

## What of Wembley?

LONDON, Oct. 29.—(By Canadian Press)—The time must come when the curtain is drawn finally on Wembley as it stands to-day. What is to happen next? The question is full of interesting suggestions, for these vast halls and spacious grounds are not like a theatre, from which the players may withdraw without leaving the public more than mildly interested in the problem of what is to happen next. The Times comments on the possibilities of the situation in a special Wembley number.

In large sections of the British Empire Exhibition grounds there is the permanence of a city. It holds buildings that have been built not for a season, but for ages. It has an elaborate transportation system, and gas, water and electricity "laid on." It is not to be supposed that when the last exhibitor has gone with his packing case and the lights are turned out and the gates closed, that this highly equipped town of steel and concrete will be left to rot in idleness.

The question of the evacuation of Wembley is worthy of some consideration before that of what purposes the buildings and grounds might be put when the Exhibition is over. Months of time and labor were expended in transporting the exhibits to their places at Wembley, but the problem of moving out, in this case, is a more complicated one than that of moving in. The task will be one of enormous magnitude, and will occupy three months at the least.

British efficiency is shown in the plans which have been mapped out for the moving. First will go the entrances to the big buildings, or rather, the steps, which were laid over the railway lines which run through the Palaces of Engineering and Industry. Then the big cranes now on show will have their work to do in slinging the heavy engines and other machines onto the lines. English locomotives can run right out under their own power, but the South African one will have to be dismantled, because it is built on too wide a gauge for English rails. A great deal of material elsewhere will be moved by motor lorry, and road transport will be able to ply in and out of the buildings at will as the steps are removed and the railed inclines are uncovered. So thoroughly have the plans been worked out that in the storage sheds at Neasden there is a crate or box for every portable exhibit at Wembley.

Then, when the Neasden sheds are empty and the Wembley that Londoners and countless visitors have known for so many months is no more, what next? Will the lake be filled in, and the coal mine filled up? Will the Amusement Park—probably the most modern in existence—be silent? Will the Stadium be thronged only on the day of the Association Football Cup Tie?

But already there is a demand for repetition of the Empire Pageant, and nowhere is there so suitable a place to give it as the Wembley Stadium. There are a great number of uses, too, to which the pavilions might be put.

Buildings like the home of the British Government exhibit and the Palaces of Engineering and Industry are sturdy and strong enough to be used as workshops, and there is power right on the spot. In any case the leasing of them for that or for storage purposes would produce sound revenue, because they are so handy to rail and road transport.

No doubt some of the smaller buildings will be quickly dismantled—that is the natural destiny of the less permanently constructed buildings—but at a time when every industry is house-hunting and when questions of swift and adequate transport are becoming more and more pressing the utility of these structures must impress itself on all who are interested.

It would appear that the grouping of the buildings has made it possible for those of a permanent nature to be transferred into workshops or factories without such activities as would go on inside them interfering with the amenities of the park and pleasure grounds adjoining.

You Laugh at Slippery Roads when your Car is equipped with Weed Anti-Skid Chains. BOWLING BROS. LTD., Hardware Dept.—Oct 29, 61, 60d

Mr. O'Grady's  
2,700 Pounds

HIS SALARY AS TASMANIAN GOVERNOR—THE AXE ON EXPENSES.

An official announcement of the appointment of Mr. James O'Grady as Governor of Tasmania has just been made, writes The Daily Mirror lobby correspondent.

The difficulties which hindered the appointment two or three months ago have now been removed by the Tasmanian Government, who are prepared to make such arrangements as will enable the Governor to live on the comparatively small salary of £2,700.

It is understood that Mr. O'Grady will not be expected to occupy Government House, one of the largest and most expensive buildings in the Australian Commonwealth.

Coming events cast their prophetic shadows before.

# Crowds! Crowds! Crowds!

What a Response! What a Tribute! They came expecting GREAT VALUES--and they found them--and so will You! TRULY

## A Mighty Upheaval of Prices!

**Ladies! - Ladies!**  
Encore Values in Hats and Coats

A great variety of  
**FELTS**  
going on sale for the first  
time to-morrow,  
**2.89**  
Values to 4.00.  
The latest styles, shapes  
and trimmings.

**Hats! Hats!**  
Regular 4.00 Regular 6.00  
NOW NOW  
**2.69 4.98**

IN STOCK:  
Genuine high Grade  
**VELOURS**  
A variety of shapes

A splendid range of  
**High Class COATS**  
Regular Price to  
35.00.  
Now reduced to  
**26.60**  
Velours, Straight line,  
Fawn, Belted, Brown,  
Velvedeau, Stouts, Grey

**COATS**  
Regular as high as 20.00.  
Now on sale at  
**14.98**  
Other Coats as low as 9.98

**Men! - Men!**

NOW! Savings greater than you ever realized--OUR BARGAIN BASEMENT offers TREMENDOUS VALUES for you in Suits and Overcoats. You can't beat our Prices! Step down in our Bargain Basement and Save!

### Suits

3 great special offerings--  
One Lot  
value 25.00.  
Our Price  
**17.98**

Second Lot  
value 28.00.  
NOW  
**21.00**

**Blue Serge Suits**  
Regular 28.00.  
NOW  
**23.50**

### Overcoats

Everywhere only  
\$16.00 ..... \$12.98  
\$22.00 ..... \$17.25  
\$28.00 ..... \$19.50  
\$32.00 ..... \$23.50  
Every Coat an extraordinary value. The best materials obtainable at the price. Be sure to see them.

### FREE!

A Complete Gillette Safety Razor Set Free with every Suit or Overcoat sold--while they last.

### Suits

A Special Line  
Sold everywhere for  
16.00  
Here only  
**12.98**

### Caps

69c, 98c,  
**1.19**

## Extra Specials in Our Bargain Basement

**Men's White Handkerchiefs**  
slightly soiled  
Only  
**9c each**

**LADIES' SPATS**  
All shades--all sizes.  
Only 98c. Everywhere 1.50  
**TRICOLETTE WAISTS**  
Slightly soiled, 79c. each.  
**KIDDIES LEGGINGS**  
69c. Value \$2.00

**MISSES' PLAY HATS**  
An excellent Buy.  
**19c. each**

**LADIES' VESTS**  
Fleeced, long sleeves.  
Extra Special . . . 79c.  
More of those  
24c. PILLOW CASES.  
Men's Police Braces  
Extra good quality, 39c.

**Boys' Fine DRESS BRACES**  
Worth 50c. Our Price  
29c.  
**Ladies' Fine Silk Hose**  
Assorted shades. Everywhere \$1.00. Here 49c.

**LADIES' BRUSH WOOL SETS**  
\$1.98 Set.  
**INFANTS' SWEATERS**  
98c. each.  
**MEN'S SWEATER COATS**  
\$2.49

TO YOU VISITORS FROM OUT OF TOWN--We extend a cordial invitation to visit our Store. You need not buy. Visit St. John's most modern Bargain Basement--You will wonder how it is possible for us to sell our merchandise at such ridiculously LOW PRICES. COME NOW!

# COHEN'S Modern Emporium

The Store Where Every Day is Bargain Day

335 Water Street : Corner Store : Bishop's Building

### Minister's Sky Tour of Deserts

LORD THOMSON COVERS 2,500 MILES IN "MESOPOTAMIA"

During the eight days he was in Mesopotamia, Transjordan, Palestine Lord Thomson, the British Air Minister, flew over 2,500 miles, an airman's feat, he said, "but not a moment's discomfort."

"I sat in an armchair in a Victoria machine with a staff of wireless operator and mechanic. They were the two pilots. We were in wireless communication the whole time and knew what was happening everywhere."

"One sat there in the upper 6,000ft. up and--speaking as a pilot who likes comfort--my only regret was leaving the translucent fresh air and coming down into the burning air of the desert plain."

"If people had my experience they would go out as I did. It is only the Tigris from the air. It was a thrilling experience."

"It should be within the reach of one with means, and such a journey as I took should be susceptible of development, so that it could be within the reach of people of moderate means," Lord Thomson said the most interesting moment of the whole was his visit to Suleimani.

In the old days, he said, this place was a prosperous town of 20,000 inhabitants, and was on the caravan route. Owing to the troubles that occurred at the beginning of this century most of the population fled, and in months ago only 700 inhabitants were left. Turbulent tribes in the neighbourhood had made things too hot.

Gratitude to British.

"I arrived in the early morning," said Lord Thomson. "Perhaps 100 people were on the aerodrome, and they ran wildly to see us land."

"For three-quarters of an hour we made a circuit of the town, and the procession was so long that at the end we caught up our own tail."

"I met three delegations--one of Arab sheikhs from the country around one of the cities of the town, and one of merchants. The tenor of all the remarks was gratitude to the British whose presence had given them freedom from robbers."

It will be a blow to impressionable young women afflicted with "class mania" to learn from Lord Thomson that the sheikhs of Arabia (or Arabs) are so unromantic as to drive motor cars over the desert.

Bombing Charges.

"You have," added Lord Thomson, "seen a great many attacks on the Air Force for bombing towns. It should be borne in mind that the bombing has been an absolute minimum and the casualties have been extraordinary light."

"A great deal too much of a song has been made about it. There is no desire to bomb or to be repressive. Our only object is to keep law and order and to let the people live."

"The swift, prompt action that has been taken by the Air Force in these districts has saved many lives among the combatants and still more among the civilians, who, but for this action, would have been driven into the desert."

Lord Thomson spoke with admiration of the mastery organization and splendid personnel of the R.A.F. in the Near East, and referred enthusiastically to the future possibilities of air transport there.

### OUT OF SEASON.

The autumn days are growing raw, the north wind has a nip and sting, and still I wear my ancient straw hat. I bought last spring. The sun has made it rusty red, the rains have stained it through and through, but it feels comfy on my head, as no new modern hat could do. But everywhere and all the time men taunt me as I carry on; they say a straw hat is a crime, when mid-September days are gone. At morning, when I leave the flat, my aunts surround me and implore that I will buy a decent hat at some smooth haberdasher's store. And jesters on the public street attack my hat with eager paws, they kick it roundly with their feet, and look around them for applause. There is a stern, unwritten law that holds all mankind in its thrall; no gent shall wear a hat of straw beyond a day in early fall. And I might like my rabbit friends the path of least resistance take, and join the catfist soul who wants to buy a cap or wide-awake. Like Hampden, with a dauntless breast I dare this fool unwritten law; men can't by violence or jest make me forsake my trusty straw. It has been slugged by ribald men, it has been trampled in the foam; and still I pick it up again, and fondly place it on my dome. I do not care an old dead cat what others do, what others did; I am the master of my hat, I am the captain of my lid.

The woman who washes with Pearline saves time and trouble.—Oct 13, m, if

WALT MASON

Grand Forks in the first four days of the week, the cause of the disaster Saturday morning was the cause of the disaster Saturday morning.

A FAMILY

Samuel Roth, small children yesterday in a ghetto tenement lives of eleven lived in the house was cut off, went up in flames, and ladders.

TO SEARCH FOR

The United till sail today, dressed, the three American which is six, w. harbor Labra, st. Bergen, N.