

NOW For the Cream Bargains.

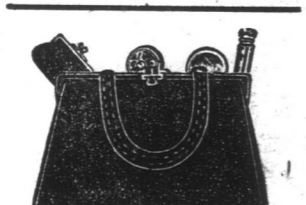
This year, right in this Store, we have the most varied, most extensive and most interesting selection of goods and the lowest set of prices that Newfoundlanders can find no matter how far or how earnestly they look.



HIGH GRADE HAMMERS.
Made of special crucible Steel. Only .49c.



CORKSCREWS.
Don't be without a good Corkscrew in the house. 10c. each.



CAN OPENERS.
Cast Iron and Wood handles. 5c. & 10c. each.



WOOD PIPES.
Assorted styles. 25c. and 50c. each.



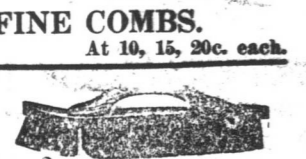
HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



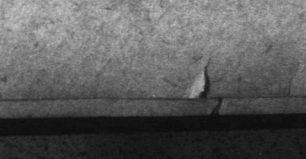
HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



ENAMELED KETTLES.
All first quality goods. 80c. to \$1.35 each.



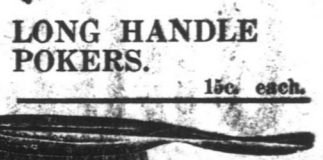
LAMP BURNERS.
Good strong burner. 10c. each.



CAN OPENERS.
Cast Iron and Wood handles. 5c. & 10c. each.



WOOD PIPES.
Assorted styles. 25c. and 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



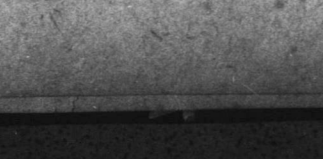
HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.



HAIR BRUSHES.
Good brushes. 25c. to 50c. each.

International Fishing Schooner Races.

The Story of the 1922 Series Sailed Off Gloucester.

(Reprinted from Staff Correspondence of Morning Chronicle, Halifax.)

Gloucester, Mass., Oct. 23.—Joy reigned among the people of this old city to-night. Bluenose, Lunenburg fishing schooner and International Champion, went down to defeat in perfect weather before the Henry Ford, salt fish tanker out of Gloucester. It was a race of thrills with the Canadian craft constantly manœuvring the challenger, but the Yankee scored a well earned victory, having a margin of two minutes and twenty-six seconds to spare at the end of the forty mile course. She required 5 hours one minute and 24 seconds to cover it. This marks score one for the Ford and she needs but another to hold the International trophy for a year.

The schooners are expected to race again on Wednesday. The postponement of a day is made necessary by the fact that the Bluenose's shoe has been damaged by grounding at her dock here and will haul out on the slip tomorrow for examination. If the wind holds light the Ford will keep the cup. If it is fresh, Bluenose will compel a rubber. Even Gloucester, flushed with the rapid success in to-day's contest is almost willing to admit that.

We were on the James K. Paulding, the U.S. destroyer, detailed as committee boat. Once again to-day we almost missed the craft because of the excitement ashore before the race began. The crew of the Ford, incensed because the two committees, handling the series' persisted in calling contest "no race," went on board their vessel this morning, collected their dunnage and conducted an indignation meeting on Gloucester's main street. They had vowed the night before that if they were not officially credited with Saturday's victory, when they trimmed the down-homer in extremely gentle weather with some twelve minutes to spare, after both vessels had made false starts, they would not race to-day.

THEY SAVED THE DAY.
They meant it, but this morning Edwin S. Denby, Secretary of the United States Navy, and Mrs. Jonathan Raymond, the pretty little wife of a part owner of the Ford, saved the day. Mrs. Raymond conferred the minutes' skipper and crew outside the Master Mariner's office, induced them to return to their ship, and after Mr. Denby had arranged them and pleaded that they race for the honor of the United States, talked to them in language as forceful as their own. "You're not afraid to race," said she. "We're not," said the crew. "Well, then, go out and trim the Canadian. Do you talking afterwards." The up referred to the Deity, so did Mrs. Raymond. Then Capt. Clayton Mortimer, whose record since Saturday's fiasco is considered by many as open to criticism, at last made his mind and played the game. "Come on boys," said he, "Bend your main-sail, we're going out."

If "Captain Clay" was going, so were the pressmen. A motor boat from the faithful "Tyrian," Canada's agent cable ship, that had been clean and admired by local salts for her trim rig and generally seaworthy appearance, was at the dock. We commandeered it and caught the Paulding. The race was scheduled to begin at ten. Bluenose, hauled out the mud and rocks of Gloucester's low tide waterfront, was already at the starting point. We thought it was only another illustration of the early bird out for the worm, but when the destroyer sped for the starting line we learned otherwise.

The Sailing Committee, wise after Saturday's muddle, was holding aloof from the newspaper guys. Information as to their plans was meagre, but ere we reached the line we were told the race had been postponed for an hour. There was no question, but the Ford would be there well before ten o'clock, yet the only statement given out was that the postponement was made in order to allow her time to get ready for the start.

Signals were virtually done away with, and the skippers of the racers were notified in writing of the postponement. As the Paulding lay at anchor we noted the red ensign flying in the Bluenose rigging.

The tug Mariner, coming from the defender, hailed the Paulding. "Captain Walters, of the Bluenose wants the committee to send two of their number, one from each side, aboard his vessel," megaphoned the tug boat's skipper. "He suggests Mr. Davidson and Capt. Peoples." We wondered what would happen next. Would Angus cap the climax by refusing for some reason to race? The two committees boarded the Canadian and in five minutes were back on board with a letter from Bluenose's skipper, saying that he would sail under protest, because his schooner's shoe had been damaged by too much contact with the bottom of Gloucester's harbor.



TANLAC
Makes You
EAT BETTER
SLEEP BETTER
WORK BETTER
FEEL BETTER
Over 30 Million Bottles Sold

The times at the start: Ford, 11.00. 64; Bluenose, 11.00.04. Old man wind began to show some life and the schooners romped on a fairly close race for the first mark off Thatcher's Island, five miles east by north. "The Ford, towing a scow, could beat the herring choker," said a local enthusiast, but for all our dismal predictions of a half hour back, we began to hearten. The Bluenose, left behind at the start, now appeared to be holding her own. Angus drove her up to weather hoping soon to take his rival's wind. By this time it was blowing fifteen knots in the puffs and both vessels were showing haycocks at their bows.

SLOW ROUNDING FIRST MARK.
Ford, short handed because four or five of her men had refused to sail, despite the pleading of the Denby boys, ten miles dead to weather southwest. If the wind would only hold true, the heavier Canadian might find her stride and then we felt sure the race would end in victory for Lunenburg. The schooners, after passing the mark went about and were on the port tack, headed for Marblehead, fifteen miles away. Bluenose, profling by Ford's slowness in stays, was now only a few lengths behind, but the breakers were against the Canadian. The breeze seemed to soften as soon as they went on the wind. Once again it was an oily sea.

UPSET ALL THE DOPE.
The Gloucester boat, hitherto, regarded as Bluenose's inferior in a beat to windward, even in light weather, was upsetting the dope. She pointed just as high and footed faster steadily gaining the gap. Her agility in mild winds enabled her to slip through the soft spots while the Canadian wearily lifted her bow to the little port that suddenly came from the sea. The wind was less than seven knots in the lulls and not more than eight at its best.

After sailing about eight miles on the port tack, Clayton brought his ship about and tried to shape her for the mark six miles to the south, the location of which was plainly visible by the black smoke screen from the Patriot's funnels. Angus, believing that his vessel could point higher than the other, did not hold so long on the tack. Ford had come about at 12.58.01 official time and Bluenose followed at 12.57.01. Both boats were now on the starboard tack but could not make the mark. Ford, still reaping the benefit of her speed in light weather, was about fifteen minutes in the lead, she was a quarter mile to weather and a quarter mile further advanced on the tack.

THE BREEZE INCREASED.
Bluenose's shoes appeared to be done to a turn for the day, but we reckoned without the wind, the controlling factor in these schooner races. At 1.15 a tiny white cap was noticed here and there. Angus made no attempt to pinch his vessel and Bluenose began to move. Ten minutes later Ford came about and was on the port tack for the buoy. Clayton left his stayail flapping to leeward. He thought it was better there, all ready for the long reach on the next leg. The breeze had increased to twelve knots. Bluenose held so far on her tack that we thought she would overstand. At 1.29 she came about and was seen to have cut down the gap materially. She was travelling fast with good full, while Clayton was close to the wind, heading well to leeward of the mark. At 1.34 he came about and made for it. Bluenose had cut a lead of fifteen minutes down to one of less than three. The times, Ford, 1.37.05; Bluenose, 1.40.00. Then the fun began. The wind

BON MARCHE SALE!

Our Opening Week—a wonderful Success, and we are doing our best to keep space with the demand. Staple Lines at Bankrupt Prices.

Men's & L. Underwear . . . 80c. pair
Ladies' & L. Underwear . . . 45c. pair
Children's & L. Underwear . . . 30c. pair

Hosiery Dept.
Ladies' Hosiery . . . 19c. pair
Ladies' Wool Hosiery . . . 40c. pair
Children's Hosiery . . . 15c. pair
Men's Hosiery . . . 20c. pair

Shirts and Ties Dept.
Men's Nightgowns . . . \$1.25
Men's Cotton Shirts . . . 80c.
Men's Wool Shirts . . . \$1.50
Men's Ties . . . 25c.
Men's Socks . . . 15c.

Heavy Dept.
Men's Flannel Shirts . . . 19c.
Men's White Shirts . . . 50c.
Men's White Shirts . . . 50c.
Men's White Shirts . . . 50c.
Men's White Shirts . . . 50c.

Dress Dept.
Men's Dress Suits . . . 25c.
Men's Dress Suits . . . 25c.
Men's Dress Suits . . . 25c.
Men's Dress Suits . . . 25c.
Men's Dress Suits . . . 25c.

Blanket Dept.
Men's Blankets . . . \$1.50 pair
Men's Blankets . . . \$1.50 pair
Men's Blankets . . . \$1.50 pair
Men's Blankets . . . \$1.50 pair
Men's Blankets . . . \$1.50 pair

Boys' and Men's Dept.
Boys' English Suits . . . \$2.50
Boys' English Suits . . . \$2.50
Boys' English Suits . . . \$2.50
Boys' English Suits . . . \$2.50
Boys' English Suits . . . \$2.50

Ladies' Dept.
Ladies' Sweater Coats . . . 50c.
Ladies' Slip-Ons . . . \$1.15
Ladies' Sweaters . . . \$1.50
Ladies' Sweaters . . . \$1.50
Ladies' Sweaters . . . \$1.50

Boot Dept.
Ladies' Boots . . . \$1.50
Boys' Boots . . . \$1.50
These are very Special.

Odd Lines.
Curtain Serim . . . 19c.
Curtain Serim . . . 19c.
Curtain Serim . . . 19c.
Curtain Serim . . . 19c.
Curtain Serim . . . 19c.

BON MARCHE.
oct19,22

Senef Goes to Labrador.
WILL TAKE HOME WRECKED CREW

S.S. Senef is now loading freight at the Coastal wharf, and sails this afternoon for the Labrador, calling at Cook's Harbor, and the regular ports as far as Rigolet. The ship will also call at Domino, where she will take on board the shipwrecked crew of the schooner Isabelle, which went ashore there on Monday last.

Newfoundland Poultry Association, Annual Show, November 29th, 30th and December 1st, at C. L. B. Armoury. Get your birds ready.—oct26,41,w.s

COACH SERVICE TO SANITARIUM VISITING DAYS
The Mack Coach will leave Queen Street for the Sanitarium, Wednesdays and Sundays at 3.00 p.m., taking up passengers at the West End Fire Hall and top of Hamilton Street. Returning Coach leaves Sanitarium at 4.40 p.m. MARSHALL'S GARAGE. oct27,28

A Window Full of Fancy Neckwear.
— AT —
3 for \$1

One, two, three, we'll count them out as fast as you'll choose. A year's neckwear wear for \$1.

They're worth much more of course—but we've got too many. To take them away we'll give you our profit.

Now! Here's your opportunity to make your dollar work overtime. Look at 'em!

3 for \$1
Eastern Window.

Kearney's.

MO MA THE MO

Our Opening Week—a wonderful Success, and we are doing our best to keep space with the demand. Staple Lines at Bankrupt Prices.

Men's & L. Underwear . . . 80c. pair
Ladies' & L. Underwear . . . 45c. pair
Children's & L. Underwear . . . 30c. pair

Hosiery Dept.
Ladies' Hosiery . . . 19c. pair
Ladies' Wool Hosiery . . . 40c. pair
Children's Hosiery . . . 15c. pair
Men's Hosiery . . . 20c. pair

Shirts and Ties Dept.
Men's Nightgowns . . . \$1.25
Men's Cotton Shirts . . . 80c.
Men's Wool Shirts . . . \$1.50
Men's Ties . . . 25c.
Men's Socks . . . 15c.

Heavy Dept.
Men's Flannel Shirts . . . 19c.
Men's White Shirts . . . 50c.
Men's White Shirts . . . 50c.
Men's White Shirts . . . 50c.
Men's White Shirts . . . 50c.

Dress Dept.
Men's Dress Suits . . . 25c.
Men's Dress Suits . . . 25c.
Men's Dress Suits . . . 25c.
Men's Dress Suits . . . 25c.
Men's Dress Suits . . . 25c.

Blanket Dept.
Men's Blankets . . . \$1.50 pair
Men's Blankets . . . \$1.50 pair
Men's Blankets . . . \$1.50 pair
Men's Blankets . . . \$1.50 pair
Men's Blankets . . . \$1.50 pair

Boys' and Men's Dept.
Boys' English Suits . . . \$2.50
Boys' English Suits . . . \$2.50
Boys' English Suits . . . \$2.50
Boys' English Suits . . . \$2.50
Boys' English Suits . . . \$2.50

Ladies' Dept.
Ladies' Sweater Coats . . . 50c.
Ladies' Slip-Ons . . . \$1.15
Ladies' Sweaters . . . \$1.50
Ladies' Sweaters . . . \$1.50
Ladies' Sweaters . . . \$1.50

Boot Dept.
Ladies' Boots . . . \$1.50
Boys' Boots . . . \$1.50
These are very Special.

Odd Lines.
Curtain Serim . . . 19c.
Curtain Serim . . . 19c.
Curtain Serim . . . 19c.
Curtain Serim . . . 19c.
Curtain Serim . . . 19c.

BON MARCHE.
oct19,22

Senef Goes to Labrador.
WILL TAKE HOME WRECKED CREW

S.S. Senef is now loading freight at the Coastal wharf, and sails this afternoon for the Labrador, calling at Cook's Harbor, and the regular ports as far as Rigolet. The ship will also call at Domino, where she will take on board the shipwrecked crew of the schooner Isabelle, which went ashore there on Monday last.

Newfoundland Poultry Association, Annual Show, November 29th, 30th and December 1st, at C. L. B. Armoury. Get your birds ready.—oct26,41,w.s

COACH SERVICE TO SANITARIUM VISITING DAYS
The Mack Coach will leave Queen Street for the Sanitarium, Wednesdays and Sundays at 3.00 p.m., taking up passengers at the West End Fire Hall and top of Hamilton Street. Returning Coach leaves Sanitarium at 4.40 p.m. MARSHALL'S GARAGE. oct27,28

A Window Full of Fancy Neckwear.
— AT —
3 for \$1

One, two, three, we'll count them out as fast as you'll choose. A year's neckwear wear for \$1.

They're worth much more of course—but we've got too many. To take them away we'll give you our profit.

Now! Here's your opportunity to make your dollar work overtime. Look at 'em!

3 for \$1
Eastern Window.

Kearney's.

MO
MA
THE
MO
Nature's
y rarely do we
id lights of natu
ries of the day
fories of the day
and minds of rem
terrifying im
sprang a host of
wonder the
ains of Batu'
the East.
whole country
at times, the app
ped in flames. T
town from the
masses with in
uring clear, moon
light weeks of
the whole weate
es not consumin
if a person fin
of it no war
Abodes of
similar absence
etic of the
or badger
THE
You can
and begin to
payments, su
out of profits
The Academi
ly in gasoline
sturdily. And
tie you up, be
changeable an
send for them
in stock and
arrives.
The make
them more w
poses than o
and complete
engine.
Acadia has
the longest li
ACADIA
Up
Fur