Bow Knot Ribbon. These are made of a fine French Voile and are worth regularly \$2.25.

Sale Imported Millinery

Friday and Saturday

Less 33 1-3%



A selling of beautiful colored Summer Sports and Dress Hats of Milan, Crepes, Leghorns, Fancy Straws and Bangkoks. A host of charming, new colors and combinations await your selection, as there are over two hundred to choose from. Their regular prices are marked in plain figures from \$10.00 to \$15.00.

SALE PRICE . . . LESS 33 1-3%.

STEACY'S-Limited

A WHIG MAN ABROAD

(ARTICLE No. 2)

It is to be an adventure, one expects, as he is handed the sheet marked "Third Class Passage Montreal to Liverpool," by the Kingston agent. Probably a more or less uncomfortable adventure mitigated by the financial saving and the opportunity to secure unusual copy.

And so one descends the gang plank at Montreal to decks which are accustomed to the comings and goings of ships. But there is a certain lift to the heart as one treads a deck glorified by salt water which no experience of lake travel can quite subdue. The sea is Romance—to the landsman.

Passing the third-class library and smoking room one descends a flight of stairs and is at the door of one's cabin. There is no difference between this cabin and the adjoining ones of the first class, save that there is no carpet on the floor and no curtains on the bunks. Most of the third class cabins are down yet another flight and are not so well off in the matter of airiness. The dining saloon is roomy and comfortable.

Montreal harbor, as the boat drops down the current amid contending mist and sunshine, is a handsome port. Even such a rigid structure as the Victoria Bridge floats weblike in that glowing vapor and the cliffs and canyons of the great elevators are soft with moving lights and shadows. Jets of snow white steam out across the dingy white ground of stacks and smoke. And here come the ships fresh from salt water the "Manchester Producer" with gay red stack followed by the "Aclos Georgios" with her Greek crew standing by to berth her. Anyone who does not find Montreal harbor exciting must be hard to please.

In the late afternoon comes the moment when the ship passes beneath the Quebec bridge. It looks as though the tall masts are certain to snap against those gray girders, but they slide under and only the ship's smoke remains entangled in the iron network.

All the way along, the shores are thickly dotted with the white buildings of French Canada. The apparent density of population is surprising. When, on the following day, one is passing snowy hills at whose feet nestle the French villages protected by twin-spired churches the marvellous adaptability and courage of the French Canadian is again brought home to one. How do they manage to survive on these bleak shores where the snow lies till beyond the middle of May? Their villages and churches show that it can be done.

By now people have learned their way from the deck to the saloon and their cabin. "I never was as much lost in all my life," one lady was heard to exclaim as she took the wrong turning for about the fifth time. As the ship is still in smooth water there are many exclamations over the excellence of the food. The menu includes beef, pork, veal and chicken, besides several varieties of fish and is changed each day. An actual bill of fare reads:

Breakfast
Stewed figs, rolled oats, fried cod steaks, grilled beefsteak with onions, hot rolls, toast, preserves, marmalade, tea and coffee.
11 a.m.—Beef tea and broth as required for women and children.

Dinner
Bouillie Soup
Macaroni Italienne
Roast Pork Savory and Apple Sauce
Turnips Julienne, Boiled and Browned Potatoes
Rice Pudding
Ice Cream, Biscuits, Cheese, Oranges
Tea
Goulash of Beef
Cold Roast Beef and Luncheon Sausage
Radishes, Pickles, Cheese, Compote

of Apricots, Jam Tartlets, Preserves, Tea.

Supper
Cheese, Biscuits, Coffee, Cocoa.

Of course it is a simple matter to camouflage slender fare under attractive names; and the food, as served, did not, in fact, quite meet the expectations which such a menu would arouse. The writer finds it impossible to decide exactly in what respect the food did fall short. Possibly the lack of enjoyment at meal-time was the result of the ship's motion rather than of any failure in the kitchen. Certainly there was very little of that customary grousing about food and, on the contrary, many exclamations from neighbor to neighbor about the good quality of the various dishes. There was a waiter to each six passengers and the men wore smart blue jackets in place of the white coats which had formerly been their uniform. There was a tablecloth but no napkins. The cleanliness of dishes and cutlery was never in question.

Anyone planning to travel third might be advised to carry a small supply of supplementary delicacies grape fruit, sweets and the like. But the ship's fare is quite easily borne for eight days or so. However, there is a possible alternative. One reads signs forbidding the bringing of food from the first class dining room. One may feel inclined to take the sign as a hint rather than a warning.

There was as much deck space as could be used—the whole length of the ship on both sides except the fore-castle deck reserved for the crew. This very generous allotment of deck space was one of several pleasant surprises. Another was the playing of the ship's orchestra in the third class saloon for an hour each afternoon. Good baths in hot sea water with fresh water to finish in were to be had; and even the services of "Boots" were at one's command.

The cleanliness in the third class became almost a burden. Between breakfast and the inspection at 10.30 there is a furious scrubbing and polishing and tidying from which the passenger takes refuge on deck. Cleanliness is really a game here played between opposing teams composed of half a dozen officers on the one hand and a determined band of waiters, pantrymen and cooks on the other. The men must leave nothing to which objection can be taken and the stewards must find something to take exception to. Cabing floors are scrubbed on hands and knees once a day and all public floors at least twice. Brass work and glass gleam; one cannot move without intruding upon a scoured floor or polished rail guarded by some agitated servant. To the landlubber the depth of absurdity is reached when a portly gold-braided officer goes creeping about under bunks on his august knees in search of fluff. At half past ten each morning a solemn trumpet call announces inspection. The captain, chief engineer, chief steward and doctor, attended by sundry minor officials and acolytes make an imposing pontifical procession from stem to stern. After this the passenger may breathe again without causing despair to the twittering crew. One might say that cleanliness was the only hardship of the voyage, though doubtless a necessary one.

A description of the third class passengers demands an article to itself. If the table manners of some of them were not quite according to Hoyle, their life histories were none the less interesting for that. "They're a much more friendly lot here than up top," one's waiter declares. To sum up the impressions of the voyage, third-class is very much better than one expected. No young person of either sex to whom a saving of sixty dollars or more is of importance need hesitate to travel that way. For the only thing really lacking to the modern third-class is class.

JUNE

Being the month of Weddings we are showing many attractive GIFT SUGGESTIONS

Amongst them numerous useful pieces of

STERLING SILVER

From \$1.50 up.

AND

DAINTY BOUDOIR LAMPS

With hand decorated shades, at

\$9.00

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25¢ To all parts of the city
Outer Station included.
By the hour \$2.00.
ALL LARGE CARS

FREIGHT DELIVERY A SPECIALTY

Local and long distance.
All Motor Trucks with Air Tires.

H. L. BRYANT LIMITED
394 Division Street. Phone 1758.

Chief of Police J. White of Souris, Man., is under arrest following the killing of C. McRae of Brandon. "Morny bath salt." Gibson's.

BEST'S
FOR
Camphor Flakes and Balls, 15c. lb.

MOTH DESTROYERS
EXTRA HEAVY OVERSIZE
MOTH BAGS \$1.00

HAT ENAMEL 25c.
GARDEN AND FLOWER SEEDS

L. T. Best
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FOR SALE Bateman's Real Estate

BRICK BUNGALOW—7 rooms, 3 p. bath, electric light, double lot and choice location.

\$2,000—Frame, 4 rooms, B. and T., electric light.

\$8,000—Frame, 7 rooms, 3 p. bath, electric light and furnace.

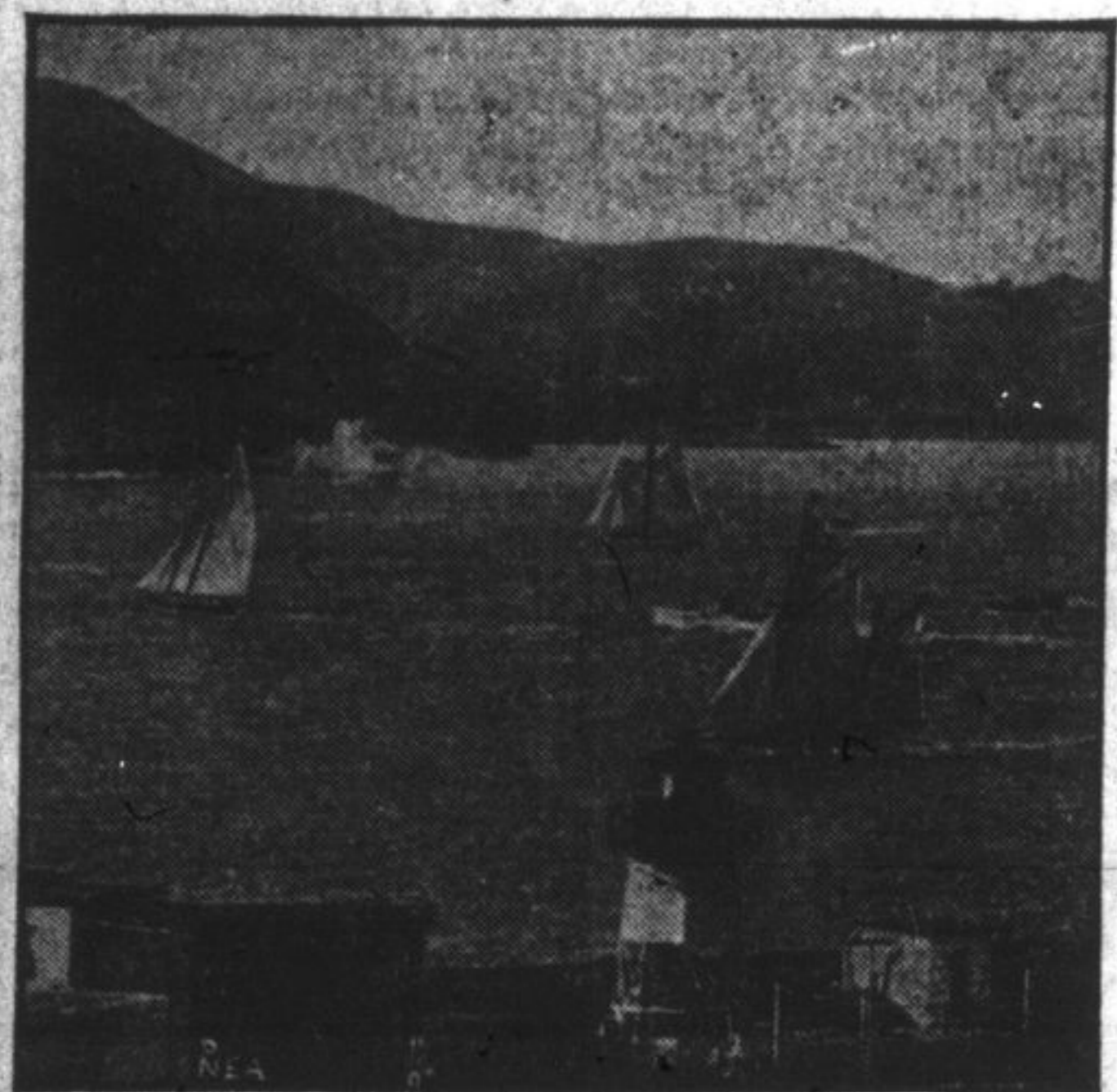
\$4,000—Brick, semi-detached, 5 rooms, 3 p. bath, electric light and gas, deep lot and garage.

\$5,000—Brick, 6 rooms, 3 p. bath, electric light and furnace, garage.

\$7,500—Brick, all modern, central.

MONEY TO LOAN. CUSTOMS BROKER. ALL KINDS OF INSURANCE.
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OFF ON 4,000-MILE RACE.



They're off—on the longest yacht race in history. These three yachts, and another one not shown, are racing 4,000 miles from San Francisco to Tahiti. The Shawnee, owned by Mark Fontana, is leading, and the Idalia, owned by Painless Parker, and the Eloise, owned by J. C. Pivver, are just crossing the line as they leave San Francisco. The fourth boat is L. A. Norris' Mariner.

Liquor control board of British Columbia has ruled that "elder is too dangerous to sell with beer."

Returning from Moroccan front, Premier Painleve tells French deputies the war is a national issue.

Hon. F. B. McCurdy heads commission which will inquire into economic grievances of Nova Scotia.

"Morny face powder." Gibson's.

"Morny goods." Gibson's, Carlo Schipa, brother of Tito Schipa, singer, claims he was beaten up by Hollywood, Cal., police.

Viscount Pouillet, leader of the Catholic party, will attempt to form a three party cabinet in Belgium.

Sir Herbert Samuel, retiring high commissioner of Palestine, expressed optimism in farewell speech.

Summer Cooking

Now is the time of year to get away from the coal range. We offer you as a substitute an Oil or a Gasoline Stove, with a quick clean heat.

- 2 Burner New Perfection Oil Stove \$28.00
- 3 Burner New Perfection Oil Stove \$28.00
- 4 Burner New Perfection Oil Stove \$36.00
- 3 Burner Coleman Gasoline Stove, Bungalow type \$30.00
- 3 Burner Coleman Gasoline Stove, with high enamel back, \$45.00
- 3 Burner Coleman, without back \$40.00

Buy One of These Stoves To-day

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Limited



LIKE LILLIAN RUSSELL?

"My, My! You have features just like Lillian Russell had when she was your age." Such was Harry K. Thaw's remark to Margaret Callan, Broadway cabaret beauty, as he chucked her under the chin, she says. This was on his second visit to Broadway in the past two weeks.