

Famed for Fragrance
Just as a famous rose is named for its subtle
fragrance so is

"SALADA" TEA

known for its exquisite aroma and delicious
flavour. Each leaf is the essence of fragrant
purity and yields the choicest of flavours.

37
Varieties

Wholesome

Delicious

Such Flavour
Such crackly
Crispness and such
all round whole-
some goodness as
TIP TOPS lavishly
provide never
before have
been put into
SODA
BISCUITS

Just
what big
and little folks need
for LUNCH—
Easy to digest and
sustaining—
gives
HEALTH and
VITALITY.

THE PERFECT
SODA BISCUITS

THE MEAL TIME
SATISFACTION

Enticing

Irresistible

TIP TOP SUGGESTION: Before serving at table place
the TIP TOPS in the oven for about five minutes and
then allow to cool, then note the result.

A. HARVEY & CO., LIMITED,
Manufacturers.

A Round the World Trip

Jules Verne's fictional hero just
managed to race round the world in
80 days. In 120 days, just half as long
again, the pleasure-seeking traveller
of to-day can accomplish a similar
voyage, with calls of sufficient dura-
tion to appreciate the local sights at
Funchal (Madeira), Gibraltar, Algiers,
Monaco, Naples, Port Said, Cairo,
Suez, Bombay, Colombo, Calcutta,
Rangoon, Singapore, Batavia, Manila,
Hong Kong, Shanghai, Kobe, Hon-
olulu, Hilo and Vancouver (B.C.), on
board the luxurious Canadian Pacific
liner Empress of Canada. The vessel
leaves New York on January 31, 1924,
and European passengers have the
option of joining the ship at several
continental ports, being taken home
again from Vancouver via the C.P.R.
to Quebec or Montreal and thence
across the Atlantic. The whole voyage,
including the trip from London to the

port of embarkation, can be enjoyed
for the comparatively small sum of
£244, and the total distance travelled
will be nearly 24,000 miles.

Norman Arches Discovered

In the course of building alterations
at 21 High St., Canterbury, England,
nearly a dozen Norman arches in an
excellent state of preservation have
been discovered below the street level.
The house was formerly the resi-
dence of Jacob the Jew, a rich bank-
er, who found half of Canterbury's
quota of the ransom of 150,000
crown, paid for the release of Rich-
ard Coeur de Lion. The arches are
to be removed and kept at Westgate
Towers, where they will be exhibited.

Any complaints? No, we use
CENTRAL BAKERY BREAD. If
you want it ring 2093. —oct4,251



KODAK ALBUM

You'll enjoy all over again the week-end trip, the
summer vacation—and the fun you have just
around the house, as well—when your prints are
stored, safe, clean, and in order, in a Kodak
Album. Precious now, your Kodak Album will be
priceless later.

At our Kodak counter you're sure to find an Album you
will like. We have open and closed back styles—most of
them loose-leaf so additional pages can be inserted—in a
variety of attractive cover designs. A complete stock.

TOOTON'S, The Kodak Store

309 WATER STREET.

Tense Scene as Ward Was Acquitted

FAMILY SKELETON STILL HIDDEN
RUSH TO GREET FREED MAN.

White Plains, New York, Sept. 23.—
(United Press).—Walter S. Ward,
son of New York's bread millionaire,
is free—acquitted of the murder of
Clarence Peoria, alleged blackmail
plotter.

After the jury room door had swung
open to permit twelve Westchester
County citizens to report the verdict
of his innocence, he slammed shut
forever on the Ward "family skele-
ton," which has rattled for release
throughout the strange trial.

Safe in the bosom of Ward him-
self, and known only to his faithful
wife, his brother, his father and his
cousin, the secret which the accused
would not reveal even to save his life
remains hidden from a curious com-
munity.

The tension and air of uncertainty
always evident when a murder trial
jury comes forth with its verdict was
first relaxed when Justice Wagner, the
presiding judge, broke into a broad
smile.

Ralph D. Ward, whose brotherly
constancy at the side of Walter has
featured the trial, sprang to Walter's
side, grasped him by the shoulders
and kissed him upon the cheek. They
were still in each other's arms when
the verdict was read.

Outside, in a little room off the
court chambers, Mrs. Ward, faithful
through the months in which her hus-
band had been held up to bitter ex-
amination, ridicule and attack, waited,
alone, for the verdict.

Suddenly there was a commotion
outside and Ralph Ward rushed into
the ante-chamber shouting at the top
of his voice: "Not guilty."

The fragile bit of femininity jumped
from her chair and ran into his arms,
sobbing hysterically: "My God—oh,
I'm thankful."

When Ward heard the verdict his
long restrained nerves fairly burst
him into action. Jumping from his
chair with a broad smile, he crashed
over several chairs and nearly tore
down the jury rail getting to the men
who had freed him at least from the
agony of suspense that dogged him
for months.

He nearly crushed the hands of the
jury foreman and thanked each of the
jurors in turn.

The crowd by this time was surging
about the freed man. Women rushed
up to kiss him and shake his hands.
Finally, with the aid of deputy-sher-
iffs, he was fairly carried through the
jury entrance of the court and there
he met his wife. She was weeping.
There was a long embrace, many kisses,
and then Mrs. Ward, lifting her
handbag to cover her face, whispered
something to her husband. The mo-
mentary hysteria and emotion passed.
Mrs. Ward dried her eyes and both
smiled happily.

Ward then paid his last visit to the
"cottage" which had held him for
weeks, received certain articles held
by the jailer during his imprisonment,
and was driven away with his family
in their waiting machine.

Salvaging Old Pavements

City Engineer, C. W. Boulson, of
Iola, Kansas, had worked out a meth-
od of salvaging old concrete by resur-
facing with asphalt. In 1922 the city
of Iola, laid 6-in. cement concrete
pavement on East Jackson Ave. in the
residential section. Chats were
used as a mineral aggregate in mix-
ing the concrete and conditions seem-
ed satisfactory. After being subjec-
ted to traffic for six months the pave-
ment began to show signs of disinte-
gration. Transverse and longitudinal
cracks developed and where these
cracks crossed traffic gradually wore
holes in the pavement. According to
Mr. Boulson the cracking and potting
were not due to faulty material or
workmanship, but to expansion and
contraction with temperature changes.

It was decided that the most
economical procedure was to overhaul
the old concrete pavement of asphaltic
pavement and all weak spots were
cut out. Holes which penetrated to
the entire depth of the old pavement,
or nearly so, were filled with new
concrete. Pot-holes and large holes,
which did not extend to the subsoil
were filled with asphaltic binder. Fin-
ally an asphaltic concrete surface,
two inches thick was laid, and the
street immediately opened to traffic.
To date the rejuvenated pavement has
given excellent service.

The professor was very absent-
minded, and one day as he came home
after a heavy storm in a very bedrag-
gled and wet state, his wife met him
at the door.

As he greeted her he made the re-
mark that he had forgotten his um-
brella, and his wife, surprised to think
that he even remembered that he had
forgotten anything, asked him when
he had thought of it.

"Why, my dear," he said, with a
smile of satisfaction, "when it stop-
ped raining and I went to shut it."

A poor loaf is better than no
loaf, but a good loaf is the best
of all. Ring 2093. CENTRAL
BAKERY, for the best loaf.

oct4,251

Pumping a River Out of a Mine

NOVEL WATER HOIST SAVES 300-
000 TONS OF FUEL.

When flood waters of the Big
Muddy River suddenly roared through
a break in the roof of Coal Mine No. 3
at Murphysboro, southern Illinois, a
few months ago, engineers said the
mine was doomed. The workings were
flooded with a billion gallons of water.
A lake, covering about an acre, rested
above the underground chambers at
the point where the break occurred.

It looked as if 300,000 tons of high
grade Murphysboro coal and at least
\$50,000 worth of mine machinery and
trackage were lost.

But nobody had reckoned on the in-
genuity of W. J. Jenkins, general
manager, and C. L. Moorman, chief
engineer, of the Consolidated Coal
Co., of St. Louis, owners of the mine.
While engineers smiled at their nerve,
they set out to hoist and pump the
river out of their mine!

Overnight, inventing Salivating Process.
And they succeeded. With im-
pulsively devised hoist boxes, each hold-
ing 700 gallons, and with electric
centrifugal pumps, they dipped and
pumped that billion gallons out, at the
rate of about 5,000,000 gallons every
24 hours.

Previously, with layers of brush,
timber, mattresses and earth, they
had plugged the deep hole in the mine
roof formed by rushing waters.

With timbers, earth, and hay, they
also solidly blocked the underground
passages leading from the hole in the
roof, making the mine practically
water-tight, even while the small hole
remained at the surface above.

The ingenious apparatus used in
dipping the river out consisted of
two 700-gallon water boxes, each
equipped with a bottom flap valve,
and a hinged end gate that opened in-
wardly by a double crank mechanism.
These boxes were hung in the hoist
shaft and lowered alternately into the
flooded workings. The filling and dis-
charge of the boxes were automatic.

For two months the boxes were in
operation 24 hours a day, making an
average of three hoists a minute and
discharging about 3,000,000 gallons a
day. In addition, an electric centri-
fugal pump mounted on a platform in
the shaft ejected about 2,000,000
gallons a day in a steady stream.

As soon as the shaft bottom was
clear of water, three steam pumps
near the shaft were reinstalled and put
in operation and two more centrifugal
pumps were installed.

The machinery has been recovered,
and the 300,000 tons of coal is now
coming out of the shaft at the rate of
1000 tons a day.

Ruhr Occupation Affects Shipbuilding

The French occupation of the
Ruhr, and the consequent stoppage
of the exports of iron and steel from
that part of Germany, have undoubt-
edly had a serious effect on the Dan-
ish shipbuilding industry, as a large
part of the material used in the con-
struction of ships in Denmark came
from there. Recently, however, the
position was considerably improved
by the successful conclusion of pro-
tracted negotiations between repre-
sentatives of several of the leading
Danish shipyards and German iron
and steel works. A report from Cop-
penhagen states that the supply of
shipbuilding material from the Ruhr
to Denmark is now assured for some
time to come, and the first instalment
of several thousand tons has already
been received by shipbuilding firms
in Copenhagen, Helsingfors, Naksoy
and Aalborg.

Just a little rub and it's ready for your pipe

B.C.
SLICE CUT PLUG

Imperial Tobacco Co.

oct4,251

Wonderful Big Programme at the Nickel To-day

Marion Armstrong

Soprano

Louise Loring

Mezzo-Soprano

Miss Loring Sings: A—"Dost Thou Know"—Mignon.

B—"Last Rose of Summer."

Miss Armstrong Sings: A—"Bonnie Sweet Bessie."

B—"Callers Herring."

Duet: A: Barcorello—B: Piccinne's Dream.

Every Afternoon at 4—MUSICAL—Every Night at 9.

METRO PICTURES Present "BERT LYELL"

In a powerful drama of regeneration through love, entitled

"ALIAS, LADY FINGERS"

SIR ARTHUR CONAN DOYLE Presents

"A SCANDAL IN BOHEMIA"

one of the thrilling adventures of

"SHERLOCK HOLMES"

The One and Only

CHARLIE CHAPLIN

in his great two-act comedy—one of his best

"A DAY'S PLEASURE"

When the Tide Turns

DOES THE WEATHER CHANGE
WITH THE EBB AND FLOW OF
THE OCEAN? EXPERTS FAIL TO
AGREE ON THIS POINT.

Does the weather change with the
turn of the tide? Some are convinced
that it does, others are equally con-
vinced that it does not.

The problem is full of interest to
those who are visiting the seaside
during the summer. Careful observa-
tions should be taken and recorded at
the time they are made.

It is the experience of the writer
that, on many parts of our coast dur-
ing a gale, the wind drops markedly
with the ebbing of the tide and in-
creases again as the tide flows. It is
not his experience that the weather in
general changes with the turning of
the tide, though this is believed by
many seaside residents.

Some years ago, in a discussion on
this subject, an ex-lighthouse-keeper
who had taken particular notice of the
winds and tides, advanced the op-
inion that the tides do have some in-
fluence on the wind, but not to the ex-
tent which most fisher-folk will
claim for them.

In heavy winds, for example, he had
repeatedly noticed that no difference
of direction or force could be ob-
served, though, with light winds, he
had often observed an increase of
force with the flood tide in the case
of a westerly wind, and a decrease of
force with the ebb tide.

Here's a Holiday Hobby.
This ex-lighthouse-keeper, who had
been stationed on the Chapman
Lighthouse, near Southend, had men-
tioned his conclusions to the mate of
the Nore Lightship, who, he said,
fully agreed with them.

The lightship mate, further, had
found that on the British coast gen-
erally any wind increased with the
tide running to windward and de-
creased with the tide in the direction
of the wind.

At the Chapman Lighthouse the ex-
keeper tried to make a definite state-
ment concerning the direction of wind
in relation to tide, but gave it up as
hopeless, because, as he says, the
wind's direction would repeatedly
change at any state of the tide from
high to low water.

A well-known meteorological au-
thority has gone further. He asserts
that, from his experience as a sailor,
weather changes set in with the turn
of the tide.

On the whole, it seems to the writer
that the wind, in relation to the tide,
is undoubtedly worthy of close study
from a meteorological point of view.
It is perhaps a feasible conclusion
that the rising tide, for example,
brings with it water whose surface
in summer lowers the temperature of
the air immediately in contact with it,
which in turn would result in some
disturbance of the atmosphere.

This, in certain circumstances,
might well affect the local weather.
But it is easy to see that, such de-
pends upon local conditions, and, nat-
urally, these are best studied on the
spot, for which reason the writer
would again emphasize the value of
local observations being carefully
recorded.

The Soul of a Needle

The little girls belonging to schools
in Tokyo, Japan, hold annually an ex-
traordinary festival.

A small table is used as an altar,
and to this the girls solemnly bring
sweets and cakes as an offering to
the souls of the needles they have been
careless enough to lose during the
year. During the ceremony the girls
carry their favourite needles in tiny
silk cushions.

Toys are also credited with possess-
ing souls, and in certain parts of Jap-
an a doll festival is held annually. All
dolls which have been mended after
meeting with some accident are placed
round an altar lavishly decorated
with flowers. A Buddhist priest then
holds a thanksgiving service and con-
gratulates the dolls upon their recovery.

MINARD'S LINNETT
FOR ENTHUSIASTS.

Injury to Japan's Shipbuilding Industry

(The Syren and Shipping.)

The great earthquake, tidal waves
and fires which devastated the cities
of Tokyo and Yokohama, and most of
the towns and villages to the south in
the direction of Osaka and Kobe, dealt
a very severe blow to the Japanese
shipbuilding industry. In a disaster of
such unparalleled intensity, to obtain
full and complete details of all the
losses suffered, even now, is impos-
sible, but it is definitely known that
among the industrial establishments
which were completely destroyed
were the shipyards of the Asano Ship-
building Company, at Tokyo, and the
Yokohama Dock Company, at Yoko-
hama and Tokyo. The loss which
these two firms, and doubtless every
other shipbuilding and ship-repairing
company in and around Tokyo and
Yokohama, have sustained must be
enormous, as the three-fold disaster
of earthquake, fire and flood seems to
have left hardly one stone above an-
other, particularly along the water-
fronts of the two cities. Moreover,
the destruction wrought will mean a
very serious setback to Japanese
shipbuilding generally, for there is no
doubt but that the establishments of
the Ishikawajima Shipbuilding and
Engineering Company and Uraga
Dock Company at Tokyo and the Yo-
kohama Iron Works, Limited, must
also have suffered considerable dam-
age, if they have not been utterly
destroyed. The catastrophe could
hardly have occurred at a more un-
fortunate time, as for the last few
years the shipbuilding firms of Japan
have been experiencing a period of
unprecedented depression, which has

reduced most of them to serious
financial straits. Many had to close
their yards through lack of orders
and of capital to keep going without
contracts to carry out, but the re-
mainder which managed to survive
the crisis were just beginning to see
the glimmerings of better times
when the earthquake wiped several
of the most important of them almost
out of existence. Curiously enough,
only a few days after the disaster
occurred, word was received from
Shanghai, dated Aug. 1st, which stated
that the leading Japanese steamship
companies, believing that shipbuild-
ing costs had reached rock-bottom,
had begun to arrange for building of
new vessels. In consequence, the
condition of the industry had taken
a turn for the better. The report
of the Osaka Iron Works, whose yard,
as far as can be ascertained at pre-
sent, escaped the effects of the seis-
mic disturbance, shows that during
the first half of 1922 the firm construct-
ed only seven vessels totalling 700
tons gross. In the last six months of
the year they turned out 15 vessels
of 2,800 tons, whilst during the period
January to June, 1923, they built
nine vessels of 8,900 tons. Other in-
teresting details regarding the situa-
tion in the Japanese shipbuilding
industry before the earthquake are
contained in the report on the indus-
trial, commercial and financial con-
ditions of the country, by the Com-
mercial, Counsellor and Commercial
Secretary to the British Embassy at
Tokyo, which was recently issued by
the Department of Overseas Trade. In
this it is stated that 1922 was a year
of continued depression for the ship-
building industry, although there
were signs of improvement during
the latter months and at the begin-
ning of this year. Only 15 vessels of

A Specialist's Advice

In matters of investment you al-
ways seek the advice of one who
knowledge and experience qualify
to advise you. Your income from
things properly invested should be
large as is consistent with safety,
from 7 per cent to 10 per cent. You
have funds invested at lower rates
will pay you to consult me. RICH-
ARD C. POWER, Investment Spec-
ialist, Bishop Building, St. John's—sept

Rowboat for Auto Tour

A sturdy, yet collapsible steel
canvas rowboat that can be pack-
ed in a box 12 x 13 inches, recently
been perfected for the use of
fishingmen.

Riding on the runningboard of a
touring-car, it can be taken along
a summer's week-end trip. It will
hold four 100 pounds and can be
assembled in a few minutes.

The boat is built in 21 sections
three-ply laminated boards, to
lock together by means of steel
eners, no bolts or screws being
necessary. No tools are needed,
the work can be done by hand.

When the sections have been
assembled, a canvas cover is drawn
over the frame and fastened by means
of straps that also support the can-
seats. The boat is 12 feet over
when assembled.

The stern is solid enough to sup-
port a small rowboat motor.

Keep a Few
Tins on the
Pantry Shelf

The advantage of Purity Brand Con-
densed Milk lies in its convenience. If
you have a few tins in the house you
never run out of milk for cooking,
coffee or cocoa. And, remember,
when using Purity Brand you need
not use sugar.

**Borden's
PURITY
BRAND
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CONDENSED
MILK**