

Statistics Reveal Magnitude of Ingram's "Prisoner of Zenda"

Some idea of the staggering proportions of Rex Ingram's production for Metro, "The Prisoner of Zenda," and the magnitude of the task which confronted the young director of "The Four Horsemen of the Apocalypse" may be had from the statistics of production items in connection with the photoplay. The figures presented by Metro reveal "The Prisoner of Zenda" which is coming to the Nickel Theatre, as one of the greatest undertakings in the history of the photoplay.

1. The total cost of the picture, computed down to the last two-cent stamp, was \$1,118,652.16. This would make the cost of every foot of finished film approximately one hundred and eleven dollars, provided the picture is in ten reels.
2. Those who contributed to making the picture—actors, technical men—everyone, including Mr. Ingram himself—numbered more than 33,000 persons. This is, roughly, equal to the population of Oswego, N.Y.
3. The footage of raw film exposed was 287,521. Laid out in a straight line, it would measure about forty-eight and one-half miles. For a typewriter capable of doing 100 yards in the record time of 3.35 seconds, to cover that distance would require 2 hours and 45 minutes.
4. The scenario comprised 1,622 pages—more than in H. G. Wells's "The Outline of History." Every detail of setting and action was typewritten before the camera had been turned a single time.
5. A village and six blocks of city

dwellings were built for exterior scenes in the kingdom of Barataria.

6. Twenty-six costume designers and other artists gave four months to the creation of costumes, under the supervision of the director.

7. The value of the coronation robes worn by the principals in the cast—not including the jewels—was \$105,000.

8. Rex Ingram employed the radio-phones for the first time in the direction of a motion picture. This was found an immense improvement over his system of telephones by which he controlled the armies in "The Four Horsemen of the Apocalypse."

9. In the costume factory, built previous to the making of "The Four Horsemen," 540 persons were employed—tailors, cutters, dressmakers and special workers.

10. During the two weeks in which the coronation scenes were taken, the village and the blocks of city streets housed more than 10,000 persons. Army methods of providing food were used. At one time there were 432 cooks on the Metro payroll.

11. The total tonnage of building materials of all sorts used in the construction of the settings was 124,000 tons—about five times the weight of the biggest modern battleship.

12. Art works, the most valuable lent to Mr. Ingram by wealthy Californian residents in view of their interest in his productions, and used in "The Prisoner of Zenda," were appraised roughly at over two million dollars—three times the price recently paid for Gainsborough's famous "Blue Boy."

made St. John's their home ever after. At that time the population of Newfoundland was increasing, not only by its natural increase, but by the emigrants who came. But in the sixties, times became bad, and business generally seemed to have suffered, and labor for the people was very slack; and the pay being so miserably small, conditions got very bad. The result of this was that people began to go away, and a check seemed to have set in, as to the growth of our population; hence we have not increased, as we should have done. Other countries have developed, and their people have increased, but not so with Newfoundland, for had Newfoundland had to develop in any reasonable degree she should now have half a million as her population. Evidently our vision of the country at that time was small, and we looked but in the one direction, and turned our backs upon the heritage that was meant for us. The same method of travel, by which the young men came to our shores in the sixties, was availed of by the neighboring provinces, and the New England States, so that they had no undue advantage over our country; but they have beaten us in the race, with their larger populations. They therefore have had greater development, and have advanced, while we have here in Newfoundland have halted and looked back, instead of pushing forward.

Fads and Fashions.

A darker brown velvet cockade is used on a hat of dark brown Milan. Gilded leather incrustations are charming accent on a frock of black lace.

The latest fad of the mode is to have a harmonizing scarf for one's frock.

Pipings and incrustations of red are charming on slippers of white glace kid.

A striking coat of white silk is quilted in black and combined with black silk.

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"Talking Sickness" Puzzles Physicians.

"Talking sickness" the latest disease to be developed in Boston, is puzzling physicians and psychiatrists. The possibility of this malady being contagious may stir city authorities to a strict quarantine should there be any signs of its spreading.

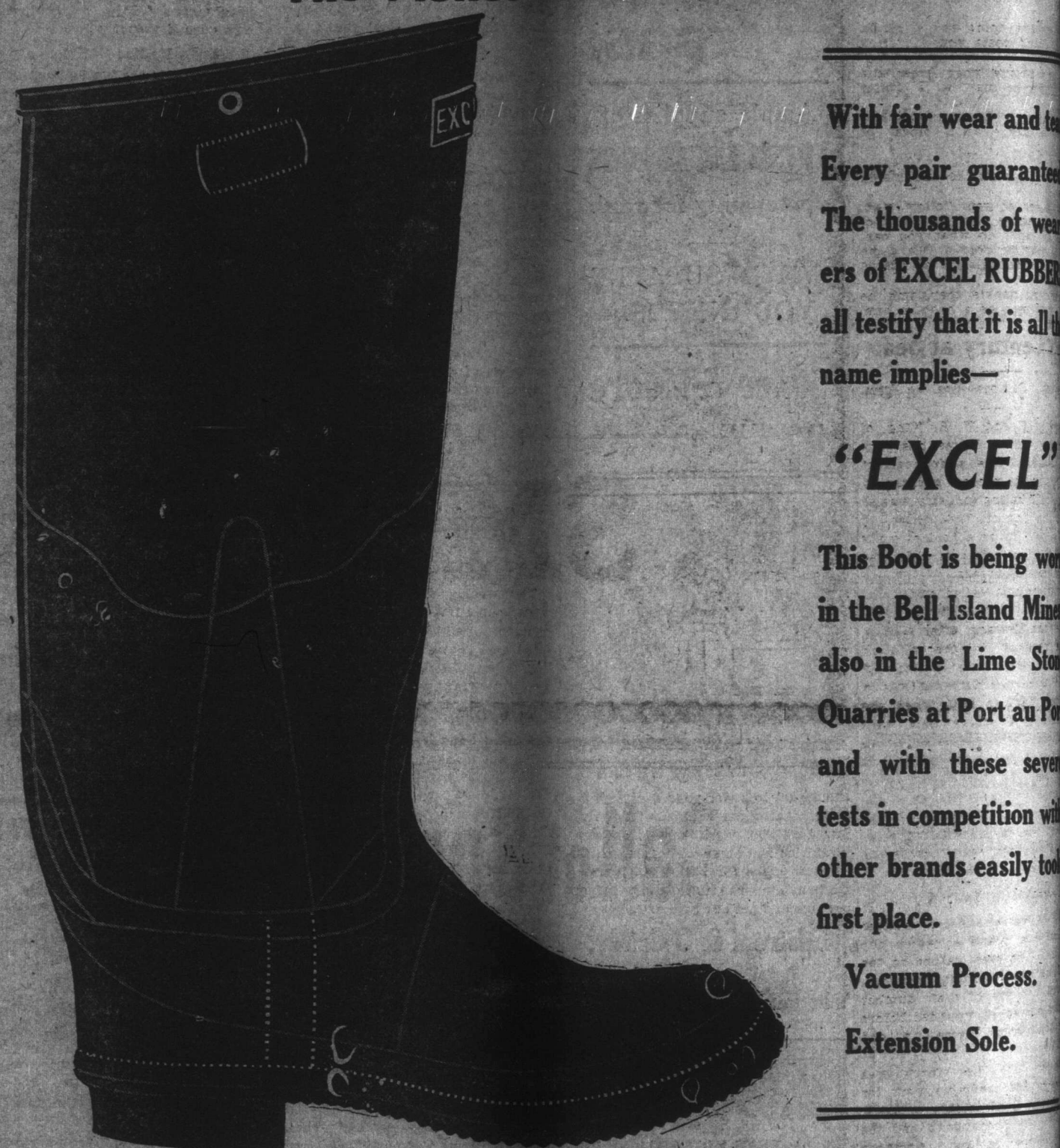
The trouble appears to be the opposite from sleeping sickness, and results in a continuous stream of talk by the victim. At the present time Dr. William Healey of the juvenile court has under his observation a Societyville-year-old boy, taken to him by the Society for the Prevention of Cruelty to Children. The lad has been unable to hold his job, because of his incessant chatter.

Why this young man has escaped medical and psychopathic care and treatment so long can be explained only, according to physicians who have examined him, on the supposition that many Boston people are already afflicted with the malady in an incipient form.

Almost simultaneously with this Boston case of gossip perpetua, have come accounts from Columbus, O., where a Mrs. William Montgomery of Logan, O., has been admitted to

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WEEK-END NOTES.

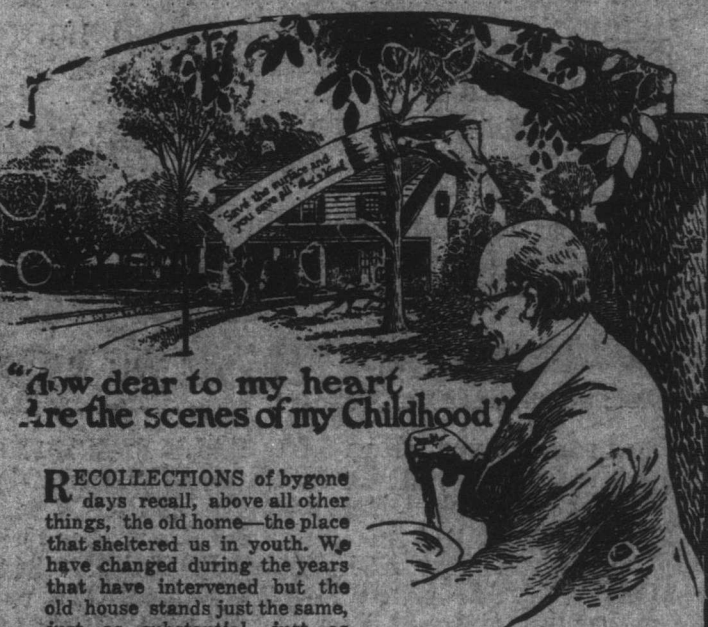
CHAPTER XXI.
(I. C. MORRIS.)

BEFORE THE DAYS OF STEAM.

Before the Allan boats began to call at St. John's, the entire importation of English goods was done by sailing ships. These ships, as already stated, were owned by the English and Scotch firms; thus it was that we had ships from London, Liverpool, and Bristol, and several from Plymouth. We also had ships from Glasgow and Greenock. Such firms as McLea, Stewart, Bowring, MacBride, Grieve and Job, had their goods imported by their own shipping. There was one particular advantage in this, inasmuch as those ships discharged their cargoes at their owners' premises, thus saving extra haulage and cartage. The goods were usually taken from the wharves to the back of the premises, where they were hoisted to the warehouses by the old-fashioned purchase and which—there being no lifts, nor elevators, at that period. The entire staff of clerks and office hands, at the time of which we write, was composed of young men from the Old Country, and to be a clerk in a dry goods shop, or an accountant in an office, was considered a very much more select position than it seems to be considered to-day. Conditions and trade and life generally, were very different from what they are now; and the distinction of being a clerk in a shop was very noticeable. The Scotch firms invariably had young men from Scotland, and the English firms had most of their men from such places as London and Liverpool, Manchester and Birmingham, and a few from parts of Ireland. Many of these men came out by the ships of the firm, and were apprenticed for three or four or more years; and most of them boarded with the family of the proprietor. These young men seemed to be very expert in their business, and to be men of much training and strict discipline; and their deportment in general was that of gentlemen. At the expiration of their term of agreement, a few of those men returned to their homes, but the majority of them remained in the country, and were instrumental

In its development; and their impress was felt and seen until this day.

These men were known by their accent, which at the time seemed very pronounced and very much more noticeable than it is at present. Fifty and sixty years ago, it was an easy matter to identify the nationality of the population of St. John's. There was a strong English accent in one class of people, and the broad Scotch of another, and the still broader Irish of another. This was noticeable amongst the men and women; and it was not necessary to ask or inquire from what country a person had come, or from what family they had descended; their accent told the tale, in no uncertain sound. Every season brought its contingent of young men for the shops and offices; not only to St. John's, but to the different outposts of the country. And some who came out went even as far as Labrador. Our late respected townsman, Mr. Collingwood, came out to Battle Harbor, Labrador, for office work when a lad of thirteen, and was in touch with that business and premises for many years. The late Charles Ellis came out as a cooper'smith to a Labrador port; and so with different parts of the country and different branches of its trade. But most of these linguistic features, of which we speak, have been eliminated, and the accent of the British Isles is no longer prominent. Many interesting stories have been told by those men of half a century ago, and of their voyage across the Atlantic, and their experiences which they met. Not all of them had smooth sailing, nor were all them good sailors; and while the average passage seldom went beyond twenty or thirty days, there was some instances when they stretched into fifty and seventy days, and one good ship coming from Dublin was one hundred and twelve days. She had on board a young clergyman for the late Bishop Mullock's diocese and a clerk for the firm of R. Dwyer; but long as the passage was, the ships all turned up safe and sound, and most of the passengers



RECOLLECTIONS of bygone days recall, above all other things, the old home—the place that sheltered us in youth. We have changed during the years that have intervened but the old home stands just the same, just as substantial, just as bright and cheerful.

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