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Very handsome is the fine Old English Famed and Mission Oak Furniture we are exhibiting in our first floor showrooms. Upholstered in genuine Leather in Green, Brown and Crimson, and showing in its severely handsome design the acme of furniture-craft, these fine examples are "fit for a king."

¶ We give below a list of some of this furniture and draw our customers' attention to the fact that although some of it is in sets, any single piece of furniture will be sold if requested.

Diningroom Sets.	Arm Chairs.
Library Sets.	Morris Chairs.
Lounges.	Rockers.
Hall Settees.	Fireside Stools.
Hall Mirrors.	Screens.

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FARES, including Meals and Berths, on RED CROSS Steamers:

	First Class	Return	Second Class
To New York	\$40 to \$60	\$60 to \$110	\$15
To Halifax	20 to 30	35 to 55	9
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THE UNDERDOG

H. M. Tomlinson, in the "English Review" takes up the cudgels on behalf of the much-abused working man. His article "Labour and the War," is a refutation of the lies and half lies which have alarmed the respectable indifferents who never know anything at first hand and whose ignorance of their poorer neighbour is colossal. The following extract contains the simple truth about the men who man our mercantile marine:—

"The British shipowners form probably the richest and most powerful commercial interest in the community; but in the process of buying in the cheapest market and selling in the dearest (an economic law which is undoubtedly of the good God, like green-fly, though it does not appear in the attitudes), the inducement offered to the men of a maritime nation to keep the flag flying was as low as the need and shiftlessness of the lowest of the labouring class compelled them to see was better than nothing; and as low as the educated intelligence of officers could accept without open shame. There is something much more dangerous to the community than a habit of tipping, and that is a deliberate meanness in rewarding service rendered by men who must accept whatever offers or starve, for it disheartens them and destroys their initiative. Of the general deterioration in the ability and steadiness of merchant service crews, owing to the fact that acceptance of the rewards offered in that service turned away intelligent men, there can be no doubt. When we hear of transports delayed through drunken stokers, we ought to blame, not the men, but the system which, for the sake of cheapness in the past, regarded that quality of worker as good enough for the shipowners' purpose; and what the latter was, and is, the shipowners', even in a time of national peril, have not been ashamed to make clear in their freight charges, which were nothing less than the robbery of the public of its success coming from its investment in a supreme navy."

Mr. Tomlinson freely admits that there is too much drinking on the part of the workers—as well as among "officers and high officials," but he gives a glimpse of the other side of the picture:—

"An engineer friend of mine, busy in superintending repairs to Admiralty craft and transports, recently began work one Saturday at 7 a.m., and went right on till 5 p.m. on Sunday, without any rest. His men worked with him. They were exposed to the rain on the deck of a ship in mid-stream, forced to cramped positions, and could use only dimmed lights. They have been working so since last August. My friend has had not more than twelve days' rest in nine months; and I may add that his employers—

not the Government—failing to recognize the significance of the work, still regard their men, who have surrendered themselves without reserve, in the old niggardly way, and cunningly contrived turns of the screw. Part of my friend's work, and not the least anxious part of it, is to keep his men reminded that their task is of more consequence than their annoyance with fool employers. And do you wonder that occasionally some of his men are missing through drink? Nothing is provided for them while they work for thirty hours exposed to the weather. Why should it be? It never was. They come ashore, in a state of collapse through fatigue, and with the knowledge that they will not get much rest before the next urgent job is presented. The public-houses are there with the early morning rum and milk, a pleasant but certain poison; and the rest we know from crude statistics. The unintelligent way in which these men are handled is incredible, seeing how much now depends on them. They are willing enough. They know their responsibility in this affair pretty well; and well, at least, as journalists and politicians who have never had to hang on to a staging for a day and a half without rest, in sleet and snow, repairing the propeller of a ship which is required immediately for troops.

"Let us know what we are talking about before we criticise. Let us remember that the length of the sick-pay list of the engineers' trade union is now a serious anxiety to its officials, and that it is common for women workers on war material to faint before entering the yard-gates on a morning. This is not surprising when one knows of girls who, determined to bring their factory's output of ammunition up to a maximum in a given time, work twenty-two hours a stretch, decorate their machines with Union Jacks in triumph; but faint next morning before starting afresh. The spirit of the British! On bread and tea, too! Nobody need worry about the spirit of the British. When two battleships came in for repair to a northern yard not long since, the men never ceased work on them till the vessels were in fighting trim again. There was a new battleship in the same district which was completed in five months under contract time; the district, it is worth remembering, from which the employers report such a gross wastage of time by the workers. One could do anything with these folk, if one knew the way."

Need one quote the golden rule; employers will its application a golden investment, for the worker is a human being when not consistently treated as a mere instrument for the production of profits.

The Present Fighting Strength of Germany

Last year the population of Germany was about 67,000,000. The male population was slightly less than half: 33,000,000, divided roughly thus: over 51 years of age, 5,000,000; under 15 years of age, 11,500,000; between 15 and 51 years of age, 16,500,000. In other words half the male population was of what may be called military age. This half may be suitably divided into two categories. Between the ages of 18 and 40 there were 12,000,000, and between the ages of 40 and 51 the number was 4,500,000. Usually about 20 per cent. of the recruits of 20 years of age are found unfit for military service, but that percentage increases as the men grow older, and increases rapidly after the age of 30; the unfit men between 18 and 40 certainly average 30 per cent., and the unfit men between 40 and 51 average 40 per cent. Making these deductions you will find that Germany at the beginning of the war had 8,400,000 men fit for fighting between the ages of 18 and 40, and 2,700,000 between the ages of 40 and 51—a total in round numbers of about 11,000,000. The losses, permanent and temporary, for the first ten months of the war are variously estimated, but they cannot be very much more or less than 3,000,000. Thus the number of fighting men still left in Germany is at least 8,000,000, of whom over 5,000,000 are of the best quality. The Austrians can still muster about 5,000,000. Of course the numbers on the other side are immensely larger, but when writers have so much to say about the process of "attrition," the actual size of the mountain of human flesh and blood which is to be worn away, illustrates the hideous enormity of the task.—Rome.

A SUBSTITUTE

He—How does Miss Habitha manage now that she has lost her teeth?
 She—Oh, she gets on all right. She has a very biting tongue, you know.

Nova Scotia Needs Shipbuilding And Mercantile Marine

H. H. Blanche, a Former Member of the Vancouver Board of Trade Emphasises the Idea—Opportunities for Expansion of Business With Available Shipping

Wherever Wood can Swim I am sure to find this flag of England—Napoleon-Rochefort, France, July 3rd, 1915.

Halifax, July 1.—H. H. Blanche, representing the Canada Metal Company, of Toronto, was in Halifax yesterday. He believes Nova Scotia should develop a ship-building industry and mercantile marine. Mr. Blanche is a retired member of the Board of Trade of Vancouver, and said that while he was more conversant with conditions in the west in this connection, from what he had observed he felt that they would apply equally well in the east. He said:—

"We have in British Columbia 223 saw-mills and fifty-nine shingle mills, and in 1910 the output was 1,040,000,000 feet. I was told before leaving Vancouver that there was enough business in sight to keep all these plants going full blast for five years. The first question we have to contend with is that we have no ships to carry this lumber to Europe, where the cities are being destroyed by the war. The time was never more opportune than the present to interest British ship-building firms to have branch plants on both the eastern and western coasts of Canada.

"We can produce the raw material in Nova Scotia just as cheaply as anywhere else in Europe, so the only course to pursue is for the federal government to subsidize these British firms to such an extent that they will open plants and send their experienced men to build up a Canadian merchant marine. The government of this country is subsidizing the lead industry, and the steel industry, and the direct cause of Germany's advance over all other nations to-day is the extensive subsidizing that they give to all industries to compete with other countries.

"No nation has any better government than the country deserves. We have not to go very far, only to our neighbors to the south, to see the disastrous disorganization of trade at the present time owing to the fact that the United States has never had a merchant marine. Canada, of necessity, is an agricultural country. The western prairies have hardly been scratched. What we are raising now in cereal crops is very small to what we shall do in the future, and we must have a merchant marine to bring these cereals both by the western route by the Panama canal and by the St. Lawrence and St. John.

"If the people of Canada do not go in for this in a serious way, we will always be handicapped and dependent on foreign owned bottoms for our export trade. Canada is the greatest exporting country in the world, when you take into consideration her small population. Before leaving Vancouver I was shown letters from England in which it was said that English firms were willing to place orders in this country for 1,000 carloads of box shooks and the orders could not be accepted because it was impossible to get ships.

"This particular line has been made in Norway and Sweden and has advanced fifty per cent. owing to Germany having made wood contraband of war. In the maritime provinces I am told that the Dominion Iron and Steel Company can compete in India and other countries on steel rails, and I understand the reason of this is that they get their ore from Newfoundland from the seaboard, it being very cheaply handled, and the coal is mined on the seaboard also, so that it is mostly a question of labor to contend with. Immensely increased business could be done in these and other lines, so soon as the war is over, and the time to get ready for this is the present."

The Power of Lighting

Lightning has been proved to have struck a building with a force equal to more than 12,000 horse-power. A single horse-power, in mechanical calculation, is equivalent to raising a weight of 33,000 pounds one foot in a minute. The force of lightning, therefore, has been proved to be equal to the raising of 396,000,000 pounds one foot in a minute. This is equal to the united power of twelve of our largest steamers, having collectively twenty-four engines of 500-horsepower each. The velocity of electricity is so great that it would travel round the world eight times in a second.

Many a man of small calibre thinks he's a big gun when he is loaded.

STEBURMAN'S OINTMENT

To Whom it may Concern:— Here is evidence of the wonderful healing power of Steburman's Ointment to the public:—

My little boy suffered terribly from eczema, and this Ointment made a perfect cure of him. I would not be without Steburman's Ointment for anything.

Yours truly,
 MRS. J. HARDING.
 64 Flower Hill, St. John's.

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 "How's that?"
 "The cop on the beat is in love with Jones' cook."

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Get out of the rut of always asking for the same brand that you bought ten years ago, as we represent a new and up-to-date mill, and the old known brands of flour cannot be made from a new mill, unless they have a fire, as it would cost too much to pull down a fairly good mill to build a new mill, with all the latest machinery, such as the mill we represent.

Remember the name and ask for "Victory" Flour, sold by all the leading merchants, and well and favorably known by the F.P.U.

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NEW FRUIT and VEGETABLES

To arrive Thursday, ex S.S. Florizel:

100 Cases Sweet Oranges
 40 Barrels New Potatoes
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 20 Bunches Ripe Bananas

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A SPLENDID

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Decked, good accommodation and fitted with Sails—18 h.p. Engine—Will be sold a a Bargain. Can be inspected at the F.P.U. Wharf. For further particulars apply to Storekeeper

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