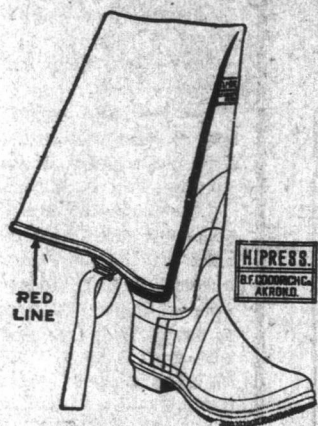


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FROM CADET TO ADMIRAL OF THE FLEET.

Louis Alexander Mountbatten, Marquis of Milford Haven, who died on September 11th, was born at Gratz, Austria, on May 24, 1854, the eldest son of Prince Alexander of Hesse. From very early years tales of the sea fascinated him, and the yarns of Marryat and other writers of seafaring fiction were his chief delight. They set him, as they have set millions of boys, dreaming of a sailor's career, and in his case the dream came true. In 1868, when he was just 14, he was naturalised as a British subject and entered the Royal Navy as a cadet.

That was the beginning of long years of service to the country of his adoption, the country he was so proud to serve. Step by step he climbed the ranks of the Navy, and it is only three weeks since his final promotion, to be an Admiral of the Fleet on the Retired List, was announced. And every advancement

which he gained was won by sheer merit, by the unceasing labour of a fine brain and grand character which delighted in its chosen task and asked for nothing better than the right to labour. The Navy knows the worth of that service, and his finest memorial is the affectionate admiration of the men who served with and under him.

He might, if he had chosen, have been a King instead of a British naval officer. When his brother Alexander ruled in Bulgaria, his subjects disapproved of him so sincerely that they asked the young naval officer, who was then known as Prince Louis of Battenburg, to take his place. A deputation went to his ship to make the offer.

Many years later a sailor who was present on that occasion wrote his own account of what happened. "He brought them all out on the quarter-deck," he said, "and pointed to our apology for an evening and said, 'I'll sooner serve under that rag than be the Kaiser of Germany, so chuck fuggin' about your beastly little country.' What he actually said was,

"I would rather serve under that than wear any crown you or anyone else could offer me," but the sailor guessed what he meant.

His service afloat lasted practically without a break from 1868 until 1911, when he was made Second Sea Lord, to become a year later, the youngest First Sea Lord the Admiralty had ever known. For he was, above all things, a practical seaman, never happier than when he was on the water, engaged on the daily work of the Navy.

A scientist of repute and an expert in mechanics, he was for ever working at the mechanical problems of his trade, and many of his inventions are in daily use in the Navy today. "When 'Battie' goes to heaven," a petty officer said of him once, "the first thing he will do will be to invent something useful."

A strict disciplinarian, he was one of those just men under whom men delight to serve. He explained his ideas of discipline to the boys of the National School at Portsmouth some years ago. "There are two ways of keeping discipline," he said. "One is the slave-driver's method, by force of the whip. The other is when every person in a ship realises that he has to do his share." And the men who served with "Battie" knew beyond all doubt that his share would always be done, and done supremely well.

Director of Naval Intelligence, Commander of the Second Cruiser Squadron, Second in Command in the Mediterranean, Commander-in-Chief of the Atlantic Fleet—the list of his appointments reads like the index to the Navy List. Through the honourable years his service moved on to what was at once its climax and its tragedy.

His greatest hour came on July 26, 1914. The Home Fleets had recently undergone a test mobilisation and were about to disperse from Portland. Mr. Churchill, who was then First Lord of the Admiralty, was on holiday at Cromer, and the First Sea Lord was in charge in Whitehall. No one dreamed of war—but Austria had sent her ultimatum to Serbia. Prince Louis telegraphed without hesitation for the Fleet to stand fast. "The first step which secured the timely concentration of the Fleet was taken by you," Mr. Churchill wrote to him after. Others have put it more roundly and declared that that order saved England.

THE TRAGEDY.

Three months later came the tragedy. Prince Louis of Battenburg was Austrian-born, and rumour became busy with his name. He resigned. The day for which he had prepared himself through the long years had come; the Navy he had served so

finely was to be put to the supreme test—and he was to have no part in the labour.

One consolation was left to him. "The Navy of to-day, and still more the Navy of to-morrow, bears the imprint of your work," Mr. Churchill told him. And there was another consolation—his sons were permitted to fight, even if he might not. His heir was in the battles of the Dogger Bank, Heligoland, and Jutland. And his daughter, Princess Louise, was not hindered from going as a nurse to France.

So through the years of conflict he stood quietly aside, living for the greater part of the time at East Cowes, where everybody knew, and loved him. For occupation he had his books and his writing—someone said of him once that he handled a pen as well as he did a fleet. He was the leading authority on medals, and wrote the authoritative book on the subject.

In 1917, when the King swept the German names from the Royal Household, Prince Louis of Battenburg became Marquis of Milford Haven, and his heir the Earl of Medina, Mount Batten—the name of that little headland which watches Plymouth's southern harbour; Medina—the name of that little river of the Isle of Wight which has seen the building of so



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is a wonderful tonic and will certainly improve your health. The selection of a tonic is a matter of great importance, as your health depends upon it. To fight disease successfully during the changeable autumn months the system should receive a tonic up. The facts we state about Brick's Tasteless silence all criticism.

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many ships; Milford Haven—they were names which had been very nobly earned.

"My best captain," Lord (then Sir John) Fisher called him when they were serving together in the Mediterranean.

The phrase is no unworthy epitaph.—Daily Mail.

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Rosalind's Passengers.

S.S. Rosalind, Capt. Mitchell, sails for Halifax and New York this evening, taking a large outward freight and the following passengers:—Miss Y. Collins, Miss G. White, Mrs. McIntyre, Miss N. Jackman, J. and Mrs. O'Brien, J. J. Griffin, Miss K. Foley, Mrs. S. Power, Miss A. Galway, Miss McGrath, Mrs. J. Ryan, Mrs. McMeekhan, Mrs. A. Scott, Miss Windsor, Miss Redstone, Miss B. Coyell, H. F. and Mrs. Winter, Miss A. Sinnott, Miss J. O'Mara, Miss Hollett, Mrs. Major, Mrs. McMahon, H. A. and Mrs. Anderson, R. A. and Mrs. Deakin, A. B. Palmer, A. S. Bremner, Miss E. S. Norris, Miss Gibbons, C. Hutton, Dr. J. W. Rowe, Miss M. Rogers, J. A. E. Hutton, J. and Mrs. Blackler, H. A. McKenzie, Miss E. Rees, Mrs. J. F. Cox and 3 children, Mrs. E. C. Pittman and child, W. H. McIntyre, W. E. Sharpe, Mrs. McIntyre, Miss McIntyre, L. Ersler and 45 second class.

Here and There.

Brick's Tasteless can be purchased at T. McMurdo & Co.'s, Water Street. Price \$1.20 per bottle. Postage 20c. extra.—sep15.21

Get a \$2.00 Hug-Me-Tight for 79c.; Black only. Solid comfort for cold mornings. I. LEVITZ, 252 Water Street.—oct7.21

LAI TO REST.—The funeral of late Mrs. Elizabeth Hand took place yesterday afternoon from the residence of Mr. P. Phelan, King's Road and was attended by a large and representative number of citizens. Interment took place at Belvidere.

DANCING.—The Misses Miller's Classes will re-open Thursday, Oct. 13th, at 8 p.m., G. C. C. Hall (Ball Room). Applications may be made at 58 McLeod St. oct6.21, 11.2 a.m.

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