

NEWFOUNDLAND

Shell Company, Ltd.

CAPITAL---\$60,000

In 600 Shares of \$100.00 each.

Paid up Capital will be guaranteed by the Government of Newfoundland against loss.

An order has been received for 20,000 Shells, to be increased when Company is ready to accept further orders, at prices that should give satisfactory returns.

Applications for Stock to be made not later than 4 p.m. Saturday, 4th September, at the Office of F. W. Angel, Water Street, after which a meeting of Subscribers will be held and Board of Directors elected.

aug 31.41

JUST ARRIVED

per Durango:

A splendid variety of Suits. No two patterns alike. These goods were ordered before the big jump in Woollens and our

Customers can have the advantage of OLD PRICES

Our new style sheets for Fall and Winter just to hand.



John Maunday
TAILOR & CLOTHIER
281-283 DUCKWORTH STREET.

LET THE CHILDREN

KODAK

Let them have the fun—the broadening appreciation of the out-of-doors.

Let us show you a suitable Kodak, Premo, or Brownie Camera.

PROMPT DEVELOPING & PRINTING.

TOOTON'S the KODAK Store,

220 WATER STREET.

OCTOBER PATTERNS!

NOW ON SALE.
PICTORIAL PAPER PATTERNS—Easily the leading Pattern of the United States; 8,000 in stock to select from.

10 and 15 cents each.

Fashion Book with free Pattern of your choice, 25c. Cash must accompany outport orders, include 2c. postage.

CHARLES HUTTON, Sole Agent.

392nd Day of the War

TO-DAY'S Messages.

10.45 A.M.

THE SOUTH WALES STRIKE.

LONDON, To-day.—The efforts of the Government to avert a spread of the South Wales coal strike, led to protracted meetings at the Board of Trade Chambers yesterday between Walter Runciman, President of the Board of Trade, and David Lloyd George, Minister of Munitions, and representatives of the miners and coal owners. At the conclusion of the conference no official announcement of the result was made. According to one report the coal owners agreed to the inclusion in Runciman's recent award of those workers to whom the award did not extend, which would mean the strike is settled. According to another report a hitch has arisen in the negotiations which will render necessary another meeting with Runciman this Tuesday morning. Twelve thousand miners are now on strike in the coal fields.

NO REPORT FROM SUBMARINE COMMANDER.

WASHINGTON, To-day.—Press despatches from Berlin, saying Germany has decided upon a policy in connection with the sinking of the Arabic in accord with the recent statement of the Imperial Chancellor, were noted with satisfaction yesterday in official circles here. The Chancellor said if it developed the German submarine commander had gone beyond instructions, Germany would not hesitate to give complete satisfaction to the United States. So far officials here have not received the submarine commander who attacked the Arabic has not yet reported to Berlin. Until this report has been awaited for a reasonable time, the Washington Government does not expect the promised formal communication from the Imperial Government. One despatch reached the State Department to-day from Ambassador Gerard, but Secretary Lansing said it threw no light on the situation.

THE CONSCRIPTION CAMPAIGN.

LONDON, To-day.—The Globe asserts now that it is certain a majority of the Cabinet, led by Lord Curzon, Lloyd George and Winston Churchill, favor conscription. Those still opposed are Premier Asquith, Sir Edward Grey, Sir Simon Harcourt, McKenna, Redman and Balfour, while Lord Kitchener is undecided. The press generally is of the opinion that Kitchener holds the key of the situation and that he will be able to convince Parliament and the people for whichever side he declares. Gibson Bowles, the well-known naval expert, leads an agitation, daily becoming more insistent, demanding an explanation of Sir Edward Grey's remark, replying to Chancellor Bethmann-Holweg, that the freedom of the sea was a reasonable subject for discussion, definition and arrangements made between the nations after the war. Mr. Bowles undoubtedly carried the nation with him when he contends that those seas should be free to all during peace, it is vital to Britain to maintain the freedom for herself during war, while denying her enemies such freedom. Bowles further comments on Grey's had record by this matter, as he is chiefly responsible for the Declaration of London 1907, limiting the right of capture, abolishing the right of confiscation in connection with contraband, which the House of Lords defeated, but which Sir Edward Grey invited the late Government to enforce under an Order in Council at the beginning of the war, until compelled by the force of public opinion to rescind it by a further order on March 11 Act, since when the March order has been evaded in various ways. It is evident that a majority of the Liberals are opposed like Unionists to gag this question.

12.15 P.M.

TIMES' CORRESPONDENT AT TACKS WAR OFFICE.

LONDON, To-day.—The Times' military correspondent makes an attack on the higher direction of the campaign from the British side, which he declares is the subject of severe criticism in the fighting services, pointing to the Antwerp fiasco, the Dardanelles mistakes, and the failure to organize a munition supply. The correspondent says the Cabinet has shown no genius for war. "To put it brutally," the correspondent says, "We have not been governed in a strategic sense. We have merely drifted."

THE DEMONSTRATION AGAINST SERBIA AND ROUMANIA.

LONDON, To-day.—The Chronicle diplomatic correspondent says: "It would be only fulfilling the malicious intentions of the Central Powers to accept the present military demonstration on the frontiers of Serbia and Roumania at its face value. Its purpose in the most favorable circumstances must be more political than military. The expense of the suggested German plans to break through Serbia, even if it prove successful, which is decidedly improbable, would be out of all proportion to the military value of the achievement. Any fresh attack on Serbia would certainly recreate the Balkan League and such a contingency, bringing into action against the Teutonic Powers of over 1,250,000 men, German diplomacy cannot possibly contemplate."

12.45 P.M.

RUSSIANS DEFEAT TURKS.

PETROGAD, To-day.—The following official statement has been issued at the headquarters of the Russian army: On the entire front there have been only minor engagements and changes. During the recent fighting up to August 22, we made prisoners, 84 officers, and 3,000 men, while our cavalry pursuing the Turks on the roads to Boutak sabred over 2,000. We also captured 12 guns and a quantity of war material.

ARABIC INCIDENT CLOSED.

LONDON, To-day.—The German Government considered the Arabic incident closed, and has declared its willingness to punish the commander of the submarine which sank the steamer according to a despatch to the Exchange Telegraph Co.

GERMAN MILITARY DISSATISFIED.

AMSTERDAM, To-day.—According to a correspondence received here from Berlin there is reported to be considerable feeling in German military circles, because of Chancellor Von Bethmann-Holweg's so called weakness towards the United States.

AUSTRIANS RETREAT BEFORE ITALIANS.

MILAN, To-day.—The Austrians are in full retreat at two points. One is in the Valsugano, where they are blowing up bridges and viaducts and destroying all roads and railways as they retire. The other is in the region of the Upper Isorno where the Italian Alpines are wrestling an important mountain summit from the Austrian grip.

Here and There.

FROM LIVERPOOL.—The s.s. Tabasco arrived from Liverpool at 1.30 p.m. to-day after a passage of 9 days, bringing a large mail.

MR. E. HIRST, A.T.C.L., resumes teaching from this date. Lessons given in Piano, Musical Analysis and Harmony. Pupils prepared for local examinations. For particulars apply 55 Prescott St.—aug 31.61.eod

GLENCOE PUT BACK.—The Glencoe, which left Buenos Aires at 12.20 p.m. yesterday going west, had to put back a few hours afterwards owing to the heavy sea raging on the coast. She was at Durango all night and it is presumed she left again early this morning though she was not reported up to 1 p.m. to-day. She is due at Port aux Basques this evening.

Hot Roast Turkey and Chicken Suppers served at McGARRY'S Cafe until midnight. Also, Afternoon Tea served for Ladies and Gentlemen from 4.30 to 6 p.m., until further notice.
aug 31.1f

MAN SUICIDES.—Deputy Minister of Justice Hutchings received a message to-day from Battle Harbor, via agent by Mr. J. Grieve, J.P., intimating that a man named Moses Bright, of the schr. Lilla Young, belonging to a Horwood Lumber Co., had committed suicide yesterday near Cape Charles and that the body was recovered this morning. No particulars of the tragedy were received.

Brutality as a Policy.

(From the New York Tribune.)
The abominable thing about the destruction of the E-13 was the wantonness of the deed, the savagery with which the German turned his machine guns on the unfortunate and helpless crew after the vessel had been abandoned.

The murderous method of German naval officers is one of the most remarkable phenomena of the present war. There can be little doubt that it is deliberate. Quite apart from the exploits of the submarines, it is apparent that great pride is taken in destruction when nothing is gained by it. The Germans have rarely taken prisoners at sea or even attempted to make rescues. When British destroyers set out to pick up the survivors of the Blucher the incident was described in the "Deutsche Tageszeitung" with the contemptuous remark that they "had nothing else to do." The deed was regarded, in short, as a confession of weakness. In their helplessness on the sea the Germans seem to have grown desperate; but it is peculiarly difficult to account for the slaying of the defenceless men of the E-13, because there was nothing whatever to be gained by the slaughter. In a word, it is clear that brutality is a deliberate and carefully considered policy of the German navy.

A German Tribute.

Max von Harden, a German journalist of note, pays a remarkable tribute to the British, and which, coming from a German, is simply marvellous. He says: "Any German, who has seen on a Swiss mountain railway next to a Liverpool tailor got up like a lord, or has regarded our comic papers as fount of wisdom, thinks he knows Britain and the British. They have Hucksters' souls, are deceitful and cowardly, are unsocial, surly, and splenetic, never aspire to higher things, have minds only for sport, foolery and money-making. That is the popular view. . . . Let us give praise where it is due. Hucksters' souls, I was of the opinion of our countrymen and tills that they thought when they

imperilled their national life and sacrificed their sovereigns by the hundred million to destroy Bonaparte, to whose overwhelming will they alone among the peoples of Europe would not submit themselves. And in some dark hour the foundations of the British Empire should be threatened, strong men of Anglo-Saxon stock will hurry to its aid from every corner of the globe to show to mankind at large that the might of this people is indeed unconquerable."

The Battleship of the Future.

Comes now C. W. Miller, of North Pittsburg, an inventor with an imposing array of patents behind his name, to suggest a fighting craft that, in the opinion of disinterested experts who have examined his plans, bids fair to revolutionize all ideas of modern steel-clad battleships. Profiting from the lessons of the present war, in brief Mr. Miller would build a vessel costing one-third that of the modern super-dreadnought, having greater speed, one revolving turret, two or four sixteen or eighteen inch guns and a little steel plate. In other words, his ship would be designed solely for speed and gun range. He argues that two twenty-mile guns could outfit anything else afloat, because the ship's speed would enable it to pick its own range, escape if worsted, and at the same time throw enormous shells into an opponent not even visible from the decks.

The Miller craft would be a combination of the battle cruiser and the old-type monitor. Keeping out of range of an enemy fleet, only poor marksmanship would prevent it from picking of the foe's boats and sinking them one at a time. With a speed of twenty-eight to thirty-five knots, easily possible because of the boat's lightness and great engine capacity, it could, with its big guns, sink the enemy without itself being exposed to the fourteen and fifteen-inch guns now placed on dreadnoughts.

The one turret would be revolving and disappearing. Hydraulic pressure would raise and lower the turret, as it would the bridge, or conning tower. With the turret lowered, the Miller craft would present to the enemy only the bare surface of its deck. The guns would disappear within the turret.

With Diesel engines for power and oil for fuel, Mr. Miller figures that the ship could carry enough fuel to take it around the world. With only one turret, the space available for fuel, engines and other machinery would be ample.

As the inventor points out, such a craft would not be for joy riding, but for fighting and running. It would be a solid, substantial, efficient fighting machine and nothing else.

A few small guns, projecting from side turrets, would serve to keep off the attacks of small craft. With six five-inch guns on each side the Miller craft would keep torpedo boats and submarines away. The two sixteen or eighteen inch guns would be reserved for long range fighting.

Mr. Miller says: "Summing up the advantages of such design I point out that there would be:

"At least a fifty per cent lowering in cost and possibly more saving than that."
"A corresponding saving in time of construction."
"Less room required for fuel and greater efficiency of fuel application."
"A considerable reduction in the number of men required to man the boat, therefore, a lower cost of operation, provisioning, etc."

"A greater elasticity of action owing to speed and lightness of craft."
"A gun range of such character as to eliminate the necessity of huge batteries of guns of lower efficiency and the effectiveness of which is quadrupled by the revolving turret method of installation."

"Comparative immunity from attack and disablement is not at the present time obtained under modern methods of construction, but is manifestly available by the disappearing turret and conning tower application."—St. Louis "Republic."

Household Notes.

Frozen rice pudding makes a wholesome and cooling dessert for a hot day.

Toasted crackers spread with peanut butter makes a good luncheon sandwich.

Underwear should be ironed on the right side; colored clothes on the wrong side.
Slices of onion placed over the lamb before it is roasted will give it a good flavor.

Use as little flour as you possibly can in making corn fritters, and they will be tender.
Apples and onions shredded together make a sandwich filling that many people like.

DIED.

Yesterday afternoon, of meningitis, George Blatch, son of Janie L. and W. H. Peters, aged 5 years.
This morning, after a long illness, Jessie A., second daughter of the late John and Grace Lester. Funeral at 2 p.m. on Thursday, from her late residence, Mount Pearl.—"News."

Have you tried the new Kismet Blended Cigarette?

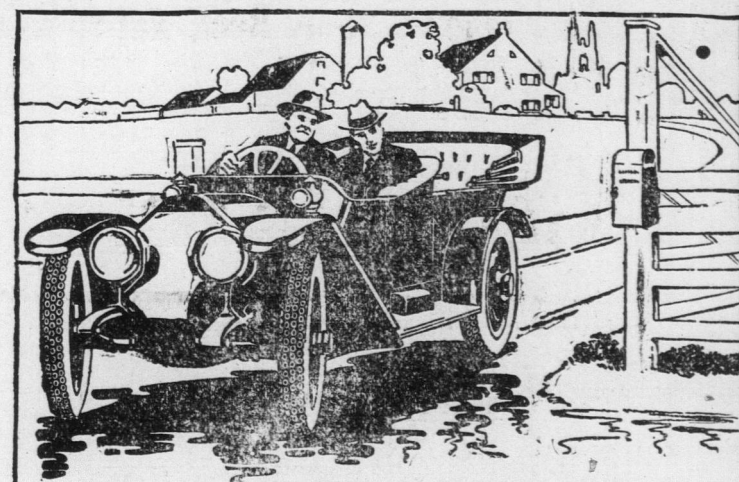
Kismet Blended gives you an entirely new Cigarette. You have no idea how delightful a Cigarette can be, until you have tried our New Turkish Blended.

They do not bite the tongue or parch the throat. Kismet Blended is an ideal all-the-time smoke which leaves no after-taste in the mouth.

Kismet Blended Cigarettes are packed 10 in a box including a valuable lace insert. Ask your dealer for Kismet Blended next time, the red box with the Blended Caution Band.

15 cents a box.

Imperial Tobacco Co.
(Newfoundland) Ltd.

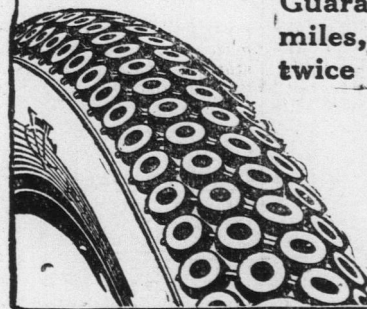


PENNSYLVANIA Oilproof VACUUM CUP TIRES

Heaviest and strongest tires made, per rated sizes.

Built extra strong—for sturdy service on bad roads. Positively safe—GUARANTEED not to skid on wet or greasy pavements. OILPROOF—they save you money by preventing oil rot and tread softening.

Guaranteed for 6,000 actual miles, V. C.'s average nearer twice this distance.



Bishop, Sons
& Co., Ltd.,
Sole Agents



Ford Repair Garage

Cor. George and Prince's Streets.

We have opened a Garage for the repairing of Ford Cars. Spare parts and work will be done at lowest possible prices.

GEORGE M. BARR.

J. J. St. John.

45c.—The Real Irish Butter—45c.

Just landed ex s.s. Durango from the Killarney Lakes, another shipment of the best IRISH BUTTER, which is little cheaper, retailing at 45c. lb.
500 dozen Nicely Perfumed

Toilet Soap,

12 doz. boxes. Price 35c. doz.

J. J. ST. JOHN,
DUCKWORTH ST. & LEMARCHANT ROAD.