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## The Revival of Smuggling.

Present-Day Dodges to Evade the Customs Duty.

(Glasgow Weekly Herald.)

The pitched battles between cargo-runners and preventive men are now old-fashioned business. You read about them in books, but they are, of course, as dead as the dodo. Any Revenue officer will tell you, however, that of late there has been a distinct revival of the ancient and subtle art of smuggling.

In the days before the war saccharine, spirits, tobacco, and cigars were the commodities mostly in favour with would-be tariff evaders, and these articles of contraband are still held in high esteem by the present-day successor of the old-time cargo-runner.

Saccharine, sugar's substitute, is an ideal commodity from the smuggler's point of view. Costly in itself, and enjoying the distinction of bearing the highest duty save one of any levied in a British port, it has the further advantage that it can be readily mixed and as readily separated from certain other articles, as, for instance, powdered chalk, soda, and even painters' colours.

The fraud is almost impossible to detect with the eye. Not so long ago, a consignment of several barrels of powdered chalk had been almost passed by the officials, when it occurred to one of them to dip his finger in the stuff and taste it. It was nauseatingly sweet. It was, in fact, half saccharine. In another instance, some casks of aniline dyes were found to consist of 50 per cent. saccharine. The discovery meant a saving to the Revenue of no less than £1,500. An ingenious variation of these dodges was recently tried on the Customs officers at the Port of London—but it didn't come off. Two guests with foreign-sounding names each £700 poorer to-day as a result of its failure. The facts were that two cases which arrived in the Thames from Holland addressed to these men on being opened were found to contain teddy bears, which, on being inspected, were discovered to be packed with saccharine—about 63th of it.

**Fishermen's Cunnings.**

The smuggling of spirits has always been a practice in this country, and that it hasn't by any means become obsolete was illustrated the other day at Hull, when the Customs officials noticed in a certain vessel that the screws in a panel of polished mahogany appeared to have been tampered with. They removed the panel, and found behind it 12 bottles of liquor. Considerable cunning was also displayed in the smuggling of twenty-eight bottles of whisky which recently brought a quiet, dour-looking fisherman into conflict with the law. It seems that the whisky had formed part of the cargo of a vessel that had been wrecked on the coast a few months ago.

The Customs official, who prosecuted, informed the Bench that the twenty-eight bottles were discovered by the Revenue authorities concealed in a secret recess, which had been neatly papered over. To add to the disguise, a picture had been placed immediately over the hidden recess; but all the precautions did not prevent the discovery of the smuggled spirits or the subsequent "fine" which was imposed upon the fisherman.

## The Brunswick GRAMOPHONE.

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cess vary with the length of the voyage, the sharpness of the officials where the drug is to be landed, and the cleverness of the smugglers.

**Beside a Corpse!**

It need hardly be said that the individuals—many of them crooks and rogues with reputations not worth a rag—who specialise in cocaine smuggling are up to all the tricks of the trade, and will stop at nothing to get the "stuff" safely through. One gains an idea of the extent to which these men will go when it is stated that cocaine has actually been found concealed in a coffin beside a dead body!

Probably no class of men are more adept in the art of smuggling than the Chinese and Lascars, and these wily rascals lead the Revenue officials many a merry dance. The Customs always look where they are least expected, but in too many cases their find is only the place where the "dope" had been hidden. The expert searchers know all (or nearly all) the nooks and crannies and corners as well as the Chinese and Lascars who made them, but almost in nine cases out of ten, especially with opium, they find no hope, for while they are searching the smuggler, or his gang, manages to pass the drug around from one place to another.

**Opium in Disguise.**

Cases of opium have been fished by the Customs officials out of the water, floating to a fisherman's bladder or buoy. It has been found in eggs, in bags of flour, loaves of bread, and other eatables. Lascar stokers cover cans of opium with tar, roll them among small coal and dust, and tuck them away in the corners of the bunks. Chinese stewards hide cases of the poppy-drug behind the panels of the cabins, burrow holes in the bulkheads, and secrete it there, or in the newest posts of the companionway or other woodwork of the vessel. They conceal it even under the mattress of an officer, the captain not excepted.

It is when we go to the Continent and the United States, however, that we get the real thrills in the smuggling line. Armoured motor cars with crews of desperate smugglers, armed with automatic pistols, rifles, and hand grenades, recently gave the Customs guards on the Franco-Belgian frontier a very dangerous time. Cars were laden with tobacco, spirits, lace, saccharine, and other goods which are readily obtainable in Belgium, but are subject to Customs duties on their entry to France, and for which there is a good demand in the populous centres in the North of France—at the duty-free prices.

**MOTOR CAR OWNERS—A few tires left, selling very cheap. Get one of these 32 x 4, 33 x 4, 34 x 4. E. D. SPURRELL, 365 Water Street. eod,tf**

## The First Commoner of Ulster.

One of the first steps in the organizing of the new Parliament of Ulster was the election of a Speaker by the House of Commons. The procedure followed in this matter was similar to that followed in the House of Commons at Oxford, and, of course, similar to that followed at Westminster, the home of the Mother of Free Parliaments. In the Parliament of Ulster the nominee of the Government was elected unanimously. He is the Hon. H. O'Neill, a member of the Bar of Ireland and of England, for several years a member of the British House of Commons; also a soldier with considerable military experience. Such is the First Commoner of Ulster.

The Speaker of the House of Commons of Ulster is the only surviving son of Baron O'Neill, and his mother, Lady O'Neill, is a daughter of the eleventh Earl of Dundonald, whose family name is Cochrane. Before his elevation to the peerage Baron O'Neill sat in the British House of Commons for seventeen years as member for County Antrim.

The son, whose name in full is Robert William Hugh O'Neill, was born on June 8, 1883, and is therefore only 38 years of age. He was educated at the famous English public school of Eton, and passed from there to New College, Oxford, where he took his B.A. degree. He followed the law course at the Inner Temple, and was called to the Bar in 1909. As a soldier he served with the forces of his native island. For some time he was Lieutenant in the North of Ireland Imperial Yeomanry, and after Captain, and then Major in the Royal Irish Rifles. Since 1915, until taking a seat in the Ulster Parliament, the Hon. H. O'Neill represented the constituency of Mid-Antrim in the British House of Commons.

**Published by Authority.**

His Excellency the Governor in Council has been pleased to appoint Mr. William Adey, to be sub-collector of Customs, at Clarendville, in place of Mr. Alan G. Benson, resigned. His Majesty the King has been pleased to approve the grant of the Imperial Service Medal to Mr. Samuel Dawe and to Mr. Michael Vavasseur.

Department of the Colonial Secretary, August 9th, 1921.

Est MRS. STEWART'S Home Made Bread.—ap15,4mo

## Heroic War Episode Told for First Time.

The indomitable spirit of merchant sailors, combined with their masterly seamanship, were responsible for many heroic episodes in the great war, some of which are only just being brought to light.

A thrilling tale was told of the dinky little cargo tramp steamer *Avocat* attacked by three airplanes and driven among mine fields as she avoided her foe of the air.

Bound from Rotterdam to England, with land still on the horizon, three German planes sailed out of Belgium, bent on her destruction. Two of them were tiny scouts, but the third was of the type used to fly across Channel and bomb London.

The first bomb aimed at the *Avocat* missed its mark by about fifteen feet. Altogether she was pelted with thirty-five of them, some escaping crashing on her decks miraculously. The big bombing plane especially was handled with great skill. For it would fly over her from stem to stern in order to have her full length for a target and not just her beam only. But each time it laid a course parallel to her length her officers would swing her out of the line. And while this manoeuvre was going on the two scout planes kept flying across her, dropping bombs.

Only a few rifles had the *Avocat*'s crew to fight their foes with. Yet with them they managed to maintain such a constant fire that none of the airplanes dared descend low enough to make sure of a hit. Even distress signal rockets were used, and the Chief Officer was fortunate enough to explode one within a few feet of the battle plane, driving it to a higher altitude. For half an hour the fight lasted, with the *Avocat* zig-zagging to dodge the dropping bombs and constantly being in danger of striking mines. Furthermore, the big plane turned its machine gun on the ship, hoping thereby to kill the officers and drive them to cover, so that being no longer so cleverly navigated, the *Avocat* would become an easier mark to hit.

When the planes finally gave it up and flew away the ship's decks were littered with shrapnel. Yet nobody was killed or even wounded. The lookout man in the bow stuck to his post throughout and actually reported to the bridge a floating mine dead ahead while the fight was at its hottest. So much for the attack from the air.

**Dodging the Submarine.**

As to submarine attack, the first case of the peppering of an unarmed merchant ship with shrapnel was that of the *Anglo-Californian*. It happened on July 4th, 1915—just two months after the *Lusitania*.

The first instance that her commander Capt. Parslow had, his ship was in for an unusual experience.

was when the U-boat came to the surface, fired a shell into the ship and repeated the dose in rapid succession. Capt. Parslow tried to escape, but on the surface the submarine proved to be possessed of greater speed than the heavily laden cargo boat, and it wasn't long before things began to look pretty blue.

Finding that he could not escape, Capt. Parslow adopted the tactics of a cornered animal, manoeuvring his ship, keeping her bow always pointed at the enemy so that even though she was being constantly shelled the submarine couldn't hit her with a torpedo. Round and round the *Anglo-Californian* the U-boat steamed, blazing away with her gun as she sought to get into position where she could deal a death blow. Frequently she came so close that men on her deck raked the *Anglo-Californian* with rifle fire.

Throughout it all, in spite of bursting shrapnel raining death about him, Capt. Parslow stood on the bridge and out-manoeuvred his attacker. Finally a shot struck the bridge itself. The concussion killed Capt. Parslow outright. His son, the second officer, who was also on the bridge, though knocked down, was not hurt. As the U-boat was then close in and using rifle fire, young Parslow crawled across the shell torn flooring of the bridge, grabbed the spokes of the steering wheel and, keeping an eye on the enemy through holes in the canvas about the bridge rail, manoeuvred the *Anglo-Californian* as cleverly as his father had done. A piece of shell broke some of the spokes of the wheel, yet the younger Parslow still carried on until four hours after the fight began, destroyers appeared and the U-boat was forced to seek safety by submerging.

Let us put a smile on your countenance. Try a bottle of **Brick's Tasteless at Stafford's Drug Store. Price \$1.00; postage 20c. extra.—ap26,tf**

## The Reason for Bridal Veils.

Marriage probably more than any other ceremony of the church or civil life, is filled with customs which date back to ancient days. The wearing of the engagement and wedding rings upon the finger which was supposed to be almost closely connected with the heart; the bridal cake, which goes back to the Roman custom of taking a wheat or barley loaf to signify the union of man and wife; the use of orange blossoms, the Saracenic symbol of fecundity; and the throwing of old shoes, referred to in the Biblical books of Ruth and Deuteronomy, are only a few of the centuries-old practices still followed at the time of a wedding. But of all these, the wearing of the bridal veil is one of the most peculiar originating as it did in the Anglo-Saxon practice of performing the nuptial ceremony under a square piece of cloth, held by each corner over the bride and groom in order to conceal the blushes of the former. If the bride were a widow, the veil was dispensed with—it being taken for granted that widows do not blush upon entering the married state for the second time. The lifting or dropping of the veil as soon as the wedding ceremony has been concluded is emblematic of the fact that, being married, the bride may expose her face freely to the world.

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**Keeping Pace With Time**

The division of the day into a certain number of hours, minutes, and seconds is a purely arbitrary measure intended to simplify the process of keeping account of time and scheduling various events which must occur at the same time each day.

Since the dawn of history the revolutions of the heavenly bodies have formed the basis for the measurement of time. These revolutions are three in number—the revolution of the earth upon its axis, which forms the foundation for our twenty-four-hour day; the changes in the appearance of the moon, which consume approximately twenty-nine and a half days and form the basis for the month; and the yearly motion of the earth around the sun.

The sub-division of the time the earth takes to revolve upon its axis into the twenty-four spaces we know as hours is comparatively recent. In the time of Homer only four such divisions were recognized—morning, day, evening, and night.

**Three-Hour Vigils.** Early Jewish historians record the fact that the night and the day were each divided into eight parts or "watches," a custom followed also by the Romans, who referred to the first, second, third, and fourth vigils of the day—vesper, evening, midnight, and cockcrow. Each of these spaces was three hours in length, the first vigil starting at what we call six o'clock in the morning. But as the Romans started their daily time-keeping at sunrise it followed that their summer vigils were longer than their winter ones—a condition which led to the adoption of the modern division of time into hours, each of a certain exact length.

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PRINCE AND INDI

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Already plans for the for of the Prince of Wales well advanced, and will be during the course of weeks. His Royal Highness this country about the month, and is expected to fully six months. He will visit ship H.M.S. Renown, and this is now being prepared for the Prince of Wales to visit this country. The Prince will cover many a member of the Royal Navy has preceded him in this trip. The question of this trip is now receiving much attention, and some decision is expected at some very shortly. Highness received a visitation to visit that country. Crown Prince of Japan in London recently.

GAS WARFARE APPL

Experiments, the first of to be made on one of the warships allocated to us, which is to be attacked from aircraft, filled with smoke, phosphorus, and other gases. The vessel will be under the command of a party of men who have been trained in anti-gas warfare.

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