

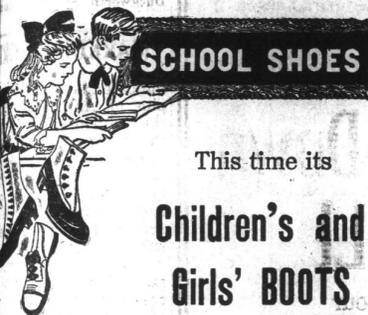
ANNOUNCEMENT!

J. C. PARSONS

wishes to announce to his many friends and the public generally that he has taken over the **Photographic Studio in the Lyon Building, 158 Water Street,** and is prepared to keep up the same standard in good work for which he has been noted.
PHONE: 1855.

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Children's and Girls' BOOTS

We offer Big Values in Girls' Solid Footwear.

CHILD'S GREY CLOTH TOP LACED BOOTS— Sizes 6, 7 and 8. Only \$2.00 the pair.

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F. Smallwood

THE HOME OF GOOD SHOES.

Adventurers All.

DARING VOYAGERS WHO HAVE CONQUERED THE OCEAN IN BOATS LIKE COCKLE-SHELLS.

Lieut. Muhlbauer, who has just completed an adventurous trip round the world in a thirty-seven ton auxiliary yawl, with a scratch crew of one or two, often natives, is by no means the first navigator to make such a long voyage in a mere cockle-shell.

True, the modern sailor can enjoy such advantages as tinned and preserved concentrated foods, but such long cruises, often far from the track of regular navigation, require as much daring as that shown by the old explorers whose adventures have been chronicled by Hakluyt.

Probably the best known of these lone navigators is Captain Joshua Slocum, of Boston, U.S.A., who in 1895 started on a 46,000 miles voyage round the world, in the thirty-six foot sloop of nine tons, the Spray.

Not a Soul to Aid.
He sailed via the Azores and Cape Verde, where he was seen by Lord Milner and President Kruger, and touched, among other places, at Samoa, returning from the Pacific by the Strait of Magellan, which failed to daunt him. No wonder crowds flocked to see him and his little craft at the ports at which he touched. Once he was so ill he double-reefed the mainsail lashed the helm to keep the Spray on her course, and then lay down, delirious, in the cabin.

Another solitary sailor to suffer badly from delirium, brought on by his trials and privations, was Captain Andrews, also of Boston, who made his first voyage across the Atlantic in a fifteen-foot whalboat. He wrote a log which would discourage anyone anxious to emulate his feat. Some of his tinned meat went bad, so he lived almost entirely on biscuits and water, as his tanks gave out, he had to contrive a method of distilling water for drinking.

He spent his time "sailing, baling, pumping, repairing damages," and sleeping when he could. No wonder he complained it was "mostly uphill work." From time to time he fell in with vessels, which helped to cheer him on his way, and so far was he from being discouraged that he made other voyages, and actually set out on a honeymoon trip in a small boat built under his directions.

Attacked by Sharks.
This voyage was destined to end in the last, lone journey we must all take. After leaving Atlantic City one October, neither the couple nor their boat were ever seen again.

The risk of capsizing must always be faced, as more than one adventurous sailor has learnt to his misfortune. Amongst these was Alfred Johnson, one of the New England fishermen seized with a desire to cross the Atlantic single-handed. He was among the first, if not actually the first, to make the trip successfully; but his sixty-seven days' voyage to Liverpool cured him of all desire to repeat it. Captained in a gale, he managed to keep afloat by means of a life-buoy, and when the weather moderated he righted his boat. Another time he was knocked overboard by the boom, and stacked by sharks as he scrambled back.

A Boston voyager set out for Gibraltar via Madeira with a companion in a nineteen-foot boat, but the latter gave up the trip at one of the coast ports. Once, when he heaved-to in a gale, with a sea-anchor out, his craft was capsize, with the loss of all stores, the tiller, and his watch.

Better known to Britisners is the lone trip of Captain Voss, of Victoria, British Columbia, who carried out the project of a Canadian journalist, who accompanied him as far as the Fiji Islands. The voyage was made in an old Alaskan canoe converted into a three-masted schooner, the Tillikum.

Voss' Adventurous Voyage.
It contained a small cabin with one bunk and was provisioned for two men for six months. In spite of adverse weather driving them back at the outset they eventually reached the Fijis, where the departing passenger was replaced by another. Five days

later he fell overboard and he was never seen again, although the Tillikum remained on the spot and searched for many hours.

Afterwards the foremast was smashed, but Captain Voss applied and replaced it, though when picked up by a Customs launch off Sydney Head he was almost exhausted. Then, while sailing to Hobart from Adelaide, the second man he had signed on fell overboard. Captain Voss at once followed and managed to save the man.

Other adventures, good or bad, were encountered on the way to the Cape, via New Zealand and the Indian Ocean. Thence the intrepid voyager crossed the South Atlantic to Pernambuco, which he reached within the three years in which he had undertaken to make it. Finally, he completed his voyage of over 40,000 miles at an English port. Of this distance he had sailed 1,200 miles alone, and for part of the time he was without a compass.

Of Interest to Tourists.

CASH'S TOBACCO STORE IS NOW READY FOR THE TOURIST TRADE.

The man from England or the United States or any other country when visiting our City, will find his favorite brand of Cigars, Cigarettes, Tobacco and other Requisites at Our Store. We also carry a full line of Picture Postcards and Books of views of Newfoundland.

Our Soda Water Fountain is now in full swing. Our Ice Cold Coca Cola and other syrups are pronounced by all to be the very best in the City.

A good smoke—a cool drink and a visit to our beautiful Bowring Park will linger in your memory for many years.

Cash's Tobacco Store, Water Street, June 18, 1923.

The Keeper of the Gate.

Once again Great Britain stands close to "splendid isolation" in Europe. Russia is hostile, Italy is cautious and reluctant, France for reasons which we need not condemn and which are easily understood rejects British counsels, while any alliance with Germany against France would shame the dead and revolt the living. Thus even the alliances of the Great War are shattered and all the balances of Europe are disturbed. It is certain, however, that the great objects of Britain are to restore order and stability in Europe, give confidence to the exchanges and a free run to the world's commerce, and to give work and wages to her million of unemployed who constitute a material problem commensurate with that created in France by German devastation.

Sooner or later the two great English-speaking nations, the United States and Great Britain, will come together by the inevitable logic of events, by common understanding, if not by actual alliance, to steady the nations and establish peace and security upon enduring foundations. There are problems in China and

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"The Flame of Life"
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MILKMAID MILK IS THE BEST MILK MADE

Reports Show City Babies Have Best Chance to Live.

Chicago, Aug. 22. (A.P.)—Some urban communities, in spite of the crowds, are healthier places for babies than many rural districts, according to the Infant Welfare Society of Chicago. A study of the mortality charts for cities and for the country shows that babies born in crowded cities have a better start in life than children in the country, the society reports. "This of course is not because of the crowds, but in spite of them," says the report, "and is a condition made possible through the education of the mothers even before the babies are born."

"It is owing to the fact that we find organizations such as the Infant Welfare Society fighting a battle against ignorance, which has cost a heavy toll in infant lives in cities such as Chicago, and that we find health departments carrying on the work of instruction, that in spite of tenements, crowds and hot waves, through education lives are being saved each year. We must replace the old idea that the country is a healthier place with the idea that education may make almost any community a healthy place."

THE OLD RELIABLE

Minard's gets at the root of the trouble. Stops inflammation, deadens pain.



Australia to Inaugurate New Federal Capital.

MELBOURNE, Aug. 22.—(A.P.)—The next session of the Australian parliament will be in Canberra, the new Federal capital which, like Washington, D.C., is a city located and planned for the special purpose of being a national capital. The Australian capital was laid out by an American architect, Walter Burley Griffin, of Chicago.

Canberra is situated on a splendid undulating plateau about 2,000 feet above sea level, a little to the north of the highest peaks of the Australian Alps. The city site is divided by three large sheets of water, supplied by the sluggish Molonglo River, and adorned

by parks and boulevards. The parliament and government buildings will face a central lake with streets laid out in octagonal form around them. On one side will be a fan-shaped residential quarter; on the other the university, municipal and industrial centers. Main thoroughfares will radiate from the parliament building.

Fads and Fashions.

The cow collar, a bit deeper in front than in back, is featured by several exquisite satin frocks. Soft crepe satins, frequently richly embroidered, are used for both afternoon and evening models.

Quite surprising is the fact that some of the fall skirts show a tendency for fullness in the back. Fall suits and coats show great colorings of fur: badger wolf, platinum and beige skunk, red fox and beaver. In wearing the new blouses a great deal depends on one's adaptability in draping them on the figure. There seems to be no doubt that straight lines will prevail for fall, much to the delight of most women. Green in many soft shades is worn for afternoon and evening. Hydrangea and powder blue are also good. A wide flaring cuff finished with a band of embroidery or fur is used on the long sleeve of the afternoon gown. Draped gowns of satin are caught up with a rhinestone buckle or finished with a girle of these popular stones. The lace gown is good for even the most formal affairs, particularly if it is of a bright gold lace so popular just now. It is reported that shades of brown will be popular for autumn. Cocoa, karunk, cara and seal brown will share honors. A quite Oriental coat of blue velvet is embroidered in yellow, red, blue and green, in wide bands at the hem and cuffs. Small hats and tam shapes are being shown for autumn wear. Colors are gray, shades of brown, navy blue and a great deal of black.

MINARD'S LINIMENT FOR BURNS & SCALDS.

SUCH A THING AS UNIVERSAL PEACE AIN'T POSSIBLE.

—By Rud Fisher.

