

# FIRST STEPS!

**SOMETHING ALTOGETHER NEW.  
IF ITS MADE WE HAVE IT!**



LET THE LITTLE FOLKS WEAR "BUSTER BROWN" SHOES, TOO

First Steps—Sizes 4, 5, 6, 7 and 8, in different styles, may now be had at our Ladies' Department.

In our Infants' and Children's Shoes we aim to combine, with protection to the natural shape of the feet, the best wearing service and the most attractive appearance, at a moderate price. Our large variety of shapes and sizes make a perfect fit a certainty, and our First Steps is one of the most popular features of our store.

## BOYS and GIRLS!

Buster has now arrived in town, and at 3 o'clock to-day (Saturday), and for the next three days has a lot to say about the great big line of the different styles of Boys' and Girls' Footwear he has brought along with him for the St. John's Boys and Girls. See him in our window!

# F. Smallwood

THE HOME OF GOOD SHOES.

### A Modern Jean Valjean

250 POLICE SEARCH 63 MILES OF SUBWAY.

CHICAGO, June 10—U.P.—The gripping story of a manhunt in the sewers of Paris, written more than a hundred years ago by Victor Hugo, in "Les Misérables," is being acted out in the vast system of a dark freight subway in the bowels of Chicago, with 250 policemen cast in the role of the man-hunters and a swarthy little Italian gangster, taking the part of Jean Valjean, the hunted. It is a strange situation, one in which life is successfully imitating fiction. The heroic Valjean of Hugo's immortal tale fought armies of rats; he swam through seas of filth; and he escaped the Paris police because he was less courageous than he.

The pursuers in the story stumbled through fetid caverns lighted only by the torches they carried. In the modern version the police are whirled through the endless tunnels by electric trains with powerful search-lights sweeping the darkness before them.

The little gentleman of Chicago's underworld, who is believed to have sought to kill State's Attorney Robert E. Crowe, is a less heroic figure than Valjean, and probably less courageous than his pursuers. But he is imitating the famous character of fiction dramatically and with desperate cunning.

Valjean could not remain in the Paris sewers. The rats would have done away with him, or disease would have brought him down. He got out as quickly as possible. The little Chicago gunman has already been in the tubes 8 hours, and knows that he may safely stay there for a week or even indefinitely.

The Chicago catacombs consist of 63 miles of narrow, dark, low-roofed tunnels, criss-crossing in all directions some forty feet below the surface of the heart of the business district. They are used entirely for freight transportation on narrow gauge lines, with tiny cars resembling those used in coal mines. The tiny electric trains whirl freight and produce from warehouses to department stores and shipping points. If the gunman is hungry he can rob the cars. He can even obtain clothing.

The hunted man entered the underground world Tuesday afternoon, after shooting at a police guard in the Criminal Court building, whom he mistook for State Attorney Robert E. Crowe. Thirty-five policemen descended into the tunnel and pursued him, but they lost him in the darkness. Later more men joined the hunt until now there are 250 prowling the bowels of the earth for the modern Valjean.

Women's Tan Crepe Sole Oxfords, only \$3.50 pair at F. SMALLWOOD'S—June 18, 24

### Baking a Watch

Baking a watch seems a silly thing to do. Yet at Greenwich Observatory it is done every day. The watches are marine chronometers, writes J. A. Lloyd, F.R.A.S.

Greenwich Observatory, being under the control of the Admiralty, it is part of the routine work of that establishment to test chronometers for the use of the Navy. This work has been continuously done there for the last hundred years.

Longitude can only be determined at sea by knowing the Greenwich time. Therefore ocean-going vessels must carry very accurate timepieces which can be relied upon to give the time to a fraction of a second. It is for this reason that chronometers are so rigorously tested.

There are two things that must be known about a chronometer: its error, or the amount it is short of the correct time, and its rate, or the amount it loses during 24 hours. It is the rate that is really important. When the rate is accurately known, a simple correction can be added to the time shown by the dial to find exact Greenwich time.

It is well known that changes of temperature affect the rate of a chronometer. Though the balance wheel is compensated against temperature effects, the compensation can never be absolutely perfect, and even the best clocks in the world have a small rate. It therefore becomes necessary to determine exactly what effect any give degree of temperature may have on the going of a ship's chronometer, so that it can be allowed for at any time.

At Greenwich there are special ovens in which the chronometers are placed and raised to any required temperature. Their rates are then compared under these conditions with a standard clock. The temperature of the oven can be maintained constant by means of thermostats, the chronometers being kept under observation by skilled men during the time of baking.

But ships often sail to high latitudes where they meet with intense cold, so the chronometers must also be placed in refrigerating chambers and further tested under these conditions.

The progress of wireless telegraphy makes this work unnecessary. Greenwich time can now be picked up anywhere at sea and the error of the chronometer found on the spot.

Indeed, position-finding by the directional wireless will in the near future supersede astronomical observation at sea. No longer will it be necessary for the captain to "take the sun" at midday with a sextant in order to find his position.

In the comfortable seclusion of his cabin he will put on a pair of headphones and listen in for his position, which will be broadcast from powerful wireless stations in various parts of the world.

Shipping  
S. S. Newfoundland, which sailed at 8.30 Saturday night for Halifax, made a splendid run to the Cape, which was passed at 12.30 a.m. Forty-one passengers sailed by the ship. She is due to arrive at Halifax early to-day.

CONFEDERATION LIFE.

### Avondale Taxi.

I am now prepared to do all kinds of taxi work with a 5-passenger Studebaker, car night or day calls, 'Phone connection.

W. J. KELLEY,  
June 17, 1925

### LONDON CAFE

367 Water St.  
Will open  
Monday, June 29th,  
at 12 o'clock (noon)  
June 27, 28

### Dyeing, Dry Cleaning.

All kinds of Ladies' and Gent's Garments cleaned and dyed, also repairing. All goods called for and delivered.

J. J. DOOLEY,  
Corner LeMarchant Road  
Phone 1488, and Lime St.  
June 4, 1925

### Children benefit by the wholesome puddings made so easily and economically with Brown's Polson's Corn Flour



My system of business should appeal to anyone who has Furniture or Merchandise and wishes to turn same into Cash quickly. Auction Sale when and where you want it. Goods sold on commission at your own price, or I will pay you cash down for Household Furniture and effects.

WHAT HAVE YOU TO SELL?  
W. E. PERCIVAL,  
Auctioneer,  
Adelaide Street.  
Phone 1966,  
June 1, 1925

Shipping  
S. S. Newfoundland, which sailed at 8.30 Saturday night for Halifax, made a splendid run to the Cape, which was passed at 12.30 a.m. Forty-one passengers sailed by the ship. She is due to arrive at Halifax early to-day.

### TO-DAY'S MESSAGES.

#### EXPEDITION OFF FOR THE NORTH SYDNEY, N.S., June 28.

(Canadian Press)—The Donald MacMillan Arctic expedition got fully on its way to-day when the steamer "Peary" sailed from North Sydney following the schooner Bowdoin with Commander MacMillan on board which left yesterday. The Bowdoin has two passengers for Battle Harbor, Dr. Wilfrid Grenfell enroute to his work on the Labrador, and Dr. Gilbert Grosvenor, President of the National Geographic Society, Washington. The Geographic Society is co-operating with Commander MacMillan. Dr. Grosvenor came up on the schooner from Wiscasset, Maine, intending to return from Sydney, but at the last moment yielded to the temptation to go to the Labrador port.

#### TUSCANIA CUTS DOWN GLOUCESTER FISHERMAN; 15 LIVES LOST.

GLOUCESTER, Mass., June 28. The Cunard Anchor steamer Tuscania rammed and sank the fishing schooner Rex of this port with the loss of fifteen lives to-day, according to a message received by the schooner's owners here from the Anchor Line office in New York. The collision occurred off Quero Bank in Long 43.24 North, Lat. 65.15 West, or about 200 miles east of Halifax. Nine men were rescued. The dead included Capt. Thomas O. Downey of Lowell, thirteen members of the crew, and a ten year old boy. The message from New York, thought to be based on a wireless despatch from the Tuscania, read in part:—"In collision during fog with schooner Rex Sunday. Survivors picked up and now aboard Tuscania. Thos. O. Downey picked up dead. Tuscania undamaged and cruising on spot." The Rex sailed from this port on June 17th and when struck was loaded with halibut. The Tuscania left Liverpool for New York on June 22nd and cleared from Moville, Ireland, June 23. The fisherman registered 75 tons net and was 102.6 feet in length. She was built in Essex in 1907, and was valued at \$25,000. The Tuscania registered at 17,250 tons. The names of the dead were reported as follows:—Capt. Thos. O. Downey, Lowell; Samuel Tibbets, Angus MacDonald, Chas. Goodrick, W. M. Roach, Archibald Pihl, Clide Larkin, Angus Smith, Geo. Johnson, cook, Austin Pirih, and Charles Austin Pirih, his 10-year-old son, all of Gloucester; W. M. Turner, Shelburne, N.S.; Charles Wiegall and Joseph Talton, address not obtained, and an unidentified sailor.

#### STEAMER HAS PECULIAR EXPERIENCE WITH AN ICEBERG.

HALIFAX, N.S., June 28. A Northerly "set" of warm weather from the Gulf Stream will shortly dispose of all the remaining icebergs that endanger the North Atlantic steamship lanes, according to the official officers of the United States cutter Modoc, which arrived in port to-day completing its share in the thirteenth annual ice patrol. The Modoc was relieved by the Tampa last Thursday, and will sail from here shortly for Wilmington, N.C. Fog was encountered all the way from Sable Island to Halifax and the northerly set of the current was noticeable the whole distance. The water was alive with myriads of jellyfish. It was stated, which were believed to have been brought by the current from the warm water of the South. The Modoc brought details of a strange accident to the United States Shipping Board steamer Saugus which ran upon an iceberg that had taken the formation of huge floating dock, a hollowed out centre with the floor submerged and sides towering two hundred feet above the surface. The Saugus floated off the obstruction undamaged.

#### BESCO PREMISES DESTROYED BY FIRE.

SYDNEY, N.S., June 28. Last night's and this morning's fire at Number 11 Colliery Caledonia, Glace Bay, caused damage of one hundred and fifty thousand dollars. H. J. McCann, General Manager of the Dominion Coal Co., one of the constituents of the British Empire Steel Corporation, said to-day. The bank head trustee, boiler house and contents, compressor, haulage house, and equipment were completely destroyed. The cause of the fire is unknown.

#### FOREIGNERS REQUESTED TO LEAVE SHAMREEN.

HONGKONG, June 28. The British and French Consuls Generals have requested all foreigners other than British and French subjects to leave Shamreen, the Foreign Consession at Canton as a measure of protection.

#### TWO KILLED IN MOTOR ACCIDENT

TORONTO, June 28. Stanley Sorrell, 24, of Toronto was instantly killed and Fred Smith, 27, had his neck broken when a heavy Limousine in which they were riding rolled into a ditch on Lansing Road, North York Township yesterday.

#### DIED AT THE THROTTLE.

TORONTO, June 28. Wm. McIntosh, aged 42, died at the throttle of his locomotive between Toronto Union Station and Sunny Side Station, three miles distant, Sunday evening about 6 o'clock. McIntosh was driving the Toronto-Hamilton local

Canadian Pacific train. He had been under the doctor's care for some time.

#### FUSION OF EX-SERVICE ORGANIZATIONS.

MONTREAL, June 28. The fusion of several ex-service men's organizations in Canada into one whole with the loss of present identities and the sinking of minor difference to achieve a united front, will be the outcome of the British Service League Conference in Ottawa this week, if the hopes of Field Marshal Haig are realized, according to Captain Donald Simpson, the Honorary Organizing Secretary of the League and Editor of the official paper "Canada," he said, "is the only Dominion where there is more than one organization of ex-service men."

#### CHINESE GOVERNMENT'S DEMAND CANTON, June 28.

A representative of the Chinese foreign office arrived in Shanghai this afternoon, bringing five demands by the Chinese Government. They include that the British and French Consuls apologize and be replaced by others; that foreign gunboats all leave; that Shamreen be handed back to the Chinese; compensation for all deaths, and that naval officials apologize.

#### 15 DROWNED; 9 SAVED IN THE REX DISASTER.

GLOUCESTER, Mass., June 28. Fifteen men were drowned and nine other members of the crew of the fishing schooner Rex of this port were rescued, when the boat was sunk in collision with the Cunard anchor line steamer Tuscania, 200 miles east of Halifax yesterday, this being the message received by the ship's owners from the anchor line reporting the disaster. No word has come to amplify the details. The Tuscania, which struck the little fishing craft during fog, reported herself standing by searching for possible survivors and bodies. The master of the sunken vessel, Thomas Downey, of Lowell, was picked up dead. Officials of Fred L. Davis Company, owners of the Rex, believe many of their ship's crew were killed below decks in their bunks, and that others, stunned by crashing timbers were drowned before they recovered consciousness.

#### Work on New Car Barn

AND SUB-STATION COMMENCED.

A gang of thirty-five men, under Foreman Horman, of the W. I. Bishop Company, commenced excavation work to-day on the site for the combined building, Car Barn and Offices for the Mfd. Light & Power Company. The old car barn is being dismantled, and space for the erection of a temporary one is already being proceeded with at the extreme western end of the property. The plans and specifications calls for a combined building, measuring 117 ft. 6 in. in depth, with a frontage of 96 feet. The eastern end of the building will have a measurement of 93 feet, while the western end will measure roughly 77 feet. The building will be of concrete with standard metal reinforcements, the walls inside will be finished with cement plates. Steel columns which will be used for supports are due to arrive next week. The roof will be of concrete and covered in felt pitch with a valleyed centre for drainage. As soon as the new rails for the street railway arrive, the work of taking up the present rails will commence.

#### Fatal Motor Accident

NEAR KING'S BRIDGE.

On Saturday night about 9 o'clock, a fatal accident occurred at King's Bridge, when Edward Kelly, the six year old son of Mr. and Mrs. Edward Kelly, was struck by a motor car driven by Mr. E. V. Spry, at the foot of Kennas Hill, from which he expired at the General Hospital about half an hour later. Mr. Spry, with Mr. E. J. Sait, was leaving town via King's Bridge Road, and upon nearing Kennas Hill, Mr. Spry slowed down to change gears in order to take the hill. Whilst he was in the act of doing so, he noticed a black dog on the road, and swerved his car to the left to avoid hitting it. Just at the moment, however, the little boy ran from an embankment on the left side and was hit before the driver was aware of his presence. The car was immediately brought to a standstill, when Mr. Spry got out, and picking up the boy, carried him to his home alongside. Dr. Macpherson was immediately got in touch with and hurriedly arriving on the scene, made an examination. No injuries could be found on the child's body, and there was every appearance that he had not been seriously hurt. Dr. Macpherson then brought the little victim to the hospital to have an X-Ray examination performed. Meanwhile Mr. Spry motored to town and reported the accident to the proper authorities. Scarcely had this been done, when Dr. Macpherson phoned police headquarters that the child had passed away. Mr. Spry, upon learning of this, gave himself up to the police, but was later released. A magistrate enquiry into the tragic happening commenced before Mr. McCarthy

## CEMETERY DECORATION DAY

All Family Memorials should be in place for Decoration Day and the Annual Flower Services in Newfoundland Cemeteries. We are willing to co-operate with purchasers and make special efforts to fill every request; but we do ask that Memorials be arranged for as early as possible in order that we can give fitting attention to each, and thereby make "Perfect Tributes" of them all.

It is our privilege to assist you with your Memorial Problems, and we place our entire service at your disposal.

### MUIR'S Marble Works

MUIR BLDG. 198 WATER ST.

June 27, 28

## The Cemetery Beautiful

That is something more than a pretty phrase. It is an appeal to each individual lot-owner to do his share toward making the Cemetery what it should be—really attractive—full of harmony—replete in restfulness.

It calls for artistic—although not necessarily large—Memorials, placed in well ordered, well kept settings—all brought together in a colorful gloom-dispelling picture.

The essential of our business is to give assistance to those deciding these matters. Our service, with complete information, Catalogues and estimates, is at the disposal of all Memorial purchasers. We invite you to visit our Display Rooms and let us confer with you on what you require.

### Muir's Marble Works

MUIR BUILDING, 198 WATER STREET.

June 13, s.m.t

this morning, when the evidence of Mr. E. J. Sait was taken.

**Child's Tan, Crepe Sole Laced Oxfords, sizes 5 to 8, only \$2.50 pair at F. SMALLWOOD'S.**  
June 18, 24

#### Bait and the Baited

A keen angler, whilst fishing with every success a stretch of private water, suddenly became aware of the approach of a gamekeeper, whose duty it was to warn all such trespassers off.

Well aware of what generally happened, he decided to play the part of an eccentric old gentleman.

He drew in his line and, taking off the bait, substituted a small potato in its place.

The keeper, having inspected the bait, decided that there was nothing to fear from such an enthusiast, and retired to chat to his pals in the village inn. Of course, he regaled these gentlemen with the tale of the angler.

At this moment the angler himself appeared on the scene, carrying a basket loaded with trout.

"What did you catch those with?" inquired the keeper. "Surely not with that potato?"

"No," replied the other. "You're the fish I caught with the potato!"

#### PROPOSED VISITS.

H. B. THOMSON, Optometrist and Optician, will be visiting the following towns during the early summer on business. "Lewisport, Grand Falls, Curling, Chatham and towns on the S.W. Coast." Anyone wishing to have their eyes properly examined and glasses fitted should take this opportunity. Repairing and replacing lenses a specialty. Save the pieces. Address correspondence, P.O. Box 1337, St. John's, June 8, 1925.

#### MIRNARD'S LINIMENT FOR THE GRIPPE.

### DAILY MIRROR

(Overseas Edition)

Just received a number of copies of the Daily Mirror, June 11th, containing illustrations showing the unveiling of Newfoundland's Battlefield Memorial at Beaumont Hamel.

Price . . . . . 18c.  
By mail . . . . . 22c.

**S. E. GARLAND,**  
Leading Bookseller,  
June 27, 28 177-9 Water St.

### CUNARD ANCHOR-DONALDSON PASSENGER SAILINGS

FROM MONTREAL TO

July 3—Lettitia . . . . . Glasgow
July 10—Saturnia . . . . . Glasgow
July 17—Assinia . . . . . Ply., Cher., London
July 24—Athenia . . . . . Glasgow
July 31—Athenia . . . . . Glasgow
Aug. 7—Alania . . . . . Liverpool
Aug. 14—Lettitia . . . . . Glasgow
Aug. 21—Alania . . . . . Liverpool
Aug. 28—Saturnia . . . . . Glasgow

FROM NEW YORK TO

June 30—Franconia, Norway "Cruise"
July 1—Aquitania, Cher., Southampton
July 1—Lancasteria, Med., Norway Cruise
July 2—Samaris, Q'town, Liverpool
July 4—Tuscania, M'raean Cruise
July 4—Assyria . . . . . L'derry, Glasgow
July 8—Berongaria, Cher., Southampton
July 8—Coronia . . . . . Q'town, Liverpool
July 11—Columbia, L'derry, Glasgow
July 14—Seythia, Q'town, Liverpool
July 15—Mauretania . . . . . Glasgow

Ply. Cher., Southampton  
July 18—Laconia, Q'town, Liverpool  
July 18—Albania, Ply., Cher., London  
"Sails from Boston.

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