Most Delicious

North Star
Sugar Cured
Boneless
Breakfast Bacon.

Imported fresh from Boston by each steamer. Will give you utmost satisfaction.

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SQUID O.H.
Neyle's Patent Small Shore Pin Squid Jigs.
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Grapnell Squid Jigs, 20 hook.
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SQUID SEDS,
Yellow and Red.

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Just received—No. 13, 14, 15 and 16 trawl Hooks.

HAND LINE HOOKS.
Large Quarter Round and Kirby.
Extra Quarter Round.
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Flattened and Ringed Hand Hooks.

WOOL CARDS.
New stock of cheap Wool Cards.

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Black Patched American.

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5 and 6 inch, 15 thread.

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Best quality English Nash and B. Y.

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CLOTHES PINS.
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Ship Rigging and Sparring. All classes of lifting on buildings. Radio and Flag Poles erected, painted and repaired. We have in stock Wireless and Radio Poles.
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MINARD'S LINIMENT FOR DISTEMPER.

Stock Market News

NEW YORK, July 29.

TO-DAY'S OPENING.

American Smelters	69⅝
Baldwin	119⅛
Anoconda	36⅜
Kennecott	46⅝
Marine Pfd.	36
Mon. Ward	35⅝
Punta Sugar	55⅛
Sinclair	17½
Southern Pacific	95¾
Studebaker	38
Tobacco Products	64¼
Union Pacific	143½
U.S. Steel	103⅞
Cuban Cane Sugar Pfd.	66¾
Great Northern	88½
Rubber 1st Pfd.	83
Sub. Boat	9¼
Stewart Warner	53⅛

MONTREAL OPENING.

Brazilian	48
Laurentide Power	85
Monteal Power	172
Shawinigan	129½
Can. Steel	73¾

CHANDLER MOTOR.

Earned Over $4 A Share In First Half Year.

(Boston News Bureau, July 24, 1924.)

BOSTON—Earnings of Chandler Motor Car Company for first six months was somewhat in excess of dividend requirements. Interests close to the company estimate net at around $1,250,000 or in excess of $4 a share on 280,000 shares, against dividend requirement of $3 semi-annually. In first six months of 1923 Chandler earned $6.87 a share and $.47 in last six months.

It has been producing in excess of 40 cars a day, with production closely following actual demand. At no time this year has Chandler allowed the practice of forcing cars on dealers, with result that there has been no backing up of unsold cars at factory to cause a sudden slump or curtailment in production. Operations have been maintained on even keel, with satisfactory effects on profits.

Although first six months' earnings this year are below 1923, outlook for the second half of the year is somewhat better than in corresponding period of last year. In last six months of 1923 the company had to meet heavy expenditures in connection with development of its traffic transmission on new models. Earnings for the period were less than 20% of the total earned in the first six months. This year the company has made only minor refinements on its new models, introduced in June. Cost of these will not involve heavy charges against earnings. Prices of new models were advanced approximately $100, which should be reflected in earnings the last half of the current year if demand continues to maintain the improvement shown by recent sales.

While Chandler has been lagging behind the rest of the motor group and selling within seven points of its lowest price this year because of uncertainty over maintenance of present $6 dividend, it is said current operations indicate the company will earn a margin over its full year's dividend requirement and there is little to justify belief that a reduction is in prospect.

(Financial Times, July 18.)

SOUTHERN CANADA POWER.

This company is making its way rapidly among the power companies of Canada, branching out from a small beginning in a small area until it has won a commanding place in the Eastern Townships. At the present time it is developing a 30,000 h.p. plant at Hemming's Falls. A feature of the growth of the company has been the unusual success it has met with in inducing industries, a large number of them branches of United States concerns, to locate in areas contiguous to their distributing lines. In this way the company has increased its sale of power very considerably. Company has carried on a successful campaign also along original lines for Canada, in inducing its customers to invest in its various securities. The statement of earnings shows a consistent growth that must impress the investor. A report issued during the present week for the twelve months ending May 31, showed gross of $1,013,043, an increase of over $109,000 and net of $550,000, comparing with $489,950. It is stated that an offering of shares will be made in the fall to the company's employees. The common stock was one of the leaders in showing gains on the Stock Exchange during the past year and paid an initial dividend. This stock should be held for a considerable increase in price and the preferred should also continue strong. The company is excellently managed and should have a bright future.

OTTAWA POWER.

In a rise to a higher dividend and higher market levels this stock was checked last year by an inability of the company to secure an adequate supply of power and also by revelations of unprofitable price-cutting that resulted from unwise rate-fixing on the part of the competitive hydro system. A recent contract with the Ottawa and Pull Company will guarantee a sufficient supply of power and recent financing through perferred stock has wiped out a number of bonds with a high coupon rate and provided further working capital. With the removal of unfavorable conditions, Ottawa Power should once again resume its upward movement in earnings and in market position.

LAURENTIDE POWER.

With the total output of power distributed to two customers, both closely associated with it, the earning power of Laurentide Power Company on bonds and stock, remains assured. The securities have now reached the position of a reasonably safe investment with some, although not marked possibilities for further appreciation.

(From Boston News Bureau, July 18th, 1924)

NEW HAVEN RAILROAD.

Possibility of Buying of Stock by Pennsylvania Interests.

Boston—The buying of New Haven Railroad stock which has pushed the price up to 27¼, the highest at which it has sold since 1922 when it touched 35¼, has undoubtedly been of important character. It is apparently something more than a mere speculative move.

A substantial amount of buying has come from Philadelphia, and it is understood that a big block of stock has been taken out of the market. Interests affiliated with the Pennsylvania Railroad are believed to have been purchasers.

It is true that rumors of Pennsylvania buying have frequently cropped up in the past in connection with any particular strength in New Haven, only to meet with denial by President Rea or other officials. The Pennsylvania Railroad have appeared as the holder of record of 53,125 shares of New Haven stock for a number of years past.

There are certain factors which lend more color to the theory of Pennsylvania buying at this time than has been the case in recent years. It is not to be supposed that the Pennsylvania wishes to obtain an actual majority of the stock for the purpose of gaining control, but acquisition of an additional block of stock would give it a more influential position with respect to the road. And there are reasons why this might be desired.

The railroad consolidation proposition is coming to a head, as evidenced by the Nickel Plate and other developments, and the indication that the Interstate Commerce Commission will before long publish its amended plan of consolidation. One of the most troublesome problems in connection with consolidations lies in the eastern district. It is known that there have been conferences recently among trunk line executives for the purpose of making certain recommendations to the Interstate Commerce Commission.

It is strongly believed in some quarters that out of the roads in trunk line territory four big systems, and possibly a fifth will eventually emerge. These would comprise chiefly the Pennsylvania, New York Central, Baltimore and Ohio and the New Nickel Plate-Erie combination, with other roads either falling into these groups or forming possibly a fifth system.

There is possibility that there may be a consolidation of New England roads, and that the important trunk lines will hold a minority stock interest in such a consolidated corporation. One theory is that such an arrangement would help to solve the troublesome rate divisions question, which although decided in favor of New England roads, is not yet settled and has failed to meet the requirements. New England roads are arguing before examiners of the Interstate Commerce Commission for a broadening of the scope of the original order and for some further increases.

Oporto Stocks

	July 28
British	26,685
Consumption	2,050
Norwegian	67,829
Consumption	4,572

Entered but not included in stocks—Arnold Douglas, A. H. Whitman, Lady St. John, Astra.

GENTLEMEN:—
THIS IS OUR BARGAIN WEEK TO YOU FOR
Shirts and Caps

and we are showing most exclusive lines with attractive prices. For a short time we are giving a 15 per cent. reduction on above lines, and consequently you can buy a good Shirt or Cap from us from $1.25 up. See our Striped and Plain Blue English Broad Cloth Shirts, at $3.50.

E. D. SPURRELL
365 Water Street
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WM. SPURRELL
210 Duckworth St.
Branch: Grand Falls.

Seal-Hunter Thetis

UNDERGOING EXTENSIVE REPAIRS.

The sealing ship Thetis which received a squeeze whilst at the icefield this past spring is now receiving a thorough overhaul at the Southside premises of the owners, Messrs. Job Bros. Ltd. The work has been in progress for some time under the direction of shipwright Butler and a large staff of men. The hull amidships is being stripped of its sheathing, the main planking has been removed in order that the lumber may be examined. According to Mr. Butler all the latter are in as sound and as good a condition as forty years ago, when they were first placed to frame the ship. The main planking which was smashed last year has been removed and new pieces are being put in place. The main deck of the ship has been practically renewed with all new timbers. A big alteration in the ship is being made by the removal of the deck house, which formerly covered the forward part of the ship. In addition to the foregoing the ship will be newly planked from the sheething up to the covering board. The work will occupy about three months and when completed the ship will be as good as when she first came to the country. Capt. W. Winsor who has paid several visits to the ship recently expresses himself as well pleased with the work.

RICHARD HUDNUT
THREE FLOWERS VANISHING CREAM
The Base Ideal before applying Face Powder. Delicately scented with THREE FLOWERS PERFUME

MacDonald Holds Record

FOR SPEECH IN COMMONS.

LONDON, July 17 (A.P.)—Premier MacDonald has talked more in the House of Commons than anyone else, and is 31 columns of the official report of the Parliamentary Gazette ahead of his nearest competitor. According to the record from January to the Easter recess, the Premier's speeches covered 126 columns, William Graham, financial secretary to the treasury, being next with 95 columns and Sir Kingsley Wood third with 76 columns. Lloyd George only filled 47 columns, and Henry Asquith 36, while Stanley Baldwin takes fifteenth place with 46 columns.

It is noted that the Clydeside members are comparatively reticent, Tom Johnstone and Neil MacLean filling only 30 columns each. James Kirkwood is not mentioned, because only those who can fill 20 columns are recorded.

In the matter of asking questions, Commander Kenworthy easily holds first with 239 questions, or 108 more than Sir Kingsley Wood, who is second on the list.

With power and office comes criticism, and this is indicated by the number of oral questions answered, the premier having 561 answers to his credit, Minister of Health John Wheatley 288, and Minister of Labor Tom Shaw 282.

GASOLINE AT SILVERLOCKS—Navy Test, 40c. per gallon; High Test, 45c. per gallon.—july29,5i,eod

Mystery Plays Most Popular on Broadway

A TOUCH OF MYSTERY IN "HIS WIFE'S HUSBAND."

There's a well developed thread of mystery in "His Wife's Husband," society drama which is being presented at the Nickel Theatre, and in which Betty Blythe is being starred.

Mystery plays are the most popular stage plays of the day, if the packed houses which force long runs on Broadway, New York City, are a criterion. "Morosco's production, "The Bat," has been running for two years; and another mystery play, "The Cat and the Canary," seems likely to remain for indefinite presentation, perhaps equalling "The Bat," in popularity. On the screen the mystery thread can be given even gerater suspense than on the stage; by this token, while "His Wife's Husband" is a society drama essentially, with an incidental touch of mystery, this touch develops into suspense as keen as that in "The Bat," and adds considerably to one's enjoyment of the picture.

"His Wife's Husband" tells the story of a beautiful girl whose first was a marriage of convenience—to a man who was attracted by her physical charms and whom she left as dead on the evening of her wedding, and whose second marriage was a love match resulting in a supreme happiness which was threatened by the appearance of a man bearing a startling resemblance to her first husband. The mystery thread is woven in at this juncture and keys the picture to a high pitch of dramatic emotionalism.

MINARD'S LINIMENT FOR DISTEMPER.

Great Emotional Drama at THE NICKEL To-day

A PICTURE YOU CANNOT AFFORD TO MISS.

Betty Blythe in
HIS WIFE'S HUSBAND
A Pyramid Picture

The most captivating and fascinating picture of Betty Blythe's career—a society drama tingling with mystery, vibrant with emotion, and startling in its revelations—lavish in its settings and in the display of gowns and finery.

NEAL BURNS In a Two-Act Christie Comedy. A Riot of Fun. **"BACK TO THE WOODS"**

SOON:—George Arliss in "THE GREEN GODDESS"; Harold Lloyd in "GIRL SHY" and "SCARAMOUCHE" featuring RAMON NAVARRO.

Forgetting Safety First

The Safety First Week, early in the summer, was effective in its way, without a doubt, careful people being yet more careful, but even then there were accidents, including deaths. Since then the street tragedies have continued and increased. Pople are knocked down every day and automobiles crash into each other and into street cars, the latter of which is a very foolish thing for a motor car to do, for the only vehicle that can defy a street car of the Montreal Tramways is a steam roller, and they are few and far between and only work on occasions. The cause of all the accidents is recklessness or carelessness. At any hour almost an observer may see some one violating the traffic regulations; and while this state of affairs exists there will be deaths and maimings. So notorious is the situation that Mr. Arthur Gaboury, manager of the Province of Quebec Safety League, "Safety First Gaboury," declared in an address before the Lions Club, at the Mount Royal Hotel, that already this year there had been a twenty-six per cent. increase in the number of street fatalities in Montreal, and he said he would not be surprised to see last year's record of 77 deaths increased to 150. That would mean an average of three killings weekly, and far more maimings. Mr. Gaboury is not an alarmist and he speaks officially as head of the Safety League. His warning and his plea for precaution ought to attract wide attention and bring an improvement. It is a terrible thing to kill a person, even accidently, and the man who is careless on the streets is running the risk of bringing death to other persons or to himself. The way to stop the tragedies is for everyone to drive and walk carefully and give strict heed to the traffic regulations. This is the duty of every individual in Montreal.—Review.

Clothes Make the Man

HISTORY CAN PROVIDE AN EVEN MORE STARTLING CASE THAN THAT OF THE GIRL-WAITER.

Is it possible to imagine a more amazing life-story than that of the young woman whose recent death disclosed the secret that she had spent the last ten years of her life as "waiter" in a Soho restaurant?

Not even the most imaginative novelist could conceive this idea and carry it, logically and unsentimentally, to its proper conclusion—death. Fancy cannot reach as far, and fiction looks a fool!

"Ernest Wood" kept her amazing secret for ten years. She was a slight, attractive youth, a clever "waiter," working and living in the same quarters as the men.

Betrayed by Death.

She would often talk jokingly of her "girls," and one girl who responded to the "waiter's" smile said, after "his" death, that he seemed to know as much about girls, their thoughts and vagaries, that she had often been amazed at "his" cleverness.

And then Death broadcasts her secret, kept so zealously, and so well!

More amazing still, perhaps, is the unique and incredible story of a man, the Chevalier D'Eon, who spent his life alternately as a cavalry officer and a Court "beauty."

The story of the Chevalier D'Eon is, in fact, so strange that it would be rightly unbelievable but for the authentic records in diaries and museums that prove it to the hilt.

About 1763, after a distinguished Army career, the Chevalier D'Eon was sent to England from the Court of Louis XV., as temporary French Ambassador to the Court of George III.

"Madam D'Eon."

He remained in England several years. Suddenly, one bright morning—as the novelettes have it—a lawsuit took place which, to say the least of it, startled the country. A man, on evidence that seemed to him conclusive, betted a wager that the chevalier was a woman, and brought an action to recover the amount of the bet. A great deal of evidence, much more curious than edifying, was brought forward, and it was maintained by the defendant that the case ought to be dismissed as a gambling, indecent, and unnecessary proceeding.

D'Eon from that moment began to be known as Madame D'Eon, and assumed female attire!

"She" gave as her reason that she had chosen a boy's career in order to advance her prospects in life. When a "young man" she was introduced to the Prince de Conti, who introduced her to Louis XV. Louis at that time wanted to form an alliance with Russia—a difficult task that needed a little preliminary intrigue. D'Eon was selected for the delicate position.

Betting on His Sex.

Report has it that Louis was made acquainted with the real sex of the chevalier. Be this as it may, D'Eon made two distinct visits to Russia, the first time dressed as a woman—a remarkably pretty and fascinating woman—the second time as a man, unrecognized as his "former self." So well did he succeed in his political mission that he received a pension for life, together with a lieutenancy in the Dragoons from Louis.

Bets to the amount of £70,000 depending on the question of his sex were made during his lifetime. From 1775 till the time of his death, in 1810, he resided in England, wearing the high powdered wigs and flowing satin skirts of the period, a handsome, middle-aged woman, the subject of innumerable rumours, duels, and monetary losses, by speculative acquaintances.

At length the newspapers announced the death of "the famous Chevalier D'Eon,' in Millman Street Foundling Hospital. The country was agog; bets were so thick it might have been a glorified Derby Day.

And then, and not till then, was it properly known that he was really and properly Chevalier D'Eon, who had so often and so successfully, and for reasons so little known, passed himself off as a woman.

Surely beside this astonishing case that of "Ernest Wood" is completely eclipsed!

Roman-striped silk is used for blouses worn with pleated white skirts.

Plaids, stripes and printed patterns seem to be holding their popularity.

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A total of over 100,000,000 Feet of this Belting has been manufactured. It has been shipped to every port in the Seven Seas, and not one failure recorded!

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"CAMEL" FIRE HOSE. SUCTION HOSE.
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WM. HEAP & Co., Ltd.
'PHONE 1830. AGENTS for NFLD.
mar8,eod

Unclaimed Letters List G.P.O.

B
Barrett, Miss A., Gower St.
Bannister, Miss, Topsail Rd.
Barron, Mr. Martin, Cuddihy St.
Bartlett, Miss E., Box 136.
Blackmore, Cyril L., St. John's.
Brothers, Miss Mary, Duckworth St.
Brothers, Miss, Nagle's Hill.
Bullen, Jan B., c/o Ayre & Sons.
Butt, Miss C. M., Allandale Rd.
Burke, Miss F., Pennywell Rd.
Bishop, Mr. C., P.O. Box 845.

C
Callahan, Miss S., St. John's.
Clark, Mr. A., King's Rd.
Clark, Aggie, (C), St. John's West.
Clements, William c/o G. Delivery.
Critch, Mrs. A., (late) G. Hospital.
Collins, Mrs. Wesley, 12——? St.
Codner, Miss B. M., Monkstown Rd.
Coyle, H. W., c/o G. Delivery.
Collins, Miss E., Circular Rd.
Conway, Mr. Jack, G. Delivery.
Colliards, Miss, (late) G. Hospital.
Cullen, Mrs. W. B., c/o G. P. Office.
Churchill, Mr. S., Chapel St.
Curren, Miss M, Winter Ave.

D
Duffie, Mr. Peter, St. John's East.

E
Evens, Mr. Burns, Cook St.
English, Miss Annie, Water St.
Ebbs, Mr. Wm., Spencer St.
Elliott, Miss A. M., Circular Rd.

F
Frampton, Mr. Martin, Belvedere St.
Finn, Mrs. L. C., Job's St.
Flynn, Miss Lily, c/o G.P.O.

G
Gaherty, Miss Mary, Duckworth St.
Gallant, Mr. I., Prince's St.
Grant, J. M. & C. W. Hope, St. John's.
Garland, Miss S., Gower St.
Green, Mr. Thos., Codner's Lane.
Griffen, Miss F., St. John's.

H
Hanlon, Miss C., Monkstown Rd.
Halfyard, Mr. A., Newtown Rd.
Hartery, Mrs. Wm., Barter's Hill.
Hartery, Miss A. Hamilton St.
Harris, H. Garfield, City.
Hiller, Miss N., Southside.
Hiscock, Miss M. J., c/o Post Office.
Hopgood, Mr., c/o G. Delivery.
Horwood, Stewart, c/o G. Delivery.
Huske, Miss F., Casey St.
Hudson, Miss L., Power St.

J
Jacobs, Miss C., Barnes' Rd.
?————, Mr. Leander, c/o G. Delivery.
Joy, Mr. Joseph, (late) G. Hospital.
Johnson, Miss V., Flower Hill.

K
Kane, Miss L., Hamilton St.
Kellon, R. E., G. P. Office.
Kelley, Mr. Wm, Brazil's Square.
Keefe, Capt. Wm., Spencer St.
Kelley, W., St. John's.
Kennedy, W. J., New Gower St.

L
Lrayer, Mr. Thos., c/o G. Delivery.
Lester, Miss M., Patrick St.
Lundrigan, Mrs. C., Gower St.
Lane, Mrs. J., Seaman's Institute.

Mc
MacKenzie, Mr. Angus, St. John's.
McCarthy, Miss M., Gower St.
McNeil, Miss D., Carter's Hill.
McCarthy, Miss E., Newtown Rd.

M
Martin, Mr. Jas., Newtown Rd.
Mercer, Mrs. Wm., Carter's Hill.
Mercer, Miss S., P.O. Box, East.
More, Chas., St. John's.
Morgan, Chas., G. Delivery.
Moores, Mr. L., New Gower St.
Moyles, Mrs. E., Rennies' Mill Rd.
Moxley, Miss G., c/o G.P. Office.
Morris, Miss A., Parade St.
Mullard, Miss S., late G. Hospital.

N
Nash, Mrs. A., ?————, Hill.
Newell, Mr. Jack, Spencer St.
Nolfter, Mr., c/o G.P.O.

O
O'Reilly, Miss K., St. John's.
Osburn, Mr. S., Carter's Hill.
Osbourne, Martin, Carter's Hill.
Olford, Mrs. A., No. 1——?. Rd.

P
Pann, Mrs. M., Bulley St.
Penney, Miss M., Southside.
Penney, Miss I., Freshwater Rd.
Peyton, Mrs. H., Water St.
Peterson, Mrs. L., Barter's Hill.
Penney, Miss B., Military Rd.
Peddle, Mrs. A., St. John's.
Pecford, Mr. Ed., G.P.O.
Phillips, John, G., Dry Dock.
Pike, L., St. John's.
Power, Mrs. Thos., Gower St.
Power, Mr. J., Hutchins St.

R
Randell, Miss M., Water St., East.
Raymond, Nellie, St. John's.
Reid, Miss Lucy, Water St.
Rodway, Mrs. A., LeMarchant Rd.
Rogers, Miss J., St. John's.
Robertson, T. J., Alex. St.
Roche, Mr. Wm., (late) Topsail.
Royce, Martin, St. John's.

S
Sparkes, Mr. J., Southside Battery.
Slaney, Mrs. G., Withworth St.
Sparks, Mr. Reg., St. John's.
Shea, Miss L., Water St.
Stevens, Miss M., Gower St.
Sexton, Miss A., P.O. Box 195.
Sealy, John, St. John's.
Stetson, Mr. H., St. John's.
Smith, Mr. John L., G. Delivery.
Siroir, Lambert, St. John's.
Spriell, Mr. E., Flower Hill.
Snow, Mrs. John E., Parade St.
Stowe, Miss Alice, c/o G.P.O.
Short, Mr. James, Casey St.
Somerton, Mrs. E., Spencer St.
Somers, Mrs. Wm., Queen's Rd.
Squires (?), Mrs. L., Field St.

W
Walsh, E.J., St. John's.
Walsh, Mrs., Allandale Rd.
Walsh, Miss M., Water St.
Walsh, Mr. M., Bond St.
Walsh, Miss Ida, Quidi Vidi Rd.
Wellman, Mrs. Ed., Circular Rd.
Wiseman, Miss S., Bannerman St.
Whiller, Mrs. E., Cook St.

Y
Young, Mrs. John, St. John's.