

SHOPS YOU OUGHT TO KNOW

Designed to Place Before Our Readers The Merchandise, Craftsmanship and Service Offered By Shops and Specialty Stores

ASHES REMOVED

ASHES REMOVED PROMPTLY—Eastern Ash Co., Phone Main 3048-11, 6753-11—11-1

BRASS PLATING

ELECTRIC LIGHT FIXTURES REFINISHED in all colors. Brass beds re-finished and made as good as new. Ornamental goods repaired. Replished in their original colors at Grondines the Plater.

BARGAINS

FIX UP FOR WINTER AND GET your fix-ups at Duval's, 17 Waterloo street. 6766-10-27

CASHMERE AND WOOL HOSERIES—Ladies' warm gloves, ladies' new collars—At Wetmore's, Garden street.

FIRECLAY, GLASS, PUTTY, CEMENT, Rockwell, whitening, Plaster Paris, dampers, collars, wall tints, mixed paints—Duval, 17 Waterloo street. 6766-10-27

FULL RANGE OF THE FOLLOWING winter line: Men's and boys' sweaters, Striped, Penelope's fleece lined and Merino underwear; heavy wool and medium socks; shaker and wool blankets, etc.—J. Morgan & Co., 625-638 Main street.

COAL

BURN OLD MINE SYDNEY screened coal in grate and range. Jas. W. Carleton, corner Duke and Market Place, West 52.

T. M. WISTED & CO., 143 ST. PATRICK street, American anthracite, all sizes, Springfield, Reserve Sydney soft coal also in grate range 214-11. Ashes removed promptly.

NOW LANDING FRESH MINED Sydney coals. James & McGivern, 5 Mill street, Phone 42.

DRESSMAKING

WANTED—DRESS MAKING BY qualified worker. Apply Miss Murray, Girls' Club, 92 Princess street. 6764-10-24

ENGRAVERS

F. C. WESLEY & CO., ARTISTS AND engravers, 59 Water street, Telephone

FILMS FINISHED

FILM DEVELOPED AND PRINTED by hand at Watson's, 810-812, 10 to 30c.

GOLD AND SILVER PLATING

TABLEWARE OF ALL KINDS REPAIRED and Plated, Knives, Forks, spoons, cake baskets, castors, teapots, etc. Mesh bags repaired and plated. All jewelry repaired and plated, gold or silver, at Grondines, the Plater.

HATS BLOCKED

LADIES' VELOUR BEAVER AND Felt Hats blocked over in latest style. Mrs. T. R. James, 280 Main street, opposite Adelaide.

HAIRDRESSING

MISS McGRATH, N. Y. PARLORS Imperial Theatre Building. Orders taken now for hair, colorings, hair work a specialty. Gents' manicuring—Floor 2, Phone M 2695-81. New York graduate.

IRON FOUNDRIES

UNION FOUNDRY AND MACHINE Works, Limited, George H. Waring, manager, West St. John, N. B. Engineers and machinists, iron and brass foundry.

MEN'S CLOTHING

NOW SHOWING—A BIG RANGE of men's overcoats, from \$12 to \$24; also a large assortment of raincoats, all guaranteed. Call early and make your selection. Turner, out of the high rent district, 440 Main street.

MEN AND YOUTHS READY-TO-WEAR Suits at very reduced prices during this month—W. J. Higgins & Co., custom and ready-to-wear clothing, 182 Union street.

MEATS AND GROCERIES

MEATS, GROCERIES AND PROVISIONS at lowest prices. We now sell soft coal, any quantity delivered—Tobias Bros., 71 Main street, M. 1740-21.

NICKEL PLATING

AUTOMOBILE PARTS RE-NICKEL—cled, made to look like new. Bicycle parts, sewing machine parts, store fittings, bath-room fittings, etc. re-nickel at Grondines the Plater.

PHOTOS ENLARGED

PHOTOS ENLARGED, SNAPSHOTS enlarged, 8 x 10, for 35c. Just send us negative. Films developed, at Watson's Main street.

PHOTO FINISHING

YOUR PICTURE ENLARGED ON Portrait or Cushion Top Samples at 210 Union street, opposite Opera. Orders taken now for Christmas. 67491-11-18

PLUMBING

SHARKEY & HURLEY, STEAM-Fitters and Plumbers, Jobbing attended to; No. 108 Brussels street. 67552-11-19

ARTHUR DOYLE, PLUMBER AND heater, 34 St. Patrick street, Phone M. 1850-11. 67147-11-12

ROOFING

DOES YOUR ROOF LEAK? WE do best gravel roofing. J. Joseph Mitchell, 204 Union street. 66638-11-5

STENO-MULTIGRAPHING

L. C. SMITH TYPEWRITER AND multigraph office. Expert work on new machines, circularizing, etc. Opp. P. O. Tel. 121.

SECOND-HAND GOODS

SECOND HAND STOVES BOUGHT, sold and repaired. C. H. McPadden, 728 Main street. 67211-11-14

WANTED TO PURCHASE—GENTleman's cast off clothing, boots, musical instruments, jewelry, bicycles, guns, revolvers, tools, etc. Highest cash prices paid. Call or write L. Williams, 16 Dock street, St. John, N.B., Telephone 428-21.

SECOND HAND BAND SAW, Planer, Ship gear, all kinds mill gear, lifting chains, etc. Small mills, pipe in. to 3 in., canvas and cork life belts—John McGoldrick, 68 Smythe street.

WANTED TO PURCHASE—GENTleman's cast off clothing, fur coats, jewelry, diamonds, old gold and silver, musical instruments, bicycles, guns, revolvers, tools, etc. Best prices paid. Call or write H. Gilbert, 34 Mill street, Phone 5892-11.

TYPEWRITER REPAIRS

EXPERT WORK, ALL MAKES MACHINES, satisfaction guaranteed. Soulls Typewriter, Ltd., 167 Pr. Wm. Tel. 121

UMBRELLA REPAIRING

UMBRELLAS FOR SALE AND RE-covered. J. Stokolsky, 625 Main street. 67670-10-29

WATCH REPAIRERS

WATCH AND CLOCK REPAIRING a specialty. Watches, rings and chains for sale. G. D. Perkins, 48 Princess street. T.F.

W. BAILEY, THE ENGLISH, AM-erican and Swiss expert watch repairer, 138 Mill street (next Hygiene Bak-ery). For reliable and lasting repairs come to me with your watches and clocks. Prompt attention and reasonable charges. Watches demagnetized.

FOR RELIABLE CLOCK AND N watch repairs go to Hugaburg, 87 Peters street. (Seven years in Waltham Watch factory.) T.F.

WEATHER STRIPS

BEFORE BUYING STORM WIN-dows or doors, investigate the merits of Chamberlin Metal Weatherstrip. Estimates free. A. E. Winston, 86 Princess street, M. 2479.

WOOD

DRY, SMALL, ROUND BIRCH Firewood, \$2 per load, 4 ft. lengths, \$25 one cut for furnace—J. S. Gibson & Co., Ltd.; Tel. M. 2630, Tel. M. 884, No. 1 Union street, 67538-10-26

WE ARE NOW DELIVERING WET ends and spar ends. McNamara Bros., Phone 723. T.F.

Let Her Talk

Men are downtown in their offices all day and have a chance to talk. The women have to stay at home, and with the exception of the milkman, the groceryman, the iceman, the old clothes man, a few miscellaneous peddlers, and truckers, and the women next door, there is nobody to talk to. That is why wife talks her husband's head off when he comes home at night. Husbands who, through long years of experience, have grown accustomed to this, merely answer "hmm-hmm" without hearing. Sometimes the wife will catch them unawares and bid them remarks will insert a request for \$10 to buy a new dress with. If the husband, from force of habit answers "hmm-hmm," the wife, of course, gets the gown—Gainsville (Tex.) Register.

Here Lies Your Danger

Ready-made spectacles have lenses of equal strength for both eyes. Now, as it is extremely unlikely that each of your eyes will have exactly the same defect, and as in some cases it happens that only one eye is defective, glasses with lenses of equal value will most likely do more harm than good.

Consult us about your eyes.

K. W. Epstein & Co. Optometrists and Opticians Open Evenings. 193 UNION ST.

COME ON, OVER THE TOP!

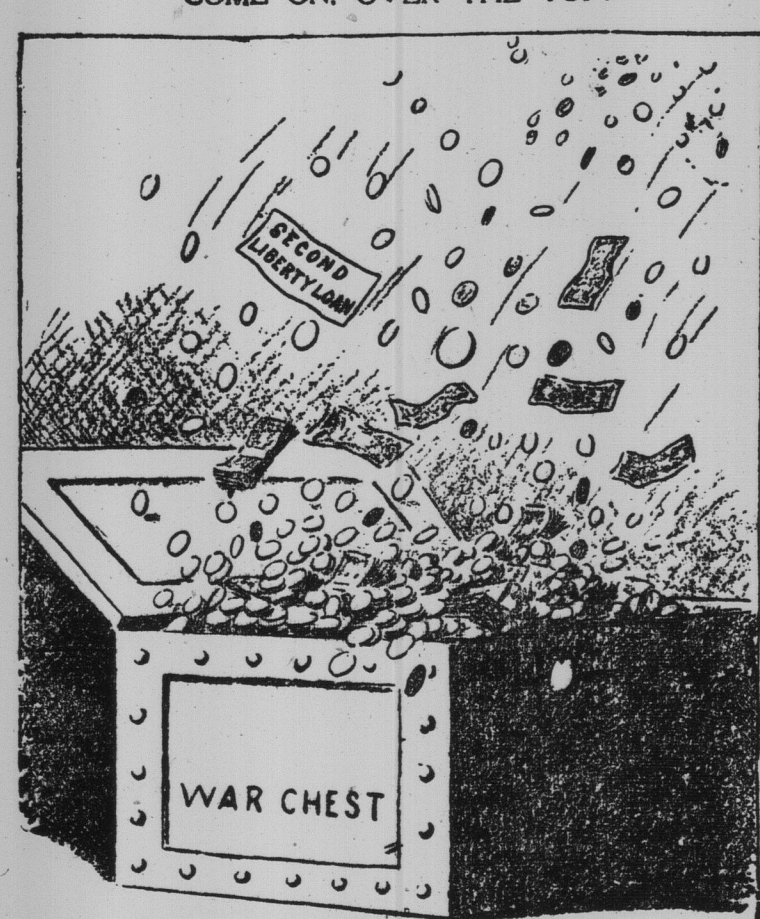


Illustration of a man in a trench coat and hat, looking over a trench, with a 'WAR CHEST' box nearby.

FINANCIAL

NEW YORK STOCK MARKET Quotations furnished by private wire of J. M. Robinson & Sons, St. John, N. B. New York, Oct. 22.

	Previous Closing	Opening	High	Low
Am Zinc	15 1/2	15 1/2	15 1/2	15 1/2
Am Car and Fdry	68 1/2	69 1/2	69 1/2	68 1/2
Am Locomotive	69 1/2	69 1/2	69 1/2	69 1/2
Am Beet Sugar	75 1/2	76 1/2	76 1/2	75 1/2
Am Can	43 1/2	44 1/2	44 1/2	43 1/2
Am Steel Fries	68 1/2	68 1/2	68 1/2	68 1/2
Am Smelters	88 1/2	88 1/2	88 1/2	88 1/2
Anacostia Min	64 1/2	65 1/2	65 1/2	64 1/2
At. T. and S. P.	94 1/2	94 1/2	94 1/2	94 1/2
Brooklyn R. T.	87 1/2	87 1/2	87 1/2	87 1/2
Balt. & Ohio	87 1/2	87 1/2	87 1/2	87 1/2
Baldwin Loco	61 1/2	61 1/2	61 1/2	61 1/2
Battle & Sup	86 1/2	86 1/2	86 1/2	86 1/2
Beth Steel "B"	86 1/2	86 1/2	86 1/2	86 1/2
Ches and Ohio	44 1/2	44 1/2	44 1/2	44 1/2
Col Fuel	89 1/2	89 1/2	89 1/2	89 1/2
Can Pacific	151 1/2	151 1/2	151 1/2	151 1/2
Can Leather	78 1/2	78 1/2	78 1/2	78 1/2
Cruible Steel	19 1/2	19 1/2	19 1/2	19 1/2
Erie	18 1/2	18 1/2	18 1/2	18 1/2
Gen Electric	188 1/2	188 1/2	188 1/2	188 1/2
Gen Northern Pfd	100 1/2	100 1/2	100 1/2	100 1/2
Inspiration	27 1/2	27 1/2	27 1/2	27 1/2
Int. Mar. Com	27 1/2	27 1/2	27 1/2	27 1/2
Int. Mar. Pfd	89 1/2	89 1/2	89 1/2	89 1/2
Kenecott Copper	118 1/2	118 1/2	118 1/2	118 1/2
Lehigh Valley	24 1/2	24 1/2	24 1/2	24 1/2
Reading	76 1/2	76 1/2	76 1/2	76 1/2
Midvale Steel	47 1/2	47 1/2	47 1/2	47 1/2
Mex Petroleum	87 1/2	87 1/2	87 1/2	87 1/2
Miami	87 1/2	87 1/2	87 1/2	87 1/2
North Pac	94 1/2	94 1/2	94 1/2	94 1/2
Nor and West	107 1/2	107 1/2	107 1/2	107 1/2
Nevada	18 1/2	18 1/2	18 1/2	18 1/2
N. Y. N. Brakes	74 1/2	74 1/2	74 1/2	74 1/2
N. Y. Central	74 1/2	74 1/2	74 1/2	74 1/2
Pennsylvania	80 1/2	80 1/2	80 1/2	80 1/2
Peoples Gas	41 1/2	41 1/2	41 1/2	41 1/2
Fresno Steel Car	77 1/2	77 1/2	77 1/2	77 1/2
Reading	76 1/2	76 1/2	76 1/2	76 1/2
Republic I and S	80 1/2	80 1/2	80 1/2	80 1/2
St. Paul	40 1/2	40 1/2	40 1/2	40 1/2
Shawmut	42 1/2	42 1/2	42 1/2	42 1/2
South Railway	41 1/2	41 1/2	41 1/2	41 1/2
South Pacific	90 1/2	90 1/2	90 1/2	90 1/2
Shattuck Arizona	20 1/2	20 1/2	20 1/2	20 1/2
Studebaker	42 1/2	42 1/2	42 1/2	42 1/2
Union Pacific	124 1/2	124 1/2	124 1/2	124 1/2
U. S. Steel	106 1/2	106 1/2	106 1/2	106 1/2
U. S. Steel Pfd	115 1/2	115 1/2	115 1/2	115 1/2
United Fruit	134 1/2	134 1/2	134 1/2	134 1/2
U. S. Rubber	59 1/2	59 1/2	59 1/2	59 1/2
Utah Copper	88 1/2	88 1/2	88 1/2	88 1/2
West Union	89 1/2	89 1/2	89 1/2	89 1/2
Westing Electric	48 1/2	48 1/2	48 1/2	48 1/2
Sales—Eleven o'clock	231,100			

WAR SHARES HIGHER AND ACTIVE AS N. Y. EXCHANGE OPENS

New York, Oct. 22.—(Wall street)—The week in the stock market opened with a continuance of activity in war shares at higher levels. Equipments were again the conspicuous feature at gains of one to two points. Shipments, metals, oils and various specialties shared in the advance, but rails were sluggish and utilities as represented by gas shares, manifested some of their reactionary trend. Trading was broad and suggested further closing of short contracts.

WALL STREET NOON REPORT

New York, Oct. 22.—(Wall street)—The general improvement of the first hour to list special stocks. Mexicans were among the favored issues, also Distillers, Alcoholic, Baldwin and American Locomotives, sugars and tobaccos. United States Steel made little progress, however, and ended retracted, while rails remained apathetic.

CHAIR CAN BE CONVERTED INTO A CRIB

A mission chair which can be converted into a baby's crib is an attractive device illustrated in the November issue of Popular Mechanics Magazine. The chair is of generous dimensions, with sides and back of the same height. The bottom, the front crosspiece, and the back are each made in two parts attached to their respective sides and reinforced with wooden strips which slide in grooves so that the sides can be drawn apart several inches. In this way the chair is transformed into a crib.

SUBMARINE PAINTINGS

Illustrations of exceptional interest are those which accompany the account by R. H. Moulton in the November Popular Mechanics Magazine of the activities of a distinguished American artist who devotes his life to painting pictures under water. The artist holds that it is impossible to catch the colors and what he calls the "atmosphere" of the scene by observation from the surface. He goes down to the bottom of the ocean wearing water-tight goggles, similar to those worn by the famous pearl divers of the South Seas. These goggles are merely bits of cowhorn cut and shaped to fit the eyes. They allow a small space of air between the eyes and the water, so that one can see perfectly. He uses a weight to carry him to the bottom, where he makes sketches on a specially prepared waterproof paper with waterproof crayons. The paper is first rubbed with coconut oil and stretched on a piece of glass with suction's tape. After several days the sketches are taken up, and he gets his pictures outlined and then completes them in his studio.

CHEST DEVELOPER TELLS CAPACITY OF LUNGS

Excellent chest development, and incidentally much entertainment, can be obtained by using a simple lung exerciser consisting of a rubber bag fitted with a device to measure its inflation. Special benefit is derived, says Popular Mechanics Magazine for November, by trying to make the bag as large as possible with a single breath. Attached to the side of the valve through which one blows is a ribbon having graduated markings. This measure passes through a slotted window fastened to the side of the bag, and as the latter expands, the guide slides farther and farther toward the ribbon's end. The reading indicated by the position of the guide shows the number of cubic inches of air in the bag.

Passing of the Country Store

The country store at Riggs has quit business and the Sturgeon Leader notes that country stores are disappearing everywhere. Their death sentences having been written by motor cars. For fifty years or more the prairies of Missouri have been dotted with country stores, there being every few miles a little shop where staples were obtainable. In these days of motor cars the farmers no longer are dependent on the limited stocks of these small merchants, but after the day's work is over they spin away to towns where choice is not so restricted.—Kansas City Times

Gone? Gone?

YES, gone is the sting and smart out of shaving, and no one knows where since Mr. Mennen took them out and won't tell any one where he's put them. But nobody cares. They are just satisfied with the better shave that Mennen's gives.



WHAT ABOUT WOMEN WHEN WAR ENDS?

Will They Give Up Posts Taken To Help Their Countries?

May Be Sex Competition — Problem, However, May Be Solved On The Basis of Individual Fitness

(Montgomery Advertiser)

So many women have gone into the banks and brokerage houses of New York to take the places vacated by men called to the colors that the circumstance leads the dispatches to take note of it. The same situation has come about in other cities in American in greater or less degree.

The last two decades saw women take business positions which a few years before she hesitated to consider. At that time women had come to do about 90 per cent of the stenography of the country. She has sold most of the goods in department and notion stores, though in all save journalism she has taken clerks in banks.

In some instances she holds executive positions in corporate organizations. In almost every business woman has gone. She has entered the professions, law, medicine, journalism, and the ministry, though in all save journalism she has become professional only in a mild form. She has gone into suffrage and now and then holds political office.

A comparatively small percentage of business and professional women are married. A comparatively small percentage of those married have children, and almost the mother of children naturally retires from business whenever the exigencies of her economic life permit her.

The most notable movement upon the positions of man has of course occurred in Great Britain, France and Germany, to the war, but even in these countries women have gone into all lines of work in greater numbers than ever before.

A good deal in this connection, he says, depends on whether General Smuts, minister of defense in the South African union, and a delegate in London, Oct. 22.—While admitting the existence of widespread popular dissatisfaction over the apparent impunity with which Zeppelins raided England on Friday night, a majority of the morning newspapers take a more sober view than that expressed by the Saturday and Sunday papers.

The story of the raid is still rather obscure and no official explanation of the absence of gunfire in the London area or of the escape of the raiders from England has been given. It is assumed, however, by thoughtful writers that the directors of the defensive system adopted a policy dictated by circumstances and acted with due vigilance and enterprise.

While the raiders were not attacked by gunfire in London, they were bombarded elsewhere, and there is reason to believe that one was so badly damaged that it left England under imperfect control. It is suggested that the authorities had reasonable grounds for believing that the Zeppelins would be unable to find London, owing to the darkness and the height at which they were traveling and the firing of gun- and the flashing of searchlights would have revealed the targets.

It is known that British airplanes were up in considerable numbers during the raid, and writers in the morning newspapers hint that these had much to do with the driving of the Zeppelins to France, where the French gunners and aviators—whose skill is praised warmly—were able to deal with them by daylight.

Nevertheless, it is contended that an explanation is due to the public and ought to be given, preferably in parliament.

Tokio, Oct. 22.—The Japanese steamer Hiei Maru, due at Delagoa Bay, Portuguese East Africa, on October 1, is missing and is believed to have struck a mine with the loss of all on board.

The number of passengers on board is not known, but Mr. Orai, London manager of the Nippon Yusen Kaisha, owners of the vessel, was among them.

The Hiei Maru, a vessel of 6,350 gross tons, sailed from Yokohama for Liverpool on August 29. She touched at Colombo, Ceylon, on September 24, but since then nothing has been heard from her.

Memorial Service

A memorial service was held in Carmarthen street Methodist church last evening for Private Eugene Clarke, who was recently reported as having made the supreme sacrifice in France. The members of the Newfoundland Relief Society, of which the deceased soldier

ADMIT THE LOSS OF FOUR ZEPPELINS

Berlin Claims "Special Success" In Raid on England

Eight In Raid on France

British Demand For New Air Ministry — Some Comment on Visit of Enemy by Air on Last Friday Night

Amsterdam, Oct. 21.—The loss of four Zeppelins in a raid on England in an official statement received here from Berlin. An airship squadron, the statement says, attacked London, Manchester, Birmingham, Nottingham, Derby, Lowestoft, Hull, Grimsby, and Norwich, England, with "special success."

Raid on France

Paris, Oct. 22.—There were eight Zeppelins in a raid on France on Friday night and Saturday morning, according to latest accounts. Opinions differ as to whether all belonged to the same group or whether part of the number were returning after a raid on England and the others had crossed the Alsatian frontier from Germany and were making for Lyons and other points in Central France. A Zeppelin brought down at Bourbonne-Lez-Bains, about fifty miles south of Neuchateau, was compelled to land by five battle-planes of an escadrille. All the battle-planes came down at the same time and rushed the crew of the Zeppelin, prevented the destruction of the airship and made all of the members of the crew prisoners. This Zeppelin is absolutely intact.

The Zeppelin brought down at Sisteron in the Lower Alps, was burned by its crew all of whom were taken prisoner and escorted to Laragne. One shot down at St. Clement met its fate at the hands of a section of the anti-aircraft artillery.

Another was sighted at two o'clock in the afternoon. It was pursued by a battle-planes and disappeared over the Mediterranean. When last seen the Zeppelin appeared to be helpless and is supposed to have been lost at sea.

The Zeppelin which landed at Langres leaving fifteen members of its crew and one of its cars and taking the crew again with four members of the crew, has not been heard from since and is supposed to have been lost somewhere in the Alps. Two more airships were seen flying over Gap late in the afternoon and another in the evening in the region of Lons Le Saunier.

New Air Ministry Demanded

London, Oct. 22.—Friday night's Zeppelin raid over England called forth articles in the Sunday Times and Sunday Observer demanding no further delay on the part of the British government in announcing the constitution of a new air ministry. The parliamentary correspondence of the Sunday Times says the political group which is keeping an eye on Winston Spencer Churchill, the minister of munitions, is convinced that he is manoeuvring for a transfer to the new air ministry so soon as parliamentary authority for the latter department has been obtained.

A good deal in this connection, he says, depends on whether General Smuts, minister of defense in the South African union, and a delegate in London, Oct. 22.—While admitting the existence of widespread popular dissatisfaction over the apparent impunity with which Zeppelins raided England on Friday night, a majority of the morning newspapers take a more sober view than that expressed by the Saturday and Sunday papers.

The story of the raid is still rather obscure and no official explanation of the absence of gunfire in the London area or of the escape of the raiders from England has been given. It is assumed, however, by thoughtful writers that the directors of the defensive system adopted a policy dictated by circumstances and acted with due vigilance and enterprise.

While the raiders were not attacked by gunfire in London, they were bombarded elsewhere, and there is reason to believe that one was so badly damaged that it left England under imperfect control. It is suggested that the authorities had reasonable grounds for believing that the Zeppelins would be unable to find London, owing to the darkness and the height at which they were traveling and the firing of gun- and the flashing of searchlights would have revealed the targets.

It is known that British airplanes were up in considerable numbers during the raid, and writers in the morning newspapers hint that these had much to do with the driving of the Zeppelins to France, where the French gunners and aviators—whose skill is praised warmly—were able to deal with them by daylight.

Nevertheless, it is contended that an explanation is due to the public and ought to be given, preferably in parliament.

T