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## LONDON GOSSIP.

LONDON, Oct. 25, 1920.  
THE MARRIAGE OF THE PRINCE.

The first leader in the London Times on the marriage of the Prince of Wales has aroused a good deal of speculation. Those versed in the practice of "reading between the lines" in the relations between the Court and the Times in its Delane past put the construction upon it that either there is a struggle going on in the higher altitudes on the limitations of the Prince's choice of a consort or that the Prince has already chosen an English wife and the Times is breaking the fact to the people. The tenor of the article is that marriages of policy with a princess of foreign birth are now no longer necessary and do not make for happiness, and that the Prince's wife should be one of his own race. From one who can speak with some authority on Court matters I am told that there is no foundation for the second theory. The Prince has shown no inclinations for any particular lady, except perhaps in one instance, which is now a few years old, and the lady is now married. As to the idea of a difference of view at Court about the limitation of the Prince's choice, it is no secret that there is a strong desire in one high quarter for his marriage with a Rumanian princess, and that to another high quarter a marriage with the daughter of a British duke of a family long and closely associated with the Court would be the ideal arrangement. Apart from the natural desire that the Prince should marry an English girl there is another consideration. There is no eligible princess of Royal birth in Europe who has not German blood, and that alone would be sufficient explanation for the Times taking a hand against any but an English consort for the Prince.

### UNVEILING THE CENOTAPH.

It is a common trait in man that, be he what he may, he finds a certain pleasure in feeling the hand of sentiment sweep over his own responsive emotions. And so it is with a nation, which, even in its darkest moments, finds comfort in having its imaginative and sensitive soul stirred by some appeal to the heart. The ceremonies around the Cenotaph in London on November 11th may, therefore, have a stronger influence on the affairs of this trouble-racked country than many dream of. At present the Cenotaph still rears itself from the roadway of Whitehall behind close barricades and scaffolding, but by the anniversary of the Armistice it will be complete, and the impressive ceremony of unveiling by the King, the members of his suite, Ministers of the State, naval and military chiefs, and representatives of the Church, will be there in front of the

memorial. Around it will be troops. Behind them to the north 10,000 representatives of the bereaved of North London will gather, and a similar number on the opposite side will represent the South. A short religious service will be held, on the stroke of 11 the concourse will, amid surroundings playing a vital part in the efforts towards a solution of our national difficulties, uncover in tribute. But in so doing it will not only honor the dead, but bring to itself an access of hope and strength for the troublous times which still lie before.

### GERMANY'S COMMERCIAL OBLIGATIONS.

London's banking and commercial centre as a whole is anxious about the financial situation in Germany. It does not believe all the statements that she is on the brink of bankruptcy. But the story is disquieting all the same, for, during the past month or two, there have been heavy sales to Germany from this country. In this alarmist story many people detect the hand of the German propagandist, and the fact that the Dutch, who are nearer neighbors, plumped wholeheartedly for German stability, and have been selling even more heavily than the British merchant, provides little comfort. Men in the city point out that Germany's exports have been very heavy recently and they estimate that at the present time there is more than enough money due to German firms from foreign countries to pay for the imports. They are, therefore, not afraid that the Germans will fail to meet their obligations, but they would like to see more clearly into future conditions of the country if we are to continue trading.

### HER WATERED CURRENCY.

We have been complaining badly about the amount of paper money in this country, but Germany is in this respect a great deal worse, and this is one of the factors which is causing British traders uneasiness. They find it hard to believe that the policy of the German Government, by which the currency is being continually watered with fresh paper money, is not a deliberate one. If it were not for that they are sure the mark would depreciate in value. As it is, the Government is keeping the printing presses at work, and the internal indebtedness is now more than twice the figure at the time of the Armistice. The German theorist seems to be obsessed with the idea that borrowing at home is immaterial. The manager of one of our joint stock banks has expressed the opinion that, owing to the enormous number of marks held by speculators outside currency, the German Government will do everything it can to prevent the foreigner from reaping benefit from any improvement in German finance. He predicts that the value

of the mark will go still lower before Christmas.

### DISTURBANCE IN WHITEHALL.

The fight in Whitehall last week between the police and the unemployed was an ugly business. The disquieting thing was a new strain of violent unreason in the post-war crowd. In the old days a conflict of the kind between demonstrators trying to get into Downing Street (a turning off Whitehall, where is the official residence of the Premier) and policemen keeping them out would have produced nothing more than a rough horseplay more or less good-humoured. But this crowd, or the active element in it, was composed largely of men who have learned violence in a terrible school. The good humour degenerated with curious suddenness into viciousness, and we had the sight—unexampled in any one's memory—of the mob tearing up stones to pelt the police with, and mounted police charging down Whitehall laying about them with their long truncheons. I do not think such a thing could have happened in the centre of things before the war. The actual trouble was caused by a few scores of aggressive men. The mass of the unemployed demonstrators were quiet and orderly. In any case, such things do not happen without deep cause in this most good-tempered of cities. The ex-service out-of-works—there are 60,000 in London alone, I believe—are worked up to real exasperation after many months' semi-starvation on the dole. This affair may be only the first rumble of a big storm this winter. The police are not to be blamed. They did their distasteful duty patiently and efficiently under the unparalleled provocation (in West London at any rate) of a hail of stones. In all hands I hear condemnation of the unwisdom of the authorities in forbidding the unemployed to hold a meeting in Trafalgar Square. That would have drained off the excitement and kept the men quiet until the deputation was over.

### MILLIONS FOR THE ROADS.

The Government estimates that the cost of repairing the roads of England, and making them fit to carry the enormously increased bulk of traffic will be \$36,000,000 next year. The Ministry of Transport, therefore, is encouraging surveyors to give very careful consideration to the problem of obtaining a good and sound surface at a reasonable cost, and also foundations to bear the added strain of heavy motor traffic. Sir Worthington Evans is understood to have put before the Government a plan for starting this work wholesale and quickly if many men are thrown out of work this winter by bad trade.

### COMMERCIAL HYDROGLIDERS.

The trials of a 40-knot hydroglider—a weird sledge-like motor boat with an aerial propeller—caused a lot of attention on the Thames the other afternoon. Most people noticed her on account of her very high speed, but the trials were really held to prove her suitability for commercial work to Colonial people who were interested. Up to now hydrogliders have been considered suited for mail, passenger, and express freight service on inland waters. The present slow toll up the Nile by native craft, for instance, offers an excellent example of the opportunities of the new vessels, for they can cover in a few hours distances which now take days, even by modern steamers. The fact that they only require a few inches of water renders them almost immune from the handicap of adverse tides, while they are capable of running up very sizeable rapids if the steersman has the nerve to keep them up to them. When their carrying capacity and fuel consumption are compared, the aeroplane is at a great disadvantage.

### Famous Island.

The Chilean Government is said to be contemplating the making of a national park, and tourists' resort on "Robinson Crusoe's" island of Juan Fernandez. The islands of Juan Fernandez were, as is well known, the scene of Alexander Selkirk's five years' exile, but Robinson Crusoe never saw or heard of them. They are in the Pacific Ocean, some hundreds of miles west of Chili, whereas Robinson Crusoe was said by Defoe to have been wrecked in the Atlantic Ocean, off the north-east coast of South America not far from the mouth of the Orinoco River. In the face of these indisputable statements what reason is there to associate Juan Fernandez, many thousand miles away on the opposite coast of the South American continent, with Robinson Crusoe?

### First Feminine Angels.

Fra Angelico was the first painter to depict angels of the gentler sex. This was deemed a bold and unscientific innovation by churchmen of his time, inasmuch as it was always understood that there was no such thing as a female angel. Modern picture angels, however, are often of the female persuasion; and it will be noted that usually they are blondes. But the arch-angels are invariably represented as of the male sex.

MINARD'S LINIMENT CURES COLDS, ETC.



# STIRRING NEWS

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## Brakes Rated Most Important Part of Car

The brakes are the most important parts of an automobile, but few motorists are aware of this fact. An automobile without brakes would be like a man with hands manacled and feet shackled. What good would a car be to the driver if he were unable to stop it whenever it was necessary? To start a car is easy, but it is more essential to be able to stop it.

In a campaign which The San Francisco Chronicle is now conducting, urging motorists to give brakes the strictest inspection, it was asked: "What is the most important part of an automobile?" Answers ranged from the motor to the water pump, and vice versa, but only fourteen motorists really guessed right.

Faulty brakes have been responsible for numerous accidents, when a thorough inspection would have saved the motorist a great deal of trouble. Traffic policemen are instructed to see whether or not the drive of a car had his brakes applied immediately after a collision.

A suggested plan is simple, and involves virtually no expense to the motorist, only a little of his time. The system is to have the brakes on motor vehicles inspected at regular intervals during the year and a certificate issued, with the date similar to the system used on all railroads of the nation.

Car brakes are inspected and the date stamped on the compressed air tank and this inspection is made at regular intervals, so that there is no chance of failure.

It is often that you hear of the brakes on railroad coaches failing to work.

A motorist can see what an important role the brakes of his car play. Not only his own safety, but that of the passengers in his car and the pedestrians depends on the condition of the brakes, and there is no reason why these brakes should not be inspected just as often as railroad car brakes.

Heavy Metals.

Anybody who has been allowed to handle a gold brick perhaps on the occasion of a visit to the mint, must have been astonished to find how heavy it was. Gold is, in fact, twice as heavy as lead. Yet it is not the heaviest of metals. That rank is held by osmium, which is one-sixth heavier than gold. At the other end of the scale of weights we have lithium, which is so light that it will float on water. It is queer stuff. Put a small chunk on your desk and you will observe that it is growing smaller. Before long it will disappear entirely, vaporized. Magnesium is nearly three times as heavy as lithium; yet it is

considerably lighter than aluminum, which we are accustomed to regard as so remarkable for its lightness in weight.

The Indifferent Cat.

Of all the beasts which man has long tamed, the cat appears at first sight to have the least trace of occasional relapses into barbarism, says the London Times. But it is truer to say that the cat has lost none of her primitive instincts than that she retains none. Cats are essentially undomesticated, though for their own good

purpose they condescend to use our firesides and tables. They were originally solitary animals, as the wild cat or the lynx is to-day; and while the gregariousness of the dog and horse enables them to transfer their affection to mankind, the cat makes no such deep friendships. What dog could have endured the desolation of the ruined and deserted villages in France? Yet when all else had left the cats dwell on, in lairs among the felled trees; because at heart they are indifferent to man.

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