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FAR BELOW TO-DAY'S MANUFACTURERS' COST.
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Extra super quality Yorkshire Blankets, large size, raised top, \$3.50, \$10.50 pair.

COTTON BLANKETS. 45 x 72, soft and fleecy. \$2.25 pair.
54 x 72, heavier. \$2.75 pair.

WOOL-NAP BLANKETS. 72 x 84, largest size. \$4.90.
Other prices—\$2.85, \$3.70, \$4.70.

A Special in Job Brown Woolen Blankets, suitable for the woods, \$1.00, \$1.50, \$2.00 each.

BIG PURCHASE.
Extra heavy Striped 27" Flannelette, suitable for every day use. Special, 25c. yard.

27" White, Cream, Blue and Pink "Teddy" Flannel, recommended for underwear, 27c. yard.

36" Striped Flette in nice 60% fleecy heavy quality, 85c. yard.



Arbitration Commission Adopts Revised Protocol

Agreement in Japanese Amendment Reached—Ottawa Valley Had Five Minutes Earthquake—Liberals Support Irish Boundary Bill.

LIBERALS GIVE SUPPORT TO BOUNDARY HILL.
LONDON, Sept. 30. Prime Minister MacDonald moved the second reading in the House of Commons to-day of the Bill providing for the creation of an Irish Boundary Commission without the participation of Ulster. In making the motion the Premier declared it was the essential duty of every Government to fulfill its obligations. He also presented the charge that the Government's move was an attempt to coerce Ulster. Herbert Asquith, former Premier and Liberal leader, declared that the Liberals would give the Irish Bill their hearty and undivided support.

AGREEMENT SATISFACTORY TO JAPAN.
GENEVA, Sept. 30. A complete accord was reached this morning by the three statesmen entrusted with the task of finding a solution of the difficulty brought about by the presentation by the Japanese of an amendment to the protocol on arbitration and security and the agreement reached is satisfactory to the Japanese. This was divulged by M. Loucheur, the French member of the Committee, just before noon. The Committee was composed, in addition, to M. Loucheur, of Sir Cecil Hurst, of Great Britain, and Signor Scialoja, of Italy, with M. Adachi present. Signor Scialoja told the correspondents after this morning's session that the accord that had been reached would be presented to a sub-committee of the judicial commission at 3 p.m. A full meeting of the arbitration commission has been convened for 3.45 for final discussion of the accord.

REVISED PROTOCOL ADOPTED.
GENEVA, Sept. 30. The revised protocol on arbitration and security, including modifications to satisfy the demand of the Japanese delegation for amendment was unanimously adopted this evening by the Arbitration Commission of the League of Nations and will be submitted to the Assembly for adoption to-morrow.

KING CONGRATULATES ADMIRAL.
LONDON, Sept. 30. The King has sent a message to Rear Admiral Sir Frederick Field, congratulating the Special Service Squadron on its conclusion of the empire wide cruise.

BANDITS WILL HANG.
MONTREAL, Sept. 30. Appeals of Louis's Moral, Frank Gambino, Giuseppe Serafini, Mike Valentino, and Leo Davis, under sentence for the murder of Henri Cléroux, in connection with the Bank of Hochelaga car ho'-up, was dismissed here this a.m. by the Court of Appeal. In the case of Davis, Justice LaFontaine and Guerin dissented. This leaves it open to counsel on his behalf to further appeal to the Supreme Court of Canada. It was announced immediately after the rendering of judgment, by Counsel for the defence for Davis, that such appeal would be entered immediately. In the cases of the others, appeal was unanimously rejected so that the portals of hope are closed for them at least as far as recourse to the Courts of Justice is concerned. They will hang on October 24 as originally ordered, according to the decision of the court.

NEARING SETTLEMENT IN MOSUL CONTROVERSY.
GENEVA, Sept. 30. Notable progress towards settlement of the Mosul controversy was made in the Council of the League of Nations to-day, when representatives of both Turkey and Great Britain agreed to accept the appointment of a special committee of three persons who will collect all available information on the Mosul question and will submit to the Council at a later date their suggestions as to the best means of solving the problem.

DEATH AND DAMAGE BY FLOODS.
NEW YORK, Sept. 30. Six deaths and hundreds of thousands of dollars damage to property have been reported as a result of floods in different parts of the country, which reached their crest to-day following forty-eight hours constant rain.

EARTHQUAKE AT OTTAWA.
NEW YORK, Sept. 30. An earthquake of sufficient violence to rattle dishes and shake furniture was felt here at 3.45 a.m. Standard Time to-day and continued five minutes. The centre of the quake is thought to have been in Ottawa Valley.

JEROME PHAFF CLAIMS ALIBI.
BREST, France, Sept. 30. Charged with piracy on the high seas, for which the penalty is death, Max Jerome Phaff, a German American 19th Street, New York, this evening emerged smiling from one encounter with French maritime justice. The piracy charge is in connection with the boarding of the French steamer Mulhouse off the Canadian coast last July when it is alleged 35,000 cases of whiskey were removed by armed raiders to schooners which stood by. Phaff has pleaded "not guilty" and states he can prove an alibi. He also alleges he has credit with a Canadian bank which enables him to purchase whiskey without the use of Capt. Kidd's methods. The defence in order to expediate investigation and prevent Phaff's lengthy sojourn in jail announced it would commission a firm of New York lawyers to obtain affidavits at Halifax to prove the alibi.

RICHARD HUDNUT, THREE FLOWERS VANISHING CREAM.
The Best Ideal before applying Face Powder. Delicately accented with THREE FLOWERS PEARLS.

Talented Newfoundlander
STUDYING SHIPPING PROBLEMS ON THE ATLANTIC.
EDMONTON, Alta.—(Can. Press)—Successful experiments of the Atlantic Coast during the summer months for the detection of fogbers, hidden reefs and nearby ships, as well as in the development of deep water telephony have been conducted by Dr. Robert W. Boyle, Professor of Physics, at the University of Alberta, who returned to the city at the week end from the east. Dr. Boyle was accompanied by Charles Reid, a former student of the university, who will continue his work at Harvard. The experiments have been in progress since the middle of April last, and they were conducted on the ice-breaker Montcalm. The scene of the operations was off the coast of Labrador, Newfoundland, Cape Breton and the Straits of Belle Isle. A measure of secrecy attached to the nautical research work of Dr. Boyle, which has been carried on for several years and which is a continuation of that done by him during the Great War, but the Alberta physicist just the other day indicated in a general way what had been accomplished in new methods of sounding for depths, detecting ice and shores, preventing wrecks and avoiding collisions between ships and icebergs. "We joined the Montcalm at North Sydney about the middle of April and installed the equipment that we had been using in the University and had been brought east for the practical experiment. Previous experiments elsewhere had shown that the presence of ships, shores, reefs, etc., could be detected and distance and bearing be given by this new method. Secret telephony and telegraphy could also be carried on between ships and reefs within three miles, and to telegraph or telephone secretly for distances of five miles or even more. "In the present experiments with a small scale model apparatus some of these old experiments were repeated and checked to obtain a basis." The scientist referred to is a Newfoundlander, the son of the late Dr. Boyle of Carleton. To give him the full list of degrees, etc., he is a M.Sc., M.A., Ph.D., F.R.C.S. Educated at Methodist College, he continued his studies at McGill and Manchester Universities. For some years he was Demonstrator of Physics at McGill, and in 1912 joined the staff of the Alberta University. During the war he engaged in the War Research Submarine Detection and afterwards received his Professorship. In addition to his other valuable work he is the author of various scientific treatises.

Swinging panels and circular trends of coats are emphasized by fur trimmings.
A straight, slim coat of black woolen material has a collar and wide cuffs of seal.

How Gun-Runners Work

By A SAILOR.
The task of the gun-runner is infinitely more difficult and dangerous than that of the modern "bootlegger," for the reason that the latter can openly load a cargo of spirits in any British or Continental port without let or hindrance, provided the cargo is nominally consigned to some country which permits the importation of alcohol; while the former must carefully conceal the nature of the goods he is embarking and stands in peril of arrest from the moment the first case comes on board until the last has been delivered to the consignees.

I have known rifles and ammunition to be successfully shipped and landed without a soul in the docks at either end having the least conception of the kind of cargo they were handling. The firearms in this instance were packed in piano cases; but the quantity was not considerable and generally speaking, when guns are to be smuggled in sufficient numbers to be of any military use to a rebel or belligerent party, elaborate schemes have to be made, a special ship chartered, and a strong political party is invariably behind the scenes pulling the strings.

Owing to the keen supervision of Customs officers, asked by the C. I. D. and the Secret Service agents, guns are seldom loaded in docks under disguise. In a big coup the method adopted usually on these lines. A small cargo boat which happens to be laid up at the time is chartered. This enables the gang to put their own skipper and men on board to man her. Arrangements being complete for the embarkation of the guns at some convenient rendezvous at sea, a few miles off the track of all other shipping, the gun-runner proceeds to load a part cargo of ordinary merchandise for some port close to the spot where the guns are to be landed. This enables him to get the necessary clearance papers from the Customs without exciting suspicion.

On receiving word (in code) that the agents will be at the rendezvous with the guns at a certain hour, the gun-runner leaves port, keeping most carefully to the recognized track of other shippers. Then at nightfall, with all lights out, she sheers off and makes for the rendezvous, where she is met by the agent with the guns. A private yacht is generally employed to bring the guns off, for the reason that pleasure craft are not bound by the same exacting regulations as merchant ships and are able to anchor in lonely bays and creeks where the guns can be embarked without attracting undue attention. A cargo boat doing the same thing would be immediately suspected.

Directly the guns have been transhipped the gun-runner returns to the recognized route and keeps carefully to it until he reaches the nearest point to the place where the contraband has to be landed—usually some deserted bay or inlet where the receiving agents can remove the guns by road to their hiding-place. Again the smuggler douses all his lights and steers in for the shore. If all goes well his call signal is answered by the countersign, signifying that the identity of both parties is established and all is ready. The guns are landed, and by daylight the cargo boat is once more plodding along on her proper track, bound for the port close by to which her legitimate cargo is consigned and where her skipper can enter and clear his ship in the manner of an honest trader, thus averting all suspicion.

But if things go wrong, instead of the answering countersign the gun-runner may suddenly find himself the centre of focus of a searchlight, as some destroyer or patrol boat fires a blank round across the bows. And then the game is up and only a fog bank or a heavy rain or snow squall will give him a chance of escape. As a last resort he may dump all his guns and ammunition overboard, if he has time, and trust to some plausible lie to save him from arrest.

Falling this, the gun-runner can look forward to a lengthy term of imprisonment—possibly the attention of a string party.—Daily Mail.

SURPLUS OF SORROW.
This world is amply stocked with woe, so don't increase it a t o r e; if you spread sorrow you go, pray do that stunt no more. We spread ferns stories in the mart as we pursue our way, and they distress some neighbor's heart, and spoil his happy day. Elijah's mantle we assume, our forecasts darkly run; with prophecies of grief and gloom we spoil the people's fun. We talk all day of grievous pains, of aches in knees and aches; and men who hear our mournful strains cast off their cheerful grins. Contagious is the brooding frown that we are prone to wear; one grouch will queer a happy town and fill its streets with care. One mournful wight with tear-wet face, and hair and garments torn, will sow to salt the marketplace and make its people mourn. In many homes there is no sound of honest, wholesome mirth, because Tired Father sits around and scowls for all the world's worth. In countless stores there is no trace of pep among the clerks, because the boss's frozen face has chilled the whole blamed works. Let us be cheerful as we wend down life's little slope; let's bring our walkings to an end, and talk of joy and hope.

Pearline for easy washing.—July 17, 11.
Five Years of Airways
"British Airways have completed their fifth year," says the Daily Mail.

"In 1919, when aeroplanes began to fly between London and Paris, there were three questions civil aviation had to answer. Can 100-miles-an-hour air transport be made reliable? Can it be made safe? Can it pay?"

"Take reliability. Our winged expresses have now flown more than 4,000,000 miles. During the summer they have attained a reliability of 91 per cent. Even with winter fogs, the all-year-round figure is as high already as 88 per cent. This, remembering that organization is being improved constantly, disposes of the contention that aeroplane transport cannot be reliable.

"As to safety, British planes have carried nearly 50,000 passengers, and only six have lost their lives. Which is an answer to the question, 'Can flying be made safe?' It can."

"There is still the question, 'Will air transport pay?' The answer here is that for the first time, with Imperial Airways (our national company) forming plans for ten years ahead, and with planes forthcoming which will carry 20 per cent. more paying load, for any given power, than do existing craft, aerial transport has a chance to make rapid progress. There is every prospect now that the speed and safety of flying will be combined with commercial success."

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