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WILL TAKE POSSESSION OF THE PREMISES NOW USED BY
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ON OR ABOUT DECEMBER FIRST.

Watch for the Opening Sale

Loss of H. S. Raleigh

COURT-MARTIAL SENTENCE.

PORTSMOUTH, Oct. 28. The trial was concluded to-day of Commander Leslie Charles Rott, O.B., who was charged before a Court-martial with charges arising out of the loss of the H. S. Raleigh, flagship of Admiral Sir William Pakenham, Commander-in-Chief of the North American and West Indies Station. Commander Rott was navigating officer of the ship, which was wrecked in thick fog off the coast of Labrador on Oct. 1. Captain C. K. Maclean, Chief of Staff at Portsmouth, presided over the trial.

The accused officer, who pleaded guilty, submitted that there was a heavy fog, before steering course, to which he was not immediately apprised either by the captain, the first officer, or himself. As to the suggestion that he should have been taking soundings sooner, he said that these were started soon after the ship was started on her course on Oct. 1. He was in approach land. At that time he was satisfied that the position of the ship did not require the sounding party to be closed off. The officer of the watch shared the opinion.

In reference to the suggestion that he should have reduced speed on his initiative when the ship was in thick weather, the accused officer said that the captain had ordered the ship to proceed at full speed, and it seemed odd to him that the captain would suggest that he should reduce speed. He submitted that no alternative was open to him. In view of the fact that the main cause of the stranding was the serious injury of the published charts.

The Court found that the charge against the Raleigh was proved, and that the stranding was due to the fact that (a) made an alteration of course without having determined the position of the ship. He submitted that no alternative was open to him. In view of the fact that the main cause of the stranding was the serious injury of the published charts.

The Court found that the charge against the Raleigh was proved, and that the stranding was due to the fact that (a) made an alteration of course without having determined the position of the ship. He submitted that no alternative was open to him. In view of the fact that the main cause of the stranding was the serious injury of the published charts.

Tanning Bananas.

It is generally known that bananas dropped while yet green and unripe, but few persons are aware of the careful and elaborate time calculations required in getting out the fruit and cutting off the fruit in order to ensure the arrival of the bananas in proper condition at their destination. When a plantation is begun the plants are set out at certain intervals so that they will produce at certain pre-fixed times, during the year. A certain number of days before the arrival of a steamer the fruit is cut and a close enclosure is made at the time that will be the time of the voyage must always be taken into consideration. The bananas are carried in special steam-heated compartments to insure a uniform temperature throughout the voyage. The ripening is calculated to occur when the fruit has reached the retail market.

Fireless Cookers.

IN USE IN THE BRONZE AGE.

The prehistoric bride in the early Bronze age could boil water without burning the wood-and-hide containers which her hunter husband furnished her. Miss Nina F. Layard has discovered primitive cooking places at Buckingham Palace, Norfolk, England.

Ancient kitchens, now being excavated by her, are marked by thousands of flint cracks by fire. These rocks were apparently used as heaters for boiling water in vessels which would not stand the fire. They are found a foot or two beneath the sod and in-

variable a few yards from a stream.

Either a wooden trough or a stretch of hide was in all probability the utensil used. This was filled with water and then the red-hot flints were shoveled in. In this way the water was soon brought to a boil. The bones and teeth of oxen and horses found between the heaters and the stream show where the cooking took place, while with these flint heaters implements were found which fix the time as being in the early Bronze Age. —Kansas City Star.

A sleeveless frock of tete de negre crepe is embroidered in rust and old gold.

Out-Volsteading-

Volstead.

The Government of the United States, still struggling in the paroxysms of attempted enforcement of the famous Volstead Act, wishes to alter International law for its own convenience. It, in effect, says with Omar:

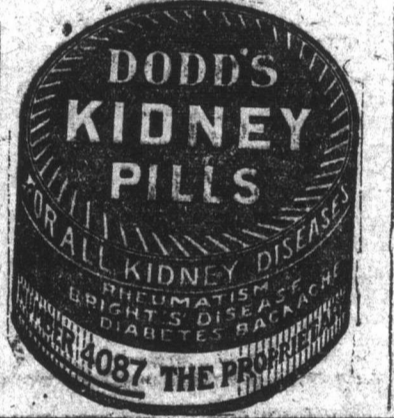
"O could we take this sorry scheme of things entire.

And mould it nearer to our heart's desire." And calmly propose to the rest of the world that as far as the United States is concerned, the three mile limit shall be the twelve mile limit. It asks other nations to please allow the Revenue vessels of the United States Government to stop them on the high seas, whenever the Revenue officers see fit, for the purpose of being searched. If contraband is found aboard, the offending ship is to be confiscated. That is one phase of the liquor enforcement law. The next is that no ship of any nation shall enter a port of the United States if she is carrying alcoholic liquor, on pain of confiscation. This has been modified to exempt foreign vessels which had left their home port before this drastic order was promulgated. It was really framed in an effort to make vessels owned by the United States Government, and operated by one of its departments, obey the laws that were entrusted to another department to enforce. It is impossible to tell as yet just what effort it will eventually have.

In the meantime, the British Government has addressed very strong protests to the U.S. Government for their action in seizing a British ship

outside the three mile limit, after the British Government had refused the naive request for permission to do that very thing. The situation has its serious side, as it is manifestly impossible for the British Government to give up the right of its vessels to the high seas, and if the U.S. Government insist on infringing the rights of peaceable vessels belonging to another nation, there are all the elements that lead to tragedy.

It is rather a remarkable thing that in the effort to make all people moral by legislation the rights of everybody in general are ruthlessly disregarded. Of course, to the ardent prohibitionist, the main thing is that people shall not drink the liquors that he disapproves of. If the only way of ensuring this is to place them in a position where they will no longer be able to drink anything at all, he will look upon their cold corpse with a feeling that he has done well for the world. Looked upon from another point of view the action of Uncle Sam under the pig-



of the smugglers of whisky and near whisky are nothing but fancy. Glibbert and Salitman, were they with us, would have a merry time, setting the orders and disorders to appropriate words and music.

The Canadian ports of Vancouver, Victoria, Halifax and St. John as well as Montreal and Quebec are praying fervently that the U.S. will insist on debarring vessels which carry liquor. They recognize the fact that the majority of people who travel across the ocean are normal humans, who will not travel in ships where they cannot procure their accustomed beverages. This will mean a diversion of passenger traffic from U.S. ports to Canadian ports, with business for Canadian railways, hotels, ship chandlers, passenger agents, etc. As they would say in Montreal, "Vive la prohibition, pour les autres."—Canadian Shipping.

Canny.

"Hello! Hello! is this you, Mac?" "Aye." "Is this Mac Macpherson I'm talking to?" "Aye, spe'kin'." "Well, Mac, it's like this: I want to borrow fifty dollars." "All right. Ah'll tell him as soon as he comes in."

Visitors to the Lunatic Asylum can now travel by the Mack Coach to and from the Asylum every day except Wednesdays. Coach leaves Queen Street at 2.30 p.m. Return trip from the Asylum at 4.50 p.m. MARSHALLS' Garage—nov6,31

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