

SHIRT SALE CLIMAX!

While our great sale of Embroideries, Neckwear and Belts is on—all of which are being purchased freely by our many patrons—we have thought it opportune to organize

A Special Sale for Men,

comprising a lot of Shirts purchased at a great bargain last Spring and placed away for our summer sale.

COOL WORKING SHIRTS

With collars, felled seams throughout, Custom made, full width. Shirts that should cost you 80 cts. Note our price **59c**

FANCY DRESS SHIRTS.

The celebrated Arbeeke Shirts, known the world over as the shirts that fit. Every one finished in the best style. Plain and pleated fronts, and the best shirts we have ever handled. Good value at **69c**

Negligee Shirts,

Plain colors and fancy. Formerly the Negligee Shirt was regarded as only wearable in the woods or with knockabout clothes, now they are proper with any summer suit or anything but a really full dress occasion.

We want everybody to know the comfort to be found in our soft shirts.

At 59 cents.

COMFORT OF FIT.
COMFORT OF LOOK.
COMFORT OF STYLE.

Marshall Bros.

Dangerous Accident.

While Mr. Thos. Carnell, wheelwright with his wife, children and driver were coming out Topsail Road last night, they narrowly escaped being killed or seriously injured. A motor driven with great speed in the same direction caught the carriage and tried to pass it. It went up a declivity. The result was that the horse became frightened, bolted and overturned the whole outfit. But worse still was that the motorist drove on and left nothing behind to show who they were. Just the same, Mr. Carnell has the number of the motor and will summon the owner.

A Splendid Rescue.

Tuesday evening a little boy named John Healey, son of Mr. J. J. Healey, grocer, corner of Water Street and Hutchings' Street, fell into the water near the Long Bridge. It was going for seven o'clock and nobody was near at the time. The little companions of the child ran away and made no outcry. Mr. Edward Power came along as the boy lay face down in the water. Taking off his coat and boots he jumped overboard and caught the lad just as he was almost gone. The little boy was for a time very ill. Power's act was a brave one, and people who know of it say it was also performed under heroic conditions. It will be remembered that it was Mr. Power's humble home which was burnt out long ago. His son succumbed in the fire.

Coastal Boats.

REDS' SHIPS.
The Argyle left St. Lawrence at 6.30 a.m. yesterday.
The Clyde left Lewisporte at 8.05 a.m. today.
The Dundee arrived at Port Blandford at 4.45 p.m. yesterday.
The Elfin arrived at Clarendville at 6.25 p.m. yesterday.
The Glencoe left Placentia at 12.15 a.m. today.
The Invermore left St. John's at 1 p.m. today.
The Lintrose left Port aux Basques at 10.45 p.m. yesterday.
The Kyle is north of Battle Harbor.
The Duchess of Marlborough left Le Scie at 6 p.m. yesterday, going north.

Here and There

GOES TO SYDNEY.—The S. S. Prospero sailed to-day for Sydney to get bunker coal.
SALT CARGO.—The barkentine Freden has arrived at Trinity with a cargo of salt from Caslin, to Ryan Bros.
Tourist traffic.—This season promises to be the largest on record. On the City of Sydney coming from Montreal are seventy-six tourists. This number in addition to those who came on the Stephano makes a total of 225.

STEPHANO ARRIVES IN PORT.—The Red Cross liner Stephano, Capt. Clarke, arrived from New York and Halifax at seven o'clock this morning. She brought 147 first class passengers, chiefly round trippers, a small mail and one-half cargo. The passage from Halifax to here was made in forty-two hours.

Unequalled for Cooking.
MODERN ALASKA RANGE.

Can supply hot water fittings to heat 60 gallons per hour. Old Stove or Range accepted in part payment for new.

JOHN CLOUSTON,
110-2 Duckworth St.
St. John's, Nfld.

Paid 15s. Worth \$15,000

Gobelins is the name of the family who some three hundred years ago began to manufacture most exquisite tapestry in the Faubourg St. Marcel, Paris.

The works were closed down at the time of the French revolution, and though they have since been re-opened, the modern Gobelins is nothing like so valuable as that of two centuries ago.

A week or two ago a beautiful piece of old Gobelins was unearthed by a collector in a cottage in a French village. When he examined it he found, to his horror, that a large piece had been cut out with scissors, and evidently quite recently.

He made inquiries of the woman of the house, and she informed him that she had used the stuff to line a pair of knickerbockers for her little boy. This incident reminds one of the famous discovery of Magna Charta by Sir Robert Cotton. The shrivelled parchment, the Charter of England's freedom, was saved by him from the scissors of a tailor. Struck by the great seals attached to the paper which the tailor was fashioning into a pattern, Sir Robert stopped the man and gave him fourpence for the document.

The oldest known manuscript of the Greek Testament was saved by the merest chance from being used to light a fire.

Visiting the convent at the foot of Mount Sinai, the Russian collector, Mischendorf saw a basket full of parchment leaves being carried to the kitchen to be used for lighting the fire. He stopped the monk, secured the leaves, and found that they were part of this valuable manuscript, which now lies among the Tsar's greatest treasures at St. Petersburg.

Treasures of infinite value remain for centuries in the hands of those who are entirely ignorant of their value. A lady was bicycling in Scotland last summer and happened to smash her hair attached to her spectacles. So she went into the solitary shop in the village and asked for any sort of chain.

The old woman produced a string of beads which, she said, were very old, and the lady paid 15s. for them. Ten days later when back in London, a jeweller offered her £500 for the necklace. The lady thought to herself that if £500 were offered, the string might be worth more. They were. They turned out to be the famous pearls of Mary Queen of Scots. They sold for £15,000.

Got The Boot.

He certainly looked a wreck. His arm was in a sling, and he was limping badly. Moreover, his nose was out of shape, and one of his eyes had been blackened.

Since he was proceeding towards an insurance office, one might have reasonably assumed that there was a good chance of his claim being paid.

"Yes, Mr. Davies," asked the courteous manager, "what is the exact nature of your claim?"

"I have fallen down a long flight of steps, and sustained damages that will disable me for months to come," replied he, "and I think it just that twelve pounds damages should be awarded me."

"Hem!" said the manager, fidgeting his gold chain. "I have had your case

investigated prior to your visit here, and, young man, I have every reason to believe that it was no accident. You knew the young lady's father was at home all the time, and sought the trouble yourself!"

To Work Well be Lazy.

If you want to work well you must be lazy sometimes. To everyone of us who works hard there comes at times an intense desire to loaf, to sit idly by. As a rule, we fight against that desire, overcome it, and continue to work steadily. But we don't do good work.

It is best to have regular periods of laziness; for these periods have a wonderful effect upon one's working powers. Many big firms are now recognizing that fact, and only keep their business running five days a week. They find that they can get more work done by working from Monday to Friday, and having the whole of Saturday and Sunday free, than by working from Monday till Saturday afternoon.

Take a tip from Nature. She doesn't work continuously, but lazes about at certain periods. During spring she has a tremendous rush of work; in winter, however, she goes slow and rests herself ready for the next rush. A certain amount of laziness is as necessary for health as it is for doing good work. But you must control your laziness, for too much idleness has a much worse effect than too much work.

Building a Battleship.

Some interesting figures are given by Mr. Alexander Richardson, of 'Engineering,' regarding the number of man-hours required to build battleships in order to support the contention that two years is too short a period for the completion of the larger and more powerful ships of the present day.

The battleship of fifteen years ago, having a length of 300 ft. and a displacement tonnage of 13,500 tons, involved in the construction of the ship 5,273,368 man-hours; at fifty-two hours a length of 300 ft. and a displacement tonnage of 13,500 tons, involved in the construction of the ship 5,273,368 man-hours; at fifty-two hours a length of 300 ft. and a displacement tonnage of 13,500 tons, involved in the construction of the ship 5,273,368 man-hours.

The corresponding figures for the construction of propelling machinery are equally interesting. The reciprocating engines of the battleships of fifteen years ago, of 13,500 horsepower, required 1,789,000 man-hours, while the turbine machinery of today of more than double the power, requires 1,850,000 man-hours. The small increase is explained by the fact that whereas in the case of reciprocating engines only some 55 per cent. of the cost was for material, the remaining 45 per cent. being for labor, the material for turbines, much of it machine-made, is hand, notably the blading, absorbs 72 per cent. of the total cost, leaving only 28 per cent. for labor.

BRUCE'S PASSENGERS.—J. R. Wright, Rev. H. A. Fish, R. A. Fish, J. J. Bolding, Rev. C. B. Durrant, W. Landers, J. Parsons, J. T. Petty, W. and Mrs. Nottall, Sidney Nottall, B. J. Short, R. A. Marshall, Miss R. Parsons and Mrs. Geo. Wolfe.

DR. BRUL'S DENTAL. 303, Water St. Best quality Teeth, \$12.00 per set. Teeth extracted without pain, 25c. ly18,3m

When Officers Marry.

The birth of a son to the Hon. Mrs. Maurice Brett, formerly Miss Zena Dare, recalls the rule in Guards regiments that if an officer marries an actress he must either resign his commission or exchange into another corps. Thus, when Lord Escher's second son married Miss Dare he resigned from the Coldstream Guards, in which he was a lieutenant, and took a captaincy in the Reserve of Officers.

The Guards' rule, of course, is unofficial, but it is none the less binding, for when an officer joins a regiment he signs the mess rules and agrees to abide by them.

Outside the Guards an officer may marry whom and when he pleases, but at one time marriage meant a fine to the mess fund. The amount varied with the rank of the "offender." Thus, a subaltern found "guilty of matrimony" usually had to pay £100 to the mess fund, but a major would be let off with £25.

The practice, however, is now officially forbidden. At the same time, there was something to be said for it. Many married officers in a regiment means increased expense to the bachelors who have to keep the mess going. We and America are the only great Powers that do not place any official restrictions on the marrying of army (and naval) officers. In all the Continental armies, and also in the Japanese forces, an officer, even of high rank, may not marry without the consent of the authorities, and if required must satisfy them as to the lady's character and social position.

In the German and Russian armies a young officer desiring to marry must further show that he can afford to support a wife in becoming style. The French army has a similar rule, but it is not now usually enforced.

A Secret of the Peerage.

Glamis Castle, the seat of the Earl of Strathmore, has a secret chamber, a chamber which members of the family like to believe none but those men can find. That chamber holds the family secret, at which antiquaries, genealogists, historians, and amateur detectives have been vainly guessing for a century. The secret and the family fortune hang together. It can, as stated, never be known to more than three men at a time. Those men are the Earl, his heir upon attaining the age of twenty-one, and the factor or steward of the estate. That secret is the best kept in history. Whatever the weird meaning, the burden of knowledge it is never sought by the head of the family. When the present Earl was nearing manhood he begged his father to spare him knowledge of the secret, and Lord Glamis, the heir of to-day, when he came of age eight years ago, was most reluctant to share the hated story.

Personal.

Miss Florence Pike, daughter of Mr. Mark Pike, of Steer's grocery store, Bell Island yesterday to spend a holiday. Both are popular young ladies, the latter being a daughter of Mr. A. W. Martin of the Post Office.

DR. BRUL'S DENTAL. 303, Water St. Best quality Teeth, \$12.00 per set. Teeth extracted without pain, 25c. ly18,3m

High Court for Five Shillings a Day.

Contrast in Costs in the Sackville Case.

The enormous costs of the Sackville will suit will not be appreciably swollen by the actual cost of trying the case.

While at least two of the leading counsel received 1,000 guineas each, with "referees" of 100 guineas a day, the services of the judge, registrar, judge's secretary and clerk and registrar's clerk, clerk of rules, and two ushers could be retained until further notice for £2—the fee paid on setting down the case. In this £1,000,000 will suit the court was engaged for eight full days with all officials, for 5s. per day. Stamp duties in the interlocutory proceedings amounted to about £30.

Glencoe's Passengers.

The S.S. Glencoe arrived at Placentia at 10.30 a.m. yesterday with the following passengers:—J. Cummings, E. Pike, G. Gushue, Mrs. W. Wood, Mrs. J. Forsey, Mrs. W. Knight, Miss Knight, J. R. Courage, A. Lyons, Rev. C. Lenchi, Sister Rong, Rev. F. McGuire, J. Marshall, Mrs. J. Flynn, Miss J. Flynn, Mrs. J. Parsons, E. Bidel, A. Nurse and three second.

BEOTHIC RELOADED.—The S.S. Beothic which went ashore at Point Riche, was successfully reloaded yesterday morning. Word to this effect has been received by Deputy Minister of Customs Lemesurier. The ship is now being surveyed and in all probability she will have to be dry docked for repairs.

REPORTED BY WIRELESS.—The S.S. Digby was a hundred and twenty miles off this port at nine o'clock this morning, and is due to-night. She is six days out from Liverpool.

MARRIED.
On July 12th, by the Rev. W. H. Thomas, Harriet Caldwell to Richard B. Sainthill, both of this city.

DIED.
At Lynn, Mass., on July 23rd, Mary E. widow of the late Jas. P. Furlong, and daughter of the late John Stephenson, of Ferryland.

Now Landing

A Small Cargo.

North Sydney Coal

Old Mines.

Also, in Store:

Best Am. Anthracite COAL.

We solicit your orders.

Our Coal is Good Coal.

M. MOREY & CO.

Office: Queen St. to ths

MINARD'S LINIMENT. LUMBER-MAN'S FRIEND.

Chesley Woods Manufacturers Agent.

**Needham Organs,
Mason & Hamlin Organs.
Kohler Pianos,
Tonk Pianos.
Expert B Sewing Machines,
Greelman's Knitting Machines,
etc., etc.
Pianos & Organ Warerooms.**
The old stand, 140 Water Street.

**SHEARERS
PERFECT Lamp Burners!**
NO ODOR.
NO SMOKE.
Gives a 32 Candle Power.
Gives as much light as three ordinary burners.
One of these burners will be in use in our window on Saturday night.

MARTIN HARDWARE CO.

Suits for Spring!



our stock of fine Serges, Worsteds, etc., and light Suits for spring. A large stock now ready, made up in

ENGLISH and AMERICAN STYLES.

Newfoundland Clothing Co., Ltd.

Advertise in the TELEGRAM

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200 di

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CLOCKS,

BLOTTERS,

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THE RAC

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PIANOS

EASY TERMS.

The Reliable E

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