

WE HAVE JUST RECEIVED A LARGE AND BEAUTIFUL SELECTION OF

Baby Carriages



Let your baby be as happy as a lark, cosey and snug, smiling up at you from the soft comforts of our Beautiful Carriages.

POPE'S Furniture Show Rooms

Wholesale & Retail
WALDEGRAVE AND GEORGE STS., ST. JOHN'S.
apr18,ed,ey

STOCK MARKET NEWS

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

NEW YORK, June 11.

TO-DAY'S NEW YORK OPENING.

Baldwin	111 1/2
Columbia Gas	63 3/4
Cornstine	45
Pacific Oil	59 1/2
Radio	52
Sinclair	23 1/2
Studebaker	45 1/2
Union Pacific	134
U. S. Steel	114 1/2

Montreal Opening.

Abitibi	71
Brazilian	56
Montreal Power	130 1/2
Bewerles	45
Shawinigan	150
Can. Steel	85 1/2
Dom. Bridge	90 1/2
Laurentide	79

Gold Stocks.

Lake Shore	567
Hollinger	14 1/2
Tec. Hughes	138
Tough Oakes	26 1/2
Vipond	103
Indian	6
Premier	215

(From Boston Commercial, May 28th, 1925)

STEWART-WARNER EARNED \$2.17 A SHARE IN FIRST QUARTER.
Doing a Good Business and May Show Full Year's Dividend Earned in First Half—Prospect of Increase in Rate—Excellent Financial Position.

From its low of 55 on March 18, Stewart-Warner Speedometer has advanced 14 points to 69, its current selling price, at which, paying \$5 a share, it shows a yield of 7.3%. In 1924, the

stock ranged from 43 1/2 to 100 1/2; the 1923 low was 74 and the high 123 1/2. The company is conservatively capitalized, with neither funded debt nor preferred stock, is one of the largest and best managed of the accessory companies, and its entry into the radio field lends additional speculative possibilities.

Reflecting the improvement in the motor industry, the company is doing a good business at the moment, and will very likely earn its full \$5 dividend in the first half of the year. In the first three months of 1925 it reported profits after depreciation, federal taxes, etc., of \$1,303,972, as compared with \$1,496,700 in the first quarter of 1924 and \$1,827,973 in the corresponding period of 1923, an unusually good automobile year.

These earnings were equivalent to \$1.17 a share on the 599,990 shares of stock outstanding. In the final quarter of 1924 the corporation reported net at \$338,584, equal to \$1.39 on the number of shares at present outstanding. In the first quarter of 1924 net was equal to \$2.40 a share on the 599,990 shares now outstanding.

Ex. S. S. SILVIA

TO-DAY—JUNE 11th.

NEW POTATOES.
P. E. I. TURNIPS.
FRESH CUCUMBERS.
FRESH TOMATOES.
FANCY CALIFORNIA ORANGES
FANCY GRAPE FRUIT.
MOIRS' FRESH SULTANA CAKE.
MOIRS' SNOWFLAKE PILOT BISCUITS.
MOIRS' FRESH POUND CAKE.
MOIRS' CHERRY, FRUIT & MARBLE CAKE.

LOCAL TURNIP TOPS IN STOCK—
Fresh supply on Saturday.

2-lb. Package Lantic Cube Sugar .25c.

1/2-lb. Rolls Superior Imported Margarine, 20c.
1-lb. Blocks Imported Margarine .30c.
Butter Wafers, 60c.
Tin.

CATELLIES
Macaroni.
Vermicelli.
Spaghetti.

C. P. EAGAN

Phone Nos. 123 & 423 Duckworth St. 402 Queen's Road

More than a year ago, Stewart-Warner completed the latest addition to its plant, which added 25% to manufacturing space. It, therefore, now has large and ample facilities, and its employees have had long experience in making and assembling delicate instruments. It is thus equipped with skilled labor and with the facilities to produce radio sets on a large scale, and its distributing facilities are already ample to market a large output. It is expected that radio will be one of the company's principal lines.

After the payment of dividends on the stock in the first quarter, the corporation carried to surplus \$548,587, bringing profit and loss surplus to \$12,932,051, which is equivalent to \$21 a share on the stock.

Prospect of Increase in Rate.

Last year Stewart-Warner reported net earnings at \$3,501,106, equal to \$7.37 a share on 474,990 shares, or \$5.83 on present number. This showing must be regarded as rather encouraging in view of the unfavorable conditions which obtained in the automobile industry last year. If 1925 earnings run at \$10 a share on the stock, which they may do, the fact that the directors have been extremely generous in the matter of dividends inclines one to the view that the rate may be increased or an extra paid this year.

In 1924 Stewart-Warner paid two quarterly dividends of \$2.50 a share each, and two \$1.25 each, making the total disbursement for the year \$7.50 a share. Directors apparently are of opinion that when earnings are large the stockholders are entitled to a larger share of the earnings, and judging only from past action, increased earnings this year may mean a substantially larger dividend on the stock. The corporation is in splendid financial condition, with current assets in the ratio of about 7 to 1 as compared with current liabilities. Inasmuch as there is neither preferred nor funded debt, all of the profits after taxes and depreciation accrue directly to the stock.

(Halifax Chronicle, May 28th, 1925.)

MOTOR OUTLOOK CONTINUES GOOD.

Prospects Are Bright For Record Earnings This Season.

Boston, May 27.—The astonishing vitality of the motor industry and its sound fundamentals have again been illustrated by its rapid recovery in recent months from the upset conditions of last year. The industry is never without its confirmed pessimists when the outlook is uncertain, and never fails to attract a host of enthusiastic followers when conditions are booming. Its answer to the dire predictions concerning its future which were rampant at this time last year is the new high record in monthly output in April with production in United States and Canada plants totalling 331,301 passenger cars and 47,444 trucks.

This output compares with the previous record of 358,685 passenger cars and 45,804 trucks established in May, 1924.

Notwithstanding the April record, production of passenger cars in the first four months of 1925 was still below the total for the corresponding period of 1924, total passenger car turnout being 1,189,175 against 1,240,734 last year. With prospects of a new high record in the current month, however, output for the first five months will cross last year's figures and exceed any corresponding period in history, as output in 1924 began its decline in March, whereas all indications at present are that it is still on the upgrade.

Truck Production.

Truck production, on the other hand, is running substantially ahead of the corresponding period in 1924. For the first four months total truck output was 155,368 against 157,584 last year. While truck production in the past closely followed passenger vehicle output, the increasing use of buses in the past two years has tended to increase the proportion which trucks bear to passenger car output.

Record production figures are again suggesting to some of the more conservative automotive executives, who follow conditions closely, the prospect of overproduction. There seems to be less likelihood of this with its attendant losses this year than there has been in the past due to more stabilized manufacturing conditions and the fact that current production in a majority of cases is strictly in line with conditions in the retail field.

Reports from dealers throughout the country show that the public is absorbing new cars at a rapid rate, keeping stocks at a minimum. In some cases there is an actual shortage of cars with factories as much as two months behind in deliveries. While figures for the industry as a whole are not available, the results experienced by General Motors Corporation, which is doing more than 20 per cent. of the business in all price classes, are illuminating.

General Motors' Business.

In 1924 the corporation's dealers sold to the public about 70,000 cars, more than they purchased from the factory. In the first three months of this year, during the winter season when retail demand normally is low, there was a slight accumulation of cars as dealers bought 19,500 cars more than they sold. In the

PEPPYS BEHIND THE SCENES

June 10th.—The weather doubtful all day, being now fine and now inclined to rain, so that I know not for a long time what I shall do, albeit at last make up my mind to playing at tennis, which I had not done since I left Corner Brook. But Lord, the dampness and the sultry heat do take all the pleasure from the game, to my great discontent. In my evening shoot do see how divers people of Codroy do protest against the proposed direction of the road to be built in their district, being that they claim 'tis not in the best interests of the district. This the first thing of a public nature to trouble the Highroads Commission and methinks, by no means the last.

My wife this day asks me that I should increase her allowance, and when I do seek to know the reason for it, she tells me that she pays my laundry bill each week and this so great as to make her short for the week. At this I did tell her that in the future I would wear the one top shirt for a whole fortnight that her allowance may no longer be diminished by my washing.

Do learn from Squibbs, who is but lately come from Corner Brook, how the opening of the mill will be about the 1st day of August, and divers people of importance do come from England to witness it.

January-March period, sales to dealers were 155,315 units against retail sales of 135,766. In April, with the start of the spring selling season, dealers sold 97,359 General Motors units and purchased 85,695, indicating that approximately 60 per cent. of the accumulation of the prior three months, or 11,700 units, was wiped out. This condition is not representative of every company engaged in the motor business. It is believed to hold good for a majority and shows stocks of unsold cars abnormally low throughout the country.

The healthy condition of the retail field spells large profits from quick turnover for the motor companies. In the first six months many new high records in earnings will be established when books are closed for the period. Manufacturers are not yet willing to prophesy concerning the latter half of the year, but it is pointed out that if prompt steps are taken to curtail production when retail demand tapers off, 1925 will prove the most prosperous year that the motor industry has yet enjoyed.

DEATH TO FLIES AND INSECTS OF ALL KINDS

SAN-O-SPRAY

ELLIS & CO.,
Limited,
203 WATER STREET.

SAN-O-SPRAY

Certificate of Approval N.Y.F.D.
Reg. No. 306.

HOW TO USE SAN-O-SPRAY FOR INSECTS.

Flies and Mosquitoes—Apply as a spray about the room, closing doors and windows. Applied on verandah will keep Mosquitoes away.

Roaches—Spray liberally into the wallcoverings and under the wash boards or wherever they harbor, and on the floors where they are seen.

Bed-Bugs—Apply on infested beds, mats, springs and mattresses and into the crevices about the room.

Moths—Spray into closets where clothes are hung.

Fleas on Animals—Apply directly on the animal, rubbing well into the hair, spray rugs on which animals sleep.

WHOLESALE PRICES ON APPLICATION.

RETAIL PRICES.
Pint tins, each 90c.
With Sprayer, per set . . \$1.50
Quart tins, each \$1.40
With Sprayer, per set . . \$2.00
Gallon tins, each \$4.50
Sprayers, each 60c.

MINARD'S LINIMENT FOR THE GRIPPE.

Majestic Theatre

TO-DAY
20 cents

Walter Hiers

TO-DAY
20 cents

"FAIR WEEK"



Walter Hiers and Constance Wilson in a scene from the Paramount Picture 'Fair Week'

A HOWLING COMEDY WITH A MELODRAMATIC FINISH.

Take off again to James' Cruise! He gave you "The Covered Wagon," "Hollywood," "Ruggles of Red Gap"—and now this side-splitting about married life you know!

Slim Swasey Walter Hiers
Ollie Remus Constance Wilson
Madame Le Grande Carmen Phillips
Jasper Remus J. Farrell MacDonald
Dan Hogue Bobby Mack
Tinkle Mary Jane Irving
"Sure Thing" Sherman Earl Metcalfe
Isadore Kelly Knute Erickson
Mary Ellen Allen Jane Keckley

NEXT WEEK—See "The Fighting Coward" from Booth Tarkington. Better than "The Covered Wagon."

Examination Supplies.

Prepare now for mid-summer Exams. Let us fill your orders for—

- Footslop Paper.
- Drawing Papers.
- Needlework Paper.
- Drawing Pens.
- Drawing Pencils.
- Shorthand Pencils.
- Mathematical Sets
- Compasses.
- Set Squares.
- Rulers

and anything else required for your Examination outfit.

Garrett Byrne,
Bookseller & Stationer.
Jan15,ed,lf

London's Hero Factory

TRAINING FIREMEN TO FEAR NOTHING.

I had an opportunity recently of visiting the headquarters of the London Fire Brigade and of observing the system which converts a raw beginner into a thoroughly competent fireman. writes the T.B. man. The occasion was the weekly demonstration of fire tactics arranged for the benefit of any ratepayers who apply for tickets to see what is unquestionably one of London's most thrilling free sights.

Formerly recruits were selected only from among those who had served abroad, but now candidates are accepted from any occupation, providing they pass the necessary tests. I large number of would-be firemen are rejected on account of deficient chest measurements, while a rigid medical examination results in many others failing to qualify. Then there is a strength test, which consists of raising a weight of 240lb. to a height of twenty-five feet in forty seconds.

S.W. SMITH Presents
The GLORIOUS
NAVAL EPIC

ZEEBRUGGE

The STORY OF THE MOST DARING EXPLOIT IN HISTORY

At The
NICKEL MONDAY

"CHARLEY'S AUNT" Is at the Crescent To-Day

The test is carried out by means of a special appliance.

Drills and Thrills.
If successful, a candidate undergoes a series of drills, as well as training with hook ladders, which enable walls to be scaled when it is impracticable to use a fire-escape. Another test that follows is one calling for considerable nerve, since it consists of jumping from a high window into a sheet held by a group of men below.

But it must not be supposed that a beginner is expected to undergo these ordeals straight away; on the contrary, he is given every opportunity of preparing for them by acquiring the necessary confidence.

From this point the recruit goes on to learn the proper handling of injured persons, how to enter a smoke-filled building, or one from which poisonous fumes are escaping, and how to direct jets of water at varying pressures. This training occupies the better part of a year. Some men volunteer for smoke-helmet work, which necessitates them continuing their training at a rescue centre established specially for the purpose in a northern mining district. Others qualify for taking charge of motor pumps, operating searchlights, oxyacetylene plant, and similar tasks.

At the present time the London Fire Brigade is made up of 1,928 firemen. In addition to which there is an administrative, technical, clerical, and

Trains Stopped by Locusts

One of the largest recorded swarms of locusts was observed by Dr. Caruthers, the naturalist, making way from Africa to Arabia across Red Sea on November 25th, 1888, estimated their number at twenty trillion; forty-four million tons, covering an area of 2,250 miles; all day long passing a point.

The swarm that invaded Algeria, the grasshopper year, of 1866, estimated to have totalled 50,000 live weight on the wing. A couple the natives who died of starvation consequent of their devastation reported as 200,000.

On the island of Cyprus, in 1850, female locusts laid five billion eggs, the total weight of the 100 ing estimated as 4,000 tons.

In 1876, in Kansas (says a writer the "Scientific Monthly"), they were numerous as to stop the trains greasing the track. Grasshopper grease is used now for lubricating aeroplane engines. Eighteen dried locusts were shipped from Africa to Holland for the extraction of the oil, which is said to retain liquidity at very high altitudes.

NOTICE—Anything in Masonry, nothing too large or too small. Ring 1607R. RALPH BUTLER, Mayor Avenue. may27,smos,m,w,s