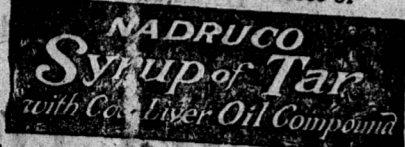




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We have just received by express a shipment of real Indian Mocassins, as used for Boudoir Slippers. Fancy colors, etc., and very pretty. The shippers unexpectedly sent us a few dozens Indian Shopping Baskets, fancy colors and patterns. In other parts of Canada they have made a decided hit. The Baskets sell for \$1.25. Mocassins are, pair \$2.75 and \$3.00. If you would like a real novelty, typical of Canada, to send your friends abroad, this is your opportunity.

Alley & Co Ltd Fashionable Footwear for cash only. CHARLOTTETOWN P. E. I.

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Our agents will take delivery of live hogs at all usual buying points on Thursday, December 18th and on Monday, December 29th.

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TRIED TO ROOF SEA.

Desperate German Plan Proved a Failure.

The Germans built great "rain sheds" in the water to shelter their submarines at Bruges, Belgium, from bombs dropped from the air.

The sheds have concrete roofs 11 feet thick, and are of massive proportions. From early in 1917 until the Huns were forced to abandon Bruges altogether, 4,000 workmen were employed in building the great sheds for the submarines.

Hundreds of concrete pillars, each two feet thick and 25 feet high, supported the heavy roof. Eight of the pillars had been completed and the ninth was being built when the Germans decided to run along home.

In the very early days of the war the Germans clearly planned the harbors of Zeebrugge and Ostend as permanent bases and repair stations for their submarines, the original boats being built at Ostend, near Antwerp. The first large repair works appear to have been situated at the Atelier de la Marine at Ostend, but it is probable that the docks at Zeebrugge, which are connected with Bruges by a ship canal, were being developed at an early period of the war.

Largely owing to offensive naval operations of the Belgian coast, assisted by aircraft, the two harbors became exceedingly unhealthy shelters for such comparatively fragile craft as submarines, and after the bombardment of May, 1918, the large floating docks at Ostend were towed around to Zeebrugge, and so up to Bruges.

Following up this initial victory with great vigor, British airmen commenced, in January, 1917, an intensive bombing campaign, directed chiefly against the docks at Bruges, the lock-gates and harbor at Zeebrugge, and the ship canal itself, which was, of course, the only outlet by which the submarines could gain access to the sea.

Some idea of the severity of these attacks may be gained from the fact that no fewer than 6,123 bombs were dropped upon Bruges docks alone, while a similarly large number were dropped upon Zeebrugge and Ostend.

Apart from the immense and continuous damage caused to the Mole, piers, quays, railways and shipping at Zeebrugge, the lock-gates themselves—a singularly difficult target to hit, even from a low height—were kept practically always under repair. Indeed, on several occasions, as the result of direct hits by British airmen, one of the gates had to be removed by immense floating cranes, and a spare gate fitted, the damaged gate being towed laboriously to Bruges for repair in drydock.

Owing to the great damage which was caused by the Germans on their evacuation of the docks, it is difficult to differentiate between the deliberate work and the destruction resulting from the terrific bombing from the air during the last few months of the war. Information from various sources, however, makes it abundantly clear that the enemy's decision to give up the port of Bruges, as a repair base for submarines, was in the main due to his inability to defend it against the increasingly powerful attacks from the air.

The biggest explosion ever experienced in Bruges was caused by British airmen at La Brugeoise works, May 31, 1918. The concussion was felt all over the city, and the flames lit up the sky for many miles around. It is said that the explosion wrought so much destruction of valuable machinery that work was never properly resumed in these extensive factories.

Tobaccoists Selling Snuff.

What has become of the good old-fashioned persons who used to take out their fancy snuff-boxes and indulge in this form of the weed private or in public? The fact that the use of snuff is now no longer manifest, however, is not an indication that the habit has disappeared, for it hasn't. In fact, from what the manager of a cigar store says, there is more snuff used now than ever before known. This statement amazed the reporter who heard it.

"Gracious, who uses it anyhow?" said a customer. "I have not seen a man with a snuffbox in twenty years." "Perhaps you haven't, and I suppose there is not much snuff used in the city itself as was the case twenty-five years ago, but we sell large quantities of it to out of town customers. People in the country districts still use it as they did years ago. However, while we still use a great deal here in the city, it is no longer snuffed up the nose but is used as a chewing tobacco. We sell as much as five pound boxes of it, and you will be surprised how many men, when they once try it prefer it to any other kind of chewing tobacco. What has become of the snuff boxes? I really don't know, except that I have heard that most of the snuffboxes are now in the hands of collectors of that kind of curios. Some of the fancy and jewelled snuffboxes made in France in the last century bring big prices and are considered of great value."

Cost of Wreck Films.

Nowadays, through the medium of the cinema, it is possible to experience all but the unpleasant sensations of a great battle, a terrible railway smash, or a devastating explosion.

The heroism and financial expenditures required in the production of such films are scarcely realized. Arranging a railway wreck is a simple matter. Cleaning up the debris is quite another. A train may escape comparatively unharmed in real life. In "real" life the film critics are not satisfied unless it is all "busted up."—The-Bills.

Letter Boxes in the Alps.

In the Alps there is one letter box at an elevation of nearly 10,000 feet above the sea level from which there are collections four times a day. There are several letter receptacles at an elevation of between 6,000 and 7,000 feet.

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NO EXCUSE FOR UGLY HATS

Advance Headgear Models Show Variety From Which Most Fastidious Can Be Sued.

There should be no excuse for a woman selecting an ugly or unbecoming hat this season, judging from the variety of attractive advance models on view. The milliners seem to have taken thought for every feminine type. There are turbans high and low, flaring and narrow, tall-crowned, narrow brimmed hats, models turned up at the front, at the back or at the side, pokes and tricorne, and among them all any woman should be able to find the design that particularly suits her.

There is a pronounced use of fabrics such as tulle, georgette crepe and satin, and in matter of trimmings feathers have taken on amazing forms, while flowers are often conventional to the point of perversity. Feathers, particularly of the extremely natural variety, are among the trimmings which are looked upon with increasing favor, and the more conventional ornaments of ribbons, wings and ostrich tips are always in the background.

Foliage, wheat-ears in various colors, fringe, cords and tassels, embroidered jet, beaded ornaments, plus and buckles all play their part in the amazing variety of decoration which is used so sparingly on the individual hat.

WING AND BIRD TRIMMINGS

Decorations for Headgear Are Simple and Effective, Adding Attractiveness to Hats.

Among the trimmings of utmost simplicity undoubtedly more effect is gained by the daring sweep of wings or quills than can be achieved in any other manner. A high-crowned, narrow brown straw hat has small crisp wings smugling close to the brim, but pointing out at either side. Long, slender wings sweep from the back of a satin and straw toque; two short, flaring wings with fan-shaped edges spring from one side of a small, round turban of coarse straw.

A black bird spreads its wings over a pinched-up bare of red milan, and a small, high-crowned gray straw is topped by little overlapping gray wings laid close on the sides of the crown and softened by burnt ostrich feathers.

Coats of velour de laine are employed in checker board patterns.



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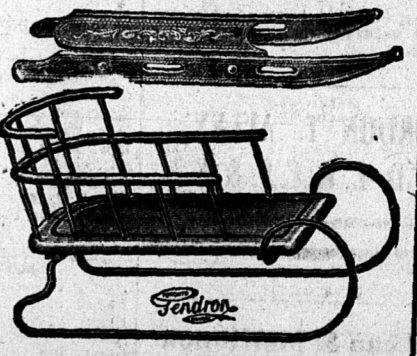
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