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1910.12.14.16.18

Despite War Loss Germany's Shipping Regains 7th Place

HAMBURG, Germany, July 5.—(A.P.)—German shipping claims to be fighting against tremendous odds in its attempt to regain its place in the sea. The loss of 90 per cent. of the German commercial fleet through the war and the terms of surrender means that German ship owners practically have had to start anew. By taking up loans, buying back some of the ships delivered to the Entente victors under the Treaty of Versailles, and retaining from paying dividends in recent years, the shipping concerns of Germany have gradually worked up a post-war tonnage of 2,800,000 gross register tons, which is about one-half the German pre-war tonnage, and which comprises 4 per cent. of the total world tonnage as compared with 11 per cent. in 1914.

From seventh place in 1920 among the shipping nations in the world, Germany has moved to seventh place by 1924, as compared with second place in 1914.

Count Siegfried Roedern, chairman of the League of German Ship Owners and Freighters, in a prepared statement replying to specific questions, gave the following picture of shipping conditions:

"In 1914 the German merchant marine occupied second place among the merchant fleets of the world as far as actual tonnage was concerned. It then comprised 5,200,000 gross register tons and was surpassed only by Great Britain.

"In the course of the war Germany lost about half of her ships through seizure, sinking, etc. Next, in accordance with the terms of the Versailles Treaty, she had to give up approximately the second half. Included among the vessels that had to be turned over to the victors were all the larger passenger boats. The Germans were permitted to retain only the ships under 1,000 tons and one-half the vessels between 1,000 and 1,600 tons. By the peace treaty and the German legislation resulting therefrom German shipping was compelled to be a part of the war bill immediately in kind, by giving up not only the ships already in the service, but also those under construction.

"It was the sense of the Treaty of Versailles that this delivery by private capital was to be regarded as a payment on account by the German Empire and hence to be refunded to the individual concerns by the Ger-



man state. The financial condition of the Reich made complete indemnification impossible. An agreement was therefore reached between the government and the ship owners, by which the latter were to receive an amount sufficient to rebuild but one-third of their pre-war tonnage. Because of the inflation of the last years the indemnity payments of the government did not suffice to rebuild the third of the old tonnage agreed upon. Besides, in distributing the government indemnity, the small ship owners were to be given the preference, so that most of the larger concerns were able to finance a replacement programme of but 20 per cent. of the pre-war tonnage out of the funds furnished by the government. The fact that the larger concerns nevertheless rebuilt on an average one-third of their old tonnage, is due solely to their watering their stock and assuming new debts.

"Due to the fact that a number of small and middle-sized concerns were able to exceed this programme, and that several new companies have been founded, the entire German merchant marine has now, upon completion of the reconstruction programme, been brought to 2,800,000 tons,—in other words, to about one-half of the pre-war tonnage—both by new construction and through the re-purchase of vessels delivered.

"Compared with the former fleet, the present comprises comparatively few purely passenger ships and more mixed freight-and-passenger vessels as well as freighters pure and simple. The fact that these newly constructed ships are equipped with modern machinery does not counterbalance the fact that the total value of the ships has depreciated over the pre-war value.

"Germany has taken up her principal former routes, such as those to North America, South America, the Orient, Dutch East Indies, and Australia. The tonnage at the service of these routes is, of course, considerably reduced, especially since greater emphasis must now be placed upon the routes to Sweden, England and Spain inasmuch as Germany's production of iron and coal has been considerably diminished as a result of the peace treaty.

"The indemnity payments for the merchant vessels delivered were continued only until March, 1923. Since that time no additional payments have been made by the Reich for the uncompleted part of the reconstruction programme.

"The building programme undertaken as a result of the indemnity payments, is now complete to within four or five ships. It is self-evident that for years to come the building pace of the last years of reconstruction or even of the years before the war cannot be kept up."

MINARD'S LITHOGRAPH FOR REPRODUCTION

Crime of the Scarlet "S"

NEW LIGHT ON A MOST MYSTERIOUS MURDER.

On December 18th, 1910, three policemen were shot dead and two severely wounded by a gang of alien criminals who were surprised while preparing to perpetrate a burglary in Houndsditch.

A fortnight later, Leon Beron, a Russian, resident in Stepney, was found murdered on Clapham Common. On his face were certain curious S-shaped cuts, presumably inflicted by his murderer.

Two days afterwards, two of the Houndsditch murders were trapped in a house in Sidney Street, Stepney, which caught fire after a regular siege by the police (the two wanted men perishing in the flames).

These three tragic happenings were all closely interwoven, according to a statement set forth by Mr. C. L. McCluer Stevens in his book, "Famous Crimes and Crimings."

This statement, which was imparted to him by a man closely in touch with the Russian revolutionists in London, throws an entirely new light on the series of crimes in question. Incidentally it tends to show that Stinnie Morrison—the man found guilty of the murder of Leon Beron—was guiltless of that crime, which was in fact committed by a woman.

According to Mr. Stevens, Leon Beron was a spy in the employ of the Russian Secret Police, as was also the mysterious "Peter the Painter," whose name cropped up so constantly in connection with the Houndsditch affair. Both professed to be red-hot revolutionists. Both, however, had been for some time suspected by the genuine revolutionists.

Within a week of the Houndsditch murders certain information came into possession of the Russian revolutionary leaders in London which confirmed these suspicions, and the two men were condemned to death. "Peter the Painter" escaped abroad. Beron, as we know, was murdered.

His death, however, was not brought about by the revolutionists who had informally tried and condemned him. Indeed, they were greatly astonished at the news that the vengeance they contemplated had already been consummated.

Beron met his death at the hands of a young Russian woman—whose brother he had betrayed to the authorities at St. Petersburg (now Leningrad)—whither he had gone from London to carry on revolutionary propaganda. The young man's sister got to know of this, lured his betrayer to Clapham Common, and there killed him.

As regards the mysterious "S" marks on the murdered man's cheeks, these did not stand for "spy" or "schpik," the Yiddish slang word. They were an attempt to reproduce three circles, placed pyramid-wise, the badge of the L.F.I., or Ligue Fraternite Internationale, a secret, oath-bound revolutionary organisation, to which Beron belonged, as did also Mr. Stevens's informant.

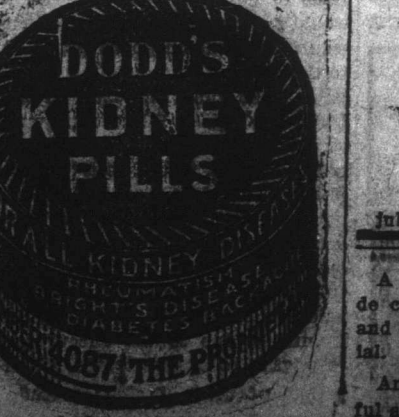
The latter, suspecting the identity of Beron's slayer, sought her out and taxed her with the deed. She did not deny it. In fact, she gloried in it. She was a strong, muscular young woman, absolutely devoid of fear, and she told in detail exactly how she accomplished her vengeance. Stinnie Morrison, she said, had nothing whatever to do with it.

Knowing this, the narrator found himself in a dilemma. Obviously he could not tell the police all he knew, neither could he stand aside and let Morrison be executed without at least trying to prevent it.

Eventually, after consultation with other members of L.F.I., he wrote to Mr. Winston Churchill, who was then Home Secretary, putting the facts of the case before him; without, of course, divulging the name of the woman. Two days later, on the eve of his execution, Morrison was relieved.

In setting thus, if the story of the narrator is to be believed, Mr. Churchill not only saved Morrison's life, but incidentally his own as well. For later on, certain extremists, enraged by what they considered the unnecessarily active part taken by Mr. Churchill in the "Sidney Street Siege," plotted to murder him by tampering with the engine of an aeroplane in which he was to be taken up for a trial flight. The narrator got to know of the plot, and passed on his knowledge to Scotland Yard, who took precautions accordingly.

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Points of flat, black silk braid finish the edges of a frock of white silk crepe with a green dragon embroidered at one side of the blouse.

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PARRELL THE TAILOR, 90 Water Street, Nov 17, 1924