

In the Realms of Sport

INTER-CLUB BOWLING LEAGUE—LAST NIGHT'S SCORES.

C.L.B. vs. C.E.L.

1	2	3	Tot.	
Best	124	143	161	428
Heale	112	151	119	382
Marshall	105	140	134	379
Skiffington	176	95	166	437
Wiseman	122	141	122	385
	639	640	702	1981

St. Andrew's

1	2	3	Tot.	
H. Sappers	11	118	143	372
W. Harvey	132	120	106	358
W. R. Neal	137	171	31	339
W. Burns	165	89	156	410
W. Curran	123	159	110	392
	657	685	596	1938

STROKE OAR OF OXFORD Ends Up In Police Court After "Drowning" Delet.

LONDON, April 7.—"Boat race night" in the west end of London was marked by the traditional ragging by both crews and crowds of Oxonians and Cantabs who had come up to town for the race. The result was that Pat Mellen, Captain of the Oxford crew, was taken to Vias Street police court. Mellen had led an attempted rag at the Empire Music Hall. When the police first made their appearance he escaped through a side door without his overcoat. He tried to return to get his overcoat a few minutes later when the police caught him.

Piccadilly Circus was turned into a "Palais de Danse" by students of both

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For removing ordinary obstructions from drain pipes and sinks.
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The Passing Hour

A DRAWBACK.
"Let us be patient," said the hopeful friend. "All this trouble will blow over."
"I'll blow over all right," agreed Senator Sorghum. "But maybe it'll be like a tornado I saw out West. It blew over, but it took everything in sight with it."—Washington Star.

WEEDING THEM OUT.

"That novelist says he took his characters from real life."
"He should be encouraged to keep on taking them," replied Mr. Growcher. "The fewer like them in real life, the better."—Boston Transcript.

DISQUALIFIED.

Uncle Jack asked Little Celia if she didn't want him to play with her.
"On, no," she said. "we're playing Indian, and you're no use, 'cause you're scalped already."—United Presbyterian.

NO CHANCE.

"Did my wife speak at the meeting yesterday?"
"I don't know your wife, but there was a tall, thin lady who rose and said she could not find words to express her feelings."
"That wasn't my wife!"—Karrick-turen (Christians).

SLIDING DOWN THE ICING.

"Will you join our party in the jam preserves?" asked the first fly.
"No," said the second fly, "the lady of our house has baked a cake with icing on it. We're going in for winter sports."—Louisville Courier-Journal.

THE SECRET OF SUCCESS.

"What is the secret of success?" asked the Sphinx.
"Push," said the electric bell.
"Always keep cool," said the ice-cream man.
"Never lose your head," said the barber.
"Make light of everything," said the fire.
"Do a driving business," said the hammer.
"Aspire to greater things," said the nutmeg.
"Find a good thing and stick to it," said the glue.—Yorkshire Weekly Post.

HOW CAMBRIDGE DEFEATED OXFORD.

According to the following cable story Cambridge beat Oxford in the annual boat race on the Thames, on April 5th, by three and a half lengths, in 18 minutes 41 seconds. Cambridge's victory was a surprise. At the moment of the start Oxford ruled firm favorites—indeed, many had taken their victory for granted in view of their combined advantages in weight and experience.

6 BLOWS AND REICH BOWED TO MR. FIRPO.

BUENOS AIRES, April 7.—Luis Firpo knocked out Al Reich Saturday night in the first round.
The end came in 1 minute 45secs., Firpo landing a terrific right to the jaw. Reich dropped to the canvas with a crash and remained there. He rolled over on his face.
After count of ten he rolled over again in an attempt to rise, but fell flat on his back. He was picked up and carried to his corner.
Great crowds began gathering in the evening for the bout between Luis Firpo, the South American heavyweight champion, and Al Reich, the American heavyweight, which Firpo declared will be his farewell appearance in the ring.
Not less than 25,000 spectators were present when the preliminaries began, but, as usual, the emotional South Americans showed impatience for the coming of the stars themselves.
The weights of the men, as announced, were: Firpo, 220 pounds; Reich, 213½ pounds. Reich was the first to

Obituary

MRS. MARY BAILEY.

On the morning of Wednesday, Feb. 20th, Mary Bailey, wife of the late T. Bailey, St. John's, Nfld., died at the home of her daughter, Mrs. J. R. Chafe, Canso. Mrs. Bailey in life possessed a cheerful disposition, a kindly heart, and a happy spirit which never lost its buoyancy even to the end, which was calm and peaceful.
Of a charitable disposition she was never appealed to in vain, and in the land of her birth and in which she spent her life except for the last few months in Canso, her death will be felt deeply by those who in their hour of need found in her a true friend.
Beloved by all who knew her and leaving behind a treasury of good deeds she did not live in vain, as one of those major "last in life is preparation for a life hereafter, she practiced in a marked degree the virtues of Faith, Hope and Charity; and in the love and esteem in which she was held while here and the sorrow evident at her death, her true worth can be estimated.
As she lived so she died, a happy death, fortified by the rites of the Roman Catholic Church, which throughout her life she was a daily attendant, was a fitting close of a well spent life.
She leaves to mourn three sons, two in Nfld., one in U.S.A.; three daughters, Mrs. J. R. Chafe, Mrs. J. A. Grant, Miss Monica; the latter two residing in the U.S.A. and who, in response to a hurried call, arrived Friday, but only in time to attend the funeral ceremonies which took place at Canso, 9.30 on Saturday, with a requiem High Mass.
The above is taken from the Canso "Breeze," and beautifully describes the many virtues and endearing disposition of the departed lady, who was well and favorably known by all classes in St. John's, as well as the outpour, for the motherly care they received from her during the many years she conducted the Tremont Hotel in this city. The deceased lady was a daughter of the late Mr. Edward Whalen, a native of the County Wexford, Ireland, and for many years conducted a large and flourishing fishing business on Labrador. He was a most industrious man and combined farming with fishing, and was thereby always independent. Mrs. Bailey was the youngest daughter, and in her early days was housekeeper for the Telegraphers at Heart's Content Cable Station. She was the 12th of her generation—all brothers and sisters having predeceased her. She was born at Harbor Grace, where her parents resided during their life in this country. Three sons, James Joseph, at Seattle, Washington, U.S.A.; John Joseph, of W. E. Barnes' Branch Grocery and Edward F. of T. J. Nash's Carriage Works, this city; and three daughters, Mrs. J. R. Chafe, of Canso, N.S., Mrs. James A. Grant, of North Cambridge, Mass., and Miss Monica M., of the Homeopathic Hospital, Boston, Mass., are left to mourn their sad loss.

Noted Organist Dead

Eventful Career of Sir Frederick Bridge—Tolled the Bell for Funeral of the Great Duke.
After a brief illness the death took place at his residence in the cloisters of the famous abbey, he loved so well of Sir Frederick Bridge, the great organist. Sir Frederick, who was in his 80th year, was organist at Westminster Abbey for 43 years. The end, which came suddenly, followed an operation for appendicitis. Born at Oldbury, near Birmingham, and educated at the Cathedral School, Rochester, where his father was a vicar-choral, he began his musical career as a small boy by tolling the bell at Rochester for the funeral of the Duke of Wellington. His career as a great organist, extended over half a century, for he was organist at Manchester Cathedral for six years before going to the same post at Westminster Abbey in 1875. He retired in 1918. Sir Frederick presided at the Abbey organ at the State services in connection with the two Jubilees of Queen Victoria, the Coronations of King Edward VII. and King George V., and many other great functions. He said recently that he had played the Dead March over nearly every great man in England during the last 50 years. After retiring from the Abbey, Sir Frederick continued a busy musical life, and only recently he told his friends that he was a "budding young operatic composer," referring to the fact that he was engaged upon a resetting of a Dickens' libretto. This was completed only a week or two ago, and is to be performed during the coming season at Trinity College of Music. Sir Frederick had a keen sense of humor and was fond of a jest. "Every musical pirate," he once remarked, "ought to be hanged with a common chord." On one occasion he was staggered to be asked by a cabman who had driven him home: "Why did you take the 'Hallelujah Chorus' so fast last week at the Albert Hall, Sir Frederick?" The genial conductor of the Royal Choral Society—a position he held for 25 years—gave his reasons, whereupon the cabman critic asked him if he would perform Perosi's "Transfiguration" at one of

Fire Insurance Conditions

Greater care in the limiting of terms would improve the discussion of the deplorable condition in fire insurance existing in 25 number of prominent cities of the country. These bad situations are not due to the greed of all the companies or of all the agents, and it is equally unfair to say that "the companies" or "the agents" could cure them. The companies which follow good practices have no control over those which refuse to do so. Neither can those agents who do business in the approved way prevent other agents from doing it in an unapproved way. These situations which are increasing rather than diminishing in number, are a menace to the business generally, demoralizing to the companies and agents responsible for them, working a gross injustice to those who did not create them but are unwilling victims, bringing the business into disrepute with the public, encouraging extravagance and inviting legislative and official tinkering. But bad as they are, they will not be helped by unjust accusations against those in no wise to blame for them or attempts to place responsibility for their continuance where it does not belong.—New York Journal of Commerce.

Choral Society's Concerts, and Offered to lend him a copy of the score to look at! So irritated did he become by rings at his door bell before King Edward's Coronation that he posted up the notice, "Sir Frederick Bridge has no tickets, no time, and no temper." While conducting a rehearsal by the Royal Choral Society of "The Dream of Gerontius," the orchestra joined vocally in the Demon Chorus, a practice Sir Frederick disliked intensely. When they burst out with "Tea, Ha," in a nasal tone he exclaimed: "Don't do that. If you must join in it, do it in the way most natural to you—'Haw-haw.'" Once, when travelling by train across the Rockies, he was attacked by a grizzly bear. It was at night, and as he could not sleep, Sir Frederick decided to act on his usual principle of never wasting time; so he began to attack a tiresome passage in one of the early Wesleyan tunes. And then the grizzly appeared from under the seat. Sir Frederick bravely threw the bedclothes over the bear's head and gained the door of the compartment and safety. He was three times married, on the last occasion at the Albert Hall, St. John's, Nfld., last week at the Albert Hall, St. John's, Nfld. The genial conductor of the Royal Choral Society—a position he held for 25 years—gave his reasons, whereupon the cabman critic asked him if he would perform Perosi's "Transfiguration" at one of

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Stock Market News

NEW YORK, April 15.

TO-DAY'S OPENING.

Beth. Steel	48 3/4
Marine Pfd.	33 1/2
Mack Truck	78 1/2
Punta Sugar	55 1/2
Studebaker	84
Union Pacific	129 1/2
U.S. Steel	96 1/2
Kelly Springfield	13 3/4
Pan. American	44 1/2
Sub. Boat	7 1/2

MONTREAL.

Brazilian	50
Can. Car. Com.	45
Can. Steamships Pfd.	14 1/2
Can. Steamships Pfd.	60
Howard Smith	52
Laurentide	86 1/2
Montreal Power	151
Breweries	40 1/2
Bell Telephone	128
Shawigan	136
Southern Can. Power	59
Can. Steel	71 1/2
Spanish River	97 1/2
Spanish River Pfd.	107 1/2
Brompton	35

THE SITUATION.

Business Lull Does Not Spell Depression.
Curtailed production schedules of some automobile companies, accompanied by instructions to part-makers to delay deliveries, has led to some apprehension over the business outlook and to the fear of a serious slackening of steel production. Yet so far as can be learned, all that has

taken place has been a downward revision of automobile schedules from ultra-optimistic figures of last winter and a moderate curtailment of production, spelling conservatism but hardly depression by any means.
What has happened has been that the big manufacturers will probably be unable to step up production in the second quarter in the usual seasonal manner. They will have to be content with something less than utmost capacity production, and will simply settle down to a more settled schedule, all of which by no means implies a fundamental disturbance in an industry whose growth has been so sensational.
Iron and steel operations are still around 80% capacity, which tells a story of satisfactory activity. It has been recognized that the three factors in the 1923 boom were the purchasing by the railroads the tremendous automobile prosperity and the record building activity, and although none of these is likely to be as potent this year as last nevertheless their aggregate power is proving very considerable this year.
The railroads are constantly entering the market, and from all indications are proceeding in all parts of the country with important extension programs. Their equipment demands, too, are proving larger than anticipated. Automobile requirements to date this year, are of course, ahead of last year and building activity, especially in the big cities, is still flourishing. In short, nothing is in sight to suggest other than more or less of a lull in general trade.—Boston News Bureau April 7.

bay, in April, 1914, to Miss Marjory Wood, daughter of Mr. Reginald Wood, of Bignall End, Staffordshire.

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MAR 25, 1924

NOTICE.
Notice is hereby given that Frederick Augustus Eastis of 131 State Street, Boston, in the State of Massachusetts in the United States of America, Metallurgical Engineer, Proprietor of the Newfoundland Patent No. 492, dated May 11th, A.D. 1922, for new and useful improvements in the art of making Electrolytic Iron is prepared to bring the said invention into operation in this Colony and to license the right to use the same on reasonable terms or to sell the same.
Dated at St. John's, this 8th day of April, A.D. 1924.
JOHN FENELON,
Solicitor for Patentee.
april 15, 1924

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