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Forty-Five Years in the Service of
the Public—The Evening Telegram.

A Visit to H.M.S. Hood

(H. F. SHORTIS.)

In 1873 while I was a telegraph operator in Heart's Content, I spent part of my vacation on board the "Great Eastern." It was the time of my life, for the whole world had its eyes turned to that wonderful ship, which was then employed in laying the Atlantic Cable.

The "Great Eastern," with such a man as Captain Halpin in charge, was far in advance of her day, and she set the world thinking, as no other ship has ever done during the past half century or more. She was many times larger than the biggest ship afloat—she had six masts and funnels. The greatest difficulty was to carry sufficient coal to bring her across the Atlantic and home again.

This week I have had the pleasure of visiting H.M.S. "Hood," now at anchor in Conception Bay, and no wonder it takes me back to my boyhood days. Here is a ship twice as large as the "Great Eastern," just finishing a 40,000 mile trip round the world. There are not fifty tons of coal on board of the "Hood," and she can steam at a speed of 51 miles an hour. If required, which means crossing the Atlantic in about two days.

We view our batteries at the Narrows and Signal Hill, and think of them as defences of our harbor, but just look at the 15-inch guns on the "Hood" that can throw projectiles over 20 miles. As she lays at anchor in Conception Bay, she could destroy St. John's with one broadside, and send Harbor Grace out of existence without even shifting her anchorage—with a considerable margin to work on.

I climbed the turret to the Admiral's signalling tower, saw the button that he presses to release those deadly torpedoes. I viewed the chart-room, and saw where the navigating officer guided the ships with his countless speaking tubes and signalling phones, connected with all parts of the ship in the work of attacking the enemy. I descended by the electric cage to the nether regions where the furnaces were roaring with oil fuel blazing like the inferno. As I climbed from the cook-rooms, galleys, recreation and sleeping rooms, drill halls and countless officers' state-rooms, I wondered how it was possible to keep track of the fifteen hundred men employed.

Until four o'clock every man was busy, but after that hour we had numerous guides to show us round, but it would take days to even find your way in the many intricate passages and decks. Yes, she is an exhibition ship to show the world, the last word in the majestic power of "Britain's right arm," and well she is able to maintain it, and has no doubt put fear in many and shown competitors the impossibility of measuring up to Britain's greatness. It is impossible for me to mention a tithe of the things that I saw that afternoon, and much less to dwell on the sublime strength of this fighting bulwark. There are many other things I would like to write about; but I wish to tell the "sailor boys," who were so kind in showing us round, a few instances from history that happened in Conception Bay. The very foundation of the British Empire dates to John Cabot's discovery of Newfoundland in 1497, and more than likely he was at anchor just where you are now, but it was not until 1583 that Sir Humphrey Gilbert arrived here with a Commission from Queen Elizabeth to take possession of the country. The following are extracts from Sir Humphrey Gilbert's Log-Book, 1583 as published in Hakluyt's Voyages in the year 1599: "Upon Tuesday, 11th June, we foresook the coast of England, our feet Barker, Delight, Golden Hind, Swallow and Squirrel. Again upon Tuesday, 30th July, we got sight of the coast of Newfoundland. So great was the haze and fog we had difficulty to get our position, but by our best computation we were then in 51 degrees of latitude (near Straits of Belle Isle).

"Forsaking this place we followed to the South. We had sight of an island named Penguin, (The Funks). The foule brooding in abundance, almost incredible, which cannot fly, not much less than a goose and exceeding fat. (Great Auks).
"Trending this coast we came to the island called Baccales (Baccalien) and sighted Cape St. Francis, entrances which goeth in a great Bay called Conception.
"Here we met with the Swallow, whom we had lost in the fogge. All her men altered into new apparel. For joy and congratulations of our meeting they spared not to cast into the air their caps and hats, in good plenty, and some went overboard.
"The captain of the Swallow, albeit a very honest and religious man, had allowed his men to turn pirates, capturing two French ships—one laden with wine and the other with salt. The men had taken this opportunity, greatly against their Admiral, Sir Humphrey Gilbert's wishes, to replenish their apparel and vitals, even winding cords about the hands of Frenchmen to draw out what they thought good, like men skilful in such mischief."

Three days later Sir Humphrey Gilbert openly read unto both English and strangers from 25 vessels then in the harbor of St. John's, the

Commission he had received from Queen Elizabeth to take possession of this country and 200 leagues every way.

Twenty-seven years after Sir Humphrey Gilbert had been here the first settlement by Royal Charter was granted by King James to Alderman John Guy of Bristol to send settlers to reside in this country. They selected Cupids and Harbor Grace as the very first settlements, both of which are in Conception Bay.

I give you the following extract from a speech by his Royal Highness the Prince of Wales, delivered at Bristol in 1921, when he was the guest of the Ancient Society of Merchant Venturers:—

"It was my privilege during the last two years to follow in the tracks of many of those sea captains who laid the foundation of the Empire, as we know it to-day. My first glimpse of the New World was on sighting the shores of Newfoundland, and when the "Renown," with her 36,000 tons anchored in Conception Bay, I could not help thinking of Cabot's little "Matthew" and her crew of Bristol seamen, who battled their way in the face of unknown difficulties across uncharted seas."

I have a picture in my possession of the "John McAdam," the first steam-

ship that ever plied on Conception Bay in 1842, and I could tell you amusing stories how she steamed ahead and backed to show her powers to the interested visitors, but there has never been any ship in Conception Bay to compare with the "Hood," and in saying a good-bye, I throw up my cap into the air, as did the sailors of Sir Humphrey Gilbert's "Swallow," and I don't care even if it does fall overboard. May best wishes go with you.

Dazzling gowns, "The French Doll."—sept16,17

Published by Authority

His Excellency the Governor-in-Council has been pleased to appoint Mr. Edward Kirby to be Sub-Collector of Customs at Holyrood, C.B., in place of Mr. John Wall.

Mr. John Kennedy to be Sub-Collector of Customs at Harbor Main in place of Mr. Joseph Wall.

Mr. Michael Doyle to be Sub-Collector of Customs at Avondale in place of Mr. M. Moore.

Mr. James Leary to be Sub-Collector of Customs at Conception Harbour, in place of Mr. P. J. Wade. Dept. of the Colonial Secretary, Sept. 16th, 1924.

Wonder "The French Doll."—sept16,17

Conserving Canada's Musk-Ox

Half a century ago large herds of musk-ox roamed in Canada's northern territories and even as late as twenty years ago good-sized herds were to be found in many localities in the Barren Lands which extend from Great Slave Lake to Hudson Bay and from timber-line to the Arctic coast. In the last few years, notwithstanding the protective measures adopted these animals have become much reduced in number and in several localities where they were formerly found they have disappeared altogether. The Dominion Government, through the Department of the Interior, keeping in mind the successful effort to save the buffalo, has steadily striven to give the musk-ox such protection as they might remain a permanent asset of the country.

The musk-ox is far more than an interesting zoological specimen. It is an animal that possesses qualities which may make it of great social and economic value to the Dominion. The Government of Canada has to think not only of its wild animals but primarily of the thousands of aborigines who roam over the northland and who must be protected both from losses due to advancing settlement and from the results of their own ignorance and imprudence.

From year to year, for a good many years past, the Department has been steadily strengthening the laws and regulations to protect these animals. In 1917 the Northwest Game Act was passed and by one of its clauses no persons except Indians, Eskimos, and half-breeds were allowed to kill musk-ox, and killing by these people was permitted only when they were in actual need of food. No person was permitted to trade in the pelt or any other part of the musk-ox. In 1919, there was appointed the Royal Commission on the Reindeer and Musk-ox to investigate the possibilities of establishing musk-ox and reindeer industries in the Arctic and sub-Arctic regions. The Commission gathered much valuable information on the subject, later reporting on the situation and making a number of recommendations some of which have been embodied in subsequent regulations.

The Commissioner of the Northwest Territories, as empowered by the 1923 amendments to the Northwest Game Act, on 10th March, 1924, issued a regulation prohibiting the use of dogs in the hunting of game animals in the Northwest Territories.

A sensation Mae Murray, "The French Doll."—sept16,17

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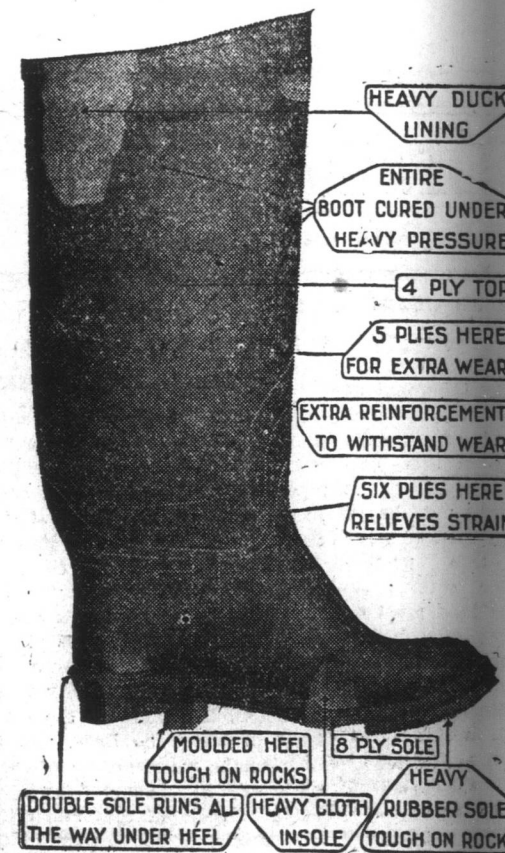
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