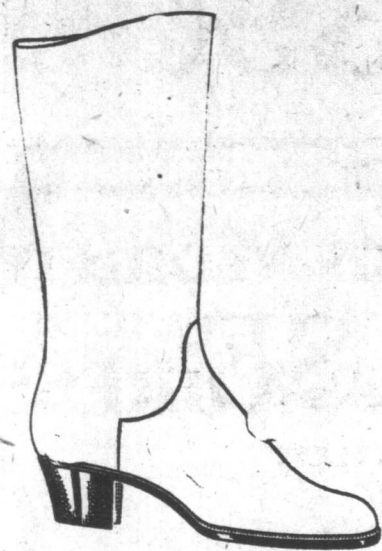


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NEW SQUARE
An old friend
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Home from school and hungry as only growing boys can be. That's when a big handful of HARVEY'S NEW SQUARE LUNCH hits that empty spot just right. Let your youngsters eat as many as they want between meals. For healthfulness and flavour there's nothing better than wholesome, fresh LUNCH BISCUITS.

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INDIGESTION is something you cannot describe. It is like a bad Companion that you try hard to get rid of. Try

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WE GUARANTEE HIS
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British News Notes

MINISTERS AND GRUB STREET.

LONDON, Eng., Oct. 2.—(Canadian Press Despatch)—The Prime Minister will of a certainty endure another fusillade of questions as soon as Parliament re-assembles concerning Lord Birkenhead's activities in Press writing. It will be remembered that a short time back a Conservative morning journal unearthed a lengthy article under the signature of this ex-Lord Chancellor, and present Secretary for India, the said article being nothing more than a puff for an enterprising firm which has established works in a suburb of London, and the journal in which it appeared hardly attempting to camouflage the fact that it is really an advertising sheet pure and simple. Shortly before the close of last Session Mr. Baldwin informed the House of Commons that he had secured Lord Birkenhead's undertaking that he would desist from writing for the Press as soon as he had completed certain contracts for a series of articles. Mr. Baldwin, in making this statement, stated that Lord Birkenhead had given such an undertaking "very readily." It was curious, though, that when the question was raised the Prime Minister postponed his considered reply more than once. The obvious inference is that if Lord Birkenhead did indeed offer the undertaking "very readily" it took him some little time to summon up this amount of readiness.

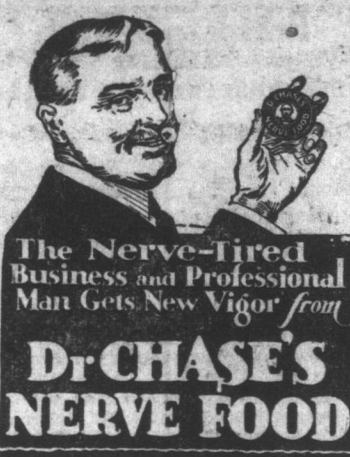
Under the caption of "Chuck it Smith," (Smith is Lord Birkenhead's original patronymic) a correspondent of the Saturday Review in a recent issue remarked:—

"When the Labor Ministers took office they made considerable sacrifices which they believed to be essential to the maintenance of Ministerial tradition. They bought (or hired) certain expensive uniforms and trappings, for which the majority of them felt little affection. In so doing they risked the derision of their Left Wing supporters, but they went through with the ceremonial of office and most people must have regarded their action as praiseworthy. At any rate the so-called party of revolution did nothing to flout Government tradition.

No sooner are they out of office than they see a Conservative Secretary of State confusing Whitehall with the meaner end of Grub Street and demeaning his office by putting an important signature to the writing of trivial but no doubt well-rewarded puffs. That the Earl of Birkenhead should devote to the eulogy of private traders the time and the ability demanded by the intricate problems of Indian administration is one gross scandal. That he should show less respect than a Labor leader for the traditions of Ministerial behavior is another. Even the hottest Radical may ask for a Conservator to prevent such Conservatism as this."

WOMEN AND BARS.

One feature of social life in England which often strikes the visitor from overseas unfavourably is the readiness with which women—perfectly respectable women—will enter public house bars, no matter whether they are attended by a male companion or not. In London and certain other large centres, certain saloon-keepers have compartments reserved for "Ladies only." In other bars it is common for a notice to be displayed requesting that "Ladies who are un-



The Nerve-Tired Business and Professional Man Gets New Vigor from
Dr. CHASE'S NERVE FOOD

accompanied by a gentleman will remain no longer than is necessary for the purpose of obtaining refreshment." On the other hand plenty of licensees refuse to have women customers at all.

BRITAIN'S NEW CAPITAL SHIP.

H.M.S. Nelson, first of the two great capital ships allowed Great Britain under the Washington treaty, has been launched at Tynemouth after two and a half years' work. She will be completed in a year, and has been termed the "mystery ship," because the Admiralty has been secretive regarding the many new features which she embodies. The Nelson may have triple turrets and her boilers, funnels and machinery are further aft than in other ships. She is expected to carry nine 16-inch guns and 12 6-inch guns, with an extensive anti-aircraft armament. A special train brought contingents of distinguished persons from London, to witness the christening of the ship by Dame Caroline Bridgeman, wife of the First Lord of the Admiralty, and the Tyneside hills were crowded as the grey hulk sped down to the muddy waters of the Tyne, in a perfect launching.

Mr. Bridgeman emphasized that there was no new competition in armaments, or act of aggression in the launching of the Nelson. Both the Nelson and her sister ship the Rodney, were being built under terms of the Washington Treaty. "But so long as there are armaments in the world," said Mr. Bridgeman, "and we are an island nation and centre of an Empire spread over the world, so long must we remember never to let our strength at sea go down. We look upon the Nelson and all ships of her kind as a guarantee for the peace and security of the world, a menace to evil-doers but a security to all lovers of peace."

Two British Industries Flourishing

COVENTRY AND LEICESTER ARE PROSPEROUS CENTRES IN THE OLD COUNTRY.

LONDON, Oct. 7.—(Can. Press)—In these times when so much doleful news with regard to the state of British industry is appearing in the newspapers, it is refreshing to find that the Daily Mail has discovered at least two prosperous centres in the country, Coventry and Leicester.

Coventry is described by the Mail as the busiest place in the United Kingdom. The motor car factories there are working at the highest pressure, and the Mail attributes this happy state of affairs largely to the repositioning of the McKenna duties. Incidentally, Coventry used to furnish the tariff reformers with the argument that it was a striking example of a ruined industrial centre because of the loss of its silk trade.

In Leicester the woollen and hosiery trades are said to be showing such improvement that but for the Australian tariff the town would be one of the most prosperous in the whole country. The factories are working overtime, and the export trade is good. The shoe making industry, for which Leicester has long been famous, is also prosperous.

Mid-air Collision

TWO PILOTS SENT SPINNING TO DEATH.

Just a touch of the wing-tips was sufficient to send two R.A.F. aeroplanes crashing to the ground and their pilots—

Flying Officer G. W. Thorpe, of Southsea Road, Woodhouse, Sheffield, and

Flying Officer P. A. Cox, of Bridge-

end, Upton-on-Severn.

—to a shocking death. The tragedy occurred whilst they were preparing to alight at Filton Aerodrome, Bristol. Both pilots went up in training machines to practise landing, and, after circling round from the direction of the Severn, approached the aerodrome to descend against the wind, from a height of about 450 feet. A young man named Mills, the driver of a haulage lorry, stated that as the machines made a turn, one appeared to be flying rather higher than the other. "They closed together," he added, "and I exclaimed, 'They are going to meet.' I had hardly said it when their wings touched and they twisted round, spun like windmills, and suddenly fell to the ground. I ran across the field, and could see one of the men still sitting in his seat with his head leaning forward and his arms on the fuselage. He was still breathing, and I lifted his head and took off his helmet, but he seemed unconscious, and soon afterwards fell back, apparently dead. I could just see the top of the head of the other man amid the wreckage, and he had a bad gash on his skull. Men from the aerodrome soon arrived, and by cutting away the wreckage extricated the poor fellows." Thorpe was dead when liberated, and Cox expired on the way to the infirmary. The belief was expressed that when turning in readiness to land the pilots failed to observe each other. Thorpe was married, and his wife was staying at Bristol while he was undergoing training at the Bristol Flying School. She was summoned by a telegram to the aerodrome to hear the tragic news. Both victims were experienced men who had seen war service, and this fact did not help to furnish an explanation of the tragedy at the inquest on Flying Officer Thorpe, held a few hours afterwards.—Deceased, it was stated, was a salesman with a firm of tea merchants. He had been in the air for fifty minutes when the crash occurred, and previously had made several good landings.—The coroner remarked that one or both of the pilots made an error of judgment.—A verdict of "Death from shock, following multiple injuries, including fracture of the spine as a result of the accidental collision," was returned.

RICHARD HUDNUT

THREE FLOWERS FACE POWDER
The Face Powder that is Different
Having the Particularly Desirable
Quality of Adhesiveness and per-
fumed with the Distinctive and
Appealing odor of Three Flowers
in All Popular Shades

4,000 Victims

STARTLING MOTORING FIGURES FOR 12 MONTHS.

Youths Killed in Wrecked Side-car.

Another heavy crop of motor fatalities provides a grim reminder of the dangers of road travel. Five deaths reported on the same day brought a week-end total to 12. In the same period 60 people were killed and 168 others injured in automobile accidents in the United States. In 12 months up to date nearly 4,000 people have lost their lives and more than 100,000 have received injuries in road accidents in Great Britain. It is understood that the situation has been discussed informally by the Ministers of the State Department dealing with traffic and accidents on the highways. Two friends, Herbert Munt, 19, of the Rose and Crown, St. Albans, and Frank Wilkins, 20, of King's-road, St. Albans, were killed in a collision between a motor-cycle combination and a motor-bus. Munt was in the side-car, his brother Reginald driving, and Wilkins was on the pillion. The collision occurred near Hatching Green, on the Harpenden-St. Albans-road, the combination crashing into the 'bus as the latter was turning into a side road. The side-car was reduced to matchwood, whilst the driver escaped almost unhurt. During a heavy rain-storm late at night a motorist discovered an overturned car by the side of Watling Street, near Dunstable, with



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BY DAY—A beautiful wife—accepting a husband's humble love, his humble home, his humble pleasures.

BY NIGHT—A glittering butterfly yearning for the wine of life, tossing all to the winds when the glamor of romance calls. The temptress—the woman who toys with hearts.

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EAST END SHOW ROOM.

"WE KEEP FAITH"

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a man and woman pinned beneath it. On the car being raised the woman was found to have been killed. The man was removed to hospital in an unconscious condition. A thrilling experience befell the wife of Mr. Ernest Pocock, of Ivy Farm, Little Hadham, near Bishop's Stortford. The latter

was driving his family, including five children, to their home from Walton-on-Naze, when a tall elm tree beside the road at Dunmow, Essex, was blown down and fell across the car. Mrs. Pocock was in the rear seat with three of the children, and the fallen trunk, which weighed two tons, lay across her chest. Nearly an hour elapsed before jacks could be obtained to release her. She suffered from internal injuries and shock. Mr. Pocock had his nose broken by a branch, and the children were cut and bruised. The injured were taken to Bishop's Stortford Infirmary.

NOTICE.

One month after date here application will be made to His Excellency the Governor-General Council for the lease to the right to use the waters of Spruce Eagle River and Chapel Arm River and the use of all lakes and ponds tributary thereto, in the District of Trinity, for the purpose of driving machinery.
Dated at St. John's this 28th day of Sept., A.D., 1925.
JAMES RENDELL

oct10.41

Playing Hokey.

By CY HUNGERFORD

SNOODLES

OF LIFE IS GETTING TOO MONOTONOUS FOR YOU— JUST FOLLOW SNOODY TO THE DESERT ISLE— EVERY DAY HE FLIRTS WITH TROUBLE. PIRATES N' EVERYTHING

