

CAPEs and DOLMANS

28 all wool Serge, half lined, Silk Embroidered Dolmans, neatly finished and nicely designed. Formerly sold at \$22.00. Now selling at \$12.50.

45 Capes and Dolmans of French and Manish Serge, all silk lined; also Velours, Silvertons, and mixtures in popular and attractive shades. Each one portraying a distinct and separate style theme. These garments are selling elsewhere at \$50.00 to \$80.00. We offer at \$18.00 to \$35.00.

SILK DRESSES

250 Dresses in Georgette, Crepe de Chene, Silk, Satin and Poplin, beautifully designed and embroidered, fancily trimmed, with attractive collars and cuffs, buttons to match, altogether comprising a delightful assortment of cool summer dresses, presenting a wonderful opportunity for the thrifty woman to add a dress or two to her summer wardrobe at a distinct saving price. Regular price \$14.00 to \$48.00. Sale Price \$10.00 to \$28.50.

SUMMER DRESSES.

300 Summer Dresses in Voiles, Ginghams, Organdies, Gabardines, Linens, Lawns and Shantung, in all colors, flowered and plaids. Winsome models with tier skirts.

Tremendous Clearance Sale!

Our entire stock of Summer Apparel must go at prices far below cost to make room for our extensive fall stock. Every garment must be sold regardless of price.

Here is the chance for women to provide themselves with a beautiful and costly Wardrobe at a comparatively small cost to themselves.

Hundreds of stylish, costly garments, expressing individuality of taste, are offered to the public at ridiculously unheard of low prices. **This promises to be the biggest chance ever offered in the history of sales in Newfoundland.**

BLOUSES.

In Georgette, Crepe de Chene and Silk, plain and embroidered fronts; colors of Flesh, White, Peach, Blue and Tan, \$5.00 to \$8.00.

Middies, with and without pockets and belts, navy and striped collars. Prices \$2.50 to \$3.50.

Sweater Coats

Silk and knitted, all colors; fancy pockets and belts, also pullovers; all different patterns, \$7.00 to \$12.50.

Boys' Wash Suits

Good washable fabrics in all attractive shades and designs; sailor collars, Norfolk, pleats and belts, \$2.50 to \$4.00.

Hosiery.

Silk Hose—Nigger Brown, Black and White; fine finish.

Cotton Hose—Black, Brown and White. This is an exceptional value.

Silk Hose—Women's thread silk and fabric in Black, Brown and White. Prices 40c., 70c., \$1.10.

Silk Underwear.

Camisoles—Beautifully made up with all fancy trimmings and embroideries, \$2.00.

Nightdresses—In Crepe de Chene and Georgette, very neatly and attractively made up; sure to please the eye and very comfortable, \$8.50 up.

Our lot of Bloomers, Combinations, etc., also present wonderful opportunities for ladies to provide themselves with beautiful light summer underwear and at such low prices.

COSTUMES.

200 Costumes, all this season's styles; sizes to fit all women in blue and black. Very fine Serges, Tricotines, Gabardines, Poplins and Wool Cloths, all lined with fancy silks; also Tan shades. Each of these Suits are tailor made. Best fit, best quality, best value. Regularly priced from \$40.00 to \$75.00. Our Sale Price, \$22.50 to \$42.50.

SKIRTS.

150 All Wool Serge, colors Black and Navy; pearl button and braid trimming, also plaids. Now offered at \$9.50.

50 Silk Skirts in plain and fancy colors, also plaids and striped in various attractive styles and designs, \$6.50.

200 Washable Skirts in all colors, with fancy pockets and belts; all sizes. Sale Price, \$1.50.

75 White Washable Skirts in Pique, Gabardines and Linen. High grade sport & dress models, fashioned with attractive new pockets and wide and narrow belts, pearl button trimming. Offered at \$2.75.



Bargains such as these have never yet been offered. Take advantage, Ladies, and stock your summer Wardrobe with costly things at small cost.

WYLAN BROTHERS

P. J. Shea's Building, 314 Water St.,

Wholesale and Retail.

LONDON GOSSIP.

THE ROYAL ARABS.

London, June 30th, 1919. The two thoroughbred Arab horses which the King and the Prince of Wales are, I am told by an expert, who has seen them, quite an acquisition to the Royal stables, for they have pedigree "as long as your arm," to use a horse term, and, moreover, pedigree worth talking about. Their descent on paper shows them to have the bluest Arab blood in their veins, and a Court official who is acknowledged judge of horses summed them up as "regular beauties." At the present moment the new arrivals are now at Windsor—enjoy in the stables the nickname of "Hodges I" and "Hodges II," but their real names are Smedan and Smedan-el-Saghir, the latter name meaning Smedan the Little. It is not inappropriate that this one should be intended for the Prince of Wales. For a time the Arabs will be allowed to graze themselves in the park at Windsor, but eventually they will have some serious training to undergo at the hands of Green, the King's stud-groom, before they will be ridden on ceremonial occasions by their royal masters.

ADMIRALTY CHANGES.

The appointment of Rear-Admiral Sir William Nicholson as Third Sea Lord is the fourth change among the naval members of the Admiralty Board since the beginning of the year. Moreover, the appointment of Sir Alexander Duff as Commander-in-Chief in China as from July 24th will cause another vacancy, and the only remaining naval officers of the board, as existed at the time of the armistice, will be Sir Rosslyn Wemyss, First Sea Lord, and Rear-Admiral Sir John Jellicoe, Deputy First Sea Lord. The resignation of Rear-Admiral Nicholson, a torpedo expert, helps to restore the balance as between the gunnery and torpedo branches, for his predecessor, Rear-Admiral de Bartolomeo, was from the gunnery branch. There are now three gunners, two torpedo specialists, and two who did not specialise—Sir Rosslyn Wemyss and Rear-Admiral Ferguson. The absence of a representative of either the aviation or submarine branch is noticeable.

THE R-39.

Correspondent who has just re-

turned from a visit to the Armstrong-Whitworth works at Barlow, near Selby, gives me an interesting note about the construction of the R-39, the world's largest airship. The R-39 will carry forty tons of cargo at a speed of 70 miles an hour. She has a capacity of 3,000,000 cubic feet, whereas the R-33 and R-34 only reached 2,000,000 cubic feet. She has six engines, each of 350 horse-power. The length is 658 feet and the maximum diameter 85 feet. The total life is 30 tons. It is interesting to learn that nearly all the constructional work has been done by women and many branches of this work, being highly dangerous on account of the proximity of great quantities of hydrogen, could only be carried out by volunteers. There is no luxury and not much comfort in the hanging cabins of the R-39, and the sleeping arrangements for the crew consists of hammocks hung in the rigging very much like on board a ship. But in this case there is no friendly deck to fall upon in the case of very dirty weather.

CELEBRITIES IN OBSCURITIES.

The popular enthusiasm about the doings of the Atlantic aviators has by no means subsided. But people here miss much of the excitement they might otherwise derive in their shopping excursions owing to their habit of forgetting a face. It is a fortnight since the world was thrilled with the magnificent navigation of the Vimy bomber across two thousand miles of ocean. During that time hundreds of thousands of Londoners on various occasions must have seen the man responsible for this wonderful feat. Yet he wanders about our crowded streets and enters shops quite unrecognised. One afternoon I saw Lieutenant A. Whitten Brown twice, but on neither occasion was he generally recognised. I met him walking down the Haymarket, and later discovered him sitting down in the tailoring department of a large West End store with half a dozen other people, waiting probably to buy his wedding kit. The shop had large photographs of the Vimy machine and the aviators prominently displayed in the windows, but neither the staff nor the waiting customers seemed to have any idea who the officer in the blue Royal Air Force uniform was. My first impulse was to proclaim to the salesman who came up to me, "That's Brown, the Atlantic

navigator," but remembering his modesty I left him to the merciful obscurity which he seemed to be enjoying.

THE "DEBOBBERS."

The typists, girl clerks, and shop girls of London mostly have an unduly lock just now. They are in the process of "debobbing" their hair, and that is about as bad as the masculine ordeal of growing a beard, an ordeal which practically no modern Englishwoman has the courage to endure. "Bobbing" went out of fashion with the armistice, and now the young ladies of Suburbia, Whitehall, the chorus, the counter, and Whitechapel, are alike trying to keep their coiffures slightly while their hair grows long again. The locks that were chopped to hang short before the ears like a Spaniard's whiskers are now growing straggly, and hair which was chopped at the nape of the neck and curled has to be left lank and uncurled to persuade it to grow again. So far the only result in most cases is a few pitiful wisps tied into a wretched knot, unless a young woman has kept her old tresses and succeeds in working them up with the growing hair, which, by the way, again impedes growth.

THE PLAINT OF THE GIRL CLERK.

There is, I hear, considerable heart-burning among the temporary women clerks who have swarmed in Government offices in Whitehall and elsewhere during the war at the official attitude regarding their future. They point out that the posts which they hold are for the most part new ones which have arisen out of the special conditions of the past four years or so, and that in no sense can they be said to occupy jobs which were formerly held by men who have been on service with the Forces during that time. The news that their fate is to hang on their success or otherwise in examinations which are to be held in the autumn, similar in character to the usual tests for Civil Service candidates, fills them with consternation and indignation. Such of them as survive these tests will, it is understood, be given permanent employment on the temporary staffs of Government Departments, which really means that they will have regular work found for them, but they will not be eligible for pensions and other advantages which attach to the members of the permanent Civil Service. This scheme is regarded by the women affected as tantamount to a roundabout way of getting rid of the great majority of their number. The general view is that an infinitesimal minority would survive such tests, especially as they are to get three

months' notice of the subjects which they must study for the examination.

RESTAURANT DANCING.

Though there were never more dances than during this season, the restaurants are catering for as much additional dancing as can be put into a long day. This has given rise to the dance-cum-meal fashion. If you tea or dine in a restaurant you may also afterwards go and dance there. So far London restaurants have not been Americanised to the extent of dancing in the dining rooms between the courses, but no doubt they will come to it. At present dining room and dance room are separate. But the new habit is solving the after-dinner problem in a manner much appreciated by a large number of would-be dancers.

A SWIMMING BOOM.

Swimming in these hot days is making a big appeal to even the most unpractised in the art. The attendant at one of the public baths here tells me that more people seem to be swimming this year than ever before, and that a tremendous increase has taken place in the number of girls who go in for the sport. Hitherto at most of the London swimming places one day a week has been allotted for ladies, but to meet the new demand it is believed that it will soon be necessary to give an extra day or two to extend the facilities for mixed bathing. Mixed bathing is becoming popular. Ten years ago it was unknown except in one public swimming

bath in London, whereas to-day there is hardly a district where it is not permitted. Local councils are discovering a potent argument in its favor, and the experience of the Chiswick Open Air Swimming Bath, where mixed bathing is said to be responsible for average weekly takings of £80, might be pointed to as an example of a means of converting a municipal undertaking often non-revenue-producing into a paying concern.

Tea in the Clouds.

From the Cleveland Plain Dealer. Every afternoon at four o'clock they had their tea. There was nothing in the mere matter of being the first man to cross the Atlantic in a lighter-than-air ship to discourage the fixed habits of those thirty sturdy young Englishmen. It would have been a real discomfort had they been compelled to forego their tea. They also had phonographs to give them the inspiration of jazz tunes. It was quite like Piccadilly or Oxford street. It is characteristic of the Englishman, especially the young and venturesome Englishman, that whatever he does is to do more than a part of the day's work. It is also a British characteristic to abide by fixed habits whenever it is possible. Under severest stress the Englishman can depart from routine, but he is far less readily adaptable than his American cousin. Americans may laugh at the four o'clock tea aboard the R-34, but this will in no mea-

sure lessen their admiration for the tea drinkers and for their splendid achievement. A young officer jumped overboard when the R-34 was 2,000 feet above the landing place at Roosevelt field. He did it quite as a matter of course. It was no exploit of bravado. He was detailed to "go ashore" and superintend the landing of the ship, and was quite annoyed that anyone should assume that he had done anything thrilling or unusual. How different from Hawker's "jump-off" over the black Atlantic! Hawker was an Englishman, too; and he went about his work with phlegmatic British matter-of-factness. So did Alcock, who got across. But Hawker and Alcock both knew they were taking desperate chances. And they knew that they would have to forego tea almost vital necessity of four o'clock tea! Now Major Scott and his men make the air voyage with most of the comforts of home, and neither they nor their friends give serious thought to the danger of the undertaking. Aruly the summer of 1919 is special in the history of aviation. Already the transatlantic flight, thrice achieved in three widely varying types of air craft has become an old story. Four o'clock tea above the storm clouds of the mid-Atlantic bids fair to become an everyday festivity. And the really ambitious air navigators have begun to study the map of the Pacific.

When you want Steaks, Chops, Cutlets and Collops, try ELLIS.

Irish Peace.

Must Ireland continue to be the exception that proves the rule of British statesmanship? An important series of articles in The Times, in effect, propounds this question and will seek its answer.

We have made peace for all peoples abroad and proclaimed it far and wide. But at home—for Ireland is part of home—there is no peace. Ireland has too long been everybody else's business. Let us make it our business.

No question perturbs the loyal Dominions more than this miserable trouble in Ireland. Everywhere over-seas the Irishman is a success socially and politically. It is a puzzling contrast for the Dominions—this eternal jarring strife between England and Ireland as against the fullness of their own constitutional emancipation and opportunity. Why cannot the great abilities of Irishmen be turned from a barren, embittering agitation and enlisted fruitfully in the constructive task of administering a free Government of Ireland within the Empire? Each Dominion is a milestone on the road to Irish Peace. —London Daily Mail.

NORTHERN FISHING FLEET.

The following are among the latest schooners to leave Greenspond for the Straits and Labrador: Jessie, Florence, Golden Light, Three Brothers, Stella A. W., Mabel G., Evelyn, Barcelona, Josephine.

MAJESTIC THEATRE

Monday and Tuesday,

The Cosiest Place in winter--The Coolest Place in Summer.

Paramount presents CHARLES RAY, in

"His Mother's Boy."

A Picture you must SEE to enjoy. His mother's boy was easy going until the going got rough, and then---

Also, the Usual Comedy.

MAIN FLOOR 10c.

MATINEE DAILY, 5 and 10c.

BALCONY 20c.

MAJESTIC THEATRE