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Wholesale and Retail.

— THE —

**China and Glass Depot.****OPENING ANNOUNCEMENT.**

A complete line of Newly Imported Stocks in  
**China Glass and Earthenware**  
at the shop with the  
**CUP AND SAUCER STORE**  
SELLING AT LOWEST PRICES.

**S. RICHARD STEELE,**Opposite Court House  
J21, s.m., th

191 Water St.

**Beautiful Hedges.**

No horticultural product has gone through such a complete evolution as the large sweet pea.

In the heading scramble for novelties many valuable varieties of the sweet pea family have become neglected, if not forgotten.

This statement is amply proved by the attitude of the gardener of to-day towards the perennial sweet pea.

This somewhat crude progenitor may not have a look in at a beauty show alongside an "Advance," a "Conquest," or a "Gloriosa." It may not emit such a delicate and sedative perfume as the modern varieties, the flowers may not be so well frilled or beautifully placed, yet it has attractions all its own.

And it is a regrettable feature in modern gardening that the everlasting sweet pea has become practically extinct.

You ought to plant a perennial sweet pea hedge; it gives you a dense green foliage during the summer months.

Early in spring it begins to grow, and it grows faster and further than any sweet pea hedge.

Throughout the summer it is covered with a mass of blossoms, and the more flowers you pick the more you grow.

The flowers grow four to eight on a stem, and are produced right up to the time of frost.

The plants remain green after more delicate varieties have lost their beauty.

Your hedge of perennial sweet peas will start growing when the annuals are being coddled in a greenhouse or cold frame. There is no bother with seed-boxes or thumb-pots, no tedious transplanting. You plant the hedge and it does the growing.

From this variety of pea you may get as much pleasure as from any of the newest sort. They produce more blossoms, and bigger blossoms, too, and bear them on much longer stems. The individual flowers are extremely large and showy, and even if lacking in fragrance they are most useful for decorative purposes.

Seeds of these perennial peas can be secured from any nurseryman. Germination with them is somewhat slow, but soaking for 24 hours in water speeds the germinating clutch into top gear.

Huge and profuse on growth is not to be expected the first year. The plant naturally seeks to establish itself as a healthy going concern, and this can only be done from the foundation. But in the first year they grow roots so large and fleshy that separation for transplanting becomes almost impossible. Hence the necessity of planting where it is intended they should grow.

After passing through the first year's period of infancy, the plants grow vigorously and with each succeeding summer become larger and more robust.

As with all sweet peas, the more they are picked the better they bloom, and it is essential that they be thinned out from time to time.

They want no particular care during winter months, but a little protection might be given from intense frost. A dressing of coarse manure

will tide them over the harvest of winter.

If you are after something with lasting merit for an odd corner of the plot, introduce the perpetual sweet pea and add to the credit account of gardening pleasures.

For Reasonable Taxi Rates  
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**Relative Naval Strength.**

According to a White Paper issued by the British Government on May 17th, the British Navy, though still possessing the most aircraft carriers and light cruisers, is completely outnumbered by the United States in submarines, destroyers and cruisers. At present the United States is also the dominant battleship power, but eight ships are to be scrapped under the Washington Treaty and five more are shown as being dismantled.

The present battleship strength is: United States 31, Britain 18, Italy 12, Japan 11, France 9, Germany 8 and Russia 4. Japan is to scrap five under the treaty, leaving her effective strength at six. The Italian Minister of Marine has power to dispose of three ships.

Britain and Japan are the only powers having battle cruisers, their being four in the British Navy, and seven in the Japanese Navy, including three which are to be scrapped. Four battle cruisers under construction for the United States are to be scrapped, and two for the Japanese Navy are to be converted into aircraft carriers.

No cruiser is at present in course of construction. America possesses the greatest strength, ten in all, then France ranks next with six. There are three cruisers in the Italian Navy and two in the British. Britain is supreme in the matter of light cruisers, for including six belonging to the Dominions, there are forty-eight in the British Navy and four more are being built.

Only three countries at present include aircraft carriers in their navies. The British possessing four and the United States and Japan one each, two of these vessels being built each for the British and American navies, while France is constructing one.

Great superiority in torpedo boat destroyers is held by the United States, the British being outnumbered by nearly two to one. The figures are: Britain 184, United States 313. Only two navies include torpedo boats. Italy possesses seventy and is building four more. Germany has fifteen. The United States is shown to possess the greatest number of submarines of any of the powers, while a considerable addition is still being made.

**Shipping.**

S.S. Alambis sailed for New York on Saturday taking 294 tons seal oil and 150 casks shipped by Job Bros. & Co.

S.S. Manoa left Montreal at 4 p.m. Saturday for Charlottetown and this port.

S.S. Canadian Harvester is now at Humbermouth discharging machinery for the Humber project.

**Potatoes! Potatoes!**

Choice selected P. E. Island Stock. A small consignment just arrived ex S. S. "Manoa."

For sale at reasonable prices. The last for the season.

**THOMAS B. CLIFT.**

P. O. Box 1353

Telephone 513.

**Marconi and Marrec.****IN RACE TO MARKET LATEST RADIO DEVELOPMENT.**

Clear As Bell—Apparatus Tested Under Trying Circumstances Proved Success.

LONDON, July 14.—(United News.) Two warriors of the wireless world, one of the world's greatest expert in that field, the other an obscure inventor fighting against heavy odds, are bidding for supremacy in the newest triumph of wireless. One is Senator Guglielmo Marconi, inventor of wireless, the other M. Yves Marrec, a Frenchman.

Both announce they have discovered certain means of eliminating "atmospheric" and all other outside disturbances from wireless telegraphy and claim their discoveries will greatly lessen the amount of power required for transmission and reduce its cost from 50 to 10 per cent. Each indicates his invention will revolutionize present wireless methods.

Senator Marconi and M. Marrec are about to place their achievements before the world. It is only a question now as to whether the Italian or the Frenchman will first establish his new device and which will prove the more successful.

Marconi, after recent experiments in his yacht off the coast of Africa, announced he had devised a new apparatus, which, beyond doubt would require much less power for transmission, cheaper the cost, produce infinitely clearer transmission over long distances and eliminate all foreign disturbances.

"By the use of the new wave," Marconi said, upon his return to London, "we obtained clearer communication from small stations than from bigger stations in the ordinary way. We were in a region where atmospheric disturbances were bad, and if the messages had not been sent through the new experimental plant they would not have been received on my yacht at all."

We received successfully up to 2-300 miles, between England and Cape Verde, off Equatorial Africa."

**Transmit On Low Power.**

Even in its present state, according to Marconi, his invention should make it possible to transmit over 1,000 miles with a power as low as two kilowatts, or four horsepower—and with a strengthening of signals.

The invention of the Frenchman M. Marrec already has been seen in operation in London. In a noisy office, with electric trains and motor traffic creating a constant disturbance and without even an outside aerial, a message was received from Long Island, New York and transmitted directly to an automatic tape machine.

By employing a supplementary apparatus consisting of a series of low frequency valves Marrec eliminated obtruding sounds one by one with the result that the message is received as clearly as though there were only one operating station in the world. Besides eliminating "parasites" the Frenchman's apparatus suppresses every interfering message being sent from other stations.

A British company has arranged to market Marrec's invention. Marrec's will be promoted by his own company. Marrec says that he has purposely tested his device under the most trying conditions. "If I could install my instrument outside London," he said, "with just an ordinary broadcasting receiving aerial, I am certain that I should receive perfectly clear signals from clear across the American continent."

Five or seven passenger Taxi.  
Phone 2016.

**Labor at the Cross Roads**

In "Labor at the Cross Roads," Mr. Macnamara, lately Minister of Labor in Great Britain, says, "I am profoundly convinced that the Socialist policy is bound to prove ashes in the mouth for the very people in whose behalf it is put forward." He continues, "What the workman wants is a square deal between Capital and Labor. He wants better conditions for the poorer members of the community. He is vehemently assured that Socialism alone can satisfy his aspirations. Wherever he believes this he votes for it of course. But in fact he is voting for one thing and intending another. Those who have committed him and his organization to Karl Marx do know what they are after. They want to upset the existing system and replace it by something entirely and fundamentally different. It is not at all necessary to do that to meet the aspirations of the average workman. And what is more if you succeed in doing it, so far from meeting his aspirations, you will leave him with his last and worse than his first." Mr. Macnamara supports his position by a wealth of fact and argument and by an honest examination of Socialistic experiments which have ended in failure and disillusionment, in dust and ashes.

When you need that Taxi  
Phone 2016.

June 21st

**Imperial Preference.****GENERAL SMUTS' ADVOCACY.**

General Smuts' advocacy of Imperial Preference in the Union House of Assembly has called attention to the important work that lies before the Imperial Economic Conference when it meets in October. The Mother Country has been slow to respond to the call of the Dominion for reciprocity in fiscal matters, but when four years ago Mr. Chamberlain accorded a preference in the Finance Bill of the year to the products of the British Dominions and British Possessions in respect of all existing dutiable articles, the principle was safely and soundly established. It remains to build on these foundations, and though it may not be possible, owing to the pledge given by Mr. Bonar Law before the last General Election, to introduce a thorough-going scheme of fiscal reform during the early years of the present Parliament, the Imperial Economic Conference will meet under more favorable circumstances than have ever before existed for the ultimate realization of this policy. While Imperial Preference is well adapted to promote and extend the trade of this country, it is important to keep in mind that it is not a British but an Imperial policy. In the past it has been desired even more ardently by the Dominions than by the mother Country, and while it may be hoped that British opinion is now as keenly alive to the advantage of Imperial Preference as is opinion in the Dominions, there has been no slackening of interest on the part of the Greater Britain beyond the seas in this commercial bond of Empire.

General Smuts' speech is evidence of the keenness with which the Dominions anticipate the opening of the question at the Conference in October. The ideal is a partnership in trade between the Dominions and Great Britain, which shall be mutually helpful, and which shall render the Empire as nearly self-supporting as is possible. The Dominions are as anxious as we are to find markets, and in many directions the competitive element does not enter, since while we are mainly a manufacturing nation, they are still to a large extent producers of raw materials and natural products.

A few weeks ago the Colonial Secretary, referring to the subject of Imperial Preference in the House of Lords, said that the principle laid down in the Budget of 1919 could be extended. With reference in particular to the coming Conference, he added that "we hope to be able to work out, in conjunction with the representatives of the Dominions, methods by which our inter-Imperial trade can still further be helped and encouraged." It is a practical essay in Imperial reconstruction, which, it must be hoped, will go forward until it is crowned by complete success.

**The Birth of a New Age.**

Mr. H. G. Wells in a new novel in which he imagines a new Utopia, calls these times on earth The Age of Confusion. This is a good name for them, the great point being that so many people recognize our age as what he says it is. It is an age of confusion, of disturbance, when most people know better and cannot yet make their knowledge work out. The combat between old ideas and new ones drags along from day to day. We see it everywhere, in the Ruhr, in the government of this city of New York, in the strike of the bricklayers, in the discussion of the 12-hour days in steel mills, in the daily record of misbehavior in the newspapers, in the fight about rum, and the contentions of the clergy. There is a new age struggling to be born and we are all more or less travailing over it. Taxes are high; the price of living is high, and wages are high, which is just a part of the process. All these labor pains are irksome, but after a while we may get a better world and possibly our children will think it was worth the effort. The trouble now is not so much that men are unduly stupid or unduly selfish, but that they are tied up to ideas that have become obsolete and from which it is a devil of a job to break away.—Life.

**Express Passengers.**

S.S. Kyle, Capt. Stevenson, arrived at Port aux Basques early yesterday morning. The following passengers arrived by the ship and are now on the incoming express, due in the city this afternoon:—Mrs. J. Pike, Miss L. Sharpe, Mrs. M. Pike, W. W. McPherson, Mrs. G. P. Mellich, Miss K. Dorothy, J. L. Reid, W. Miller, J. B. Stouts, J. L. Allison, A. H. Boncher, N. Crawford, J. Campbell, J. J. Crawford, M. F. Brucher, B. Crawford, W. Jackman, Miss L. McDonnell, W. T. Parker, J. and Mrs. Murdoch, Mrs. B. Hext and daughter, J. Bruce, B. H. McEllan, Mrs. J. Guy and daughter, W. A. Carroll, Mrs. A. Walker, J. A. Nydegger, McNeil, Rev. L. Curtis, E. Martin, Miss L. Matthews, D. W. and Kietly and child.

Now is the time when a substantial and tempting salad can be successfully substituted for a meat dish.

June 21st

A GLAMOROUS DRAMA OF PARISIAN AND NEW YORK NIGHT LIFE.

**At The Nickel Monday!**

ROBERT Z. LEONARD PRESENTS

**Mae Murray in "PEACOCK ALLEY,"**

A Tiffany Production by Edmund Goulding, based on a story by Ouida Bergere.

Peacock Alley is a lane just around the corner from the Primrose Path. It leads to the cross roads of The Strand and Narrow and Easy Street; and there every woman must choose her way. A shining story of true love outlined in gold against the vermillion velvet background of Parisian and New York night life.

A METRO SUPER-SPECIAL IN 9 SPLENDID ACTS—9

**Songs of a British Airman.****A POET WHO SMILES THROUGH SUFFERING.**

"In a small bungalow at Liphook, in Hampshire, a broken airman lies upon a bed from which he will not rise again. His spine is fractured and he cannot shake hands with a visitor. For nearly seven years he has been helpless. He now lies under a window through which he can see the Downs and the sunshine, and his old caravans of clouds. 'Jimmy' Howcroft is his name."

So writes "John o' London" in his introduction to "The Songs of a Broken Airman" (Hodder and Stoughton).

**Dictated Poems.**

Howcroft was flying as an observer in France in September, 1915, when his machine crashed. Since then he has been paralyzed, and though he is in constant pain his thoughts are clear, his heart buoyant. His tender and undaunted mother, who lost her only other boy in the war, is with him, and so is the nurse who looked after him in hospital. She gave up her regular career to tend him, and as he is unable to write, it is to her he dictates his poems.

One of his verses is dedicated to "My nurse and other friends":—

It's a little bit of heaven,  
Ah! this is what I find;  
And I want to share my heaven  
With the best of all my kind.

The birds are sweetly singing,  
There is laughter in the trees,  
And the sunbeams keep on dancing  
To the music in the breeze.

Ah! the air is full of freedom,  
All the world is full of cheer;  
I am writing this to thank you  
For you helped to place me here.

The poet sees only the happiness of life. His verses breathe of the beauty of Nature, the love of little children, and fortitude and hope are never absent from them.

In "Life," suggested by a game of chess, he writes:—

The stage of life is set, the play  
Slowly evolves from day to day,  
Some parts are small, and some are great,  
Decreed by unrelenting fate.

No matter what our lot may be,  
This each of us may plainly see:  
The game's most poor, most humble pawn  
May wait with hope until the dawn.

**Five Years in Bed.**

One of his best poems is "The Fisher Wife":—  
Sleep, my baby; over the foam  
Soft winds are blowing your father home,  
Away his sail in the distance gleams,  
The moonlight sea like a pathway seems  
From the bow of his ship to the harbour mouth;  
Oh, I bless the wind when it blows from the south!

Sleep, by baby, father will be  
Borne to his babe o'er the breast of the sea,  
Kindly the south winds, kindly the tide,  
That carries the fisherman home to his bride,  
Safe to his rest through the harbour mouth;  
Oh, I bless the wind when it blows from the south!

At the age of twelve Jimmy Howcroft began work as a "half-timer." At fifteen he was apprenticed to an electrical engineer, and later he worked as an electrician in textile and paper mills, steel works, and a motor-cycle factory.

At the age of twenty-two he joined the Royal Flying Corps, and a year later, in 1918, he crashed.

He lay in his bed at London Hospital for five years, and he was always the cheerful patient. It was there his thoughts wandered into song—the brave songs of a Broken Airman.

**An Accident.**

A young man, springing into an over-crowded moving train, trod on the toes of an old gentleman in a corner seat.

"I'm very sorry," he said.  
Old Gentleman (hand behind ear):  
Eh?

Young Man (more loudly): I beg your pardon.

Old Gentleman: Eh-b-b-b?  
Young Man (shouting): I trod on your foot. It was an accident—an accident.

Old Gentleman (catching last word only): An accident! You don't say so! Anybody hurt?—Titt-Bits (London).

Mixed grills are nice in hot weather, and have an added virtue, in that they save dishwashing.

**Foot-Fashions IN Three EEE's Footwear.**

So smart that they look like exclusive customs-made Shoes. So comfortable that they make the feet feel rested all the time they're being worn. So durable that they outlast other brands by many a long day. So reasonable in price that they're easily within reach of the most modest purse.

These are only 4 of the many out-standing features that make Three E-E-E's Footwear so eagerly sought by the lover of a really good shoe at a really reasonable figure.

You'll need a stylish shoe for the Regatta. You'll find it among the Three E-E-E's Summer Models.



Made by  
**Archibald Bros., Harbor Grace.**

**"QUAKER" BRAND****Pineapple Cubes**

(Packed 48 tins to case)

**NEW SHIPMENT JUST TO HAND****Harvey & Co., Ltd.****Pipe, Pipe Fittings and Sheet Metals.**

**Black Galvanized and Brass Pipe, Valves, Elbows, Tees, Unions, Pipe Tongs, Stillson Wrenches.**

--ALSO--

**Sheet Brass, from 1-16 to 1-2 thick, Sheet Zinc, Copper, Lead, Iron, Bar Copper, Bronze Bars, Bar Iron, Ingot Tin, Lead etc.**

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