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**NOV. 7th SAW A POLITICAL
REVOLUTION IN AMERICA.**

Whatever has carried the election, and whatever the precise complexion of the popular and electoral vote when all the returns are in, the United States stands to-day in the presence of something like a political revolution. It glares at one from the map. The Republican party is confined to a fringe of States in the East and North. Even in them its former hold is broken. Look at New England. The old assured Republican majorities are gone. Only by the narrowest of margins was victory won. And when we think of Ohio and Kansas lost, and the confident Republican ascendancy in a half-dozen other States of the Northwest imperilled or shattered, we can hardly be blind to what is going on.

The sceptre of political power is passing to the West in conjunction with the South and South west. It came very near doing so visibly in Bryan's first campaign. If he had not had a fatally weak issue, the thing might have been done then. Now it is virtually an accomplished fact. As clearly as Monroe marked the ending of the Virginia line of Presidents, or John Quincy Adams that of the New England line (Pierce was little more than a tool of the South), the election of the present year will be regarded by the historian as having written finis to a chapter of American political development.

Its significance is more than geographical. The alignment of States on the physical map of the country is only an accident. What really tells is the spirit, the sentiment, the attitude behind the grouping. The change is one of soul, not of region. This we see when we note how the shrunken majorities and low estate of the Republican party in New Zealand correspond to the astonishing returns from Western States. It is deep answering to deep. The verdict is in both sections against the stand-pat policy of the Republicans, and the sit-tight campaign of Mr. Hughes. Of him in certain portions of the West where he campaigned, the old cynical comment on Henry Clay might be revived—that more persons came to hear him and fewer stayed to vote for him than in the case of any candidate. The field was ready for tilling by Mr. Hughes. If he had in even one of his speeches risen to the height of his opportunity, and shown himself a flame of fire to light the path to the future, he need not have left the voters puzzled, alienated, dismayed. But he never once seemed to perceive that the great awakening of 1912, with the breaking up of parties which took place in that year, had any message for him. He could easily have won a mighty response from the progressive West; as it was he merely baffled and chilled it.

The chief lesson of the election is that the spirit born of the strivings of the past eight years could not be exercised by a Bourbon Republicanism. And in light of the present moment, the wedding of contradictories—Hughes and Roosevelt, Republicans and Progressives—celebrated at Chicago, reveals itself as the sinister and hypocritical thing it was—something worse than a marriage of convenience. Its evident effect in the true home of Progressivism was to inspire disgust. Another demonstration which we are grateful that Tuesday gave us is that the crass, mercenary, brute appeal of high protection has lost its power. In the old days the West used to answer to it unflinchingly. And Mr. Hughes attempted to renew it in the crudest form. Stout enemy of corruption that he is, he lent himself to a dogma that has been the source of more debasement of our political life than any other single cause. Daniel Webster warned against it on its first appearance in our politics. Other clear-sighted men of his generation declared that if a party undertook to distribute largess to favored individuals by means of a protective tariff, the purest and most profound statesmanship could not make head against it. And no longer ago than 1908, when Mr. Hughes was speaking for Taft, and was using the same unthinking language about the tariff that he has been repeating all through this campaign, William Lloyd Garrison, jr., wrote to him to express wonder that a man who hated corruption as Hughes did could be so blind to the insidious undermining of political virtue through log-rolled and purchased tariffs. Happily for the

country, that hideous spell is broken. When the West resists and resents this form of political bribery, as it did on Tuesday, we may hope that the day is not far off when superstitious notions about protection will be put in the way of ultimate extinction.

To this whole vast change coming over the spirit of the political dream of America, one man has all along been sensitive. No tribute to the political genius of Woodrow Wilson could be higher than that given by this year's election returns. His prophetic soul, brooding on things to come, had flashes of insight where Hughes saw nothing but dull materialism. And the bold way in which the President flung himself upon the free and marching spirit of the West, staking all his political fortunes there, has brought him great distinction and a great reward. For he has shown himself a veritable Pathfinder, not only for his party but for the nation. In revealing the true hiding of political power in the United States, Mr. Wilson has shown us all that we must roll up our political maps and make one entirely new.—The Nation, Nov. 9.

**YOU'LL SOON
WANT A DRINK!
READ THIS!**

PROHIBITION will soon be upon us, so it behoves all those who are now accustomed to partake of the sparkling goblet to try to discover a substitute. To those who are looking for something "soft," in the shape of a drink, we recommend the reading of the following:

Cocoa is acknowledged by all authorities to be the most wholesome beverage. In the extraction of Cocoa from the Cocoa Bean, however, harmful ingredients are sometimes used, detracting from the health-giving effects which should follow the use of cocoa. The user of CLEVELAND'S HEALTH COCOA can rest assured that nothing harmful is used in its manufacture. This Cocoa is made by a process used years ago with great success by the old Dutch settlers in America. Through this process all the nourishing properties of Cocoa are retained to the fullest, without the admixture of any proportion of alkali. The result is a delicious, nourishing and invigorating beverage, which you will want to partake of often.

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**Who Invented the New
British "Tank" Motors?**

Who deserves chief credit for the invention of the famous British "tanks"? In the opinion of the Pall Mall Gazette it is Commodore Sueter, whose name was mentioned with the names of two or three others by Mr. Lloyd George in the House of Commons. The Mail and Empire correspondent in London interviewed a Canadian who inspected plans which contained the germ of the "tank" idea and which had been submitted to the War Office some time ago, but it appears that by this time the tank had been worked out independently by other inventors. Commodore Sueter is a man who might well be expected to handle any problem in a highly original and successful way, and since he was concerned with the invention of the tanks, it is only natural for those who know his record to give him the lion's share of credit. A few years ago he was recognized as the leading British authority upon submarines, and his work upon organizing this branch of the service is still regarded as the standard. Later on he turned his attention to aeroplanes, and has been called the maker of the Royal Naval Air Service.

First an Armored Car.
The experiments which finally led to the perfected tank were begun early in the war by the naval authorities when they decided that it was necessary to have an aeroplane base in Dunkirk, with temporary bases as far inland as possible. It became necessary to devise some sort of armored support cars that could go from Dunkirk to the other bases with equipment and supplies, and successfully run the gauntlet of rifle fire. Experiments were at once begun by Commander Sampson, who has frequently been mentioned in connection with aerial work, to produce such a car. It had to be got together at once, to be built in fact almost overnight. Several were put on the road, but they were not successful, the steel plates not being thick enough to resist rifle fire at point blank range. Eventually, however, cars were built which were capable of making fair speed and carrying heavy enough plates to ensure the safety of the occupants from ordinary rifle or machine-gun fire.

The Turret Top.
The exploits of these cars attracted the attention of the War Office, which was then trying to devise something along the same lines, but apparently the army stuck to its own plans, and the navy was left to develop the "land ship." Commodore Sueter had seen the armored cars at Dunkirk, and had a mass of information concerning them. He knew their advantages and their defects and it became his duty to eradicate the latter. The most glaring weakness of the armored cars was their failure to offer any protection at all from snipers above them. Riflemen in trees or on housetops could pick off the occupants of the cars with ease. Commodore Sueter then thought of the turret top, which was accordingly recommended. This added materially to the weight of the cars, but it was found that there were several standard chassis capable of sustaining it, and so after much experimental work the turret-topped cars were produced.

A Serious Defect.

These cars carried only machine guns, and it was realized that they would be much more effective if they could carry a gun capable of hurling a small shell. This, of course, involved added weight and the strengthening of the whole structure of the car; but the naval authorities tackled the problem, and Commodore Sueter was presently able to produce a car that could carry a heavy gun, was mobile, and could resist gunfire, its occupants being absolutely protected. It seemed that the "land battleship" had been evolved, and Mr. Churchill and Lord Fisher both approved of it. Sir Percy Scott, however, threw cold water on the scheme, and argued that the size of the new car would make it an easy target for hostile artillery, and that it would be wrecked before it could be brought into action. It was admitted, of course, that against heavy artillery fire the tank could not survive.

The Pedrail System.
Instead of then abandoning the idea with which he had grappled for nearly two years, Commodore Sueter hit upon the notion of adapting the Pedrail system to the "land battleship." Immediately all information upon the subject was gathered from the British Isles and the United States, and it was not long before the builders of the tanks were able to give Mr. Churchill, Lloyd George and others a demonstration of the powers of the "caterpillar" in forcing wire entanglements and surmounting obstacles. It was then decided that the idea had been carried far enough to be of great practical value, and orders were given for the building of a large number of the tanks. They were constructed in England with the greatest secrecy, and when they appeared in France they astonished the British soldiers as greatly as the Germans. Whether they will continue to be effective after the Germans have learned all about them remains to be decided.

**GETS THE LIGHT
LATE IN LIFE**

New York, Nov. 11.—American foodstuffs are being sold to the belligerent countries of Europe at lower prices than the American public is being required to pay for them, according to a statement made by Jonathan Bourne, one-time senator from Oregon, and President of the Republican Publicity Association. On account of the nation-wide protest against the unprecedented rise in the cost of necessities of life, Mr. Bourne's charge aroused great interest. He quotes government statistics to substantiate his assertion.—Press despatch.

Jonathan gets the light late in life. As a Republican and therefore a high tariff man, he could have learned long years ago that the protected American manufacturer or producer sold abroad at a lower price than at home. Abroad, the protected manufacturer has to meet the world on equal terms; at home he can charge the unfortunate native "all the traffic will bear." And he does.

HAVING enjoyed the confidence of our outport customers for many years, we beg to remind them that we are "doing business as usual" at the old stand. Remember Maunder's clothes stand for durability and style combined with good fit.



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