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LONDON GOSSIP.

WITH THE PRINCE TO INDIA.

LONDON, May 3, 1920.
 When the Prince of Wales leaves for India next autumn, the suite to accompany him will be considerably larger than the one that is now with him in New Zealand, and will for the first time include a lord-in-waiting, who, in all probability, will be the Earl of Cromer. The Senior representative of the India Office detailed to travel with his Royal Highness is expected to be Sir J. R. Dunlop Smith, the political aide-de-camp at the India Office. The Renown is to be thoroughly examined after she brings the Prince home from Australia, and, if it is proposed to dock her, then the Malaya will probably be substituted for the India trip. Otherwise no change will be made, for much has been done to the Renown in order to fit her for the Prince and those in attendance upon him.

COURT DRESS ECONOMIES.

A friend with some experience of Court life, discussing the change that would be brought about by the giving up of long trains and feathers at the drawing-rooms, gave me some idea of the economies that it means. In the old days there were usually three Courts in the year, and one dress with some changes did for the three. The number of people who went to Court was comparatively small, and most of them knew one another. They belonged to one class in society. Now it is all altered, and a large number of ladies will be presented—wives and daughters of men who have done notable things during the war—and the Court will be fairly representative of modern England. A Court dress used to cost about \$50, and a dress now on the same scale would cost at least double, which would be a prohibitive tax on many women whom the King and Queen particularly desire to honor. Of course the Court dress had its own economies. The material was always good silk or satin. My informant believed that many ladies with a frugal mind afterwards made three dresses out of their Court dress. How it was done was a mystery, but he believed that the lining made one of them and the bodice and petticoat another, and then there was the outer dress.

HOW THE RICH MANAGE TO LIVE.

During the Budget discussions, Austen Chamberlain explained that

the man with an income of \$750,000 will pay \$600,000 in taxes and in insurance against death duties. But the City man who is sufficiently successful to earn such an income is now usually of opinion that the risks that have to be taken to obtain it are too great in view of the fact that four-fifths have to be paid in taxation. The result is that many of the richest men are deliberately living on their capital. A man with capital of, perhaps, \$2,500,000 now keeps possibly \$500,000 invested in this country, which at 10 per cent. brings him in \$50,000 a year. Roughly half of this is taken by the income tax authorities, leaving him a net \$25,000 a year. He keeps \$500,000 of his capital for current expenses over the next five years which gives him without interest \$100,000 a year. The remaining \$1,500,000 he invests abroad in rubber estates, tea or tobacco plantations, which take five years to develop, pay no dividend during that period, but at the end have doubled in value. He will then withdraw his capital, by this time \$2,000,000, retain \$500,000 or \$1,000,000 to live upon and again invest the remainder in the same way. No income tax is payable upon it.

ENGLISH-MADE CIGARS.

English cigar makers are in high feather. This is because the Chancellor of the Exchequer has clapped on a 50 per cent. ad valorem duty on imported cigars, Havanas, and others. They hold the view that when the existing stocks of imported cigars are exhausted there will be a boom in their own trade, and they expect to be able under the new conditions to clear the British market of the cheaper Havanas. It is certainly true that during the last ten years remarkable strides have been made in the home industry, which is chiefly centred at Leicester and Nottingham, and the advantage which the home-produced cigar will derive over the Havana from the new duty will be considerable. It must be remembered that the best British-made cigars contain a large proportion of Havana leaf (on which only the flat rate of duty will be payable), and manufacturers claim that this leaf matures much better in this country than it does in Cuba, so that they say they should be able to sell for ninepence (18 cents) a cigar equal in all respects to Havana cigars at double that price. There is one

feature of this subject which has been generally overlooked. Cigar-making, it is pointed out, is an occupation eminently suitable for disabled soldiers, and as the wages in the industry are high the work should attract a large number of ex-service men who are unfitted for other occupations.

DISCHARGED SOLDIERS IN IRELAND.

In two questions in the House of Commons this week addressed to the Prime Minister, Captain Cooper referred to "the lamentable position of ex-service men in Ireland," asked that the Civil Liberties Department should be specially authorized to set the men up in business of their own, and suggested that they are boycotted by employers who dare not give them work, that the employment dole is not enough to live on even when the right to it is not already exhausted, and that there is great danger of their becoming demoralized and seditious. I understand that the facts alleged are these. There are 187,000 discharged soldiers out of work in Ireland. A deputation from them interviewed the Civil Liberties Department a day or two ago. Since employers are afraid to employ them their leaders suggested that the only way to help them was to set them up in businesses of their own. The Government reply did not deny any of the suggestions in the questions, but said that the Chief Secretary for Ireland and the Ministry of Labor were in consultation as to what should be done for them.

AMERICAN INVASION OF LONDON.

The advance guard of the threatened American invasion of summer visitors to London has already arrived, and the Metropolis promises soon to fill rapidly with these troops of friends. The leading hotels, however, are not showing themselves over-eager to fill their books completely, as better terms may be obtainable if the squeeze for accommodation becomes steadily greater, as it will may be. A very decided proportion of the visitors will prove to be American residents of British birth or descent, who, having been "hung up" on their own side since 1914, are this year resuming the pleasant habit of visiting their home friends. This section has not been in the least perturbed by the rumor, sedulously circulated in a part of the American press in the interest of their own hotel-keepers and health resorts, that there is such a scarcity of food in England that visitors may starve unless they bring their own supplies. A young American couple whom I met the other day, and whose first visit it was, told me that their greatest surprise had been to be given sugar, as they were assured beforehand that this just now was a virtually non-existent commodity in England. They added that their authorities did nothing to assist this touring movement, the passport difficulties, already great, having been increased within the past few weeks by the necessity for obtaining a certificate allowing its holder to work in this country, either voluntarily or for payment, on specified conditions, for a limited period.

FIBRE STOCKINGS.

During the war merchants dealing with China were encouraged to import large quantities of "china grass," a fibre for which there was a great demand for the manufacture of explosives. After the Armistice the demand stopped and many firms caught with large quantities of the stuff in their warehouses were faced with serious losses. The price fell from \$800 to \$400 a ton, and one firm wrote off \$150,000 as a dead loss. Now a method has been discovered of using this fibre in the manufacture of artificial silk stockings, somewhat similar to those made of wood pulp "silk," and the price has begun to recover, and that is why a City friend said to me, "The typists' stockings have saved me from bankruptcy."

A FARM TRAIN.

There will be several interesting features connected with an experimental farm train which the Great Eastern Railway will send on a six weeks' tour through East Anglia this

month. The train promises to be a noteworthy example of the process of the conversion of the sword into the ploughshare. During the war it saw much hard service in France as an ambulance train, while this month, when it starts on its tour, it will do so as a missionary in the all-important work of the increase of food supplies. By demonstration it will endeavor to convey to the country through which it will pass profitable information on the culture of poultry and small live stock. Its big, roomy coaches, measuring 53 feet by 8 ft., are being specially fitted out for the tour, and they will in effect be model farms on wheels. One coach will be devoted to poultry, while in another a special feature will be made of the breeding of rabbits for fur and the methods of curing skins for the market. Several expert lecturers will travel in the train, and they will use a cinematograph as well as live stock to illustrate their lectures.



I AIN'T DEAD YET.
 Time was I used to worry and I'd sit around and sigh
 And think with every ache I got that
 I was goin' to die.
 I'd see disaster comin' from a dozen
 different ways
 An' prophesy calamity an' dark and
 dreary days.
 But I've come to this conclusion, that
 it's foolishness to fret.
 I've had my share o' sickness, but I
 Ain't
 Dead
 Yet!
 Wet springs have come to grieve me
 an' I've grumbled at the showers,
 But I can't recall a June-time that
 I forgot to bring the flowers.
 I've had my business troubles, and
 looked failure in the face,
 But the crashes I expected seemed to
 pass right by the place.
 So I'm takin' life more calmly, pleased
 with everything I get.
 An' not over-hurt by losses, coz I
 Ain't
 Dead
 Yet!
 I've feared a thousand failures an' a
 thousand deaths I've died,
 I've had this world in ruins by the
 gloom I've prophesied.
 But the sun shines out this mornin'
 an' the skies above are blue,
 an' with all my griefs an' trouble, I
 have somehow lived 'em through.
 There may be new cares before me,
 much like those that I have met,
 Death will come some day an' take
 me, but I
 Ain't
 Dead
 Yet!

The chief of scouts of the Boy Scouts in America is Daniel Carter Beard of Flushing. Thirty years ago he was the best satirical illustrator in America. He illustrated Mark Twain's "A Connecticut Yankee in King Arthur's Court." He is now 70. He has hunted big game and fished in remote rivers. He had a great deal to do with organizing the half million Boy Scouts of America. His father painted the portraits of Zachary Taylor and William Henry Harrison. His mother's father was a Mississippi flatboat captain.

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Birds Don't Like Fogs.

Until flying reached the importance it has done, few people worried very much about fogs. They thought them disagreeable, and didn't go out in them more than necessary, but that was all.

Now British scientists are making a special study of fogs in order to find some quick way of preventing them, and so removing from flying what is undoubtedly its greatest danger. In fact fog is the only thing, practically, nowadays, which compels airmen to stop on the ground, for they are facing almost certain death in attempting to land in really foggy weather.

Fog has exactly the same effect on birds as it has on pilots. Nothing bewilders birds so much. When the weather is foggy pigeons will remain in their coops huddled up all day refusing to move, while sparrows seem to lose all their power of chattering and darting about looking for food. Even chickens and poultry generally won't stir when there is a heavy fog about.

It is a curious thing that while all things that fly are bewildered by fogs, most animals find their way through them with little difficulty. A horse will trot along in its right direction as though the air were perfectly clear, and will take the right turning at the

right moment if it is on a road with which it is familiar. A man may have walked down the road a hundred times in clear weather, but he will lose his way in the first hundred yards in a thick fog.

Alco Hall.

Some time ago a distiller bought a beautiful estate in the country, and, after having the house rebuilt to suit his taste he sat about to give the place an appropriate name. Nothing that he could think of appealed to him, so he decided to consult a friend.

"Say, Bill," said he, going into the office of a friend, one afternoon, "want you to help me out of a hole."

"All right, old man," responded the friend. "State the case and you will find me right on the job."

"I want a fitting name for that new place of mine," returned the distiller. "I have considered a hundred, but none of them seems to do it."

"That's an easy one, old man," was the smiling response of the friend. "What's the matter with calling it 'Alco Hall'?"

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