

Bon Marche Anniversary Sale

This month will be the Banner Month for the year, and to show the public we still stand for Lower Prices, we quote you just a few of our many Specials we have put on this month.

CLEAN UP AND KEEP CLEAN!

We have a range of Curtain Scrims that is bound to make the house look clean at very little cost. A special double width Scrim, all White with border, at 15c. yard.

A range of Coloured Scrims, at 17c. yard.

Special range of 36" Coloured Cretonne, the newest thing for Drapes, at 25c. yard.

Special English Curtains, 2 1/2 yards long \$1.95 Pr.

Special English Curtain Net, 40" wide, at 35c. yard.

See our range of Gingham, Prints, etc., for House Dresses and Children's Dresses, at 16c. yard.

WE STILL LEAD WITH LOWER VALUES!

BON MARCHE

13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Roman Shawls Scarves!

— ALSO —

Novelties in Italian Silver, Silk and Leather Craft, admirably suited for Wedding Gifts and Souvenirs.

A. M. Penman Co.

Duckworth Street (opp. Crosbie Hotel).

th.11

A SNAP IN MEN'S BOOTS

Price, \$5.50.
GOODYEAR WELT.



900 PAIRS MEN'S DARK TAN GOODYEAR WELTED BOOTS—Rubber Heels, for

\$5.50 the pair

AT SMALLWOOD'S BIG SHOE SALE.

This Boot is easily worth one dollar a pair more.

SECURE YOUR SIZE TO-DAY.

F. SMALLWOOD,

218 and 220 WATER STREET.

13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Don't Say Paper, Say the Evening Telegram.

STOCK MARKET NEWS

Furnished by Johnston & Ward, Board of Trade Building, Water Street

NEW YORK, July 16.

TO-DAY'S OPENING.

Baldwin	116 1/4
C. P. R.	142 3/4
California Petroleum	28 1/4
Certainteed	52 1/4
General Motors	85 1/4
Happiness	8
Overland Corp.	20
Pacific Oil	67 1/4
Radio	57 1/4
Sinclair	22 1/4
Studebaker	48 1/4
Union Pacific	139 1/4
U. S. Steel	117 1/4

MONTREAL OPENING.

Brazilian	57 1/4
Montreal Power	129 1/4
Brownies	45
Winnipeg Electric	50

GOLD STOCKS.

Tongah Oakes	32
Vipond	105
Wassapika	1
Kelley	176
Premier	212
Kirkland	28 1/4
Hollinger	14 1/4

TOBACCO PRODUCTS.

NEW YORK.—Developments in United Cigar Stores point to possibility of some form of extra distribution this year. This may take the shape of an extra cash or stock dividend or a re-

vision of present dividend rate of 35 in cash and 5 p.c. in stock dividends. Any distribution would undoubtedly have the real estate branch of the business as its source. Tobacco Products as holder of 99 p.c. of United Cigar Stores would be reaping the largest benefit. If such a thing comes to pass, it is quite probable that United in turn might make a distribution to its holders.

Although so far as known it is the intention to maintain the regular annual rates of 7 on class A common and 5 on common, it is not impossible that some distribution of stocks held in treasury may be made. Pres. Yulice, of Tobacco Products indicated such a possibility over a year ago in his report to stockholders.

Whether this might mean distribution of stock dividends received from United Cigar Stores or other securities such as Happiness Candy or Philip Morris is problematical. At any rate none of United Cigar common has been disposed of, holdings remaining intact.

United Cigar Stores is forging ahead this year in sales and earnings, and may break the record established last year. Consequently it is not at all illogical to look for some sort of benefit to stockholders in the not distant future. And by virtue of 90 p.c. control of common, "stockholders" really mean Tobacco Products Corp. and holders of its shares.

Canadian Marine Insurance

SHIPS USING PORT OF HALIFAX NOT REQUIRED TO PAY ADDITIONAL PREMIUM.

OTTAWA, July 6.—The details of the conclusions reached by the Imperial Shipping Committee in its second report on Canadian marine insurance have just been made public in this country. The conclusions are four:

(1) The port of Saint John should have consideration given to it by British Marine Underwriters as it is at present under the disadvantage of the British North American Warranty which requires ships using the port to pay additional insurance premium; (2) Prince Rupert, B.C., had been treated "less favorably than circumstances would appear to require in the matter of the North Pacific Warranty," which requires additional premiums upon ships using certain ports; (3) Systematic records of ship casualties on the St. Lawrence should be kept; (4) In marine insurance warranties the term "British North American" might be omitted to avoid the impression that the warranty was based on political jurisdiction.

The Imperial Shipping Committee has had under investigation a complaint of the Canadian Government in regard to discrimination in marine insurance rates against Canadian Atlantic ports. In the spring of 1924 all Canadian Atlantic ports were under the British North American Warranty requiring additional insurance premiums but in its first report the Imperial Shipping Committee was able to announce that the disadvantage would not apply to Halifax, and that the month of October was included in the summer season.

The question at issue was whether or not the joint Hull Committee of British Marine Underwriters were justified in maintaining the British North American Warranty on the grounds of the physical risks to ships using the St. Lawrence and the dangers involved in rounding the Southern end of Nova Scotia on the way to St. John. The report dealt with all phases of the St. Lawrence and its approaches and with the numerous improved aids to navigation.

The gross tonnage of foreign going vessels lost in the St. Lawrence and its approaches during the past six years was 34,100 tons as compared with 4,981 tons on the coast between Cape Hatteras and the international boundary; states the report. "The presumption therefore is in favor of the present differential but we recognize that the evidence before us is incomplete."

Norway Reports Device

THAT HAS HELPED LIQUOR SMUGGLERS.

OSLO, Norway.—An ingenious procedure whereby smugglers operating off the coasts of Norway have been successful in smuggling large quantities of liquor into the country, has been discovered by the Norwegian customs officers.

The device, known to the trade as the corkerow, consists of a long torpedo-shaped iron cylinder, capable of holding a hundred cans of liquor, which is towed at some distance from the smuggling vessel by a thin cable. The cylinder is so weighted that it remains hidden below the surface of the water. A ship engaged in rum running can thus be searched and nothing illicit found on board. In an emergency the cylinder always can be cast loose.

Mr. J. H. Thomas's Appeal

COOL HEADS NEEDED IN TRADE CRISIS.

Speaking at Derby Mr. J. H. Thomas M.P., political secretary of the National Union of Railwaymen, said: "Either a lockout or a strike in our present economic position would be absolutely disastrous to the future of the country, and God knows what the end of it would be."

I believe that it is the duty not only of the coal owners and the miners but of the Government as well to realize the gravity of the situation and not talk in a spirit of desperation, as if there has got to be a fight to the bitter end. The bad position, not only of the coal but also of the steel trade, has found its reflex in the railway returns, and it is no good to run away from facts. Those of us whose duty it is to watch these returns cannot be other than disturbed by the tremendous volume of decrease in railway traffic during the past twelve months.

The railway companies have taken the unprecedented step of inviting all the men's representatives to meet them in conference to have a free and full talk and to put all the cards on the table.

I think it is the best thing that the companies could have done.

I intend, as my executive intends, to go into that conference to-morrow with a genuine and single-minded desire to face the facts. If the industry is to be pulled round, and if we are to save the situation, it is not going to be done at the expense of one section at the bottom while forgetting the other section at the top. It will have to be gone into by everyone making their contributions.

This is not the time for panic. It is not the time to pass resolutions and say unless this or that is done we are going to have a strike, or for the employers to say that they are going to have a lock-out. This is the time when cool heads and calm judgment must be brought to bear.

Judge and Motorists

Mr. Justice Roche, in charging the grand jury at Nottingham Assizes, said that public opinion, aided by a vigilant Press, was trying to enforce the view that drunkenness on the part of the driver of a motor-car was criminal and should be punished by imprisonment.

He was far from dissenting from that view, and he would also suggest that even if a sober man drove rashly and was indifferent to the safety of other people he also deserved imprisonment. The logical method of checking the mischief was punishment by imprisonment.

Supreme Court

(Before Mr. Justice Johnson). In the matter of the petition of John J. St. John, Journalist, praying that he be declared insolvent.

Mr. J. A. Barron for the petitioner is heard.

The petitioner was declared insolvent and the matter of appointing a trustee was deferred.

In the matter of the petition of William D. Wither, laborer, Corner Brook, praying to be declared insolvent.

Mr. R. Cramm appeared for the petitioner. Mr. Leslie Curtis for the creditors, Strong and Mursell. Mr. A. King for another creditor.

The matter was adjourned till July 24th at 11 a.m.

Magistrates Court

THIS MORNING'S SESSION.

In the Magistrate's Court this morning the cross-examination was continued at Guy Shears, one of the defendants, by Mr. Fox.

Guy Shears, cross-examined by Mr. Fox.—Witness remembered going on board Herbert Green once on Saturday night, but he thought he made three trips to the Orleans. When witness went down on Furness Withy wharf, he met Wilson, but he would not say that he saw Kendrick almost immediately. After witness had returned to the Orleans with the money, he and the captain did not immediately go on board the Herbert Green but stopped to talk to Customs Officer Kendrick. One of those on the wharf witness recognized as Wilson. He remembered Kendrick asking whether he had got the money for the captain. Questioned as to whether he had warned the captain against trusting Kendrick, witness replied in the negative.

Q.—Do you remember whether Wilson was in uniform?
A.—Yes, he was.

Q.—Did you ask Kendrick to signal when captain and Super-chargo came on board?
A.—No.

Q.—Did Capt. Bryne ask you to let him know?
A.—I do not know. Kendrick told me that he would signal.

Q.—Who arranged the matter of signalling?
A.—I asked Kendrick to light three matches.

Q.—Did Kendrick use the word "signal" or did Kendrick say "let you know"?
A.—I am almost sure he said "signal."

Q.—Would you swear that he did use the word "signal"?
A.—No.

Q.—Did you tell Kendrick that you would reply when he would signal?
A.—I did not.

Witness did not hear any conversation that Capt. Bryne had on board the Herbert Green. The whiskey was passed from the ship to Capt. Bryne, but witness did not handle all of it. When the liquor was stowed in the boat there was no shouts or commotion raised either on the Herbert Green or from the wharf. The first shouting witness heard was when the boat got beyond the Herbert Green. The first words he heard was "throw the stuff overboard," and the second, "stop that boat, we know you." Witness did not remember hearing any shouts. Witness stated that the Edward Buckingham whom he referred to yesterday in his evidence was at present at sea. He could not say that Buckingham was the man that shouted "throw the stuff overboard."

The Court arose until 3 o'clock.

Two young men summoned on a charge of loose and disorderly conduct on the public street were both convicted and fined \$20.00 each. A case against a man and a woman summoned for obstructing the police while in the execution of their duties was postponed until Wednesday next.

Auction Sale

At to-day's auction sale of goods saved from the conflagration at Hickman's shipping premises, a lot of about 150 barrels of flour was sold at an average of 5.30 per barrel. A bulk of oats, heated and burned, sold for \$130. The bulk originally contained about 500 four bushel sacks. About 3 or 4 hundred sack of potatoes also caught by the blaze, fetched \$96.00. The auction was largely attended and bidding was keen, particularly amongst those buying on "spec."

Arabian Horse in His Native Element

It is said that the Arabian horse, about whose beauty and endurance much has been justifiably written, is an economic asset in his home land. In Central Arabia a horse is a pure luxury. Often in summer they must live on camel's milk just as humans do. They are kept and treated as household pets and are intelligent and affectionate. Their only function is to furnish an aristocratic mount for pleasure, for state occasions and for war. During part of the year there is an abundant pasture for them, but they are a luxury afforded only by the sheikhs and the very rich, and their number is small.

There are years in Arabia when the spring rains fall partially or completely, and then the animals die by thousands, or are driven to the nearest town to be sold for a song, says Paul W. Harrison, M.D., in "The Arab at Home." In such years starvation stalks abroad through the land. Little children die because there is no food suitable for such tender stomachs, and the adults are even more gaunt and thin than usual. The sheikhs are nearly bankrupted by the number of poor they have to feed, and the whole community waits and prays for more rain and the coming spring.

TRAIN NOTES.—Tuesday's express reached Port aux Basques 9.45 last night. The express is due at 3.45 p.m.

Unofficial Estimates

SAY GREATER LONDON NOW COUNTS 8,000,000 PEOPLE.

Recent unofficial estimates of the population of Greater London have put the figures at about 8,000,000. The London telephone area covers 735 square miles, and the metropolitan police district 691 square miles and both are said to be growing rapidly. The distances across London, from various sections of the greater city, vary from 20 to 30 miles. Sir Kingsley Wood, M.P., speaking recently on the housing question, announced that the total number of houses authorized at the beginning of 1924 aggregated 198,808, and of these 52,199 had already been completed.

Many Londoners were confirmed town-dwellers, the speaker said, and a certain percentage of them always would be. They preferred the cinema to the country, and they disliked a long journey which cut into their leisure.

Without imitating the worst features of the American skyscraper it should be possible to erect dwellings with generous gardens or ground space and with proper arrangement for decent living, and thus work-out an eventual remedy to help relieve London's housing situation which, for generations, has been one of the city's most difficult problems.

In spite of its growth, London had 18 fewer acres in 1924 than in 1923. The total last year was 3,845, of which 35 were serious.

Set His Own Neck

ASTONISHING STORY ABOUT SIR HERBERT BARKER.

An astonishing story concerning Sir Herbert Barker, the famous honest-ter, comes from the Mediterranean. Sir Herbert, who is spending a holiday at Allassio, on the Ligurian Riviera, was bathing with Lady Baker in the Mediterranean, and, diving too steeply, struck his head on the bottom of the sea.

Regaining the surface in a half-fainting condition, he found his neck distorted and his head immovable.

As no surgeon was within reach, and Lady Barker's efforts were of no avail, Sir Herbert, getting his hands into the correct position for the necessary leverage, he wrenched his head, back with an audible crack.

Though still in pain from muscular stiffness, the self-performed operation was quite successful.

New U. S. Factory Near London

RESULT OF BRITISH HOSTILITY TARIFF.

The Journal of Commerce reports that "as the direct result of the recent tariff barrier erected by the British Government against the importation of American-made hosiery," the Richmond Hosiery Mills of Chattanooga, Tennessee, have decided to start the construction in the latter part of July of plant costing £30,000 within a short distance of London.

The production of the new factory will be about 500 dozen of women's seamless hosiery daily.

During the last 30 days the Richmond hosiery concern has rushed £250,000 worth of goods to England.

American-made machinery of the most approved type will be installed in the English mill.

Heligoland Being Carried Away by Sea

The remains of the dismantled island of Heligoland are rapidly being carried away by the sea, according to a telegram to "Frankfurter Zeitung." The erosion is particularly serious on the western coast of the island where it has been facilitated by the bursting of numerous mines thrown up by the tides.

It is expected that the island will soon be nothing more than a name in history. The former German naval fortress of Heligoland at its largest was only one-fifth of a square mile in area. The great forts have been destroyed by dynamite.

Here and There.

M. G. Band Concert, Bannerman Park, to-night, at 8 o'clock. July 16, 11.

SQUID AT CARBONAR.—The first squid were gilled at Carbonar on Tuesday and bait is available for the bankers.

ATTEMPTING CHANNEL SWIM.—CAPE GRIS NEZ, France, July 16. Miss Lillian Harrison, of the Argentine, began her attempt to swim the English Channel at 4.29 a.m.

FINED FOR SMUGGLING.—A message from J. M. Dooley, Collector at Badger, states that D. Cross had been convicted of smuggling and fined one hundred and twenty-five dollars. The goods in question were confiscated.

MINARD'S LINIMENT USED BY PHYSICIANS.

LIPTON'S Orange Marmalade

IN ONE POUND CLEAR GLASS JARS with Patent Metal Air-Tight Caps.



The Glass shows up the quality of this superior Marmalade—you can plainly how beautiful and clear it is. A taste proves the excellence of the beautiful oranges that are used in its manufacture, and which give it the wonderfully clear golden color.

ASK YOUR GROCER for LIPTON'S MARMALADE!

Put up in 1-lb. Clear Glass Jars, with Patent Metal Caps, easy to open and no wastage. The Jar with metal cap can later be used by each housewife for Home-made Preserves with the utmost satisfaction.

LIPTON, LTD.

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Marine Engines

LAST OPPORTUNITY TO SECURE

3 H.P. and 4 H.P.

ENGINES

AT REDUCED PRICES.

As we still have a few of these ENGINES on hand, we have decided to sell them at the reduced price until July 15th, 1925, instead of July 1st, as previously advertised, after which date they will be sold at the regular price.

WIRE YOUR ORDER TO-DAY.

Acadia Gas Engines, Limited

St. John's, Nfld.

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THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

This Company was established 1836

and we handle all Insurance lines with the exception of Life and Marine in this territory.

It costs no more to insure with the above Company than with most other Companies. Insurance that does not insure is not worth anything. The wise business man will give heed to these matters, and see that he buys protection on which he can absolutely rely in time of disaster. Then again if you are asked to pay standard rates why not get the best money can procure?

IT COSTS NO MORE, AND YOU MIGHT AS WELL HAVE IT.

BOWRING BROTHERS, LIMITED

AGENTS FOR NEWFOUNDLAND.

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ADVERTISE IN THE EVENING TELEGRAM