

Majestic

TO-DAY

ROBERT WARWICK IN "THE DOLLAR MARK" A POWERFUL SOCIAL DRAMA.

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TO-DAY

The Unspeakable Turk Rejects Lausanne Treaty.

French Will Control German Customs Area.—New York Irish Lose Large Quantity of War Munitions.—Crew of Marguerite Ryan Tell Story of Rescue.

REJECTION OF TREATY.

LONDON, Feb. 25. Turkish papers in Constantinople published despatches from the Grand National Assembly, saying that the Lausanne Treaty, signed by the military, demand the rejection of the Lausanne Treaty, says the despatch to the Exchange Telegraph. The despatch adds the Ex-

CUSTOMS RING COMPLETE.

DUSSELDORF, Feb. 25. A part of the plan for closing the Rhine ring around the Rhineland and Ruhr, French troops early this morning took over a small strip of German territory on the right bank of the Rhine. The newly occupied area was a neutral zone separating the Rhine from Cologne, Coblenz and Bonn, and bordered the railroad from Cologne to Mayence on the right bank of the Rhine. This occupation completely cuts off the occupied from unoccupied Germany.

RAILWAY SYSTEM OPERATING.

DUSSELDORF, Feb. 25. Progress is being made by French and Belgians operating the Rhine and Ruhr railway system. Passenger trains are to be run between Dusseldorf and Paris beginning to-day. The lines are operated by French and Belgian workers, some twelve to fifteen thousand of whom are already in the area. To-day, however, as stated at French headquarters, an opportunity would be given German workers to join the railwaymen's Association. Under the full German railway men will be a complete opportunity to return to jobs. Those who refuse will be sent to unoccupied territory on grounds that they constitute a danger to the community. It is estimated there are sixty thousand German railwaymen in Ruhr alone, of whom forty thousand are striking.

RAILWAYMEN'S WAGES.

BERLIN, Feb. 25. French police in civilian clothes taken sixty-five million marks

STOLEN AMMUNITION DISCOVERED.

NEW YORK, Feb. 25. The police late Saturday night seized seventy-five cases of hand grenades and high explosives as they were being loaded from a truck into a basement in the Chelsea Pier District. Later they received one hundred more cases in a river front lodging house, and a few minutes later they uncovered two hundred rifles, twenty machine guns and a large quantity of steel jacket machine gun ammunition in belts. Pandemonium reigned at the lodging house when the police and Federal agents swarmed around and began breaking open the packing cases revealing the contents and ransacking the place for more. Investigators are frank in expressing surprise at the recklessness with which the explosives had been handled and stored. Dozens of hand grenades all primed were in black leather bags hidden behind crude partitions were rifles and machine guns and scantily covered by coal, ammunition was found. Tenants of the lodging house said they had seen the same truck deposit loads in the basement at other times as long ago as last September. Tons of explosives were housed in the building enough to blow up "a fair sized city," as the authorities put it. There was reason to suspect that the munitions were intended for export to Ireland. Other evidence indicated they had been stolen from the Government warehouses in New Jersey and then brought here for disposition.

BOCHUM AGAIN STORM CENTRE.

ESSEN, Feb. 25. The storm centre of the Ruhr has shifted to Bochum. Because of the general hostile attitude of the population a state of siege has been declared and the French moved ten tanks and numbers of machine guns to the centre of the town. Civilians are pro-

hibited from being in the streets after nine o'clock. Last night five hundred persons were arrested for disregarding French orders but were released to-day.

MARGUERITE RYAN'S CREW IN BOSTON.

BOSTON, Feb. 25. A story of rescue in midocean of the crew of the foundering schooner Marguerite Ryan, returning to Trinity, Newfoundland, from Trapani, Sicily, by the British steamship Corinthia to-day, was told by the seamen when they arrived in Boston, on board the steamship San Cil from Cristobal. Encountering a fierce hurricane in January the schooner was stripped of sails and otherwise damaged. The six men on board shovelled for days casting overboard the cargo of two hundred and seventy tons of salt, while for two weeks the schooner was beset by gales. The crew abandoned the vessel in lifeboats and were picked up by the steamship. A torch was applied to the hull of the vessel which was already awash. Reaching Cristobal the British Consul arranged for their passage aboard the San Cil to Boston.

ANOTHER QUAKE.

WASHINGTON, Feb. 26. Another heavy earth shock, apparently centering in the same locality of the tremendous quake that shook the Pacific in February, was recorded early to-day at Georgetown University.

MANY INJURED IN FIRE.

LISBON, Feb. 25. More than seventy were buried in the debris of a burning apartment house in the University town of Coimbra on Saturday night when the roof caved in. A large number of the badly injured were removed to the hospitals.

WANTS TO BE IN AND OUT.

WASHINGTON, Feb. 25. President Harding asked the Senate yesterday to authorize United States membership in the Permanent Court of International Justice, organized under the auspices of the League of Nations. The membership the President recommended would be conditioned on several reservations, including a declaration that no legal relation on the part of the United States to the League "is involved." The President acted on the recommendation of Secretary Hughes who advised that with the reservations stipulated the Government could safely and practically enter the Court without deviating from its traditional policies.

The Rust Fiend at Work.

Hardy sailors of the past have been mystified by strange happenings which, if repeated in the light of modern knowledge, would convince the most sceptical that rusting, like many natural processes, is a form of combustion.

In 1548, the Mary Rose, a British ship, was sunk off Portsmouth by the French. Two hundred and ninety years later, in 1836, guns and cannon balls, which had gone down with the ship, were raised to the surface; and, to the consternation of British sailors who recovered them, the rusted cast-iron balls fell to pieces red-hot as soon as they were exposed to the air. A ship's surgeon who, in 1740, took part in raising some cast-iron guns from the Florida, an Armada vessel sunk off Mall in 1568, when asked to explain why the guns were hot, could only surmise that they must have gone down in the heat of battle and had no time to get cool! Yet they had lain at the bottom of the sea for more than 152 years.

Iron is the most extensively used of all the metals, because each of its various forms combines many useful mechanical properties, including great strength. Unfortunately, it is more liable to corrode in the presence of air and moisture than any other metal.

Millions of Pounds Wasted.

Of the world's output of iron and steel during the sixty years from 1860 to 1920, approximately about 660,000,000 tons were lost by rusting. Taking the average yearly output for that period as 31,000,000 tons, and the average yearly wastage as 11,000,000 tons, the depreciation due to rust was 35 1/2 per cent., or more than one-third of the output. The wastage in 1920 alone was 29,000,000 tons. With the price of coal at £20 per ton, this was equivalent to £580,000,000 sterling; and allowing for ineffective and misapplied efforts to counter the ravages, experts consider the total loss for the year as more than £700,000,000.

In other words, the rust fiend in one year devoured capital, labour, and

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material aggregating more than £700,000,000 sterling.

Rust, too, has been responsible for loss of life which can never be assessed by money values. Bridges, roofs, and other iron and steel structures have collapsed when the rust fiend has been allowed to secure a hold. Boilers have exploded simply because tubes and pipes were allowed to be clogged with rust and scale. Metal rats, even when open to the air, have burst and blown to fragments, because the liquid they contained generated a powerful gas in the pores of the metal.

In cases of shipwreck lives have been lost because the swivels of the davits failed to work when the lifeboats had to be lowered. Sea air and spray corroded the pulleys.

Iron and steel work in railway bridges and tunnels deteriorates very rapidly. Even the best paint is not given a fair chance to harden, because steam and soot from passing engines destroy a good measure of its protective qualities before the paint can dry properly.

Pure White Rust.

To safeguard the Forth Bridge, a staff is specially employed to look out for rust spots. Before paint is applied every particle of rust, dirt, and moisture must first be removed. In the case of rust spots, any apparently good paint round the spot must be scraped away also, because rust has a characteristic habit of eating its way under good paint in much the same way as decay spreads from a small hole in the skin of an apple.

Rust removal is an art in itself. Pneumatic chisels, working with lightning speed on the inner walls of boilers, are operated by one man. In order to remove rust from the outside of tubes, pneumatic hammers are used to strike thousands of blows per hour on the inside.

Rust is a constant nuisance in gas-works, and is mainly responsible for leaks which develop in the gigantic

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lower layers are bluish-black. Under certain conditions absolutely pure white rust can be produced.

Appealing Picture at the Nickel.

"THE MAN WITH TWO MOTHERS" IS FEATURED.

An Irish-American story by Alice Duer Miller, one of America's gayest and happiest story-tellers, "The Man With Two Mothers," with Mary Alden, Cullen Landis and Sylvia Breamer in the leading roles, is the picture at the Nickel Theatre to-day. Mrs. Miller wrote this story directly for the screen and Paul Bern, now editor-in-chief for Goldwyn, directed it.

Mary Alden as the real mother (and Irish at that) of Dennis O'Neill (Cullen Landis) gives another interpretation of motherhood as sharply etched, in its way, as her mother in "The Old Nest." Mr. Landis has a role that is stellar insofar as its requirements are concerned and he meets them with great credit. Sylvia Breamer gives a sympathetic performance as Dennis' sweetheart. Others in the strong Goldwyn cast are Laura Lavanie as Dennis' adopted mother, Hallam Cooly, Fred Huntly, Monti Collins and William Elmer. "The Man With Two Mothers" is an entertaining and wholesome picture that will appeal to every member of the family.

Sagona Still Jammed.

CHANGE OF WIND NEEDED.

The Reid Newfoundland Company received a message yesterday from Captain Tavernor of the Sagona, stating that the ship was still jammed. At noon the ship reported as inside edge Misame Bank, ship jammed. This morning the ship was in the same position. A change of wind is now being awaited.

Don't Let The Government Spring an election on you.
Be Prepared.

For the sum of one dollar Butler Bros., Water Street, St. John's, will give you a copy of

The Political Map of Newfoundland.

Map contains 63 photos of the King, Governor, Member of House of Assembly and Legislative Council; also information about 1919 election, number of voters in each district, and number of votes polled by each candidate.

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