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The Chalmers has a different sound from any other "Six" because it has the famous "Hot Spot and Ram's Horn" Engine. It is steadier, smoother, quieter, because every cylinder gets exactly the same amount of petrol in an easily exploded form.

This is accomplished by the "Ram's Horn" Manifold which thoroughly mixes the fuel in its curves and assures even distribution. It means the elimination of coughing and choking.

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EXPORT DIVISION

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Furness Line Sailings

	From Liverpool.	St. John's to Halifax.	Halifax to St. John's.	St. John's to Liverpool.
S. S. SACHEM	Sept. 15th	Sept. 23rd	Oct. 3rd	Oct. 6th
S. S. DIGBY	Sept. 25th	Oct. 3rd	Oct. 13th	Oct. 16th
S. S. DIGBY	Nov. 1st	Nov. 9th	Nov. 20th	Nov. 24th

These steamers are excellently fitted for cabin passengers.
For rates of freight, passage and other particulars apply to
Furness, Withy & Co., Limited
WATER STREET EAST

NOTICE.

The Quarterly Meeting of the Presentation Convent Association will be held on Sunday afternoon, Sept. 26th, at 3.30 o'clock, in the Schoolroom, Cathedral Square. All members are kindly requested to attend.
MARGARET WALSH,
Secretary.

Single-Handed Ships That Have Sailed The Seven Seas.

(Concluded.)
(By Arthur S. Hildebrand, in the New York Post.)

In 1911, two men left Victoria, B.C., bound around the world in the Tilikum. The Tilikum was an Indian war canoe, hollowed from a single log, thirty feet long, drawing eighteen inches of water, with a displacement of four tons. She is the smallest boat that ever circumnavigated the globe. Capt. Voss gave her a deck and a small cabin and rigged her as a three-masted schooner. In the Indian Ocean the mate was lost overboard while adjusting the binnacle light and in his fall he took the compass with him. Yet the Tilikum made port and finished her voyage. Again it was navigation by guess and by God that did it.

In 1899 Capt. Howard Blackburn of Gloucester made a voyage to England in the sloop Great Western. She was thirty feet long. In 1901 he sailed from Gloucester again in the twenty-five-foot sloop Great Republic and made the passage to Lisbon in thirty-nine days. The Great Republic satisfied him for years and he made several long voyages in her.

But the instinct of the sailor was at work in him, the instinct for the perfect boat. He built the dory America, sixteen feet nine inches long, five feet broad and drawing one foot of water. A sea-going boat needs legs under her; that a boat of only one foot draught should be weather worthy is remarkable. Yet the America has done well, making long voyages, sailing herself like a big one and coming through gales, though she has not as yet crossed the ocean. Now Capt. Blackburn when a young man was adrift in a dory on the Banks in the winter and his feet and hands were frozen. A great man to carry sail—Capt. Blackburn—by necessity, for reef points are hard things to manage for a man who has no fingers!

The yawl Pandora, a close copy of the grand old sloop that was her inspiration, was fitted out in Australia for a voyage around the world. Capt. G. D. Blythe sailed her, with one companion. She arrived safely at New York and sailed thence in July, 1911, for Europe. But she reached the port of missing ships. An able boat, well found and well handled, but...

There have been others. The sloop Theresa sailed from New York with three fishermen, and fell to pieces at sea, off the Cape Verdes; the men were saved. The wonder is that she held together so long. An emulor of Capt. Blackburn, with a dory, set out for sea.

He was the weak sailing in soundings, and then came limping back into Provincetown. This dory was only sixteen feet long, below the limit. It would seem. Some men once started to go around the world in a cat-boat—a type utterly unsuited for deep water. They left New York. Capt. Voss appears again, sailing with two companions in the yawl Sea Queen, a shipjack. Out of Yokohama she met a hurricane in the Indian Ocean. In a gale at sea the process of safety is this: When you can no longer reach, run before it; when running is unsafe, heave to; when it blows too hard for that, lie to a sea-anchor and play dominoes in the cabin till the storm is passed. But in the hurricane the Sea Queen lost her sea-anchor. The force of the wind took the masts out of her; the mizzen, bare of sail, blew into three pieces. She was rolled over, and lay bottom up. Capt. Voss clinging to her keel, trying to right her. The other two men were in the cabin at the time, filling oil bags. She righted. They brought her into port under a jury rig. There is a lesson in this, a lesson as old as the sea. "Don't give up the ship." At sea, a man is nothing, but the ship has a chance, always.

The yawl Sea Bird, twenty-five feet long, went from New York to Rome in 1911. She Sea Bird, model and prototype of the Sea Queen, is a skip-jack, that is, she has a V-shaped bottom and is planked with an angle at the turn of the bilge. She is a very small boat for ocean voyaging and her quarters are cramped for three men for so long a time. But she is able and dry and a good sailer, and she does her work like a big one. Capt. T. F. Day, with two others, took her from New York to the Azores in 17 days. For a boat so small this is wonderful going; many a great square-rigger spreading three acres of canvas would be pleased to make such a run.

And so it goes. There is no lack of men who love to sail the sea, and the sea is always there. Yachtsmen, gentlemen adventurers, old salts who can never get enough of it, heave anchor and make sail, and go to sea. The boats drop down the harbor, the headlands sink from sight, the offshore lights go down over the edge of the sea and the dawn finds them

out there, nosing the whitecaps, riding the long seas, feeling the steady push of the good wind, hull down on blue water, on the trail that is always new.

What of the old Spray? The inspiration, the pioneer, the maker of tracks in the trackless—what of her? Who has spoken the Spray? In 1908 Capt. Slocum took her to sea again. And she never came back.

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First class passenger accommodation, 36 hours at sea. An ideal round trip for summer vacation. Service from May to December (inclusive). Freight shipments to St. John's, Nfld., should be routed: Farguhar's Steamships, North Sydney.

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ASSOCIATION, LIMITED.
INCORPORATED UNDER THE COMPANY'S ACT.

Capital Two Million Dollars, - \$2,000,000

OFFERED TO THE PUBLIC TEN THOUSAND SHARES

10,000 Shares at 100.00 each - - - - - \$1,000,000

In payments of 10 per cent. per Annum. Interest 5 per cent. on the paid-up Capital guaranteed by the Newfoundland Government.

It is proposed to call up twenty per cent. of the Capital at once. Two Hundred Thousand Dollars, as follows:—

Ten per cent. 1920 - - \$100,000

Ten per cent. 1921 - - \$100,000

The Share List is now open at the Royal Bank of Canada, where applicants may apply for shares.

DIRECTORS—Hon. J. D. Ryan, K.C.S.G., M.L.C., President Legislative Council, Chairman; Hon. John Anderson, M.L.C., Managing Director; Hon. M. G. Winter, M.L.C.; Jas. F. Parker, Esq., Harold Macpherson, Esq., Eric Bowring, Esq., James J. McGrath, Esq., Dr. Brehm, Lieut.-Col. Bernard, M.C.; John M. Devine, Esq., John Davey, Esq., George Grimes, Esq.

HONORARY SECRETARY—Hon. John Anderson, M.L.C.

SOLICITOR—Hon. M. P. Gibbs, K.C., M.L.C.

BANKERS—The Royal Bank of Canada.

FINANCIAL AGENTS—The Montreal Trust Company.

AUDITORS—F. C. Berteau, Esq., J.P., I.S.O., Government Comptroller and Auditor General; G. N. Read, Son & Watson, Chartered Accountants.

ARCHITECT—W. D. McCarter, Esq.

The Association has been formed to build houses to rent. These houses will be let to tenants at reasonable rentals or will be sold to tenants on easy terms of payment.

Additional objects of the Association are: To remove tenants from houses which are unfit for human habitation to homes of health and comfort; to destroy all hovels within the city; to adopt a proper town planning scheme; to lay out modern streets with a perfect system of sanitation; and to rebuild certain sections of the city gradually so that workmen can live with their families amid cheerful surroundings.

The proceeds of the sales of houses bought by tenants will be reinvested in Government securities to provide a redemption fund to pay off the Capital.

The programme outlined by the Company is to build one hundred houses during the year 1921. In order to carry out this work the Directors make an appeal to the people of Newfoundland to take up the necessary Shares without delay, so that arrangements can be made with Lumber Mills and Contractors for work to be done. The one hundred houses will be built on Merry Meeting Road, in accordance with a Town Planning Scheme, prepared by the City Engineer and adopted by the Municipal Council in 1919. The thirty houses to be built by the Company this year and now nearing completion, will give the public an idea of the class of house to be erected. A more suitable site for a garden suburb would be difficult to find, it being situated in the country and yet within ten minutes' walk of Water Street.

To live in a suburb of this sort with pure air, plenty of space around the house, and modern interior sanitation and improvements is to ensure health for the residents who will realize to the full the advantages of good living. In a Garden Suburb children thrive, they grow up vigorous in mind and body; their daily association with trees and flowers, birds and all the manifold delights of nature develop in them a love of all things beautiful and a better understanding of life.

We appeal to the public to subscribe the Capital without delay for the erection of one hundred houses to be built and ready for occupation before the end of the year 1921.

J. D. RYAN, Chairman.
JOHN ANDERSON, Secretary.