

The Fashion Line



"Two strings to my bow."

The new Fall Stetsons are here.

So are the Fall Borsalinos.

The best hats that can be made.

The freshest styles that can be shown.

I fit you without dodging the issue of either style or quality.

I'm strong on both points.

If it's in fashion it's in here.

KEARNEY'S.

sept 14, 31, 14, 15

Appreciation

Notwithstanding the fact that we more than double our supplies of all kinds of Prime Meats, we greatly regret that scores of our patrons were unable to be supplied. We have made arrangements for much larger supplies this week, of Finest Steer Beef and Cudroy Mutton, Lamb, Pork and Veal, all freshly killed. Fresh Cudroy Mutton, Lamb and Veal to-morrow, Tuesday and daily onward. We have not had one single complaint since opening. Thanking our customers for their generous patronage—QUALITY TELLS.

Yours respectfully,

JOHN WALLACE,
per Blackler & Wallace.

Phone 1236 54 New Gower St.
sept 14, 31, 14, 15

THE LONDON DIRECTORY

with Provincial & Foreign Sections, enables traders to communicate direct with

MANUFACTURERS & DEALERS

in London and in the Provincial Towns and Industrial Centres of the United Kingdom and the Continent of Europe. The names, addresses and other details are classified under more than 2000 trade headings, including

EXPORT MERCHANTS with detailed particulars of the Goods shipped and the Colonial and Foreign Markets supplied;

STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings.

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DEALERS SEEKING AGENCIES can be printed at a cost of 8 dollars for each trade leading under which they are inserted. Larger advertisements from 10 to 80 dollars.

A copy of the directory will be sent by parcel post for 10 dollars, nett cash with order.

THE LONDON DIRECTORY CO., LTD.,

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BUSINESS ESTABLISHED 108 YEARS.

A. FAULKNER,
Contractor.

Having had considerable experience in building, I am prepared to give estimates to parties anticipating building new homes. Repair work promptly attended to; also, in stock Five Cross Panel B. C. Fir Doors at interesting prices.
Phone 1921 125 LeMarchant Road, sept 14, 31, 14, 15

In the Realms of Sport.

CHAMPIONSHIP STILL UNDECIDED—B.L.S. 0; CADETS 6.

Another scoreless game was the result of the second play off between the B.L.S. and Cadets last night, thus the 1922 Championship still hangs in the balance. Never did St. George's Field hold the crowd it did last evening to witness the game. Long before six o'clock the grandstand overflowed. Where there is capacity for 200 only, more than 1200 paid admission. Altogether it is estimated that over 5000 persons saw the clash, the gate receipts being \$310.61. Great dissatisfaction was expressed by grandstand patrons (many of whom had been there before five o'clock) at the way League Officials handled things in selling tickets when the stand overflowed. The result was, having no place to go the late comers monopolized the view of the early birds. Of course the fans were hardly to blame, but the ticketman at the stand when he sees that everything is crammed, should be instructed to stop. After all the man who has interest enough in the game to go there early is entitled to some consideration but as it happened last night, those who came late got the benefit, as those who came early were obliged to stand all through the game and even then their vision was often impeded. Never before in the history of local football was there more excitement, and it seemed to have affected the players as well, for this morning three hospital cases were reported:—Maddigan with one of the small bones broken in his leg; Dr. Fox with a broken nose; and Burke was ordered to the General Hospital this morning for treatment.

The game started at 6.15 with Referee Hunt in control. The Cadets won the toss and very wisely decided to defend the western goal, giving their opponents the disadvantage of both wind and sun. The Cadets started hostilities and both Maddigan and Maddigan had tries, but sent them wide. The B. L. S. retaliated and Hy. Phelan sent a hot one to Clare, who saved. Play was fast and for some minutes when Fox was laid hors de combat by Maddigan, who in return received a quietus which made his play for the balance of the game practically ineffective, though both stuck it out pluckily. Many good chances were lost by both teams. Caul had a specially fine try, while a hot one from Halley (who started in the first half) just grazed the bars. Towards the end of the first period play developed into exchanges between both back divisions, the forwards being exhausted by the speed at the clash; and their repeated efforts to break through were easily repulsed.

Crossing over it was at once seen that the Irish were in full control

and they certainly gave the Cadets' defence the time of their young lives. Clare, however, was in magnificent form and he, with Galgay and Kavanagh, cleverly frustrated the designs of the Irish forwards. Trying a splendid shot from the wing, Halley very nearly delivered the goods when it hit the cross-bar and then dropping behind the net. Despite the incessant pressure Clare was very cool and seemed to be just in the spot when the piskin went goalwards. When it is stated that, exclusive of the number of times he cleared, 17 backs were recorded in this period, it will give some idea of how insistent the attack was. Many of these were long tries by the B. L. S. falls, which were fruitless and rather tended to make the work of their forwards ineffective. The huge gathering present got a thrill towards the close when Bobby Meaney—the clever little centre forward—broke through the attacking forces and went west at great speed. Both Higgins and Power (the Irish fullers) were playing well down in the Cadet territory and it seemed as if the hopes and aspirations of three years' strenuous effort had gone to naught when suddenly, like a bolt from the blue, Power, who was playing on the wing, cut across apparently from nowhere and rammed Meaney amidships just as he was about to shoot. A sigh of fervent relief went up from the Irish clan when the danger was averted. This was the only anxious moment the B. L. S. had in the second period, but it was decidedly too close a shave. Shortly after Referee Hunt sounded the final whistle and another scoreless draw was the result.

It is not known definitely as yet whether the next clash will be on Monday or not until the extent of the injuries of Fox, Maddigan and Burke is known. To-day all the players are used up and unable in any case to play to-morrow evening as suggested in the "News."

HALIFAX MARATHON.

Saturday, October 14th, is the date set down for the Halifax 10 Mile Road Race. Both McAulay and Rogers are entered, and as each have won it two years, a win for either will give them absolute possession. Up to the present no effort has been made to have Newfoundland represented in this classic of the Maritime Provinces, though the many admirers of Bell would like to see him given another chance to bring the trophy to our shores—especially in view of the wonderful showing he made there last year when despite the harsh treatment meted out to him on the road he finished a strong second.

With Seaplane and Motor Boat In Newfoundland and Labrador.

Extracts from the Diary of a Wanderer.

MY FIRST SALMON.
Aug. 12th 1922.—Woke feeling much better. Day very rough, think that Hawke will have to put into harbour.

Aug. 18th 1922.—Great day, caught my first salmon, or rather grilse. Retired to the bungalow with Bob, cooking and eating it within one hour and a half of catching it.

Aug. 14th, 15th, 16th 1922.—Superintended the construction of a small dark room for use as an advanced base for our forthcoming photographic survey. As running water is essential, had it built over a stream. Great speculation among the men as to what the curious building is that we are putting up.

Aug. 17th 1922.—Very windy day, went out with the Mayor of Muddy Cove to lay down moorings for the seaplane. To our surprise the Martinsyde appeared and landed at 1.15. As it was much too windy to land in front of the Whale Factory, the Boss flew along to a sheltered cove to the West of the factory, and we followed in a motor boat. On arrival we found the "inside" safely moored under the lee of a hill, with the Boss waiting to greet us on the shore. Stinks was assisting Stannard on the floats in hanging on to the mooring line. Passing a line to the machine, we towed her out a bit from the shore, and putting down another anchor, left her moored at there for the night. It is most amusing to hear the same old remarks again that one used to hear in the Old Country in the early days of flying. One man, thirsting for knowledge, asked Stinks if he were the pilot, on receiving a negative answer he declared "well you must be the engineer," this being also denied he declared, "well then you be the cook." Stinks retired in amused disgust. It is surprising what the old "rungs" will carry. In addition to bringing over three cameras and a cinematograph camera with tripod

and films, she also carried clothes and personal belongings for three, food, a tent for Stannard to sleep in, covers for the engine and cockpit, a supply of photographic plates, firearms and medical supplies.

"STINKS" IMPRESSED.
Aug. 18th 1922.—Glad to find that Stinks was impressed with the country as being suitable for seaplanes. Apparently the country from Hawke Bay to Botwood is full of large ponds and lakes affording excellent landing places. The journey over took two and a half hours and a strong head wind was blowing. They were very impressed with the view of icebergs on the East coast, when crossing White Bay. Am looking forward to my first trip over. Getting up early we took the motor boat to the "inside" and the Boss flew her back to the factory. I went as a passenger. Was glad to see the way in which she got off the water. Making a perfect landing we came to our moorings off the wharf, and filled up with fuel, at the same time fixing up the photographic gear. The lumbermen were keenly interested, many of them had never seen an airplane before. At 9.15 a.m. she took off and made North, for Point Amour, piloted by the Boss, with Stinks and Stannard as passengers.

Aug. 19th 1922.—Carried on with the dark room, with its curious light proof ventilator on the roof, looking like Harry Lander's stick and its odd position over the stream is causing some excitement. All sorts of speculation as to what it is going to be used for.

Aug. 20th 1922.—Being a Sunday, the Mayor and I decided to go and explore a pond that I had "spotted" behind the Whale Factory, when flying yesterday. After passing the first pond, we tried up a small stream, finally reaching our destination. We found a large pond with good clear

water and no weeds. Tried our luck fishing, but could not get into the holes without a boat. Must try again sometime with canoe. Rested in the afternoon, and in the evening went down to look up Bob. I went fishing and got a basket of sea trout.

Aug. 21st 1922.—Received a wireless from the Boss asking me to proceed in Hawke to Forteau, with Capt. Olsen, bringing plates and photographic stores. It was a rough day, but we left at 2.25 a.m. found it impossible to round Cape Riche, so had to put back and determined to try next morning.

WE LOSE OUR SKIPPER.

Aug. 22nd 1922.—Fine day, we left for Forteau at 6 a.m. Curious to find out what the Boss wants us for. Had a wonderfully smooth passage up the West coast, when nearing Ferrolle Point, we sighted the seaplane making towards us. At 9.30 she landed alongside us, and making fast to our stern, the Boss and Stannard came on board for breakfast. It was rather an unusual incident in that part of the world, and the fishermen coming out from the coast in their motor boats rubbed their eyes when they saw us sitting on deck, drinking coffee, with the seaplane riding aft. A volley of instructions from the Boss, among others, to go and join Stinks in his efforts to make pictures, and before I knew where I was I found the seaplane was enroute for Hawke Bay carrying away my main support, Capt. Olsen, who was skipper of the yacht. With my head full of all the manifold things I was expected to do, I turned the Hawke towards a hazy spole on the horizon, which the Boss had assured me was our destination, and trusting to Oates, our engineer, to pull me out of any difficulties, got under way.

The Straits of Belle Isle were like the proverbial mill pond, and I had great fun on the way over, shooting at loons, and humpback whales. We arrived at Forteau at midday, and by a stroke of luck anchored off the wharf, near the house where Stinks was staying. He came on board, and after lunch we proceeded in Skipper James' motor boat to the wreck of the Raleigh.

THE WRECKED WARSHIP.

It was indeed a sad sight to see so fine a ship lying up on the dangerous rocks of Point Amour. Landing at Lance Amour village, where the men of the Raleigh were encamped, we made our way to Point Amour, and climbing the rugged rocks, we took several motion pictures of the wreck. Skipper James, of the rugged type, told us the story of the wreck. The Raleigh was steaming in a dense fog, and in altering her course to avoid an iceberg she struck Point Amour rocks. At the time a heavy sea and current were running. The moment she struck she fired distress guns, and a party of volunteers, under Lieut. Hopper, sprang into a boat to get a line ashore. The boat was overturned, and some seven of her crew were washed out to sea, and drowned, but Hopper, grasping the situation, swam ashore with the line, and making it fast, stood by while the ship's company was passed safely over. His brave act has already been broadcast over the world by wireless, and the men who served under him were full of praise for his gallant effort, and when they got to England took care to see that it was suitably recorded.

(To be continued.)

Shipping Notes.

Schr. Review has cleared from Bonne Bay for Halifax with 1417 qtls. codfish.

Schr. Eva has sailed from Carbonara for Alicante with 3,510 qtls. codfish, shipped by W. E. J. Moores.

S.S. Coban with 1000 tons of coal from Sydney, arrived at Limeville yesterday.

S.S. Elizabeth R. sailed from Botwood yesterday for Quebec with 1500 tons of sulphur in transit from S.S. Sabine.

Schr. Pileades, coal laden from Sydney, has arrived at Marystown.

S.S. Dagild sailed Tuesday from Bell Island with 11,000 tons ore.

S.S. Hampshire sailed with 3,000 tons ore has sailed from Bell Island for Rotterdam.

S.S. Meigle left Catalina this morning proceeding to Labrador.

Charge Dismissed.

The charge of attempting to defraud an insurance company preferred against Mr. R. Ryan, was tried on Tuesday at Catalina before Magistrate Somerton. Deputy Minister of Justice Summers represented the Crown, and W. J. Higgins, K.C., appeared for the accused. The evidence proved that there was no grounds for the charge and the case was dismissed. The accused, it appears, carried insurance for the past three years on a number of his stores and last spring one was destroyed by fire. It was during the adjustment that it was supposed the building was overinsured.

Insure with The Connecticut Fire Insurance Co. of Hartford, Conn. T. H. CARTER & CO., Agents. Phone 23, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

At the Majestic To-Day

"Why don't you give him another chance."

This was the appeal of the gentle old Hebrew philosopher when his children faced the gravest crisis of their young lives.

We must not judge—Maybe he has great troubles.

This was the broad charity he had in his heart when his foster son for whom he had sacrificed much, despised him.

When beings are human there is neither race nor creed.



R-C PICTURES CORPORATION Presents

WILLIAM CHRISTY CABANNE'S
THE BARRICADE
BY DANIEL CARSON GOODMAN
A STORY OF HOW LOVE BROKE DOWN THE WALL OF PREJUDICE

COMING:
"THE THREE MUSKETEERS."

COMING:
Lois Weber's Celebrated Picture
"THE BLOT."

COMING:
Another Fox Grand Special
"THE QUEEN OF SHEBA"

Photographs of Wreck.

AERIAL PICTURES OF WRECK EXHIBITED.

There are now on exhibition in the window of Messrs. Dicks & Company, a collection of photographs, taken from the air, of H.M.S. Raleigh, as she lies, a total wreck, on Point Amour. The photographs are wonderfully clear and are replete with interest. They were taken from the Martinsyde seaplane by Mr. Corse, the expert photographer, who is here with Major Cotton and the Aerial Survey Company. The photographs are not only interesting as a wonderful pictorial record of the wreck, but the series provide a key to the whole situation, and demonstrate the feasibility of aerial photography in general survey work.

THE PHOTOGRAPHS DESCRIBED.

A general description of the photographs follows:—

1. This picture was taken over the sea, looking North, and shows the Raleigh, broadside on. A salvage party of sailors can be plainly seen on shore and the point at which Lieut. Hopper made fast the line which he brought ashore, is clearly visible. It is a few yards to the East that the H.M.S. "Lily" came to grief in 1889. The ship's company were encamped just behind the land shown to the left of the picture, and the track to the camp can be clearly seen in the photograph.

2. This photograph was taken over the sea, looking North, and shows the Raleigh, broadside on. A salvage party of sailors can be plainly seen on shore and the point at which Lieut. Hopper made fast the line which he brought ashore, is clearly visible. It is a few yards to the East that the H.M.S. "Lily" came to grief in 1889. The ship's company were encamped just behind the land shown to the left of the picture, and the track to the camp can be clearly seen in the photograph.

3. This photograph was taken from a position slightly to the North of the previous picture. The strut and wing tips of the port planes of the seaplane from which this photograph was taken are clearly shown.

4. A photograph taken of the water level, showing a close up view of the wreck.

5. A view looking down on the ship toward the South East taken at high tide. Owing to the angle at which this photograph was taken it would appear that the "Raleigh" was afloat and merely executing a manoeuvre instead of being hard and fast on the rocks.

6. A view looking West showing Point Amour Lighthouse and Wireless Station in the foreground.

7. A view looking South toward Newfoundland, taken at low tide. This picture shows the "Raleigh" hard and fast on the rocks. Salvage party can be seen on board.

A Cream That Assists Nature.

Your face requires a good vanishing Cream. Which of the various kinds are you to use? Why not take the advice of one of New York's foremost beauty specialists who says "I find in Richard Hudnut's Three Flowers Vanishing Cream, a certain soothing effect that seems to tone the skin and promote perfect skin development."

Hudnut's Three Flowers Vanishing Cream restores the fresh bloom of youth to the complexion.

At Drug Stores and Toilet Counters.

sept 11, 31, 14, 15

Pipeless Furnace. The Hecla



If there is one thing more than another that is essential to comfort in a home it is proper heating. There are five factors in heating a home and all should be given consideration. First—Amply warmth in each room. Second—Pure healthful air. Third—Economy of fuel. Fourth—Convenience. A lifetime of service. Fifth—Convenient ease of controlling or regulating heat. Clearing out ashes.

This is the measure of a perfect heating system and all these the HECLA PIPELESS FURNACE will give you.

WALTER E. WHITE, Cabot Building.

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NASCOPIE DUE.—S.S. Nascope is due in port tomorrow from Hudson's Bay.

MINARD'S LINIMENT PREVENTS VETERINARIAN.

Ladies Under Vests

Best Values Obtainable

Another lot of these quick selling goods lately opened.

Ladies White Cotton Vests
only 17c. each.

Ladies White Cotton Vests

In extra fine quality goods, both in short sleeve and sleeveless makes, only 35c. each.

Ladies Superior Quality Vests
With Crochet Lace fronts.

Without sleeves, only 40c. each

With short sleeves, only 45c. each

STYLE PLUS QUALITY—AND THE LAST WORD IN GOOD VALUE.

HENRY BLAIR

1, m, w, 11

WORKS BY MARK TWAIN.

The Great Original of the Romantic and Mirth-Provoking Film now showing at the Majestic Theatre: "A Yankee at the Court of King Arthur" . . . \$1.10

Others by the same author.
Tom Sawyer, Detective . . . \$1.10
Life on the Mississippi . . . \$1.10
The Stolen White Elephant, etc. . . \$1.10
The \$100,000 Bank Note . . . \$1.10
Joan of Arc . . . \$1.10
Huckleberry Finn . . . \$1.10
The Prince and the Pauper . . . \$1.10
The Man that Corrupted Hadleyburg . . . \$1.10
The Glided Age . . . \$1.10
The Innocents Abroad . . . \$1.10
A Tramp Abroad . . . \$1.10
A Horse's Tale . . . \$1.10
Tom Sawyer . . . \$1.25

GARLAND'S,
LEADING BOOKSELLER, 177-9 WATER ST.

Difference in Tenders.

The contract price for the erection and completing of the new Normal School is in the vicinity of \$200,000. Six tenders were offered, two being 1922.