

CITIZENS! Protect Your Property!

If the Pulp and Paper Industry of Newfoundland is to be permanent, Forest Destruction must give way to Timber Culture.
FIRE IS THE FOREST'S MOST TERRIBLE ENEMY!

His Eminence Cardinal Begin Passes Away

Two Steamers in Precarious Position on Sable I. Shoals--President Coolidge Plans a Conference to Deal With Anthracite Dispute--125,000 Gallons Gasoline Explode in Chicago River

MINUTE OF CARDINAL BEGIN.
QUEBEC, July 19.
Cardinal Begin died at twelve-thirty yesterday.

STEAMERS IN DANGER.
HALIFAX, July 19.
The West Cohas, a steamer of about four thousand tons, and the French trawler, Labrador, were stranded on the shoals off Sable I.

Surviving crews seeking to effect rescue but held at bay by heavy and dense fog. The Labrador about half past eight this morning and immediately sent out distress signals, wireless she proceeded to the rescue and probably reach the Labrador at 11 o'clock, eastern standard time.

Word received from the Cohas an S.O.S., stating she had been on the shoal at the three mile mark. The Cohas, picking up the distress signals, wireless she proceeded to the rescue and probably reach the Labrador at 11 o'clock, eastern standard time.

Word received from the Cohas an S.O.S., stating she had been on the shoal at the three mile mark. The Cohas, picking up the distress signals, wireless she proceeded to the rescue and probably reach the Labrador at 11 o'clock, eastern standard time.

THE ANTHRACITE SITUATION.
SWAMPSCOTT, Mass., July 18.
Having discussed with Secretary of Labor Davis, the possibility of a tie-

up in the Anthracite coal industry, due to the deadlock over the new wage scale, President Coolidge went ahead to-day with plans for a conference here with other cabinet officials. It is regarded as certain here that Secretary of Commerce Hoover will be summoned to the White House if the Anthracite situation becomes more threatening.

GASOLINE TRAGEDY.
CHICAGO, July 19.
A watchman was killed and damage and panic was spread over a mile radius to-day when 125,000 gallons of gasoline and oil in the Texas Oil Co. barge exploded and sent a flood of flaming oil down the North Branch of the Chicago River.

ANOTHER GASOLINE EXPLOSION.
ST. JOHN, July 19.
As a result of a gasoline explosion on board Dominion Customs boat, Ephele L., at 2.30 o'clock this morning, Capt. Bruce Weston and Customs Officer George Hayter were badly burned and the boat destroyed and sunk. The men are being treated at the general hospital, and although their injuries are severe and painful, they are not serious. The explosion was believed to be caused by gasoline flames being ignited by a lighted lantern.

ANOTHER QUAKE IN SAN FRANCISCO.
Sharp earthquake shocks were felt throughout San Francisco region at 11.16 a.m. to-day. No damage was reported.

RUNAWAY CAR KILLS TWO CHILDREN.
MONTREAL, July 19.
Bernard Rasminsky, aged 6, was instantly killed, and Doris Jones, aged 12, suffered fatal injuries from which she died this morning, as the result of being struck by a runaway automobile on Saturday night. The driver of the car is being held by the police as a material witness for the Coroner's inquest to-morrow.

The Romance of Lloyds

(Continued.)
In these circumstances, it is not surprising to learn that for the first two or three years it was somewhat doubtful whether it would succeed. The subscribers to the Register Book, who on the establishment of the Society in 1834 numbered 721, had dwindled in two years to 615; and in 1836, when Christmas came round, the funds were at such a low ebb that Mr. Chapman, the chairman, advanced a sum of money in order that the salaries of the officers might not be in arrears! This, however, was the turning point, for prosperity soon afterwards attended the Committee's efforts, and there was never a recurrence of this state of things.

The tales of the Society by this time had gained a hold on the public, and the number of the subscribers to the work rapidly increased from year to year, until the Committee had the satisfaction and pride of seeing the institution which they had brought into existence take up a position of the first importance in the confidence of the public—one that the vicissitudes of 91 years have left unimpaired.

In his comprehensive "History of Merchant Shipping and Ancient Commerce," published in 1876, Mr. W. S. Lindsay, who was a leading shipping authority in his day, referring to the work of Lloyd's Register, says:—
"When I look back to that time (i.e. a quarter of a century previous) and compare the quality of ships then launched to those of the present day, it is impossible to question the great value of the services this Institution has rendered to the country. Again he says:—
"Here we have another instance of the valuable work done in this country without Government aid or interference in any shape or form. A few individuals for their own protection, as well as for the protection of the public, associate themselves together, and, by their organization, do perhaps more to save life and property at sea than all the laws which have been passed having that object in view."

This testimony is doubly significant as coming from one who had previously been a keen critic of the Register. This, however, is by the way. To resume our narrative.
Having explained briefly how Lloyd's Register of Shipping on its present basis came into being, I need not go into detail with its subsequent history, although if time permitted this would be not without interest.

Suffice it to say that its General Committee of Management have been enlarged from time to time until they now number 75 members, and are representative of all the shipping centres in this country, and that in addition to local Committees at Liverpool and Glasgow, there are now established an American Committee of Lloyd's Register in New York, a French Committee in Paris, a Swedish Committee in Copenhagen, a Holland Committee in Rotterdam, a Japan Committee in Kobe, whilst the Society has a working arrangement in Italy with the national register there.

It has also a Technical Committee consisting of members elected by The Institution of Naval Architects, The North-East Coast Institution of Engineers and Shipbuilders, The Institution of Engineers and Shipbuilders in Scotland, The Iron and Steel Institute, and The English and Scottish Forgemasters' Association, which is called together whenever it is proposed to make alterations in the existing rules, or to frame new rules, for the construction of ships or machinery, and which has been of the greatest benefit to the Society and its clients.

It has prepared and kept up to date detailed rules for the construction and classification, first of wooden vessels, then of iron vessels, then of composite vessels, and finally of steel vessels, specifying in great detail the scantlings of all such vessels, which have set a high standard for shipbuilders, not only in this country, but all over the world.
It has led the way in solving the very difficult problem of freeboard for all types of vessels. The problem had long been regarded as practically insoluble, namely, that of ascertaining by a scientific method the depth to

which a vessel might safely load. As the result of what was called the "Pilmsoil Agitation," owners were required by Act of Parliament to place a mark on a vessel's side indicating the maximum depth to which they proposed to load, and many owners approached the Committee of Lloyd's Register, with a view to being advised on the subject. Mr. Benjamin Martell, the Society's chief ship surveyor, had already in 1873 prepared tables of freeboard, and under the Committee's instructions the whole question was investigated thoroughly with the result that in 1882 the Society issued tables of freeboard for all types of vessels. These were voluntarily made use of by many owners, and ultimately formed the basis of the regulations on the subject adopted not only in this country, but in all other maritime countries.

It has framed rules for the construction and classification of machinery and boilers, and has taken a leading part in the wonderful developments which have taken place in marine engineering, and which include the transition from the compound to the triple and quadruple expansion engines; the adoption of water tube boilers, the adoption of turbines, and latterly of geared turbines, the adoption of internal combustion engines of different types, the great extension in the use of refrigerating and electrical machinery, and all the complicated auxiliary machinery which is found in modern vessels.

It has organized a system whereby the whole of the steel used in the construction of vessels and machinery intended for classification in Lloyd's Register Book is inspected and tested by the Society's surveyors at the works of steel makers the world over. It has gathered together in its service a staff of ship surveyors, engineering inspectors, steel testing surveyors, forging inspectors and electrical engineers, which includes some of the best brains in the professions, and which now number 413, of whom 215 are stationed in this country and 198 abroad, there being 235 surveyors in the United States, nearly 100 on the Continent, 29 in India and the Far East, 14 in Australia, nine in South America and eight in Africa.

The Society now occupies a position which I cannot describe better than by quoting the following pronouncement by so high and undisputed an authority as Lord Inchoape:—
"The Society of Lloyd's Register, composed as it is of shipowners, merchants and underwriters, advised by the best technical skill obtainable, trusted by the whole world, always progressive, always ready to consider or suggest for the improvement and safety of ships, passengers and cargo, its hall-mark respected everywhere, its record without blemish, is perfectly capable of safeguarding the interests of the public; and the construction of ships designed by owners for their own particular trade may be safely left to the rules laid down by Lloyd's Register."

In this connection it may be mentioned that during the last five years the Society has surveyed and classed over 12,000,000 tons of new shipping and that the surveyors' duties in addition to the surveying and construction of hulls, machinery, boilers and equipment of the new vessels, include the carrying out of the periodical surveys required by the Society's rules on the 10,000 or so vessels of 30,000,000 tons which hold classes in the Society's Register Book.
It may well be asked "What is the cause of the remarkable success which has attended the efforts of Lloyd's Register of Shipping, a voluntary Society without Government subsidy or support, with the requirements of which no shipowner and no shipbuilder need comply unless he pleases to do so?"

First and foremost I think the success is undoubtedly due to the fact that the Society is managed by a Committee of business men, including the foremost representatives of all the interests concerned, viz., of underwriters, shipowners, merchants, shipbuilders and engineers; and secondly, the success is due in equal measure to the Society's very fine staff of surveyors, who carry on their responsible duties with an efficiency and loyalty which is beyond all praise.

In the success of Lloyd's Register the shipowners of this country can take a special pride. Whilst the Society was cradled in Lloyd's Coffee House, and was started and maintained for many years by the underwriters alone, it could never have attained success without the active participation and co-operation of the shipowners with the underwriters. Both were necessary to the equitable and successful administration of the Register, and both have contributed in no unestimated measure to make the success of the Register assured. The underwriters were represented in the chair of the Register by the late Mr. Thomas Chapman, who presided over the affairs of the Society longer than any other Chairman, in fact longer than all the other Chairmen put together; and the shipowners have been represented in the chair by such well-known men as the late Mr. W. H. Tindall, Sir John Glover, Mr. James Dixon, Sir Thomas Dewar, Bart., and now by Mr. J. Herbert Scrutton.

(To be continued.)
Sun-Proof Paint bought from Gear's will last for many years.
June 22, 1925

Spahlinger Serum

DOCTOR M.P.'S AND A CONSUMPTION TREATMENT.

The five medical M.P.'s—Dr. T. Watts (Withington), Dr. A. Salter (Bermondsey), Dr. A. Vernon Davies (Ryton), Dr. T. Drummond Shiels (East Edinburgh), and Dr. J. H. Williams (Llanelli)—who went to Geneva to investigate the Spahlinger treatment of consumption, which consists of a serum and vaccine of a nature known only to the discoverer, Mr. Spahlinger, a Swiss bacteriologist, have issued their reports.

On the evidence presented to us a prima facie case has been made out for the Spahlinger treatment. We consider it imperative in the interests of humanity that an exhaustive trial of the remedy should be made under test conditions, as soon as it is possible to obtain a sufficient quantity of the serum and of the vaccines.

We do not wish to raise exaggerated hopes, but we state definitely that of all known methods of combating tuberculosis the Spahlinger method seems to us at the present moment the most hopeful and promising.

The greatest part of the fortune of Mr. Spahlinger and his family has now been spent upon carrying through his researches.

The estate on which his laboratory is situated has been mortgaged to Geneva banks for approximately £20,000.
Two days after we arrived in Geneva notice was received by Mr. Spahlinger that the property would have to be put up for auction on July 25. As far as we can gather, at least £15,000 must be found forthwith if this calamity, involving the closing of the laboratory and the disposal of its contents, is to be avoided.

The Parliamentary Medical Committee at a meeting passed a resolution that the committee is of opinion that a prima facie case has been made out for further investigation, but that the committee cannot as a corporate body take any action in the matter.

Don't Buy Water in Soap

Most cheap soaps contain 25 per cent. water, some contain even 50 per cent. water. Don't buy water in soap prices. You can get water out of your tap, or from the river. If you want REAL SOAP, always buy Sunlight Soap, which is made and guaranteed by Lever Brothers, Limited, soap makers to His Majesty the King. The value of Sunlight Soap is guaranteed.—July 19, 25

Von Hindenburg's Stand

ON SECURITY PACT, SOUGHT.
London, July 11.—There has been great activity between London and Berlin in the last few days on the security pact negotiations in preparation for the despatch of the German reply to the Briand note, which will be sent about July 12.
A feature of these negotiations was the visit paid to Von Hindenburg by the British Ambassador here, who it is understood sought to impress the President with the necessity of such action by Germany as will keep the security pact discussion going to the point at which the convocation of an international conference will appear practical.

The conference itself, it is understood, is to be proposed from London rather than from Berlin, but only after France and Germany shall have arrived at a more basic understanding.
Pending further progress in the exchange of communications between Berlin and Paris there should be no open discussion of the security pact problem in the Reichstag. Luther to-day told the Reichstag's steering committee, apropos of the demand by the opposition parties for such discussion prior to the despatch of Germany's reply to Briand. The reply which will be of a preliminary character, will, it is understood, facilitate further negotiations in the direction of a conference.

Spahlinger Serum

DOCTOR M.P.'S AND A CONSUMPTION TREATMENT.

The five medical M.P.'s—Dr. T. Watts (Withington), Dr. A. Salter (Bermondsey), Dr. A. Vernon Davies (Ryton), Dr. T. Drummond Shiels (East Edinburgh), and Dr. J. H. Williams (Llanelli)—who went to Geneva to investigate the Spahlinger treatment of consumption, which consists of a serum and vaccine of a nature known only to the discoverer, Mr. Spahlinger, a Swiss bacteriologist, have issued their reports.

On the evidence presented to us a prima facie case has been made out for the Spahlinger treatment. We consider it imperative in the interests of humanity that an exhaustive trial of the remedy should be made under test conditions, as soon as it is possible to obtain a sufficient quantity of the serum and of the vaccines.

We do not wish to raise exaggerated hopes, but we state definitely that of all known methods of combating tuberculosis the Spahlinger method seems to us at the present moment the most hopeful and promising.

The greatest part of the fortune of Mr. Spahlinger and his family has now been spent upon carrying through his researches.

The estate on which his laboratory is situated has been mortgaged to Geneva banks for approximately £20,000.
Two days after we arrived in Geneva notice was received by Mr. Spahlinger that the property would have to be put up for auction on July 25. As far as we can gather, at least £15,000 must be found forthwith if this calamity, involving the closing of the laboratory and the disposal of its contents, is to be avoided.

The Parliamentary Medical Committee at a meeting passed a resolution that the committee is of opinion that a prima facie case has been made out for further investigation, but that the committee cannot as a corporate body take any action in the matter.

Don't Buy Water in Soap

Most cheap soaps contain 25 per cent. water, some contain even 50 per cent. water. Don't buy water in soap prices. You can get water out of your tap, or from the river. If you want REAL SOAP, always buy Sunlight Soap, which is made and guaranteed by Lever Brothers, Limited, soap makers to His Majesty the King. The value of Sunlight Soap is guaranteed.—July 19, 25

Von Hindenburg's Stand

ON SECURITY PACT, SOUGHT.
London, July 11.—There has been great activity between London and Berlin in the last few days on the security pact negotiations in preparation for the despatch of the German reply to the Briand note, which will be sent about July 12.
A feature of these negotiations was the visit paid to Von Hindenburg by the British Ambassador here, who it is understood sought to impress the President with the necessity of such action by Germany as will keep the security pact discussion going to the point at which the convocation of an international conference will appear practical.

The conference itself, it is understood, is to be proposed from London rather than from Berlin, but only after France and Germany shall have arrived at a more basic understanding.
Pending further progress in the exchange of communications between Berlin and Paris there should be no open discussion of the security pact problem in the Reichstag. Luther to-day told the Reichstag's steering committee, apropos of the demand by the opposition parties for such discussion prior to the despatch of Germany's reply to Briand. The reply which will be of a preliminary character, will, it is understood, facilitate further negotiations in the direction of a conference.

The pretty girls are off again upon their summer trips They fear not 'tan' or 'sunburn' with Three Flowers in their grips



RICHARD HUDNUT
Three Flowers Compact with Puff and Mirror
Meets the requirements of those wishing an individual size of Rouge or Powder. Supplied in all Popular Shades.



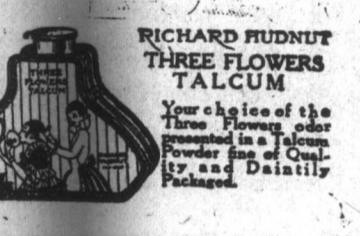
RICHARD HUDNUT
Three Flowers Vanishing Cream
The Best Ideal before applying Face Powder. Delicately scented with Three Flowers Perfume.

You Will Love Three Flowers

The fragrant perfume of the powder; the sweet smelling scent of the cream; the ineffable touch of the talcum will ever linger as a pleasant summer memory.
The Three Flowers toilet requisites are invariably those selected for vacation days by ladies of discriminating taste.
When you use Three Flowers you are in good company, for the best women in society have given their approval to these delightful aids to the perfect toilette.



RICHARD HUDNUT
THREE FLOWERS COLD CREAM
The Greatest Creation of Richard Hudnut
POWDER IN FIVE TIMES QUANTITY OF ROUGE
Smart Shaded for Evening Dress or Dressing Gown.
Softeners may be obtained.



RICHARD HUDNUT
THREE FLOWERS TALCUM
The chic of the Time. Flower odor pronounced in a Talcum Powder fine of Quality and Delicately Packaged.

Other Three Flowers beauty aids which should be in every girl's vacation bag, are:

THREE FLOWERS COLD CREAM
THREE FLOWERS TOILET WATER
and
THREE FLOWERS TOILET SOAP
FOR THAT CHARMING COMPLEXION—FOR THAT DISTINCTIVE PERSONALITY—
LEARN TO WALK THE WAY OF

Three Flowers

July 20, 25, 25

Newfoundland Government Railway

SUBURBAN COACH SERVICE
SPECIAL ANNOUNCEMENT!
Commencing Saturday, July 18th, following changes will be made in scheduled evening Steam Coach, operating between St. John's and Kelligrews:—

ST. JOHN'S AND KELLIGREWS.
WEDNESDAY AND SATURDAY.
Leave St. John's 10.15 p.m., arrive Kelligrews 11.25 p.m.
Leave Kelligrews 7.10 a.m., arrive St. John's 8.30 a.m.

MONDAY—TUESDAY—THURSDAY—FRIDAY.
Leave St. John's 6.30 p.m., arrive Kelligrews 7.40 p.m.
Leave Kelligrews 7.10 a.m., arrive St. John's 8.30 a.m.

SUNDAY SCHEDULE.
Leave St. John's 10.15 p.m., arrive Kelligrews 11.25 p.m.
Leave Kelligrews 9.00 a.m., arrive St. John's 10.20 a.m.

ST. JOHN'S AND BOWRING PARK—DAILY.
Commencing Sunday, July 19th, following schedules will apply:—

Leave St. John's	2.00 p.m.	Leave Bowering Park	2.15 p.m.
"	2.35 p.m.	"	2.50 p.m.
"	3.10 p.m.	"	3.25 p.m.
"	3.45 p.m.	"	4.00 p.m.
"	4.20 p.m.	"	4.35 p.m.
"	4.50 p.m.	"	5.15 p.m.
"	5.30 p.m.	"	5.45 p.m.

Steam Coach will run every day to Bowering Park on above schedule, and on Wednesday, Saturdays and Sundays, following extra service will be operated, viz:—

WEDNESDAY—SATURDAY—SUNDAY—EXTRA SERVICE.

Leave St. John's	7.15 p.m.	Leave Bowering Park	7.35 p.m.
"	7.50 p.m.	"	8.10 p.m.
"	8.30 p.m.	"	8.50 p.m.
"	9.10 p.m.	"	9.30 p.m.

With the Trains

The excursion trains which went out yesterday were largely patronized. Upwards of 200 people took the train for points as far as Tor's Cove while 231 passengers boarded the 2.30 train for points as far as Kelligrews. The steam coach, operating between the city and Bowering Park, had a very busy day. During the day 1,600 passengers travelled by it.

Misses' White Canvas Skuff Boots, sizes 12 to 2; only 75c. pair at F. SMALLWOOD'S. July 10, 25

\$116,426,397 PAID!

This is the total amount of claims paid by this Company.
Doesn't it impress every reader with the stability of the Company?
We write Plate Glass, Automobile, Burglary, Accident, Health, Employers' Liability and every class of Bonding.

U. S. FIDELITY & GUARANTY CO.
J. J. LACEY, Nfld. General Agent

AN INNOVATION IN MENS' BOOTS



A BUILT-IN ARCH SUPPORT.
Not for years have we been able to offer such a comfortable fitting Boot for Men.

— as our new —
O—SO—SNUG ARCH SUPPORT.
made in Soft Black Vici Kid, in straight laced and Blucher shape. Goodyear Welt Soles, Rubber Heels. Crawford Arch Support built into the Shoe.

Conforms to the natural shape of the foot, fitting snug and tight, hugs the heel, prevents the shoe from going out of shape.
Makes walking a pleasure.
PRICED AT \$10.00 THE PAIR.

Parker & Monroe Ltd
Sole Agents

ESS' Quality
gines
SECURE
H.P.
ES
ese ENGINES
them at the
925, instead of
d, after which
lar price.
O-DAY.
gines,
ings
they
FTS
rog-
mak-
ates
ings
ould
ious
resh
lar
t. us.
TER.
!
perty!
men and women
of Newfoundland
trust for our
om destroying
EMY.