

The Big Labrador Project.

AEROPLANE MAKES FLIGHT.

The commercial possibilities of the aeroplane have just been demonstrated in a most striking manner by the expedition of the H. V. Green Co., of New York to Northern Labrador. The company is a body of capitalists who have recently begun to look to the making of profits in the pulp industry. Some months ago, as told by a party who reached town recently, they took over the steamer Granville, which had been engaged on the mail and passenger service between points on the Bay of Fundy. She was a ship of tug type, with accommodation for about 20 passengers and carrying capacity of 1,000 barrels. At Halifax she was quickly converted to meet the ideas of her new owners, and with two aeroplanes and one hydroplane on board as part of her equipment, started for the north. Battle Harbor was reached on July 20th, and as it was intended to survey newly acquired timber properties inland, the work of building an aerodrome at William's Harbor, some 21 miles north of there and behind Fishing Ships' Harbor, was begun. This was abandoned when Mr. Notley, a furrier and salmon fisher came down the coast and stated a much better site was available up the Alexis River. The Granville left Battle Harbor, and proceeding 28 miles up the river reached the new drome, a stretch of sandy soil covered by turf, about a mile long and half a mile wide. The place, which is under water for perhaps half the year, was much exposed to the weather, and the first tents erected on it, though the "pegs" were driven six feet deep, were torn away by heavy winds. Fortunately the flying machines were not damaged, and one was quickly made ready for service. In a few days it flew over some 2,500 square miles of the property allowing photographs to be taken of the same, and did, as calculated by the owners, as much timber cruising as could be accomplished in the ordinary way in 10 years. One of the conditions against the foot traveller in the area is the continual presence of mosquitoes, which were found to be of the largest and most aggressive type and proved most annoying, though the members of the expedition were protected by specially devised helmets. The expedition was under direction of Capt. Daniel Owen, a native of Annapolis, N.S., where he was a lawyer before the war, but went overseas with the Canadians, lost an eye in action and for a time was a prisoner in the hands of the Germans. The party on board the Granville, besides the regular crew, consisted of about twenty and included doctors, dentists, mill-site men, five airplane pilots and wireless men, the expedition having been fitted out regardless of expense and with every provision for success. Most of the party were men who had seen war service. The Granville has now returned to New York and it is the intention of the Greene Co. to effect pulp and sawmills on their far northern property as soon as possible. Paper mills may be considered later, but in this regard the matter of obtaining skilled labor would be a serious problem. While coming south the Granville met at Battle Harbor the Seamen Paper Co. party, who had left cruisers at Hamilton Inlet to examine their properties and also a "picture" man, who proposed going inland to photograph the famous Grand Falls.

An Unpropitious Opening.

The battle of Vimero, fought Aug. 21, 1899, was on no great scale, but it is notable as the first noteworthy victory gained in the Peninsula by Wellington, who until then was known only as an Indian general. Sir Arthur Wellesley, as he then was, did not even hold the chief command of the British Expeditionary Force. Two old generals—Sir Hew Dalrymple and Sir Harry Burrard—ranked him; and by the bungling of the politicians (as often happens) they were sent out one after the other, in such a way that the command changed hands twice in quick succession. Burrard, indeed, had arrived already, when the French general, Junot, suddenly attacked, and he had previously interfered to paralyze a promising advance; but he did not interfere in the actual battle, which was brought about by an unexpected attack on the part of Junot. The ensuing engagement was hotly contested for a time, but ended in the complete repulse of the French with a loss of over 3,000, while the British casualties were but 750 all told. In fact, there is no doubt that if the success had been followed up, Lisbon must have fallen; but Burrard again interposed to check pursuit, and the chance was lost. Then Dalrymple arrived, and, on the French offering to negotiate, he decided to suspend operations. The result was the "Convention of Cin-

G. KNOWLING, LTD.

East, West and Central Stores.

PICNIC and HOLIDAY GOODS.

Dry Goods Department

MEN'S ROWING SHIRTS—Net and Merino, half sleeve, 50c. and 65c. each
MEN'S TUNIC SHIRTS—\$1.25, \$1.40, \$1.75, \$2.25 to \$4.25 each
MEN'S WIDE END NECKTIES—30, 40, 45, 50, 60c. to \$1.70 each
MEN'S SOCKS—In Plain and Fancy Colours, 18c. to 90c. per pair
MEN'S ELASTIC AND LEATHER BELTS—30c. to \$1.50 each
MEN'S FANCY VESTS—\$1.00, \$1.10, \$1.50, \$1.80 to \$2.75 each
MEN'S SOFT FELT HATS—In Navy, Brown, Grey and Green—\$2.75, 3.25, 3.75, 4.00, 4.25, 4.50, 5.10 to 6.50
MEN'S STRAW HATS—65c., \$1.30, 1.60, 1.70 to 3.00 each
MEN'S WHITE PANAMA HATS—\$3.30, 4.00 and 5.75 each
BOYS' STRAW HATS—25c., 30, 40, 45 to 60 each
BOYS' LINEN HATS—\$1.00 and 1.25 each
MEN'S LIGHT WEIGHT SUMMER CAPS—90c. to \$2.50 ea.
MEN'S WOOD PIPES—20c., 30, 40, 50, 60 to \$1.10 each
MEN'S WOOD PIPES—In Case—\$3.00, 3.20, 6.50
MEN'S RUBBER TELESCOPE TOBACCO POUCHES—40c., 50, 60, 75 and 90 each

Hosiery and Gloves.

LADIES' WHITE and CREAM KID GLOVES—Elbow Length—\$1.25, 1.50, 1.75 and 2.00 pair
LADIES' WHITE and CREAM SUEDE GLOVES—Elbow Length—\$1.20, 1.50 and 1.75 pair
LADIES' LONG SILK GLOVES—In Sky, Pink, Tan, Grey, Beaver Black—50c., 65, 75, 80 and 1.00 pair
LADIES' SHORT LISLE GLOVES—In Black, White, Canary, Tan, Grey, Beaver and Navy—55c., 70c. to \$1.60 pair
LADIES' SHORT SILK GLOVES—In Black, Grey and Fawn—\$1.30 pair
LADIES' SHORT SILK GLOVES—Black with White Points—\$1.60 pair
LADIES' SILK HOSE—Grey—95c., \$1.00 and \$2.70 pair
Navy—95c. and \$1.00 pair
Black—95c. and \$1.75 pair
Brown—95c. and \$1.75 pair
White—95c., \$2.00 and \$2.70 pair
Black and White Striped—\$2.90 pair
LADIES' MERCERIZED HOSE—In Navy, Ivory and Grey—80c. and 85c. pair
LADIES' WHITE COTTON HOSE—30, 35 and 70c. pair
LADIES' LISLE HOSE—White—75c. pair
LADIES' LISLE HOSE—Embroid. Fronts, Black—85c. pair
LADIES' LACE LISLE HOSE—Black—35, 40, 50, 60, 80c. pair
Tan—30, 40 to 70c.

China and Glass Department.

Some Specials in Glassware.

TUMBLERS, 65c., \$1.05 per dozen; **ICE CREAM DISHES**, 85c. dozen; **BEER MUGS**, 1/2 pint, \$3.00 dozen; **BEER MUGS**, 1 pint, \$5.60 dozen; **CUPS and SAUCERS**, 23c.; **TEA PLATES**, \$1.10 dozen; **SALT and PEPPER SHAKERS**, 15c. each; **CRUETS**, 2 bottle, 35c. each; **PICKLE DISHES**, 20c. each; **GLASS JUGS**, 35c. each; **FRUIT JARS**, 1 pint, \$1.80 doz.; 1 quart, \$1.90 dozen; 1/2 gallon, \$2.40 dozen; **FAIRY LIGHTS**, for decorating, 45c. box.

Hardware Department.

CHIP BASKETS—30c., 45c., 65c. to \$2.85.

PAPRUS PICNIC PLATES.

10c. pkt. of 25 Plates

STERNO CANNED HEAT—

For indoor and outdoor use

75c. to \$3.30

VACUUM BOTTLES—

KEEP HOT 12 HOURS,

KEEP COOL 24 HOURS,

\$2.60 to \$6.30

REFILLS CARRYING CASES—90c., \$1.15

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SHOW-ROOM.

LADIES' SLIP-ON JERSEYS—Colors: Melon, Nile, Kelly, Turquoise, Rose, White. Prices from \$3.95 to \$11.50.

WHILE VOILE BLOUSES—From \$1.40 to \$5.50.

IVORY and FLESH GEORGETTE BLOUSES—From \$6.00 to \$11.50.

MIDDY BLOUSES—From \$1.75 to \$3.00.

SUNSHADES—From 65c. to \$4.00. Worth \$1.30 to \$8.00.

LADIES' LINEN and LUSTRE COSTUMES—Price \$9.25 and \$15.00.

LADIES' RIBBED VESTS—Sleeveless, from 40c. to 80c.

LADIES' RIBBED COMBINATIONS—Sleeveless and wing sleeves, lace trimmed, from \$1.25 to \$3.00.

LADIES' and CHILDREN'S RUBBER BATHING CAPS—Price 18c. to 50c.

LADIES' and CHILDREN'S BATHING SHOES—Price 45c.

LADIES' BATHING SUITS—Price from 90c. to \$3.20.

CHILDREN'S BATHING SUITS—Price 70c. and 80c.

Boot and Shoe Department.

Where you can get the Best in Footwear for the Regatta and Holiday Season.

"SPECIAL"—Ladies' 8-inch White Kid Laced Boots, flexible oak soles, Kid covered Louis heels, with top lift leather.

These Boots are good value for eight dollars to-day, but owing to our cleaning up the lot from the manufacturer, we got them at half price, which is to-day

Only \$4.00

A PAIR.

Ladies' White Canvas Boots,

\$3.00 and \$3.50

Children's White Canvas Boots,

\$2.20 to \$3.20

Women's White Canvas Shoes,

\$2.40, \$2.50, \$3.00

Children's White Canvas 4-Strap

Roman Sandals, sizes 4 to 8, \$2.00

Grocery Department.

Our Grocery Department is well stocked with Cooked Meats by the pound, also Tinned Meats and Fruits, Non-Alcoholic Wines, Lime Juice, Green Fruits and everything for the Trout or Picnicker.

G. KNOWLING, Limited.

aug 9, 41 a.m. th. tu

tra," under which the French were allowed to evacuate Portugal on terms far too favorable. The tragedy concluded with an outburst of popular wrath in England, and the prompt recall of all three generals, who, almost as rapidly as they had arrived, departed to face a Court of Enquiry, from which Wellesley alone emerged with credit. Such was the

unpromising commencement of the Peninsular War!

BATHING COSTUMES just arrived. We have just received a small shipment of **MEN'S, BOYS', WOMEN'S, GIRLS'—G. KNOWLING, Ltd.**

aug 11, 14, 19
Minard's Liniment Cures Diphtheria.

A Famous British Admiral.

On August 19, 1711, Admiral Edward Boscawen was born, third son of Hugh Boscawen, created first Viscount of Falmouth, whose descendant is now the sixth of that title, and on

Friday and Saturday, August 17 and 18, 1859, this child of that first peer defeated the French in Lagos Bay, off the south-western extremity of Portugal, and his son succeeded as the third Viscount. Boscawen entered the Royal Navy in 1736. In 1739 he helped in South America to capture Porto Bello from the Spaniards, and in 1741 in bombarding the French at Carth-

agena, at the south-east corner of Spain. In 1747 he was wounded in the British defeat of the French off Cape Finisterre, at the north-west corner of Spain. That year he was appointed commander-in-chief on land and sea in the East Indies, but in 1748 he failed to take from the Dutch Pondicherry, in south-east India. From 1751 he was Lord Commissioner of the Admiralty, was made a Privy Councillor, was commander of the North American coast, also in the English Channel off Brest on the north coast of France and in the Bay of Biscay. While commanding the Mediterranean Fleet he defeated the French in Lagos Bay, whose Admiral, De la Clède, lost both his legs and died next day. Of the French ships, the "Centaur" was wrecked after three hours fighting, and its captain and half its crew killed; the "Téméraire," and "Modeste" were taken and the "Redoubtable" and "Ocean" were run ashore and burned, the scattered remnants being driven into Cadiz. For such eminent services Boscawen was appointed General of Marines, with £3,000 a year, but died on January 10, 1761, at Hatchland Park, in Surrey, a residence which, in the words of his epitaph, "he had just finished at the expense of the enemies of his country."

C.C.C. BAND DANCE.

To-night! To-night!
Eve Whole Holiday, C. C. C. Band Dance, C. C. C. Hall. Dancing 9 o'clock.
Tickets: Ladies', 70c.; Gent's, \$1.20; Double, \$1.50.

Asquith Asked Peace in 1917?

Berlin, August 18.—H. H. Asquith, the British Premier, launched a peace feeler in August, 1917, according to a letter written by Frau Frieda Perlen, President of the Stuttgart branch of the International Women's League for Peace and Freedom, to the Friehof. She quotes a letter she received at that time from Jonkheer J. O. Jong Van Beek Endonk, Secretary of the Dutch Anti-military League, in which he informed her that Mr. Asquith had asked him to put the direct question to the German Chancellor, saying that a "good answer would be of tremendous importance."

The letter to Frau Perlen said it was thought that Mr. Asquith was ready for an understanding if the Reichstag should demonstrate it ruled the situation and really possessed power in Germany.

This point, it was said, would be carried if the majority of the Reichstag should succeed in bringing out an unequivocal statement regarding Belgium. The letter begged her to do her utmost to induce the Reichstag to issue such a statement. Van Beek said that the declaration of Dr. George Michaelis, then German Imperial Chancellor, relative to safeguarding boundaries had, as he conceived it, created an unfavorable impression abroad and declared that he wanted established whether the Reichstag would not make clear the German stand regarding Belgium. Frau Perlen states that she took the letter to members of the Reichstag, who promised to present the matter before committees, but she adds: "The leading men of the Reichstag parties were so weak against the government of a military dictatorship, they were guilty of a collapse."

Some of Those Trite Phrases.

(From the Toronto Star.)

A headline in the press having referred to John Burroughs as "eight-two years young," New York Life says that every writer must call somebody eighty years young at least once. "It was," says Life, "a fine thing to say the first time, good the next ten times, fair the first few hundred times, but it begins to get a little stale." Other trite phrases which should be dropped are "acid test," "psychological moment," and "common or garden."

It is interesting to note that in Toronto the city editors seem to have put a ban on the word "canalage," which a year ago was scattered over every page. No doubt the word will find a permanent place in the language because it so well expresses so much, but it was being overused to such an extent that sensitive persons began to resent the sight and sound of it. After a well earned rest it will probably re-appear and take its place modestly among the serviceable words and phrases which this great war, like lesser ones preceding it, have added to the always growing English language.

Oporto Stocks.

The following message was received yesterday by the Marine Department from Oporto: "Large codfish 94 to 100 shillings per qtl, small 92 to 94. Old stock is now all cleared off and there is no demand whatever. Prices are very irregular and it is very difficult to quote."

Mrs. Chas. Peden Gains 27 Pounds In Few Weeks.

Was Twice Examined and Each Time Told An Operation Was Only Hope.

"I have just finished my third bottle of Tanlac and have gained twenty-seven pounds," was the remarkable statement made by Mrs. Charles Peden, residing at 559 Mill street, Huntsville, Ala. Mrs. Peden is one of the best known and highest respected women of that thriving little city, where she has made her home for a number of years.

"When I commenced taking the medicine," she continued, "I only weighed ninety-eight (98) pounds; now I weigh 125 pounds and never felt better in my life. For years I have suffered with a bad form of stomach trouble, constipation and pains in my side and back. At times the pains took the form of torments. I was twice examined and each time I was told that I had appendicitis and that an operation would be my only hope. I had fallen ill until I only weighed ninety-eight pounds and was so weak I could hardly get around."

"I had no appetite at all scarcely, and what little I did eat would cause me to form in my stomach, which gave me palpitation of the heart, sleeplessness and a dizzy feeling about the head. When these spells came on me I would get awfully nervous. I rest and sleep but little."

"I had fallen ill until I was almost 'skin and bone' and my strength and energy were slowly leaving me. I had a dread of the future and could see nothing but the operating table and knife. I had a perfect horror of an operation, but had made up my mind that it was either life or death, and prepared to submit to it. I made all preparations for the operation and called in my sister to tell her good-bye, as I did not know whether I would live to see her again or not. My sister begged and pleaded with me not to allow them to cut on me, and told me to wait and try a good tonic for a while. The next day, as I returned from the consultation room, I thought of what she said, and as I had heard so much about Tanlac, I decided to try it. I went to the resort and stopped at Gilbert's Drug Store and got a bottle. Of course I had lost heart and had no faith in the medicine, but to please my sister and to make up my mind to take it, and oh, what a happy day that was for me."

"I never returned for the operation, but just kept taking the Tanlac. Right from the start I began to feel better. The medicine seemed to take hold right at once. I did a soothing effect and in a few days I had no pains at all. I was so happy over the wonderful improvement in my condition that I sent for my neighbors to tell them how much better I felt. I sent and got another bottle of Tanlac, and have just finished taking my third bottle and feel like I have been made all over again into a new woman."

"As I said before, I now weigh 125 pounds and my improvement has been so rapid that none of my clothes are big enough for me. I will have to make them all over again. I now have a ravenous appetite and my husband says I am simply eating him out of house and home. I have gone back to my coffee, which I was told not to touch. Those terrible pains in my back and head have all disappeared, and I sleep like a child. I am no longer nervous and when I get up in the mornings I feel refreshed, cheerful and bright. I am now able to attend to my household duties and I feel as if I had started life all over again. My husband is highly delighted and my recovery is the talk of the neighborhood. I do nothing but rejoice all day long over the recovery of my health and praise Tanlac to everybody."

"I feel so grateful for my escape from the operating table and the knife, that you may publish what I have said; you may, if you wish, tell other women suffering as I was, to come and see me, and I will be glad to tell them all about my case. Tanlac is sold in St. John's by M. Connors under the personal direction of a special Tanlac Representative."

The Tube to France.

Plans for a tunnel under the English Channel, discussed so frequently during the last sixty-odd years, are now, says Popular Mechanics, on the verge of materialization. It is announced that England and France are in perfect accord on the subject, and that war experiences have robbed its opponents of most of their contentions. From an engineering standpoint no serious difficulty is anticipated; through the impervious gray chalk underlying the channel bottom electric drills will doubtless find easy and rapid progress.

The plan calls for two 20-foot tubes, side by side, connected at short intervals by cross openings. A drainage tunnel underneath disposes of sewage water. At the centre of its length the tunnel dips to its lowest grade for one mile, constituting a water lock which could be flooded from the shore in case of military necessity. The total length from near Dover to a point between Calais and Boulogne will be thirty miles, of which 22 will be 35 to 175 feet below sea bottom. The channel's greatest depth is 180 feet. Estimates allow five years for completion, at a cost of \$100,000,000. Electric trains will make the passage in 40 to 45 minutes, giving England direct access by rail to all parts of Europe.

PILES

Do not suffer another day with itching, burning, or protruding piles. Dr. Chase's Ointment will relieve you. Sample box free if you mention this paper and enclose 3c. stamp to pay postage.

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