MC 2035 POOR DOCUMENT

One Grand Chance for the Ladies to Buy

Winter Coats at Factory Prices

We have secured One Hundred and Fifty Coats below actual cost of manufacturing, which will be put on sale *Friday Morning*. All the latest styles for this season.

Sale Prices on Cape Coats
$7.48, $8.48, $9.98, $11,98, $14.98

Sale Price on Curl Cloth Coats
All Shades
$12.98, $13,48, $14.98

Other Coats — From $4.98 to $30.00

Don't neglect seeing these Coats. Pay a deposit and have one laid aside until you want it if not prepared to buy at present time. All goods marked in plain figures.

Come Friday, Come Saturday, Come Monday
Come While the Picking is Good!

F. A. Johnson
40 Dock Street

SPORT NEWS OF A DAY; HOME AND ABROAD

BOWLING.

Tie on Victoria Alleys.

In the five men league in the Victoria Alleys last night the contesting teams—No. 4 and No. 5—pulled out with two points each. Teed of No. 5 team had the highest average—95.

The details of the game follow:

				Total.	Avg.
Brown	86	94	81	261	87
Howard ...	81	90	103	274	91 1-3
Downing ..	81	94	85	260	86 2-3
Davis	88	95	91	269	89 2-3
Duffy	107	86	77	270	90
	438	459	437	1334	

Team No. 5.				Total.	Avg.
Lewis	92	89	101	282	94
Teed	99	104	84	287	95 2-3
Thurston ..	85	77	89	251	83 2-3
Featherston.	89	80	81	250	83 1-3
Sabbe	104	98	77	274	91 1-3
	459	443	432	1344	

TURF.

The Maritime Season.

While the turf season just closed in the maritime provinces did not see many records broken, a Halifax Recorder review shows that there were more heats trotted and paced than last year and a larger number of newcomers in the 2.30 list.

The fastest mile of the season was by Helen R., owned by Capt. D. A. McKinnon, Charlottetown, in an exhibition mile, which she paced in 2.12½ at Charlottetown. This is also the fastest mile ever made by a provincial bred pacer on a provincial track. (

The fastest mile by a trotter was 2.18¼, made at Charlottetown by Mayor Todd, owned by Hammond Kelly, Charlottetown, which was also the fastest mile by a stallion any gait in the provinces and the fastest by a green trotter. Dr. Sharper, owned by Capt. D. A. McKinnon, Charlottetown, reduced his record at Halifax to 2.18½, which was the fastest mile trotted by a gelding. Orwell Belle, now owned by L. R. Acker, Halifax, trotted the fastest mile of the year by a mare in 2.19. Hilda S., owned by A. A. Stewart, Southport, P. E. I., was the biggest money winner of the year on provincial tracks, winning over $1,000.

Several New Brunswick horses figure among the fastest records; Jas. K. Newbro, handled by Tommy Raymond, paced the fastest mile of the season by a gelding in exhibition race at Fredericton in 2.13¼. Lady Fondly, owned by Huge Love, St. Stephen, paced the fastest mile of the season in a regular race, at St. Stephen, in 2.14¼. Norroway W., driven by Wm. Sharon, trotted the fastest mile of the season by a mare owned in the provinces, at Houlton, Me., in 2.18¼. Alice Hal, 2.14¼, driven by Tommy Raymond, is the fastest new performer of the season owned in the provinces. Baron Patchen 2.20½, owned by Keyes Bros., St. Stephen, paced the fastest mile of the year by a stallion, at St. Stephen. Rexlight, owned by L. A. Simpson, Amherst, 2.17¼, is the fastest gelding (new performer) in the provinces.

Match Called Off.

Kalamazoo, Mich., Oct. 28—The match race scheduled here this afternoon between the pacing stallions Directum I. and William, was called off because of cold weather. Te race was to have been for a purse of $5,000.

RING

Bouts Tonight.

Carl Morris vs. Jim Flynn, Kansas City.

Jack Lester vs. Joe Bonds, Tacoma.

Mike Glover vs. "K. O." Sweeney, Jimmy Fasane vs. Cy Smith and Bill Flemming vs. Jack Palmer, Waterbury, Conn.

BIRTHDAY OF LOCOMOTIVE

A Hundred Years Development of the Steam Horse

One hundred years ago the first locomotive in the world to successfully haul a load of freight upon rails made its maiden trip. An account of that trip, together with the work done by the locomotive of today, is given as follows in the current number of the Illinois Central Magazine:

Invented by George Stephenson, the "father of locomotives," it made its first run at Killingsworth colliery in England. It had so many rods and cranks strapped to its boiler that it had the appearance of a huge grass-hopper. It weighed about six tons. A pair of "walking beams" resembling those of a modern side-wheel steamer, turned the four wheels. There being no cab, the engineer had to stand while the engine was in operation.

It pulled eight loaded cars, which aggregated a weight of thirty tons, up a track that had a grade of one foot in an eighth of a mile. The test was a "grand" success, the engine running about six miles an hour.

The first locomotive to draw a train of cars in the United States made its experimental trip in the Lackawanna coal district fifteen years later. The locomotive also was the product of Stephenson. It was called the Stourbridge Lion, after the place of its manufacture in England. Its American engineer, Horatio Allen, ran the engine over a track of hemlock rails for a preliminary test. Then he invited any gentleman in the gathering of spectators to accompany him. His invitation was not only refused, but he was urged to give up his foolhardy ambition. Laughing at his advisers, he pulled the throttle wide and "dashed" away at ten miles an hour.

Today more than 65,000 locomotives are in motion over the 250,000 miles of trackage in the United States. They consume about 150,000,000 tons of coal and carry over a billion passengers and 1,800,000,000 tons of freight annually.

After adopting the English-born child of civilization, the United States took the lead in its development and application, until today it stands as the world's greatest manufacturer of locomotives. Besides making enough to meet the domestic demand, the American manufacturers are shipping locomotives abroad at the rate of a dozen a week. They are thundering through the mountains of South America and over the plains and valleys of Africa; they are disturbing the calm of the Orient, and dashing from one end of Europe to the other; they have invaded the land of the locomotive's birth, England, and are in use upon its principal railways.

Like the steamship, the locomotive is growing larger and more powerful every year. The largest reported to be in use today is a huge compound engine which measures 120 feet over all and weighs 850,000 pounds. It is an oil-burner and carries 4,000 gallons of oil and 12,000 gallons of water. It cost $43,380 to build.

These giants have reached a point where one locomotive is so long that it is hinged in the middle with a flexible point so that it can turn a curve without upsetting. Thus the locomotive has become the modern "Atlas" that carries the burden of the world's trade and population across the continents.

On Business

"I've seen 'em all—the woman who gets mad when we call her attention to an overdraft and then wants to write a check to make it up; the woman whose indorsements are weird—all of them.

"But the worst came in a few weeks ago. She shoved a check through the window without looking at me. I said.

"Madame, you will have to get somebody to introduce you before I can cash this check for you."

" 'Sir!' she answered haughtily. 'I am here on business and not making a social call. I do not care to know you.'"

The compliments and ceremonies of our breeding should recall—however remotely— the grandeur of our destiny. —Emerson.

'Digging In' and 'Digging Out'

(Right Hon. Sir Joseph Compton-Rickett, P.C., M.P. President-Elect of the National Council of Evangelical Free Churches, in London Daily Mail)

The forecast which was made some weeks ago that this would prove to be a war of machines, and that the strongest gun would determine many a conflict, has been fully confirmed by subsequent events. There is no doubt that we have taken this to heart, and that the British, foremost in the engineering world, are multiplying their engines of war in order to meet machine by machine of equal or greater value. This conflict is carried on in the heavens above, the earth beneath, and the waters under the earth. We have to encounter creeping things, and flying fowl, each of them belching destruction.

When the Germans were checked at last in that onrush of their finest troops which carried them within sight of Paris, they revised their methods of fighting. The goose-step was all very well for Brussels, but the "duck's egg" might ultimately represent their march upon France. The virulence of the modern machine-guns employed on both sides make continued fighting in the open almost impossible, except under cover of night. The more Germany has to rely upon her "second line" to supply her losses in France and Belgium the more is it necessary to give these troops cover. Then the machine comes into play for their protection. Any man can turn the handle to make the deadly gramophone growl. Soldiers are crowded into the trenches, where they eat and sleep until some exceptional frontal attack or flanking movement changes their lodgings a mile or two backwards or forwards. There is every reason to suppose that this rabbit-warren warfare will continue, particularly when the Germans are on the defensive. It may not be too sanguine to anticipate that the Germans may be compelled to evacuate French territory in the course of a month, with consequent relief to the shattered towns and villages of Belgium.

The Trial of Strength.

Then we shall enter upon a new phase of the war. When the field of operations is transferred to Western Germany the German position will become stronger. We may be as successful as the Germans have proved to be in France and in Belgium in beating down their fortresses with our siege guns, but the trial of strength and endurance will consist in carrying or turning a succession of prepared positions. These will have been constructed by the enemy in his own country close to his base of supplies, with a corresponding strain upon the invaders who have to protect lengthening lines of communication. It is probable that France has put into the field as many effective troops as she can command. British reinforcements will then become of increasing value, and the pressure of Russia still more the determining factor of the contest. When we hear of the millions which Russia can produce, no doubt we are correctly estimating her reserve in actual men. But these men have to be trained in European methods of fighting, for even an irregular cavalry of the "Buffalo Bill" order must be taught to subdue their ardour in face of modern artillery. These interminable reinforcements of Russia require skilled officers with the knowledge and the equipment of war proper to a modern army. Already Russia has put an enormous force into the field, and if during the next twelve months she is able to replace the losses caused by fighting and sickness with intelligent recruiting she will have done extremely well.

Under present conditions of fighting the losses by sickness must necessarily mount during the winter months. We are in for a war of attrition, the grinding of stone against stone. The result will almost certainly be in favor of the Allies, with courage and patience. They have superiority of numbers, vastly more resources than Germany and the sympathy of the civilized world. With the possible exception of Sweden it is difficult to put one's finger on the map to point to a sympathizer with the now descirted Triple Alliance. It is true that Turkey has shown signs of hostility, but she will have to reckon with Italy. If Turkey, hag-driven by Germany, breaks out to threaten the east it would be impossible for Italy to neglect her special interests in the Adriatic, the Aegean and on the North African littoral. It is therefore unlikely that Turkey will intervene to bring Italy into the fight. Her German advisers will prove wiser than her native ministry.

Moral Right to Advance

When Germany finds that her opportunity for aggression is closed and that she has nothing to gain by a defensive war there will probably be a fresh effort to make a peace through the good offices of the United States. It must then be made perfectly clear that we have a moral right to go forward and that the material interests involved in a settlement justify us in exercising that right. The war will not be fed by personal anger against the Kaiser or by denunciation of the German conduct in Belgium. It is quite possible that the German government may offer to make good civilian losses both in Belgium and in France.

Fortunately, the Allies are bound to act concurrently. Let us see to what extent each would profit, as their interests are not identical. Russia, the nation whose overpowering forces are doing so much to determine the war, deserves considerable compensation for her sacrifice. She will first receive it in obtaining the secure establishment of those Slav States which are to stretch from the Baltic to the Mediterrean. In the case of Poland she will be asked to give as well as to get. The reunited Poland, with its local independence will yet be associated with her, and these Slav States will constitute an important buffer between the Russian and the Teuton. But there is more to come.

Keys of the Black Sea

Whatever may happen to Constantinople, whether she be mediatised as a free city or not, it is only just that Russia should receive the keys of the Black Sea with the control of the waterway into the Mediterranean. No longer ought we to be parties to a state of affairs which denies Russia free egress into open water all the year round. If Italy renders any service to the Allies she will be substantially rewarded by the recovery from Austria of the Italian territory retained by the Dual Monarchy and by an extension of her power in the Adriatic. France demands the provinces riven from her in 1870 and such a peace as will lift the burden of armed defence from her shoulders, enabling her to continue the consolidation of her national life and the development of her colonies. Britain will claim the guardianship of the North Sea, with hostages against a future breach of the peace.

No annexation of purely German territory ought to be recognized but it may be our duty to give the Germans an opportunity of readjusting their relationship with Prussia if they wish so to do, and a political reconstruction favorable to the German democracy. For the rest a concert of Europe, with power to determine international disputes, a concert in which Germany should be invited to take her part. It is probable, under these circumstances, that the regulation of armaments would be automatically adjusted.

$100 Reward, $100

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address F. J. CHENEY & CO., Toledo, O.
Sold by all Druggists, 75c.
Take Hall's Family Pills for constipation.

Spokane, Wash, Oct. 29—A novel record is held by the city asphalt repair gang, 20 of the 25 men employed at this work now being enrolled in the Spokane public night school. Most of the men have enrolled in the elementary classes, studying reading, writing and arithmetic though several are in the classes for mechanical drawing. Even the half dozen negroes who handle the "hot stuff." are attending the night school.

TOMMY EATS MUCH JAM.

British Soldiers Love for It Surprises Foreign Observers.

Nothing has more surprised foreign newspaper correspondents in the field who have seen the British soldier in active service for the first time than the amount of jam he consumes. The supply of this delicacy seems to be unlimited.

The first campaign in which jam played a noticeable part was the South African war. It was said that any officer who did not show conspicuous military talent at the front was sent back to Stellenbosch to stick labels on jam tins.

The English soldiers, it is asserted, are better fed than the men of any other army. The French soldier fights, and fights well, on bread, cheese, fruit, and coffee; the Germans, during the present campaign, have had little more than bread and soup, but Tommy Atkins has had his meat meals fairly regularly twice a day, and has always had a sufficiency of jam to be able to offer some to any visitor to his bivouac.

An interesting article on the British soldier has been written by a special correspondent of the Independance Belge. "They are extraordinary soldiers," he says, "They take war, as all things, coolly, with a precision and exactitude that stupefy. 'Tommy' . . . loves to laugh; he has clear eyes and smokes almost continuously a cigarette or a pipe. He is a sportsman who views war as a continuation of the sports he practices in peace times. No one could be more placid than he.

"He does not know what it is to be nervous. Two 'Tommies' at the beginning of the war were driving a motor wagon from Rheims to Amiens. They missed the way and arrived at Rouen. 'This is not the way,' some one told them; 'toward Amiens you will perhaps meet Germans.' 'That doesn't matter. If we meet them we will shoot them,' was the reply.

"That is the state of 'Tommy's' soul. He is convinced that everything will be right. He manages to travel in the greatest possible comfort, and never loses an opportunity of taking a 'tub' as thoroughly as decency permits in the circumstances.

"And for nothing in the world will he neglect to shave with care. Recently there arrived at a hotel over which flew the Red Cross flag a wounded English soldier. He had a piece of shell in the right hand, two bullets in his left shoulder, and one in his stomach. He went, first of all to the barber's shop on the ground floor of the hotel. They pointed out to him that the ambulance entrance was at the side.

"'I see,' he said, 'but I must be shaved first.'

"The whole secret of the power of Britain is in that reply."

YOU are paying too much money for footwear if you can buy it for smaller money.

There Are Great Snaps In Really
Good Boots
AT THE
J. V. RUSSELL Clearance Sale
695 MAIN ST.
Other people are getting bargains here. Are YOU?

"This is a new business for me," whispered the chairman of a public meeting to a gray-haired gentleman who had been selected as the principal speaker of the evening. "What shall I say in introducing you to the audience?"

"You might speak of me if you choose," replied the speaker, "as the Nestor of the legal profession in this community. That is what I have been called sometimes."

The chairman looked somewhat puzzled, but he rose bravely to the occasion. "Ladies and gentlemen," he said, "it affords me no ordinary pleasure to present to you Mr. Jabez Hornaday, the nest egg of the legal profession in this community."

AMUSEMENTS

GEM
Lillian Walker and Kate Price in a two-part Vitagraph feature **"Bread Upon The Waters"**
Two Big Comedies **"Jimmy The Porter"** **"Doc Yak's Battle"** Selig Players
Gem Orchestra | Warm, Cosy House
Canadian Soldiers
Scenes at Valcartier Camp—also views from troubled Belgium, showing the problems of feeding starving thousands
OTHER SCENES IN SELIG HEARST PICTORIAL
"THE BELOVED ADVENTURER"
FRIDAY and SATURDAY
Chapter two, "An Untarnished Shield," with Arthur Johnson and Lottie Briscoe
Also: Helen Holmes in two-part Kalem feature "A STRING of PEARLS"

TAKE A TRIP THRO' THE AIR WITH **OUR MUTUAL GIRL** TODAY
John C. Cortes' Big Flying Machine is placed at Margaret's Disposal, and Something of Interest Happens.
Home Story by Majestic Co. "THE BURDEN" The Power of a Child Over Man
"A COAT'S TALE" As Funny as the Keystoners Make 'Em —With Falls and Troubles galore
UNIQUE
FRIDAY—"FOR HER CHILD"
LYRIC
HALLOWE'EN FUN FOR 3 DAYS 3
Fun At The Piano SPRINKLED WITH DAINTY SONG TREATS, LIVELY PATTER and PRETTY COSTUMES DRISCOLL & PERRY
American Story With a Mighty Appeal Natures Touch | Keystone Hilarity Soldiers of Misfortun
MONDAY First Part of SPECIAL SERIAL 'The Voice at The 'Phone' Second and last part follow Thu

IMPERIAL HANDS OUT ANOTHER SURPRISE
SIX REELS OF WARTIME THRILLS! **"CAPTAIN ALVAREZ"** VITAGRAPH'S GREAT ADVENTURE
Crowds Held Spellbound by Photo-Narrative
GILMOR & CASTLE Black and Tan Comedians the Talk of the Town
SOCIETY DANCERS Muriel A. Todd and Francis J. Welch in Latest Steps
MISS CUNNINGHAM AND OUR FINE ORCHESTRA
FRIDAY Episode No. 6 "THE CRACK O' DOOM" "THE TREY O' HEARTS"

OPERA HOUSE THOMPSON-WOODS STOCK CO.
Tonight, And All This Week
Matinee Saturday
"WILDFIRE"
PRICES: Nights, 10 - 20 - 30c. A Few at 50c.
NEXT WEEK -- "SHADOWED LIVES"

You can make your skin what you would love to have it

Your skin like the rest of your body is continually changing. Every day, in washing, you rub off dead skin. As this *old* skin dies, *new* forms.

This is your opportunity—make this new skin what you would love to have it by using the following treatment regularly.

Make this treatment a daily habit

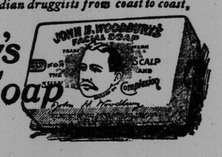
Just before retiring, rub in gently a warm water lather of Woodbury's Facial Soap—until the skin is softened, the pores opened and the face feels fresh and clear. Rinse in cooler water, then apply cold water—the colder the better—for a full minute. Whenever possible, rub your face for a few minutes with a piece of ice. Always dry the skin thoroughly.

Use this treatment persistently for ten days and your skin will show a marked improvement. Use Woodbury's regularly thereafter, and before long your skin will take on that greater loveliness which the steady use of Woodbury's always brings.

Woodbury's Facial Soap costs 25c a cake. No one hesitates at the price *after their first cake.*

Do this today—now! Tear out the illustration of the cake below and put it in your purse as a reminder to get Woodbury's and try this treatment. Tear out the cake now. Take it to your druggist today. Begin tonight to get the benefits of this facial soap. For sale by Canadian druggists from coast to coast, including Newfoundland.

Woodbury's Facial Soap



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