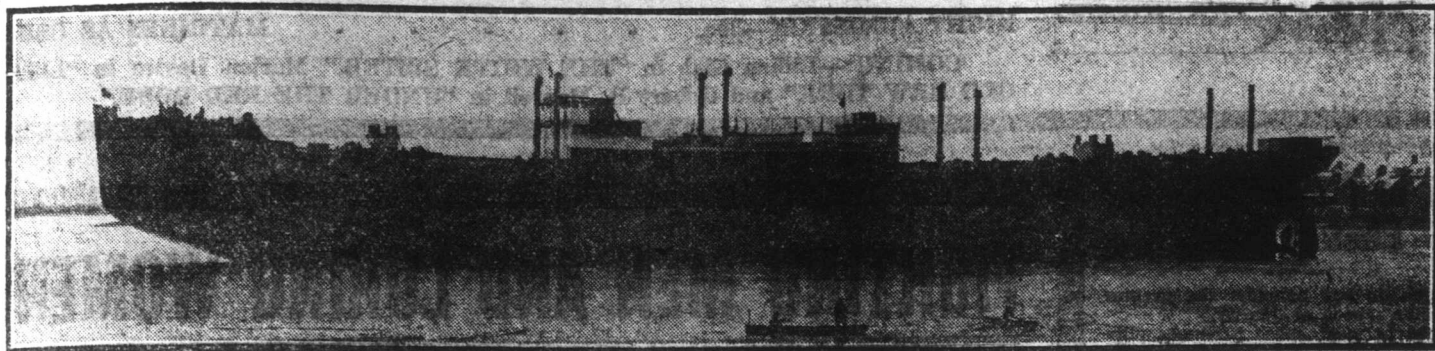


Another Great Stride Taken by the Anglo-Nfld. Development Co.

Nine Thousand Ton Paper Carrier Launched



The Geraldine Mary, a ship of 9,000 tons, with bows specially designed and strengthened for mounting and breaking through ice.

On Aug. 19th the launching of the "Geraldine Mary," a 9,000-ton cargo boat took place at the shipyards of Messrs. Vickers, Ltd., Barrow-in-Furness. The vessel has been specially built for the Anglo-Nfld. Development Company to be used in the shipment of their paper manufactured at Grand Falls.

The following were among the large number at the launching ceremony as the guests of Commander Craven, the Managing Director of the Naval Construction Works; the Hon. Mrs. E. C. Harmsworth, the Hon. E. C. Harmsworth, M.P., Mr. and Mrs. Cecil Harmsworth, Miss Daphne Harmsworth, Mr. V. Harmsworth,

Col. Wild, D.S.O., Sir Andrew Caird, K.B.M., the Right Hon. the Lord Morris, P.C., K.C.M.G., the Mayor and Mayoress of Barrow, Mr. W. C. Job, Mr. Desmond Harmsworth and Mr. Eric Harmsworth, in addition to the shipyard officials, Lloyd's representatives and many others. Hon. Mrs. E. C. Harmsworth touched the releases, and the ship slid smoothly down the slipways and took her first plunge. The christening bottle of champagne, however, failed to strike the vessel's side, and as it hung by the ribbon it quickly disappeared through one of the port holes, and the contents were "saved."

The propelling machinery consists of triple expansion steam engines on the direct acting, inverted cylinder principle working three crank set at angles of 120 degrees. Cylinders of 26 1/2 in. 44 in. and 74 in. diameter with a stroke of 54 inches. The engine to develop approximately 3,000 I.H.P. In addition to usual auxiliaries there is also fitted an evaporator and auxiliary condenser. Four single ended boilers each 16 feet diameter and 11 feet 6 inches long arranged for and fitted with Howdens forced draught. Three furnaces in each boiler with furnace fronts of Howdens latest type suitable for burning oil fuel or coal. The boilers are arranged for a working pressure of 200 lbs. per square inch and are to Lloyds and B.O.T. requirements.

McMurdo's Store News
BONICILLA CLASMIC BEAUTIFIER.
The modern woman's way of keeping her skin clear and beautiful. It is nature's greatest aid for more important, if real, wholesome beauty is desired.
Bonicilla Beautifier, Tubes . . . \$3.25
Bonicilla Beautifier, Pots . . . 2.00
Bonicilla Vanishing Cream, Tubes 65
Bonicilla Vanishing Cream, Pots .00
On Friday & Saturday.
We have our weekly fresh supply of delicious candies at our usual week end prices.
Choc. Cherries & Raisins, Pineapple Cubes & Ginger, Choc. Bralls & Almonds.
Our Extra Special.
O. K. Creams 55c.
Italian Mixture 35c.

Scholarship List, 1924
Jubilee University Scholarship of \$100.00.
Jean Horwood, Methodist College.
Three Intermediate Scholarships of \$100.00 each.
(Confined to outport schools).
In Alphabetical order.
1. C. B. Crumney, Meth. Sup. School, Greenspond; 2. Millicent Lodge, Meth. Sup. Catalina; 3d Annie McCormack, R.C. Sup. St. Joseph's, Salmonier.
NUMBERS PASSING IN THE VARIOUS GRADES
Primary Schools Certificate Examination.
Number Passing 1070
Preliminary Grade.
Number passing with Honours . . 98
Number passing only 787
Intermediate Grade.
Number passing with Honours . . 54
Number passing only 617
Junior Associate Examination.
Number passing with Honours . . 20
Number passing only 91
Senior Associate Examination.
Number passing with Honours . . 4
Number passing only 16
The Pass Lists in full will be published as soon as the names can be copied.
A. WILSON,
Sec'y. C.H.E.

From Cape Race
Special to Evening Telegram.
CAPE RACE, To-day.
Wind east, light, with fog and rain, nothing heard passing to-day. Bar. 29.90; Ther. 55.

Rub It In!
For pain, stiffness, or inflammation apply Minard's and rub it in.
MINARD'S
"KING OF PAIN"
LINIMENT

NOTE OF THANKS—The family and relatives of the late Catherine Griffiths, Power Street, wish to avail of this opportunity to tender sincere thanks to all kind friends who in any way helped during their recent sorrow, especially Mrs. Michael Farrell, Mrs. Bush, Miss Mary Farrell, Mrs. Sellars, Miss Mina Griffiths, Mrs. Saunders and Miss Maud, and Mrs. Kavanaugh for kindness received; also to Mr. and Mrs. E. J. Chaplin, Mr. and Mrs. W. O. Griffiths, Mrs. Saunders, Mrs. (Dr.) D. J. Smith, Mr. and Mrs. W. G. Oliver for floral wreaths and notes of sympathy, and to Mr. and Mrs. Geo. Nixon, Hilda Nixon and Mrs. K. J. Finn for letters of condolence.

He is satisfied—so will you be if you use
MUSTAD'S
HIGHEST QUALITY
FISH HOOKS

Do You Enjoy Your Pain?
Are You Married to Your Disease?
Will You be Lonesome Without Your Suffering?
YOUR OPPORTUNITY.
Come and get well, for I practice the most marvelous Health Science known to mankind; I know what it will do, so do all my present and past patients.
If you think it is a "fake," "bunk" or another way to separate you from a few of your dusty old dollars, stay away. "enjoy" your pains; they're yours.
No, I'm not soliciting your case, but I do hate to see so many sick people. I'm just telling you Chiropactic can get you well, if you want to be well.
"You don't believe it; it's not so."
ALRIGHT—
They told Edison he'd burn up New York with his new fangled electric light.
They told Columbus he was bughouse and proved it (to their own satisfaction).
They said Orville and Wilbur Wright were crazy—the very idea that men could fly!
According to the "wise" ones, Ford would never be able to sell a thousand cars a year. Now look at him, he turns that number out every hour.
Go on—they're your pains and aches and miseries—enjoy them. You've hand-nursed them for years. They don't hurt me and you're not being missed.
I've just one purpose in life—that's to get folks well who are tired of being sick, and I do. I would practice Chiropactic if I had millions.
Yes, it costs money. Not near as much as it is worth though, and I am getting plenty of patients, thank you.
So get well or hug your disease closer and stay sick. You're the judge, and it makes no difference to me. (Honestly, now, how could it?)
Chiropactic is good for any kind of a disease or affliction you have.
Don't believe it?
Alright, then, Columbus was crazy.
DR. WM. H. MACPHERSON, Chiropactor.
PHONE 1697M. ATLANTIC AVENUE.
sept 6, s, t

St. JOHN'S
Grocery Stores
Pickled Meats
at Lowest Prices.
Bologna Sausage.
Sliced Tongue.
Sliced Corned Beef.
Choice Ham Butt Pork.
Choice Fat Back Pork.
New Family Beef.
New Spare Ribs, superior quality.
Staple Strong Pickles and Chow.
Best Grade Canadian Butter
TURNIPS.
SELECTED FRESH EGGS
J. J. ST. JOHN.
Duckworth St. & LeMarchant Road.
SYMPATHY.
Ease the family's Sorrow, send FLOWERS.
Wreaths delivered promptly. Prices reasonable.
Phone 1513.
Night Phone 2111M.
Valley Nurseries, Ltd.
mar 5, eod

Just Received
ANOTHER CAR LOAD OF
70 Thousand Feet
PLASTERGON
THE WORLD'S BEST
WOOD FIBRE — WALL BOARD
Heavily sized Front and Back, it takes less paint than other kinds of similar material.
PLASTERGON is LUMBER reconstructed.
PLASTERGON is Heavily Sized.
PLASTERGON presents an attractive appearance.
Unless you use **PLASTERGON** you will not get the **BEST Results.**
SPECIAL PRICES FOR QUANTITIES.
Horwood Lumber Co., Ltd.
SOLE AGENTS.
sept 4, s, eod

THE S.S. GERALDINE MARY
The S.S. Geraldine Mary is a single screw steamer being built by Vickers Limited at Barrow-in-Furness for the Anglo-Newfoundland Development Company.
The vessel has been specially designed for the carriage of paper in rolls, and the depth of holes and 'tween decks arranged to give a minimum waste space.
Principal dimensions:—length between perpendiculars, 422ft.; breadth moulded, 58ft.; depth moulded to upper deck, 35ft. 6 in.; 'tween deck heights, 7 ft. 6 in.; boat deck height 8 ft.; load draft 26ft. 6 in.; deadweight about 90,000 tons, I.H.P., about 3,000 speed (on service), about 11 knots.
The vessel is built to Lloyds highest requirements and to their special survey, also specially strengthened and constructed for encountering ice. The fore end of the vessel is specially formed for ice breaking purposes, and the ice bow cut away from about the load water line to the after end of No. 1 hold. The framing at forward end is closed to 15 inches apart, and the shell increased to 1 inch in thickness, also special strengthening added to bottom forward to resist pounding when the vessel is running in ballast. The shell of the vessel all fore and aft from deep load line to about 15 feet below is increased in thickness 1-8 inch above classification requirements. Stern frame and rudder also specially strengthened for coming astern in ice. The double bottom is arranged for carrying oil fuel under boiler room, under No. 2 hold, and in tank aft of engine room. Forward and aft water ballast is carried, and under engine room reserve feed water and fresh water. Two deep tanks, one forward of boiler room and one aft of engine room arranged for water ballast of cargo. Between engine and boiler rooms, bunkers are built for carrying either coal or oil, and the second 'tween deck over machinery spaces are arranged for the carriage of coal. Bunker capacity is allowed for about 550 tons of coal or alternatively about 1,000 tons of oil fuel may be carried, including the double bottom tanks. The vessel has three continuous steel decks, and the 'tween decks and holds are arranged for the stowage with the minimum of waste space, of rolls of paper measuring 2 feet 9 inches in diameter and 6 feet long. These rolls are stowed on end and placed in position under the beams. The cargo hatches are arranged as large as possible for the quick handling of the cargo, and are made flush with the deck on second and third decks to provide uninterrupted stowage for the rolls over the hatch covers. The total cubic

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The launching of the Geraldine Mary, which is named after Mrs. Harmsworth, mother of the late Lord Northcliffe and of Lord Rothermere. The ship is 422 feet long.
Commander Craven in proposing the toast of the ship said that she was of special interest for two reasons. Firstly she was the first ship built specially for carrying paper for "The Daily Mail," and Allied Companies; secondly, he believed she was the largest ship registered in Newfoundland and he thought it was particularly appropriate that they had with them on such an occasion Lord Morris, who was for several years Premier of Newfoundland.
The Hon. E. Harmsworth in responding said that it was a great stride for the companies concerned that they should build such a great and noble ship, and it would be not only a great stride in the history of the companies, but a strengthening link between the oldest colony and the mother country.

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