

Some Fresh, New Arrivals in Women's Blouses, Dresses and Hats.

We have just finished opening some new shipments of English and American Goods.

Our Spring Stock is now at its fullest.

See our new showing of LADIES' CAMISOLES, NIGHTDRESSES and UNDERSKIRTS.



SCOTT,

Store, 18 New Gower St.
Openings from 7 to 9 p. m.

AIN-TEED

ENTS and OFINGS

the best obtainable

BARR, Agt.



Maunde
St. John's, N. F.

one year for a brother, deep mourning at first and lighter mourning afterward. This is just a matter that one may adjust to one's own satisfaction. Since deep mourning is not worn now as much as formerly," said her friend.

Closing the North Sea.

(By J. Edward Walker in the Scientific American.)

It would be the height of folly to conclude that the reduction in the losses of ships during the past two or three weeks indicates that the German submarine warfare is on the wane, and that the curve of losses will drop steadily from now on until the vanishing point is reached. As we go to press, indeed, the present week shows a rise of over 100 per cent above the week preceding. Of all the leading powers concerned in this tremendous problem—Great Britain, France, Italy, ourselves and Germany—the last-named power only can explain these fluctuations, and for obvious reasons Germany keeps the truth to herself.

What is the meaning of this reduction in losses? Have the Allies, ourselves included, devised some altogether new and very effective means which are sinking the U-boats faster than Germany can build them?

Is it a fact that the multiplication of hostile surface craft has so completely dominated the infested waters, that the submarines must stay below and hesitate even to show their periscopes when they hear the throbbing propellers of an approaching ship?

Is it that Germany has been working her submarine fleet and the crews which man it with such furious persistence that the submarines are badly run down and the crews are exhausted?

Or is it that Germany is seeking to develop a sense of false security, so that she may gain the moral effect of another sudden and portentous outbreak of activity which will make the Allies hopeless of ever successfully meeting the problem? As to the truth of these surmises we are utterly in the dark.

This much, however, we do know: That every dictate of military, political and economic prudence demands that we prosecute the anti-submarine war, not with relaxed but with redoubled energy, and leaving no stone unturned to meet it.

Losses Are Still Very Serious.

The goal at which the Allies should aim and short of which they should not cease their efforts, is the absolute defeat and wiping out of German submarine activity. There is a danger lest we lose sight of this goal when over-optimism leads us to any other conclusion. The Germans are getting too many ships; altogether too many; and there is something wrong either with the means and instruments employed against them or in the general principles upon which the warfare is being conducted. Now, there is nothing wrong with the instruments. They are ingenious and multi-form

If we assume an average displacement for these ships of 3,500 tons, we reach a total loss for the week of 52,500 tons, and if this rate were continued, and the ships under 1,600 tons were included this would mean a loss of not less than 3,000,000 tons per annum.

Existing Methods Are Inadequate.

Now, if the Germans go on sinking 3,000,000 tons of shipping a year it will be because the recent defensive and offensive methods against deep-sea depredations are a failure. Only a foolish optimism can lead us to any other conclusion. The Germans are getting too many ships; altogether too many; and there is something wrong either with the means and instruments employed against them or in the general principles upon which the warfare is being conducted. Now, there is nothing wrong with the instruments. They are ingenious and multi-form

and are being most energetically employed on a truly enormous scale. It is our belief that in this game of submarine "swatting" ingenuity has been taxed to the limit, and we see little reason to hope that any single device, or combination of devices, or any of the tactics of submarine hunting as at present carried out on the high seas are going to prove effective in preventing this annual loss of 3,000,000 or more tons of shipping. It begins to look as though we would have to change radically our whole plan of campaign.

At the Source.

It is pretty well understood that there are two broad policies by which the submarine can be fought. Either we may let the submarine fleet pass out on to the high seas, and then commence a still hunt for its individual units, or we may go to the source and shut up the U-boats within certain prescribed areas. Hitherto we have been following the former plan, and a rate of losses of 3,000,000 to 5,000,000 tons of shipping a year, proves, if it proves anything, that the plan is a failure. The fact cannot be questioned; and if this murderous piracy is to be wiped out we must adopt the opposite and obvious policy of blocking the submarine fleets at their point of exit and fighting them within their own waters. This may be done in two ways. We may institute a coast blockade by building continuous nets across the entrances to Zebrugee, Wilhelmshaven, the Elbe and the Baltic, or we may surrender the North Sea entirely to the German submarines and shut them within it by a wall of obstruction across the English Channel at Dover and across the North Sea from Scotland to Norway.

Closing the North Sea.

An estimate of the total length of netting and the total number of patrol boats necessary for closing these various submarine bases shows that a more satisfactory and more effective result can be obtained by sealing the Straits of Dover and building a huge net from the coast of Scotland to the coast of Norway. It is stated that the Germans have equipped their submarines with various types of net-cutting devices, which they claim are effective and will carry the larger submarines through any net that can be built. How true this is we do not know. Rumor has it that two kinds of cutters are used, namely, revolving knives-carried well beyond the nose of the submarine, and long keen knife blades extending from the bow aft, which, it is claimed, will cut through the heaviest wire work. This may be true; though we doubt it. Anyone who has tried to cut a piece of plough-steel wire knows that it requires a sharp chisel, an unyielding anvil, and no little muscular strength to do the trick, and we very much doubt if any revolving knife or razor-like edge would cut through the thick but flexible wire of a heavy net.

Be that as it may, we are strongly of the opinion that the most effective barrier would be a combination of the net and the mine, in which the net performs the function of a carrier to sustain a continuous wall of mines, so spaced that any submarine which touched the curtain would be broached and open to the sea in one or more places.

(To be continued.)

GUESTS AT BALSAM PLACE.—R. C. White, Twillingate; Rev. J. C. Elliott, Trinity; Mrs. J. S. Elliott, Trinity; F. G. Snelgrove, Port Union; Miss J. Snelgrove, Port Union; C. B. Simmons, City; Miss F. M. House, New York; Mrs. Isaac French, Exploits.



You Are Sure

of COOLING SATISFACTION with

ICED POSTUM

A popular home drink that provides hot-day comfort of the right sort.

Directions: Postum made in the usual way, chilled with ice, and served with sugar, and either a dash of lemon or cream to taste.



T. J. EDENS.

Nothing but the Choicest Eatables

Monday, June 25, '17:
N. Y. CHICKEN.
N. Y. CORNED BEEF.
CAL. ORANGES.
FABLE APPLES.
BANANAS.
CAL. LEMONS.
CHERRIES.
FRESH TOMATOES.
CUCUMBERS.
NEW TURNIPS.
NEW CABBAGE.
FRESH COCONUTS.
BERMUDA ONIONS.

PURSE-PLEASING PRICES.
Tomatoes, No. 3 tin30c.
Peas & Beans, No. 3 tin30c.
Macaroni, Best15c. lb.
Fry's Cocoa, 3 lb. tin15c.
Shredded Wheat Biscuits, 15c. pkg.
Syrups, full wine bl. . . .35c.
Strawberries, tin25c. tin
Corn Syrup, 2 lb. tin30c.
Asparagus Tips, 3 lb. tin, 50c.

ICE CREAM POWDERS.
Assorted flavours; 15c. packet will make 8 pints delicious Ice Cream.

25 kegs, 100 lbs. each,
CHINESE LAUNDRY STARCH.

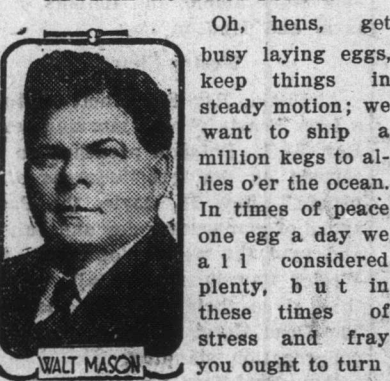
T. J. EDENS.

Duckworth Street and Rawlin's Cross.

Express Passengers.

The following first class passengers are on the incoming express due at 5 p.m. to-day: Lady Reid, Miss L. Reid, Master G. Reid, Miss M. Lee, O. B. Iskurst, J. and Mrs. O'Brien, H. D. O'Brien, C. St. John, H. M. Varden, E. M. Dixon, B. A. Clarke, W. J. Beddard, R. G. Payson, Miss M. G. Condon, J. Whiteley, F. Shortall, J. and Mrs. O'Rourke, A. Bocher, H. Cunningham, A. M. Fraser, J. N. Musgrave, Miss J. Russell, Miss M. Read, Miss T. Marshall, J. N. Jock, J. Telbor, J. T. Macgregor, D. A. F. Robinson, C. H. Robinson, A. T. Whealan, G. U. Stewart, M. M. MacLean, L. B. Cumberland, C. M. Thompson, Mrs. H. R. Canfield, S. W. Canfield, Mrs. M. Morrissey, Miss M. Brown, L. A. Fortune, Madame Timmons, Miss P. Vacher, Miss A. Hilliard, Mrs. B. Hill, Mrs. Thomas Beasley, Mrs. M. Cullen, E. S. Emery, R. W. Smith, T. S. Putnam, R. H. James, J. Connors, M. Leamis, Capt. J. Chitt, Miss M. Connors.

APPEAL TO PRODUCERS.



Oh, hens, get busy laying eggs, keep things in steady motion; we want to ship a million kegs to allies over the ocean. In times of peace one egg a day we a 11 considered plenty, but in these times of stress and fray you ought to turn out twenty. The hen that will not do her best, can't have me as a backer; no loyalty is in her breast, she is a tinhorn slacker. So, Brahma, Leghorn, Plymouth Rock, Minorca, Scrub and Dorking, lay eggs, lay eggs, all round the clock, and make a record corking! You should be, in the country's plight, its staunchest friends and boosters. Lay eggs, lay eggs, by day and night! Quit flirting with the roosters! Oh, cows! "The grass is fine as silk," I hear you glibly mutter, and you should turn out tubs of milk and fifty kinds of butter. In times of peace we didn't care if you went dry or balky, but now that shrapnel fills the air, such conduct is too rocky. We've kept your stomachs, bovine band, with most expensive grub full, and now that milk is in demand, you ought to give a tubful. Speed up, speed up, if you would save the land from ruin utter! Don't like a bunch of steers behave, but turn out milk and butter.

Returning Soldier.
His Excellency the Governor has received a cablegram from Major Timewell, Record Office, London, to the effect that 2nd Lieut. John Spooner, 30 Monroe Street, is proceeding to Newfoundland.
Dept. of the Col. Secy, June 30, '17.

The low-back corset continues to lead on account of the influence of athletics.

War Veterans Welcomed.

PRIVATE BROWN SUFFERING FROM SHELL SHOCK.

By the express which reached the city at 5.30 p.m. on Saturday the following war veterans under command of Capt. H. A. Ross returned on furlough: Lieuts. S. James, E. Ellis, H. Peckham; Sergeants, F. Brien, Gushue, Warren, R. Spencer, Vaughan; Ptes. Brown, Lambert, Gillingham, Rendell, Hogan, Bastow, Harvey, Moore, Ronayne and Ploughman. At the station the returned heroes were welcomed by the Premier, the Ladies' Reception Committee, a squad of volunteers, relatives and friends and a large gathering of citizens. The Premier extended a hearty welcome home to the men who so nobly defended the Empire in its great struggle for the freedom of the world. At the conclusion of the Premier's address cheers were given for the returned heroes, after which they were placed in cabs and driven to their homes.

Included in the number was Pte. Brown of H. R. Grace, who is in a critical state of health from the effects of shell shock, being so sick that it was necessary to remove him from the sleeping coach to the hospital in the ambulance. Pte. Brown enlisted early last year but did not go to France till about the end of the year. On Jan. 28th, while in the advance trenches, he was stricken with shell shock and shortly after was removed to Wandsworth Hospital. Despite the best medical treatment that could be obtained in England he has not improved in health, and finally, after passing through the hands of five expert medical men, he was sent home with the hope that his native air would help to restore him to his former health.

Prospero Returns From North.

MAN DIES ON BOARD.

The s.s. Prospero, Capt. A. Kean, returned from the northern route yesterday, after a fine trip, bringing the following first class passengers: Miss H. Pike, R. Barrett, J. Cornick, R. Bowdoin, W. Barnes, M. Parrell, J. P. Croft, F. M. Wells, G. F. Fitzgerald, E. P. Rowell, C. Curtis, S. C. Thompson, A. Frazer, L. B. Oke, S. W. Travers, T. Dawe, Earle, A. King, B. Basha, G. Tulk, F. Mansfield, N. Bishop, G. Greenland, N. Hicks, V. Guy, F. Snelgrove, F. Brazil, R. Pilley, H. Gillard, T. Sparkes; Misses Sealey, Hancock, Fye, Conzolly, Towner, Murrell, Wellman, Curtis, Granter, Moore, Dove, Bryant, MacGinn, Penney, Rideout, Milley, Hyde, Abbott, House, Benson, Butler, Ploughman, Ricks, Tilley; Messdames Morgan, Salvey, Brown, Parsons, Guy, Sweetland, Erickson, Clarke, and 48 in steerage.

The ship reached as far north as Quirpon. On her return south the Prospero took on board a man named Stephen Maddick, at St. Anthony, where he had been under treatment for some time for a serious ailment and was being brought home incurable. Early yesterday morning a change in the patient's condition occurred and he passed away. The body was taken to the morgue for examination on arrival of the ship here and will be sent to Carbonear, the home of the deceased, who was 35 years of age and is survived by a mother.

The fishery north is good on the whole, particularly south of Twillingate. At Fogo there is a splendid voyage ashore already.

Turkeys, Ducks and Chicken at ELLIS'S.

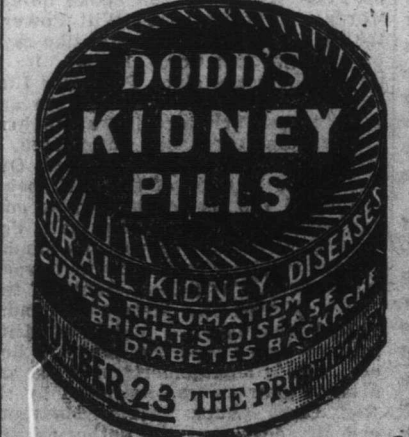
Football Notes.

A meeting of the Football League was held Saturday night last and arranged the fixtures for the season.

The C.E.I. Fieldians and Collegians will not be represented but the remainder of both teams will play with the Saints.

The Star and B.I.S. will also compete and a lively series of games can be looked forward to.

The Star have some of the Terra Novas of last year, whilst the B.I.S. are not weak either.



American SAILORS,

Large Straight Rims.

In Nigger Brown, Green, Navy and Black,

\$2.00 each

Showing in Our Window To-Day.

S. MILLEY

We make special mention of our Wafer Sliced Ham and Bacon and other Cooked Meats.

AYRE & SONS, Ltd.
CAMPING OUT SUPPLIES.

DELICIOUS
COOKED MEATS
THE
BULL'S EYE OF
QUALITY

We carry all kinds of Canned Fruit of the best grades and the reputation of these goods is unsurpassed. Bright ripe fruit with heavy rich syrups.

All our Meats prepared for retail are carefully pared and covered with specially made parchment, and are sliced by expert cutters, handled on a marble top counter, wrapped in waxed paper and weighed sixteen ounces to the pound.

The increasing demand for these goods is an unmistakable indication of their genuine popularity.

Our canned Cocoa and Milk, Coffee and Milk, Chocolate and Milk, Condensed Milk, St. Charles' Cream are healthful body-building products; and our Bottled Summer Drinks are cool and invigorating.

ORDERS CAREFULLY DESPATCHED BY BOAT, RAIL OR CITY DELIVERY.

SUMMERTIME OFFERINGS

This week we draw your attention to our special lines of **SILK MUSLIN**, 40 inches wide, - **35c. yd.** in Pale Blue, White and Cream.

JEAN, 28 ins. wide, in Navy, Saxe & White, **30c. yd.**

PIQUE, 27 inches wide, in White, - **25c. yd.**

POPLIN, 28 in. wide, mercerized, Saxe & Navy, **45c. yd.**

Some Pound **KHAKI ENDS**, suitable for Men's or Boys' Overalls.

A few Ladies' Cream Serge Coats, **JOB**, at **HALF PRICE**.

This week at

A. & S. RODGER'S