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JUST a small amount invested in a perfectly safe place, for the protection of our family, or ourselves in old age.

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Board of Trade Building,  
St. John's,  
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AGENTS WANTED.

**New Wonder Ships of the British Navy**

**Visit to Yards Where Craft Are Being Built to Keep Fleet Up to Strength.**

LONDON, Nov. 26.—Our visit to the fleet, naturally prompted the question: "What is being done to keep up this great flotilla, to bring it up to strength after the inevitable losses of war, and further, to increase the standard of strength?" The admiral gave us a visual answer by permitting us to see some of the most important ship-building yards in the Kingdom and for the best part of a week our ears were greeted with the heavy clang of mighty hammers and our eyes gazed upon the skeletons are nearly finished hulks of new naval wonder-ships, which are probably destined to settle once for all the domination of the seas by the British Empire. It was an ever-moving picture for us, and when we would fain have stayed our Admiralty pilots moved us on, ostensibly to keep to our schedule, but more probably because pressmen may be too observant. In any case, we felt rather like the Queen of Sheba, that the half was not told us, and even the half that was, is liable to the censor's stroke.

On the banks of the Clyde, we were most kindly received by Messrs. Wm. Beardmore & Co., and as we entered a large glass-roofed shed, the roar of heavy machinery and thumping engines fell upon our ears and rendered it difficult to carry on conversation. Hundreds of workmen were welding weapons of various sorts or watching and tending furnace fires, or applying heat to parts of engines or ship fittings. Upon trestle-boards there rested these parts under construction. Upon one of them the heat that was brought to bear was 6,000 centigrade. Much of the machinery employed was of American make, and had been installed since the outbreak of war. In fact the whole place had been enlarged to six times its previous size.

The marine department was most active. In the yards on the stocks was a fine new cruiser which was said to be the last word in naval ship-building.

**A New Submarine.**  
A near neighbour was a submarine recently built, and now already in the water. Accepting an invitation to enter it, I passed down the gangway amid an atmosphere which reeked of oil, and dropped into the man hole down greasy ladders into the hold. As a number of workmen were still busy fitting up the interior, there was not much elbow room. The most astonishing feature was the extraordinary number of mechanical fittings in the form of taps, wires, levers, signal and receivers. How any commander could remember where they all were was a mystery. The Marconi operator's cabin was so small that the operator would necessarily have to be quite a strapping. As the vessel was in harbor, we did not enjoy the sensation of submersion. Here I may say that the whereabouts of submarines seem to be more carefully guarded in secret than any other naval craft, and we saw less of them than any part of the fleet.

In the yards of John Brown & Co the builders of great ocean liners such as the Aquitania and the Carmania, we saw models of several noted battleships, among these being the indefatigable Tiger and the Barham two of which we had boarded in our visit to the Fleet. Certain of these vessels had been handed over to the Government since the outbreak of war. A large destroyer of special type was seen in the making, and work had been resumed upon a large mercantile ship intended for the Orient route which had been held up for some time in favor of naval work. Work was well in hand also with two obtrusive submarines.

As we passed on to the establishment of the Fairfield Shipbuilding & Engineering Works, the growth of which has transformed a village into the township of Govan, I was more than ever impressed that upon Great Britain's energies and efforts in this direction really depends the progress and ultimate success of the war, for it is establishments such as these that are supplying both army and navy with the weapons of warfare. Workmen and workwomen by the hundred we saw, and in a further contribution something will be said as to them and their social conditions, but for the moment we are dealing with the material and not the human aspect of industry. In the directors' board-room where we were entertained at luncheon, there was upon the walls a fine picture of the Fairfield Fleet—about sixty naval vessels, ranging from a first-class battle cruiser down to a oil tank. It was this firm which constructed the C. P. R. liners Empress of Britain and Empress of Ireland, also the Cunarders Campania and Lu-

cana. At the time of our visit the stocks were occupied with something more important than ocean liners. On one we saw the keel of a large battle cruiser, and on several sides were submarines in various stages.

**At Works of Vickers, Limited.**  
A train journey of six hours, during which we crossed the Gretna Green border, brought us to one of the most favored haunts of tourists and holiday-makers—to Furness, Abbey, which is a jumping-off place for Windermere and the Lakeland generally. Adjoining the grounds of the hotel was one of the finest ruins of an Abbey to be found in the country. Next morning, however, after a very hasty glance at the old cloisters, we drove a few miles into town which is strongly associated with the Cavendish family. Here, again, a quite small provincial town had been tremendously augmented in population by the industrial establishment which we were to see, viz., Vickers, Limited. Walking through a huge shed, where the roar of heavy machinery was incessant, we were surprised to learn that eighteen months ago the site was part of a great park and that the works had been extended to six times that or pre-war conditions, involving the expenditure of over £5,000,000. This firm has in times past executed important contracts for Canada, including the Duke of Connaught floating dock for Montreal and the Government ice-breaker Earl Grey. Vickers, Limited have so satisfied the Admiralty in regard to their work that the First Lord of the Admiralty has stated publicly that the existence of such a firm is a great national asset. The work which has been done in times past was now proceeding on a scale of extraordinary activity, new ships of varying types were rapidly nearing their finish, and naval guns were in the making in the marine engineering department.

We also saw some marvels in the way of new heavy guns, with which I propose to deal in an article on guns and munitions. It was a matter of regret that in a rather hurried visit to Armstrong, Whitworth & Co., Limited, at New-castle-on-Tyne, the following day, we did not see their ship-building yard, which I felt sure would have compared well with the Clyde shipbuilding.

**YOU'LL SOON WANT A DRINK! READ THIS!**  
PROHIBITION will soon be upon us, so it behoves all those who are now accustomed to partake of the sparkling goblet to try to discover a substitute. To those who are looking for something "soft," in the shape of a drink, we recommend the reading of the following:  
Cocoa is acknowledged by all authorities to be the most wholesome beverage. In the extraction of Cocoa from the Cocoa Bean, however, harmful ingredients are sometimes used, detracting from the health-giving effects which would follow the use of cocoa. The user of CLEVELAND'S HEALTH COCOA can rest assured that nothing harmful is used in its manufacture. This cocoa is made by a process used years ago with great success by the old Dutch settlers in America. Through this process all the nourishing properties of Cocoa are retained to the fullest, without the admixture of any proportion of alkali. The result is a delicious, nourishing and invigorating beverage, which you will want to partake of often.

**Wholesale by John B. Orr Co., Ltd. New Martin Bldg., St. John's.**  
**FIVE BUFFALO NEWSPAPERS DOUBLE PRICE OF ISSUE**  
Buffalo, N.Y., Nov. 29.—Five Buffalo newspapers Saturday announced an advance in price from one cent to two cents a copy. The increased cost of white paper and other materials was given as the cause for the advance.

**NEW USE FOR OLD GLOVES.**  
A clever Frenchwoman has discovered that old gloves, taken to pieces, stained a good color and sewn together in patchwork-haps with some ornamented titching, either in silk or beads, make charming handbags for ladies.

**U. S. Exports Show Falling Off**

**Trade Experts Say Decrease is Temporary and is Due to the Season**

Washington, Nov. 23.—October figures for the foreign trade announced to-day from the Bureau of Foreign and Domestic Commerce show a falling off of \$24,400,000 in exports from September, although, as compared with the exports of October, last year there was an increase of 46 per cent. Trade experts said to-day that the falling off of exports was due to the season and they predicted a continued expansion of sale of American goods abroad.

Imports and exports together for October, this year, were slightly less than for September. Exports compared with those of October, 1914, when the tide of American shipments to Europe had not reached their full volume, were 150 per cent. greater. The year which ended with October last gave an export total of \$5,128,000,000, compared with \$3,319,000,000 last year and \$2,141,000,000 the year before. Our total foreign trade during last year ended with October reached the total of \$7,463,000,000, as compared with \$5,012,000,000 in 1915 and \$4,027,000,000 in 1914. This does not take into consideration the commercial movement of gold and silver, which totalled \$802,174,000 for the year.

October imports were \$176,400,000, an increase of \$12,400,000 over September. October, 1915, gave a total of \$140,200,000, and October, 1914, \$138,100,000. The imports for the fiscal year amounted to \$2,335,000,000 as against \$1,692,000,000 last year and \$1,880,000,000 two years ago. Of the October imports, 64.7 per cent. entered free of duty, as against 71 per cent. in October, 1915.

The month's balance was \$314,200,000 compared with \$187,000,000 in October, 1915, and \$56,300,000 in October, 1914. The aggregate excess of exports over imports for the year was \$2,793,200,000, as against \$1,626,800,000 last year and \$260,400,000 two years ago.

October showed a net inward gold movement of \$90,500,000 and the twelve months a net inward gold movement of \$469,800,000. Last year the excess of imports over exports of gold was \$76,700,000 for the month and \$326,500,000 for the year. Two years ago gold exports exceeded gold imports by \$44,400,000 for October and by \$167,200,000 for the year.

Gold imports during October, 1916, were \$97,500,000, against \$79,700,000 in October, 1915, and \$5,900,000 in October, 1914. For the year they were \$586,800,000 compared with \$357,100,000 last year and \$68,000,000 two years ago. Gold exports were \$7,000,000 in October, 1916, as against \$2,900,000 in October, 1915, and \$50,300,000 in October, 1914. For the twelve months they aggregated \$117,000,000, compared with \$30,500,000 last year, and \$225,200,000 two years ago.

**A SPECIAL MISSION**  
The Hague, via London, Nov. 29.—H. A. Van Goenen-Torchiana, Dutch consul general at San Francisco, who has been here in conference with the Netherlands government, has been ordered to Washington on a special mission to confer with Secretary of State Lansing. Mr. Van Goenen-Torchiana will sail for the United States next Tuesday on the Holland-American Liner Noordam.

**To WHOLESALE DEALERS**

We have just opened a shipment of

**Pocket Knives**

which we are selling at the very lowest price.

P.S.—These Knives are extra good value and do not cost much more than formerly.

**Martin Hardware, Company.**

**HALLEY & CO.**

**Mr. Merchant:**  
DO NOT FORGET that before you tell your customers that you cannot get what they want, that we have large supplies of everything pertaining to our line of business. We suggest that you always write or telephone us enquiring what we have in stock before admitting that it cannot be obtained.

We beg to remind you that we have now ready for your inspection our Fall Stock, bought under favorable circumstances. A visit will convince you of the values we are showing, and will be appreciated by us.

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It's patented, too—but we don't charge for that

This Boot is Top Notch in quality as well as in name. It's a better boot than you have ever had. Made of the finest Para rubber by an entirely new process.

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If you want the latest and best thing in Rubber Boots, purchase a pair at once. We recommend them so enthusiastically because we know from experience that they will give you splendid satisfaction.

**FOR SALE BY**  
Nicholle, Inkpen & Chafe, The Royal Stores Ltd., Fred Smallwood, Steer Bros., and Jesse Whiteway.

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**BRITISH** PROTECTION in Material. PROTECTION in Style. PROTECTION in Fit. **BRITISH**  
Every Man and Boy Needs PROTECTION Have It!  
**The British Clothing Co., Ltd.,**  
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**APPLES and SUGAR!**

Arrived per S.S. "Florizel"  
400 Barrels SUGAR,  
400 Brls Choice APPLES.  
**GEORGE NEAL**

**H**AVING enjoyed the confidence of our outport customers for many years, we beg to remind them that we are "doing business as usual" at the old stand. Remember Maunder's clothes stand for durability and style combined with good fit.



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