

W.V.A. Circus Popularity Contest

Mrs. M. V. KINSELLA DEPOSED AS LEADER.
A stern chase is usually a long one, and when Mrs. KinSELLA entered the popularity contest which is being conducted in connection with the War Veterans' Circus and taking the lead held for the past fortnight, it was thought that she could not be deposed. However, a heavy raid on the arena's position yesterday succeeded in dislodging and forcing a retirement. Mrs. KinSELLA's territory is now occupied by Miss Stella Crane, who is strongly entrenched with a comfortable lead of 100 votes with strong reserves.

OFFICIAL STANDING

Miss Stella Crane	11,475
Mrs. M. V. KinSELLA	10,375
Miss Marion Moore	9,150
Miss Fannie Coady	5,400
Miss Dot Stuck	5,400
Miss Belle Dunne	5,000
Miss Dorothy Ebsary	4,775
Miss Olive Turner	4,300
Miss Mildred Caldwell	4,300
Miss Louise Q. Smith	3,400
Miss Margaret Dooley	3,325
Miss Nellie Fleming	3,150
Miss Margaret Firth	2,300
Miss Mary Linegar	2,125
Miss Nellie McFarlane	1,550
Miss Sophie Collins	1,000
Miss Helen Noonan	1,500
Miss J. Shannon Clift	1,500
Miss W. P. Fraser	1,475
Miss M. C. Nelson	1,350
Miss Clara Sparks	1,300
Miss M. J. Hutchins	1,300
Miss Hannah Murphy	1,200
Miss Lulu Crossman	1,100
Miss Sadie Hennessy	1,075
Miss Bertha Sheehan	675
Miss Flora Down	650
Miss Mary Tracey	650
Miss G. W. Chancey	475
Miss Florence Elliott	475
Miss E. M. Jones	400
Miss Jessie Locke	325
Miss Marjorie M. Baxter	300
Miss Margaret Fleming	250
Miss Julia Salter Earle	250
Miss Dolly Brown	150
Miss John Baxter	125
Miss Lillian Dwyer	100
Miss Kittie St. Croix	100
Miss Irene O'Brien	100
Miss Winnie Barbour	100

Armistice Night at Kelligrews

Editor Evening Telegram.
Dear Sir.—Permit me through the columns of your paper to record a Children's Entertainment which took place at Kelligrews High School on the night of the 11th inst. under the direction of the Principal, G. Fenner, assisted by the Primary Teacher, Miss S. Smith and the Kindergarten Teacher Miss M. White. The curtain rose at 8 p.m. and the following programme was rendered in fine style:

- PART I.**
1. Prologue.
 2. Opening Chorus.
 3. Recitation.
 4. Dialogue, "One Side Black."
 5. Chorus, "Little Woman."
 6. Recitation, "Flanders."
 7. Dialogue, "Pooled out of \$10,000."
 8. Recitation, "The Little School Miss."
 9. Dialogue, "The Sick Doll."
 10. Chorus.
- Interval.**
- PART II.**
1. Song, "Little Soldier."
 2. Recitation, "Little Dora's Colloquy."
 3. Dialogue, "Neighbours."
 4. Song, "Golden Boat."
 5. Recitation, "The Forgetful Carpenter."
 6. Dialogue, "Taking Pictures."
 7. Recitation, "Armistice Day."
 8. Song.
 9. Military Drill by the Dinky Kids.
 10. Dialogue, "How Amariah Proceeded."
 11. Closing Chorus.
- GOD SAVE THE KING.**
- Following this, light refreshments were served and dancing was indulged in until the "wee sma' hours." The proceeds of the evening, which amounted to the splendid sum of \$100, will be devoted to school equipment and to the expenses of the new addition recently made to the building.

Kelligrews is to be congratulated on the effort made to help solve its great Educational problem, e.g. that of making provision for the great number of pupils offering at Day School. Our thanks are due to those responsible for entertaining the audience so well; to those ladies and senior pupils who served refreshments, to the parents who showed their interest by forwarding donations for the tea table, and last but not least to the audience who by their enthusiasm and applause greatly encouraged the performers and made the affair such a success financially.

S.U.F. Grand Lodge in Session
The 52nd annual session of the Supreme Grand Lodge of the Society of United Fishermen opened at 8 o'clock last evening in the S.U.F. Hall, with all last year's officers and many league delegates present. Several new members were initiated after which R. W. G. M. House delivered an address, welcoming the visitors, and reviewing the work of the Society during the past year. Worthy Grand Secretary J. G. Hodder then presented his report which showed that much progress had been made during the year, several new lodges having been instituted, others re-organized, quite a number of members initiated at different lodges throughout the country and the lodge in Nova Scotia had done splendidly. During the depression at the Sydney Mines a great deal of assistance had been given the brethren and others, financially and otherwise, and the people of Nova Scotia are laud in praise of the work done by the S.U.F. The Society is the only one founded locally that has branches abroad and was instituted by the Rev. George Gardner, its first Grand Master, over sixty years ago, at a time when our history was dark and one-third of the revenue was given away in pauper relief. At the close of the Grand Secretary's report, recess was taken till 10.30, after which District Lodge reports and other matters were dealt with. The session will be resumed this evening.

Resumes Practice
H. B. Thomson, optometrist and ophthalmic surgeon, resumes practice to-day at 107, Water Street, St. John's. Hours: 9.30 to 5.30. Phone 181. Evenings: 7 to 8.30 at residence, 107 Water Street (near Victoria Hall). Phone 1307. (Phone for an appointment now). Repairing and replacing eyeglasses a specialty. Save the pieces. nov17.25

Sale and Concert
BY WESLEY LADIES' AID.
The Wesley Ladies' Aid Sale of Work opens to-morrow (Wednesday) at 5.30 a.m. in the basement of the Church. Plain and fancy work, home cookery, vegetables and candy have been provided in abundance for the sale, and it is expected that the affair will be largely patronized. The sale, which will be formally opened by Lady Gresham, will continue on Thursday and conclude at night with a concert in which the city's best talent will take part. The concert will be broadcasted.

Canadian Airman Warns Britishers
DANGER FROM CONTINENTAL, SAYS COMMANDER BARKER.
London, Nov. 11.—Wing Commander Barker, Canadian V.C. airman, warns the English people against the danger from continental aircraft in the next war in a critical introduction to "The Strategy and Tactics of Air Fighting," just published. "The English people should know that, as far as war is concerned, England is virtually no longer an island," says Barker. The book itself predicts in the next war that the inhabitants and cities will be subjected to the horror of being shelled from the air. It declares that a "navy" from the formation of one hundred aerial guns would fatten out buildings like the House of Parliament as a steam roller would fatten out a sand castle, and the writer prophesies the advent of the whip lash gun, which will eject bullets so rapidly that the effect will be a continuous stream of lead.

Shopkeepers, Look!

While selling "Dazy" in pound packets you have no cutting to do, no butther, no mess, no loss of time, no weighing & no loss of weight.

YOUR PROFIT IS ALL PROFIT.

DAZY BETTER QUALITY

Each Pound Packet is branded like this You can't get better butter than "Dazy," AT THE PRICE.


McMurdo's Daily Bulletin
OUR DISPENSARY
The closest attention is paid to our Dispensing Department, which is up-to-date in every particular.
All Prescriptions Carefully Checked Before Delivery

MERITOR
The name of the best English Tooth made. Several styles and sizes. Medium and Hard Bristle.
PRICE, 60c.
Every Brush guaranteed. Buy Tooth Brushes made in England, and ask for MERITOR.

PUFF & POWDER NOVELTIES
See our Puff and Powder Novelties. The latest Parisian Decorations for Fancy Ball Dresses, just in time for the Eastern Dance. Most beautiful selection ever seen in the city.

We have also a choice selection of Dainty Gifts suitable for Party and Bridge Prizes, of highest quality but at reasonable prices.

T. McMurdo & Company, Ltd.,
CHEMISTS AND DRUGGISTS.
Sunday Hours: 9.30 a.m. to 10.30 a.m. 2 to 3 p.m. 8 to 9 p.m.
OPEN DAILY UNTIL 8.30 P.M.



WAKE UP!

You Need a Tonic

If you feel tired, suffer from lack of energy, loss of appetite, are losing weight, try

BRICKS TASTELESS

One bottle of this excellent tonic if taken according to directions will work wonders.

TRY A BOTTLE.

For sale everywhere.

\$1.20 per bottle

Dr. F. Stafford & Son.,
(Distributors for Nfld.)

King and Wagner Apples
Ex. S.S. "HETHPOOL" TO-DAY:
NOS. 1 & 2 KINGS.
NOS. 1 & 2 WAGNER.
DOMESTIC KINGS.
Finest pack of Annapolis Valley Fruit, full coloured and well matured.

Ex. S.S. "SACHEM" TO-DAY:
20 Cases HARTLEY'S TABLE JELLIES.
25 Cases HARTLEY'S 1-lb. MARMALADE.
20 Cases HARTLEY'S RASP. & STRAWBERRY JAM, Etc.
50 Kegs SPANISH GRAPES, Etc.

Ex. S.S. "SILVIA":
Sweet Potatoes. Fresh Tomatoes.
California Grapes. Celery.
Pears. Quince.

PONY VOTES GIVEN HERE.

C. P. EAGAN
PHONE NOS. 123 & 423 Duckworth St. 402 Queen's Road.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

At the Shop With the Cup and Saucer Sign.

THE ONLY CHINA and GLASS STORE

in the city where your child will get

1,000 VOTES IN THE PONY CONTEST for \$1.

Over 35,000 pieces of

CHINA and GLASSWARE

just arrived.

S. Richard Steele,
Phone 1476. 191 Water St. (Opposite Court House) sept19.25 a.m. th. if

Statutory Notice
All persons having claims against the Estate of Thomas Young of Lear's Cove, in the Electoral District of Placentia and St. Mary's in the Island of Newfoundland, Fisherman, deceased, are hereby required to furnish particulars thereof in writing duly attested to the undersigned Solicitors for the Administrator of the Estate of the said Thomas Young on or before the 23rd day of December, A.D. 1925, after which date the said Administrator will proceed to distribute the said Estate, having regard to the claims only of which he then shall have had notice.

Proposal to Change a Ship's Name
I, Herbert Rendell, of St. John's, Newfoundland, Medical Officer for Tuberculosis, hereby give notice that in consequence of change of name, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "MADEIRA" of St. John's, Newfoundland, official number 116918, of gross tonnage 1827 tons, register tonnage 1637 tons, heretofore owned by "WHITE NIGHT," and to have her registered in the new name at the Port of St. John's, Newfoundland, as owned by Herbert Rendell.

Proposal to Change a Ship's Name
I, Joshua Winsor, of Westleyville, Newfoundland, hereby give notice that in consequence of change of name, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "MADEIRA" of St. John's, Newfoundland, official number 116533, of gross tonnage 7070 tons, register tonnage 6970 tons, heretofore owned by me, for permission to change her name to "TRITA WINSOR" and to have her registered in the new name at the Port of St. John's, Newfoundland, as owned by Joshua Winsor.

Card
Dr. M. F. Hogan,
Dentist,
142 Water Street,
over Lamb's Jewellery Store.
(Opp. Royal Stores).
Telephone 1255.
apr6.25 a.m. th. if

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.

British Liner Wrecked
BISHOP AND HEARSE ON BOARD.
Singapore.—When six miles off Singapore at 4 p.m. recently in clear and calm weather the British liner Marella (7,475 tons, belonging to Burns, Philip and Co., and registered in London) came into collision with the Anglo-Saxon Petroleum Company's tanker Comus (5,576 tons), which was approaching at right angles. The Marella was holed on the starboard side about the engines and she listed heavily. All the 38 passengers were handed lifebelts and lowered into boats within 20 minutes. There was no panic.