

Now Playing--AT THE NICKEL--Now Playing

FAREWELL SONGS

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"FORE"

Showing Walter Hagen and several of the Golf Champions explaining the difficult shots—A Sport Review.

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"THE ALLIGATOR HUNT"
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WHAT would those old kings and queens have said if they could have tasted SCHRAFFT'S CHOCOLATES?

In no art or science has such progress been made as in candy making. Taste Schrafft's Chocolates to-day and think what the kings and queens of olden times would have given for such delicious morsels. Our stock is always fresh and complete in all the popular flavors and assortments.

J. J. ROSSITER.

June 15, 1925

DULEY'S
WEDDING PRESENTS
and
PRESENTATION GIFTS.

We have now on exhibition a fine selection of Gifts in China, Silver and Cut Glass. Every piece is of the best material at a reasonable price and in the newest designs:

Cruets, Marmalade Jars, Salad Bowls, Fruit Bowls, Sugar Dishes, Butter Dishes, Cake Stands, 2 Tier and 3 Tier; Salvers, Tea Sets, Entree Dishes, etc.

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"GIFTS THAT LAST."

Jan 6, 1925

RUBBER
BALLS

An entirely new assortment of Terra Cotta and Coloured Balls, just received.

PRICES FROM 12c. to \$1.00 EACH

See our display in our East Window.

S. E. GARLAND,

Leading Bookseller & Stationer, 177-9 Water St.

STOCK MARKET NEWS

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

NEW YORK, July 30.
TO-DAY'S OPENING.

Certainated	53 1/2
Gen. Motors	38 3/4
Pacific Oil	56 3/4
Sinclair	21 3/4
Studebaker	47 3/4
Union	140 3/4
U. S. Steel	118 3/4
Cal. Petroleum	28 1/4
Happiness "A"	9 3/4
Overland	19 3/4
Radio	52 1/4

MONTREAL OPENING.

Brazilian	58 1/4
Win. Electric	52 1/4
Nat. Breweries	42 1/4

WHEAT.

Win. July	161
Win. Oct.	137 1/2
Chic. July	156
Chic. Sept.	151

COPPER.

Lake Brands Quoted at 14 1/2 Cents.
Boston—The inquiry for copper continues heavy enough to stiffen the market, with sales reported at 14 1/2 cents Connecticut deliveries. Lake brands are quoted at 14 1/2 cents.

The producer's position is much better than at the beginning of the week. Large orders have been booked by the leading interests.

London has been sending over firm advice lately, and the stronger cables and large transactions in the foreign market have done much to inspire confidence in local circles.

English metal dealers have been anxious to arrange favorable contracts recently. Good orders have been received for shipment to England, Havre and Hamburg, and if the market succeeds in maintaining a firm position for the next 30 days it is believed the buying movement for both domestic and export account will attain new momentum that will mean further improvement all along the line.

More Taxes—Less Trade

HOW MONEY IS DIVERTED FROM INDUSTRY.

(By a Financial Observer.)

Even in a nation so famed as ours for its political common sense and self-governing capacity there are probably only a few thousand thinkers who contribute much towards what is called public opinion.

If I were asked to select the reform most certain to save us from ruin and restore us to prosperity, it would be the conversion of our few thousand active thinkers to right views on political economy, and especially to a clear perception not only of the limited good but also of the unlimited harm that a Government can do.

Any Government can ruin a country. No Government has the power by an equally rapid process to rebuild the prosperity it has destroyed. The first duties of a Government are to maintain peace abroad and security at home and to take care that all the necessary services—defence, police, education, roads, public health, and so on—age administered with efficiency and economy.

It sounds very simple; but in practice nothing is more difficult. Every public department naturally wants to spend as much public money as possible. A vast army of public servants is always pressing for less work and more pay. Outside this fortunate class is a crowd who want to be admitted into the happy circle of privilege and pension.

At the State's Expense.

Then there are the philanthropists, each of whom runs his own special hobby for relieving distress at the

Foreign cable quotations of 267 per ton for electrolytic copper are the highest in over three months. The advance is significant of the attitude abroad. It events during the next six weeks justify signs of returning confidence in European quarters it will be of incalculable benefit to the copper situation.

AMERICAN PNEUMATIC SERVICE CO.

Lamson Co. Has Second Best Six Months—Unfilled Orders Increase 40 Over First of Year.

Boston—The six months' statement of the Lamson Co., subsidiary of American Pneumatic Service Co., showing net earnings of \$212,024, is a pleasing exhibit. It is the second best six months' showing ever made by the company. When it is considered that the last half of the Lamson year is almost always better than the first it means that barring unforeseen developments the company is likely to report the best year in its history for 1925. For the first quarter this year the Lamson earnings were \$92,500.

Unfilled business on the books has increased about 40% since the start of the year and is sufficient to keep the plant busy for four months. Lamson Co. has just taken an order for the largest store carrier system in the world. This is to be set up at the store of Sibley, Lindsay & Curr in Rochester, N.Y.

If the Lamson business holds up to the level established for the first six months the parent company should be able to show the full dividend of \$3 to which the stock is entitled on the \$6,325,000 second preferred of \$50 par. This would compare with \$2.34 earned on the stock in 1924. Dividends are now being paid at the rate of \$1.50 a year. Serious consideration of a larger disbursement will be in order at the December meeting of directors.

public expense. There are employers who want a subsidy at the expense of the taxpayers. And last, there is Labour, which asks the State to raise wages and shorten hours, forgetting that the State cannot compel any employer to carry on at a loss or to pay higher wages than he can afford.

In short, everyone sees his own advantage in State aid and ignores the disadvantages and sufferings which State aid for him will cause to others. You increase the numbers employed by the public authorities, and you diminish by a corresponding increase of taxes and rates the volume of private employment.

You may continue the process indefinitely until the crash comes. It comes when the burden of taxes and rates becomes insupportable, and it may take the form of a violent revolution. Unable to extract a sufficient revenue by taxes, the Government is forced either to dismiss its servants or to borrow. When borrowing fails it resorts to paper money. Private property invested in public securities is confiscated. Public bankruptcy follows. In the last ten years we have seen this process begun and completed in Russia, Germany, Austria and Hungary. It is more than half-way through in several others.

Britain has escaped the worst, but we have escaped only by the skin of our teeth; and we have not learnt the lesson. The present conditions of trade—the backward slip since Christmas—are a warning that we have not recovered and, what is worse, that we are not recovering from the war.

Draining Business Dry.

May I prove my broad conclusion by simple arithmetic and logic?

1. The number of unemployed in

Great Britain is much larger, and the volume of our exports and imports is much smaller than before the war.

2. Those two facts are obviously connected and they must be due to some new and unfavourable conditions.

3. In 1913 the British Government took out of the pockets of the people and spent on Army, Navy, Debt, Civil Services, and so on, rather less than £200,000,000 sterling. This year the British Government has provided for an expenditure of £300,000,000. After allowing for the decreased purchasing power of the £2, we are still confronted with the fact that taxation is nearly three times as heavy. The total amount of local rates, which was £75,000,000 before the war, has risen to £161,000,000.

No precise method exists for determining the total national income out of which rates and taxes have to be paid. But we shall probably be minimizing the change if we assume that the proportion of his income which a British citizen pays in taxes and rates has risen (on an average) from 10 per cent. in 1913 to 22 per cent. this year.

4. The total expenditure on pensions, doles, and poor rates is enormously larger than in 1913.

5. Many tariffs, including that of India, have been raised against British manufactures.

6. Owing to an enormous increase of war debt the public credit has declined. In 1913 the average price of Consols was about 73. In May of this year it was about 56 1/2.

These seem to be the important factors which have changed since 1913. If so, these must be the causes of bad trade and unemployment.

If this argument is correct, our present troubles must be largely due to this enormous increase of public expenditure and public debt, of national taxes and local rates.

The home market is impoverished by taxes. Over-seas markets are obstructed by tariffs and prohibitions which did not exist eleven years ago. We have located the disease and, knowing the cause, we shall be able to distinguish the poisons which would aggravate the malady from the medicines which would gradually restore the patient to health.

The Wreck of the LaPlata

(By ELLIOT O'DONNELL)

A strange occurrence at sea that created much controversy at the time, was the loss of the steamer LaPlata.

The LaPlata, belonging to Mr. Henley, of London, had been chartered by Mr. Siemens to carry three hundred miles of cable wire from London to South America. She left Gravesend on Thursday, November 26th, 1874, with eighty-five souls on board, including officers, crew, cable experts, and electricians.

We must now pass on to the following Monday morning. At eight o'clock the emigrant ship Gare Loch, Captain Greenwood, was battling her way against a strong headwind and big seas in the Bay of Biscay. The lookout man saw a dark object floating on the water on the port bow, and signalled to the officer on the bridge.

Survivors of the Storm.
This mysterious object turned out to be a boat with a number of people in it. The ship was at once brought to, and fifteen men, in a very exhausted state, were hauled on board the Gare Loch.

They proved to be survivors of the LaPlata. The tale told by Mr. Dicks, the officer in charge of them, was as follows:

"After leaving Gravesend the weather was fair down the Channel, till Friday night, when it commenced blowing somewhat hard. In twelve hours' time the breeze had developed into a gale. We were then in the Bay of Biscay, steaming slowly ahead.

"No apprehension was felt till Saturday night, when a tremendous sea swept our decks, displacing several tons of grappelling apparatus, and tossing it about as if it had been cork.

In Deadliest Peril.

"From that time onward the LaPlata and everyone in it were in deadliest peril. Every roll and lurch sent huge coils of wire and heavy grapples iron skidding and thumping in all directions. The decks were ripped and torn, the hatchways broken and blocked; there was no safety anywhere.

"And worse followed. The sea poured down into the aft cabin, between which and the engine-room there was no bulkhead, put out the fire and displaced and lifted the stove plates. In their turn these cut the sea pipe, through which is conveyed the seawater for cooling the ashes.

"While all this was happening, Captain Dudden, cool as a cucumber, was trying his best to preserve order. Seeing that it was impossible to save the ship, he made a desperate attempt to launch the patent air raft, but failed. He then told us to get into the boats, but not to launch them.

Swimming to Safety.

"When we sank," he said, "the boats may float all right. That, at any rate, is your only chance. When pressed by me to get into one of them himself, he shook his head and replied: 'No, my post is on the bridge, and there I remain.' He did so, and the surgeon stayed with him."

The narrator, who was the third engineer of the LaPlata, went on to say that, when the ship sank, with awful abruptness, into the black, seeth-

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Just about 130 for your selection.

Regular \$9.00 goods.

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Always Something
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WHOLE PEACHES

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STRING BEANS.

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SULCO. V.B.

For Fruit Trees, Shrubs,
Flowers and Plants.

DRAIN PIPE SOLVENT

For Obstructed Drains.
For Solidly Clogged Drains.
For Frozen Pipes.

RATICATOR.

The Safe, sure Rat Exterminator.
Harmless to Human Beings,
Domestic Animals and Poultry.

ing depths, there were terrible screams, which could be heard even above the shrieking of the wind and the roaring of the waves.

He gave himself up for lost, but, to his amazement, the boat he was in floated. The position he and the fourteen men and boys with him found themselves in was, however, one of extreme peril. They were continually shipping water, while they had nothing in the way of food but a few biscuits, a small cheese, and a pint and a quarter of gin.

Moreover, the night was terribly cold, and they were all soaked to the skin with spray. Hour after hour they sat huddled over the oars or bailing away, their legs in icy water, and consumed with a fearful thirst. Once a huge steamer loomed through the darkness close beside them, and they shouted as loudly as they could; but to their dismay the vessel took no notice and passed on.

More waiting and frantic suffering followed, and they were beginning to give way to the blackest despair, when they were picked up by the Gare Loch. The third engineer's story received corroboration the following Wednesday, when the three-masted Dutch schooner Wilhelm Benkiesoon sighted a raft with something like one or two human bodies on it.

As the sea was running very high at the time, Captain Dorr, who was in command, did not dare risk launching 'a boat, and presently he lost sight of the raft.

Two hours later, however, he saw it again, and discovered that there were two men on board. Still not daring to launch a boat, he brought his ship as near the raft as possible, and then made signals to the men to swim to him. This they did, just succeeding in reaching the Wilhelm Benkiesoon.

Adrift in the Tempest.

They proved to be Lamont and Hooper, boatswain and seaman respectively of the LaPlata. According to their statements, they had, on the sinking of that ship, managed to clamber on the patent air raft, where they had remained, without food or drink, up to their waists in icy water, and continually drenched with spray for two days and nights.

Again and again their hopes had been raised by the sight of vessels passing comparatively close, but they had always sailed on, without noticing their frantic signals of distress.

When, at last, the Dutch ship had come to their aid, they both felt too weak to swim to it, and it was only by the exercise of tremendous will power that they finally made up their minds to try. To both of them that plunge into the water, followed by the awful struggle to reach the Wilhelm Benkiesoon, was a nightmare never to be forgotten.

The account they gave of the actual sinking of the LaPlata more or less tallied with that of the third engineer.

After receiving every kindness at attention from Captain Dorr the men were transferred to the Gibraltar hospital and eventually returned to England hopelessly crippled.

A Mysterious Explosion.

Some time after this rumors gradually got about about a mysterious explosion on board the ill-fated LaPlata. Who exactly spread the report is not known, but apparently it was one of the other of the survivors.

It was said that, prior to the sinking of the vessel, and while the men were sitting in the boats on the deck awaiting their fate, an explosion occurred below deck. As a result of this the air raft and one of the boats became entangled in a mass of debris which prevented the boat floating.

This explosion, if it did occur, was the more mysterious, as the fire in the engine-room had been extinguished long before.

If there was any truth in the rumor, it is curious that no mention of the affair was made by the survivors to their rescuers. The report goes to the sinking of the LaPlata a tale of mystery, and adds to a tale of terror and hardship the fascination of an unsolved riddle.

When making ice cream be sure to use not only the most economical, but the purest-flavoring, Shirriff's Vanilla, which you can now get by phone Shirriff's agent, GERALD S. DOTY, Phone 311—July 30, 1925.

James Murdoch & Co.,
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