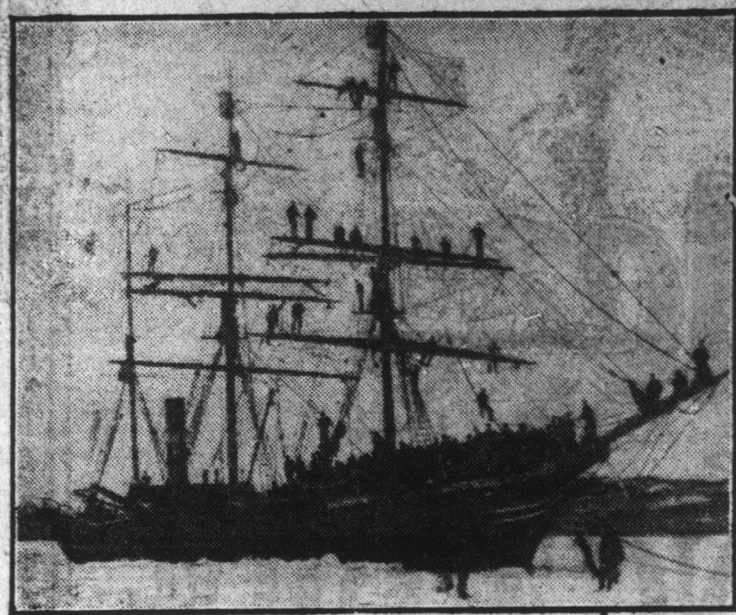


Crew of the "Lone Trail" Sealer Learnt to "Rub Away" Their Colds



Acting Doctor of S.S. "Viking" tells how Simple Vaporizing Salve Rubbed on Outside, kept Seal-Hunters fit on Hard Cruise.

Hardy men are they who go "down to the sea in ships" for the annual seal-hunt. And yet, exposed as they are to the elements, they are bound to develop some cold troubles.

While the other vessels of the sealing fleet head Northward, the "Viking" sails alone to the West. She must depend upon her own resources for the health and safety of her crew. J. Kavanagh, who acted as Medical Officer on last spring's cruise, tells an interesting story of how they checked their colds.

"In all my experience," he declares, "I never found anything for cold troubles to equal Vicks Vapo-Rub. I had a good many occasions to use it on the 'Viking' this spring, as the men would often catch cold from getting their clothes to dry on them."

Among those who had bad colds

and bronchial troubles were George Richards, of Bareneed, Robert Morgan, of Clarke's Beach, Augustus Ralph, of Port-de-Grave and William Delaney, of Spaniard's Bay. In every case, we just rubbed on Vicks and it brought quick relief, enabling the men to continue their work.

Applied on the throat and chest, Vicks not only acts through the skin like an old-fashioned poultice, but like a modern vapour-lamp as well, because its ingredients are vaporized by the body-heat and breathed right into the air-passages, loosening the phlegm and easing the breathing.

On the same cruise, Bosun Hall, of St. John's, also found Vicks most effective for a badly gathered foot, which he cured after a few applications of this modern ointment. In surface inflammations such as this, it is the healing, antiseptic properties of Vicks that make it so helpful.

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ad.11

KING ALL ABDICATES.

PORT SURAN, Egypt, Dec. 20.

King Ali of Hedjaz, the eldest son of

King Hussein, who was forced to ab-

dicade on Oct. 1924, has himself ab-

dicated owing to the collapse of the de-

fence of Jeddah invested by Ibn Saud

Sultan of Nejd.

RUB THE SCALP WITH MINARD'S

LINIMENT.

A wire frying basket is most convenient when frying croquettes or oysters.

All the rough parts of celery should be saved for making cream of celery soup.

It is best to dry a heavy woolen sweater by placing it in shape on a flat surface.

Who Originated the Tank?

KITCHENER HAD LITTLE INTEREST IN THEM.

Further references to Lord Kitchener's attitude towards tanks were made in the evidence for the Crown given against the petition of right under which Capt. Bede John Francis Bentley, St. David's, Church End, Finchley, N., claims £300,000 for the invention of the tank used in the war.

Mr. Justice McCardie is hearing the petition in the King's Bench Division.

Capt. Bentley alleges that he entered into a contract with Lord Kitchener in October 1914 which justified his claim, and that he had not taken out a patent because Lord Kitchener had said it was essential that the matter should be kept secret. The Crown denies that Capt. Bentley's suggestions were ever adopted in the tanks which were used.

Col. Sir Maurice Hankey, secretary to the Committee of Imperial Defence, examined by Sir Thomas Inskip, K.C., M.P., (Solicitor-General), said that during the race to the sea after the battle of the Aisne in 1914 Col. Swinton (now Major-General Sir Ernest Swinton) told him of the great difficulties in overcoming machine guns and barbed wire, and he mentioned the Holt tractor, which he thought could be armored and adapted to overcome the difficulties. Later he had a second meeting with Col. Swinton and then brought the matter before Lord Kitchener on at least two occasions.

Lord Kitchener did not either occasion did he ever refer to any other invention he had received on the matter?—At that time Lord Kitchener was tremendously preoccupied and worked, I suppose, as one hardly ever worked before.

Did he appear to be receptive of the suggestion?—My recollection is that I really entirely failed to catch his imagination in the matter. He did not display any very serious interest in the suggestion.

Sir Thomas said he spoke to Lord Kitchener at all stages of the development of the tanks, and added: "I remember that during experiments in February 1916 Lord Kitchener was still rather sceptical about them. He thought they would be shot down by artillery."

Sir Maurice further said that he had never heard of Capt. Bentley's name in connection with the tank until this case came on. He had never heard of poison-gas mentioned until April 22, 1918.

Cross-examined by Mr. Jowitt, K.C. (for Capt. Bentley), Sir Maurice said that Lord Kitchener "dominated" the situation very much at the War Office, but he thought he relied on his advisers.

Four Secretaries
Mr. Justice McCardie: Had Lord Kitchener a good memory—I should say he had.

Was he methodical in respect of his papers?—I think he left his papers very largely to his secretaries. He had at least four secretaries.

Any memorandum to which he attached any importance, presumably, would pass into the hands of one of the secretaries for filing?—Certainly.

Major-General Sir Henry Capel Holden said that from 1901 he was a member of the Mechanical Transport Committee formed at the War Office to study transport, and had held the position of Director of Transport. Before 1914 the practicability of the caterpillar, or tank, was familiar to the War Office.

The first Holt tractor was received at Woolwich from America on October 26, 1914, and was tested for hauling heavy guns.

Buses To Defend London.
In September, 1914, a number of the London General Omnibus Company's chassis were brought and sent to France and 700 others were reserved for London defence purposes, although they were not taken off the streets.

He had some of the London omnibuses lightly armored for carrying machine guns, and they were to be used in connection with the defence scheme. Any new proposal for mechanical transport would have been referred to him by the Master-General of Ordnance. He had never received any such suggestions in October or early in November 1914, and Capt. Bentley's name had not been mentioned to him with regard to any suggestion.

Mr. Jowitt said he wished to show that if the proposal of Capt. Bentley had come before the officials in October 1914 it would have been postponed, and the result would have been that Lord Kitchener, following, as he was bound to follow, the advice given him, would have dismissed it from his mind.

Mr. Justice McCardie: How could he or anyone else foresee in 1914 that there would be trench warfare? He would have had a foresight which would have been without parallel.

Mr. Edward John Brown, of the Department of the Secretary of State at the War Office, said he had searched through the documents which came into existence after 1914, but had found no reference to

Capt. Bentley or any idea of his invention. He had been confidential shorthand writer to Lord Kitchener. Cross-examined, he said he did not have access to all the papers handled by Col. Fitzgerald, Lord Kitchener's private secretary.

150-ft. Landship

Major-General Sir L. Jackson, Assistant Director of Works and Fortifications from the beginning of the war until June 1915 said that in October 1914 many people sent suggestions to the War Office for landships. Most of them were very vague, and all were frankly impossible. One of the schemes was for a landship 150ft. long, resembling the inverted keel of a ship, bullet-proof all over, and fitted with bunks for the men to sleep in.

Sir William Tritton, director of William Foster and Co. Ltd., of Lincoln, was the next witness.

Sir Thomas Inskip said that Sir William Tritton took a prominent part in the development of the tank and, with Major Wilson, had been awarded the largest sum of money for work in connection with such machines.

Sir William said he had received no assistance from Capt. Bentley. He collaborated with Major Wilson and they eventually produced the vehicle known as "Little Willie," and subsequently "Big Willie."

"Big Willie's" Trial
Lord Kitchener attended the trial of "Big Willie" at Hatfield Park in February 1916 and talked to him for more than an hour, but never mentioned that any suggestion had been made to him by Capt. Bentley.

Sir T. Inskip: Did he display any great interest or helpfulness about the tank?—On the contrary, I came away from the trial rather disheartened because he was the man who showed the least interest of all.

Mr. Justice McCardie: Do you mean that he did not believe in them as practical weapons?—No. He and I sat on a tree alone. The trial was fixed for two o'clock. I went to the machine, which was being run by my men, at nine o'clock in the morning to see that everything was right.

To my surprise Lord Kitchener arrived at ten o'clock and he had a trial all to himself. The machine went round an imitation battlefield to show what it could do. Afterwards we discussed the merits and otherwise of the machine. I came away very disheartened. I have a distinct recollection of one phrase he used. He said it was a pretty mechanical toy.

An application was made by Mr. Jowitt to adjourn the case after that afternoon's hearing until Monday. He said that Sir Wilfrid Stokes, whom he wished to call as a witness, was unable to attend that day, according to a doctor's certificate.

Mr. Justice McCardie, granting the application, said it would prevent any suggestion on the part of Capt. Bentley of not being able to call any witness, and it would also enable them to pay a tribute to the memory of a noble woman.

A Judge and An Invention
Mr. James Swinburne said he had been adviser to the War Office and Admiralty in connection with patent matters. He saw nothing patentable in Capt. Bentley's alleged invention. They were crude suggestions, some of which were quite obvious.

Sir Thomas Inskip: A great many valuable inventions are simple. I take it?—That is so, and one learned judge described one invention as what any fool might think of, but did not.

Mr. Justice McCardie: I should put it in different language. (Laughter.) Mr. Swinburne said the tank was not the invention of one mind, but the development of a great many minds.

Major Walker Gordon Wilson, consulting engineer and formerly in the armoured-car section, said that he collaborated with Sir William Tritton in the conduct of experiments with tanks. Throughout the experiments he derived no assistance from any memoranda Capt. Bentley might have made.

Lt.-Col. Philip Henry Johnson, who was superintendent of the Tank Design Department, said he did not think the points in the documents produced were capable of being used in the engineering sense, they were only broad ideas.

Origin of Word "Tank"
He added that an article written by Mr. H. G. Wells in 1903 and entitled "Land Ironclads" visualized the armoured cars and the fitting of them with guns. A "Mr. Diplock" was mentioned in the article and he called the machines "pedralls."

Major-General Sir Ernest Dunlop Swinton, recalled, said that the word "tank" was used by himself and Lt.-Col. Jones to conceal what the Landship Committee was working at. As these machines would represent some vessel to contain liquid, such as oil or water, during their manufacture, Lieut.-Col. Jones and he discussed three words: "cistern," "vessel," and "tank," and they decided on the word "tank" in December 1915.

The hearing was adjourned.—Daily Mail.

LETTER POSTED.—A letter addressed to Capt. G. Driscoll, Corner Brook, picked up yesterday, has been posted.

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Let the Empire Feed Itself

By ADMIRAL MARK KERR

(Chairman of the Self-Supporting Empire League)

This is not a scare article. But I want to explain the reason why all thinking people are urging us to buy food from the Dominions instead of from foreign countries.

Without a food shortage, but for us in the British Isles this will resolve itself more particularly into a shortage of meat. The "Sunday Joint" will be a thing of the past—except for the very rich—unless we have enough sense to take advantage of the teeming resources of the Empire.

The surest sign of this coming shortage of meat is proved by the fact that some countries—the United States most particularly—which used to export meat, are now compelled to buy for their own consumption.

The greatest hope for us—if only we will see it—is that our Dominions have scarcely started to develop their resources. If we encourage them by buying their meat—to produce more, they are quite capable when the shortage comes of seeing that the Empire doesn't suffer.

Most British people have a vague idea that all kinds of cattle are reared in great quantities in each of the Dominions. And it is probable that many of us would say, off-hand, that about half of the best we eat is Empire beef.

Unfortunately, this is not so. We in the British Isles have to import 600,000 tons of beef every year, and only about one-tenth of it comes from the Dominions.

The bulk of the beef we import comes from the Argentine and for this there is a very good reason. All meat that comes to us from abroad has to come in cold storage.

There are two kinds of cold storage. If the meat is coming a very long way it has to be frozen by some twenty degrees of frost; if a comparatively short distance it need only be chilled—that is, just kept at freezing point. Now chilled beef has a very much better flavour than frozen beef, and it cooks very much better. Meat that comes from the Argentine comes to us chilled, while the beef we get from Australia—which at present is the only serious competitor the Argentine has, so far as beef is concerned—is frozen.

So that when Mrs. Everyman insists upon having chilled beef instead of frozen, she is unconsciously choosing foreign meat instead of that produced within the Empire.

The remedy for this obviously lies in the hands of the cold storage people. If they can find a way of keeping the flavour of beef on its long voyage from Australia and New Zealand, then the meat from those countries must come to the fore.

Great possibilities for the future, however, are also to be found in South Africa. Already there are some twelve million head of cattle in British South Africa, and this country is near enough to send us beef in the chilled state. In this connection it is interesting to know that the South African Union have recently passed a Beef Bounty Act, giving a bounty of a halfpenny a pound on all beef exported.

Canada also is making a great effort to send us good meat, and her exports to Britain are greatly going up. But up to now New Zealand stands first in the matter of meat export to the mother country. Here again, however, the great obstacle is in transport.

I have said that the United States now buys for her own consumption. The same sort of thing is happening in other parts of the world. Until recently Europe supplied her own needs, but now the great European countries like France, Germany and Italy, have to buy hundreds of thousands of tons of meat from abroad.

A far more important fact is that people who only a few years ago ate practically no butcher's meat at all, are now clamouring for it. In the world's markets, Japan, China, India—all of them one might almost say "vegetarian" countries until recently—now buy meat.

Within the next five years, therefore, it is obvious that the demand for meat is going to increase so rapidly that the producers will be unable to meet it.

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Within the next five years, therefore, it is obvious that the demand for meat is going to increase so rapidly that the producers will be unable to meet it.

This is no conjecture. It must happen unless we accept the gifts that our forefathers have given us, and develop to the full the mighty resources of our great inheritance.

If on the other hand we let it slide, we shall, when that shortage comes, be in the hands of the foreign producers—who would be poor business men if they did not exploit as for all they were worth.

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