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Gives you finished prints from your roll films in 24 hours, without fail.

When you're off for a picnic, or on your holidays, take your camera with you to "snap" the good times you have, the lovely bits of country you see, and send your films to us for development.

Our special apparatus ensures you the best possible results from your films. Our reputation ensures you the prompt service of which we make a special feature.

TOOTON'S

THE KODAK STORE
309 Water Street. Phone 131.

HAY!

JUST ARRIVED ex. S.S. "LISGAR COUNTY"
182 SMALL BALES OF P.E.I. GOVERNMENT INSPECTED HAY.
SELLING AT A VERY LOW FIGURE, ex. WHARF.

T. B. Cliff
COMMERCIAL CHAMBERS,
WATER STREET.



Laugh and Grow Fat

is an old Axiom.

We advise the use of a Good Tonic
and we know of no better than
BRICK'S TASTELESS.

Brick's Tasteless is a wonderful nerve tonic and blood builder that we gladly recommend. If you have no appetite, and feel tired, no energy for anything, try a bottle of BRICK'S and see how quickly it will help and improve your condition.

You can purchase a bottle of this excellent tonic at nearly every store in the country.

Price **\$1.20** per bottle.

Dr. Stafford & Son
(Sole Agents for Newfoundland)
Duckworth Street and Theatre Hill.

The delightful tripe-shoulder capes show the Directorate influence on a coat of black satin. One chic frock has its long-waisted bodice and wrapped skirt buttoned on opposite sides with pleasing accessories. Pleated skirt panels at the sides, and a pleated skirt-bottom front give interest to a crepe frock. Never was the feather trimming more in vogue. It is used on evening gowns, evening cloaks and many accessories.

Harnessing the Humber

HYDRO-ELECTRIC POWER DEVELOPMENT AND PAPER MANUFACTURING PROJECT IN THE HUMBER VALLEY MAKING GOOD PROGRESS.

"On June 8th, 1923 the S.S. Canadian Coaster arrived in Humbermouth with a full cargo of machinery, flour and feed for the Northern Construction Company, sub-contractors for Sir W. G. Armstrong Whitworth and Company, Limited. Among the cargo are seven small railway locomotives and five steam shovels."

The above clipping from "The Western Star," active organ of the West Coast, published at Curling, Newfoundland, records in its humble fashion probably the greatest step in industrial progress ever made by the Ancient Colony.

The Humber Valley Hydro Electric Scheme is now an accomplished fact and the immense natural resources of the West Coast of Newfoundland will at last be opened up. Thousands of acres of spruce and fir stretching along the Humber and inland to Grand, Deer, and Sandy Lakes are being harvested for their valuable papermaking woods. Hand in hand with logging operations will go an adequate reforestation policy which will make the supply of timber inexhaustible.

A paper mill of four hundred tons per day capacity is being built at Corner Brook. The power plant will be located at the South-East corner of Deer Lake.

In the early part of 1923 work done included:

(1) Clearing of the right of way of the Canal, that is, the removal of timber, brush, etc., from a strip three hundred and fifty feet wide and extending along the whole eight miles of the Canal course.
(2) The clearing of the right of way for the penstock from the Canal to the power house, a strip of the same width running four thousand feet as well as a large area at Deer Lake end of the Canal, where the control system for the water before it enters the penstocks will be established.
(3) Clearing the timber for a large area of land to be flooded at the upper end of Grand Lake, and the clearing of site for the Power House on the margin of Deer Lake.

THE CANAL.

Following the arrival of the S.S. Canadian Coaster the Northern Construction proceeded to establish headquarters at Humber Canal Station, Mile Post 367½. The building of sheds for housing twelve locomotives, machine shops, carpenter shops, smithy stores, work houses, residences for officials, were carried on throughout June and July, 1923.

The contract of the Northern Construction Company embodied the construction of a Canal, one hundred feet wide at the bottom and eight miles long, between Grand Lake and Deer Lake. The material to be removed from these cuts which varied from grade to fifty-three feet consisted of muskeg, hardpan, boulders of granite and hidden ledges of sandstone and shale. The quantity to be removed is about 6,000,000 cubic yards. The Canal when completed will enable about 4,000 cubic feet of water per second to pass.

For despatch in moving the enormous quantity of material the Constructing Company has eight Buxus Drag Lines on operation. Four of these are class 24, capacity 3½ yards; One No. 225 and one No. 320, capacity six yards each; two class 7, capacity one yard.

For blasting the hardpan and hidden ledges of rock ahead of the drag lines the Constructing Company is using Portable Well Drills. The blasting of boulders on the right of way and also the grading of the rocky Canal bottom is being accomplished by the use of three Gasoline Engine driven portable compressors and Jackhammers.

DAMMING JUNCTION BROOK.

To W. I. Bishop Company, Constructing Engineers has been entrusted the design and construction of the Huge Dam across Junction Brook. This Dam becomes necessary in order to raise the level of Grand Lake twenty-seven feet.

To provide for its construction a temporary dam known as a "crib" dam or cofferdam was built early in 1923 across the outlet of Grand Lake. The cofferdam or crib dam consisted of a central section made up of alternate cribs and sluices and two wing dams one at either end.



Fire Insurance

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Every day it pays you Dividends in your increased sense of Security. And when a loss does come, it amply rewards you for your foresight!

THE HOME INSURANCE COMPANY

Represented by

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Feb 23, 6m05, eod

The wing dam consisted of a sheet piling core and rubble slopes. There are twenty-two piers and twenty-one sluices, each fifteen feet wide. The sluices were fitted with stop-logs to hold back the waters of Junction Brook when the Company started work on the dam foundations.

The main dam which is of the Ambursen type in addition, to accomplishing its principal purpose of holding back the waters of Junction Brook will also function as a railway bridge whose piers and girders are embodied in its concrete bulk.

The dam when completed will be seventy feet high and will have a cubical content of about twenty-eight thousand cubic yards of concrete.

Among the principal features of the design and construction of the dam the following are worthy of note.

- (1) The cut-off which is carried nine feet in the bed rock.
- (2) A four foot core wall at either end of the dam.
- (3) Two 12 x 8 closure bays, the sealing of which will be the last step in the dam construction.
- (4) Twenty foot grout holes two inches in diameter for sealing.
- (5) The buttresses of which there are forty-two placed at 18 foot centres.
- (6) Spillways consisting of 18 bays constructed of reinforced concrete.
- (7) The decks, 48 inches thick at the base and 21 inches at the top.

The stone used as coarse aggregate for the concrete was quarried and crushed at South Brook and delivered via Newfoundland Government Railway to stock piles near the site of the Main Dam. A sufficient supply of suitable sand was also secured at Grand Lake.

The sand and stone are handled from the stock piles in hoppers by Horden hoisting engines equipped with Hayward Orange Peel buckets. From these hoppers the stone and sand are tapped into nine yard Smith concrete mixers. The mixers in turn discharge into one yard skips or buckets which pass via Ledgerwood Overhead Cableways to desired points on the Dam.

A very important feature of the power water way is the construction at low places near Glide Brook of two banks. One is a sharp deep bank, and the other a long shallow bank. Both are necessary to impound the waters diverted from Grand Lake into the Canal. The construction of these two banks will form a lake at Glide Brook at the Canal site, when the Canal is watered—Western Star.

Just the right amount of pale green is used to give dash to a costume of the fashionable dead leaf brown.

After Shaving

Rub the face with Minard's mixed with sweet oil. Very soothing to the skin.



Just Folks.

By REGAR A GUEST

HELLO THERE!

I like a friendly greeting
In the good old Yankee way;
When a friend I'm meeting
It is good to hear him say
With a smile or recognition
Some such phrase as "how are you?"
For it puts me in condition
For the tasks I have to do.
But when someone cries: "Hello There!"
In a voice a trifle lame,
From the way he lets it go there
I can tell he's lost my name.
When the glad acquaintance thrives
That "Hello There!" you can bet
He is wondering if he knows you
And just where it was you met;
He has heard your salutation
And is eager to reply, "Hello There!"
There's no time for hesitation
And he doesn't dare to try
For the name he knows he ought to
Shout upon the m-m-ming air.
But one trick he can resort to—
He just answers "Hello There!"

"Hello There!" means I know you
But I can't recall your name.
And I'm trying hard to show you
That I like you just the same;
If by chance you should delay him
Further dodges he'd employ.
To the favor that you pay him
He would say: "Well, how's the boy?"
When he cannot Ed or Tom you
"Hello There!" he'll loudly cry;
But when names have vanished from you
Do you use it? So do I.



German Imports

Serious Handicap to Our Industry

DEPRECIATED CURRENCY MAKES POSSIBLE FLOODING OF MARKETS WITH PRODUCTS.

Germany's industrialists and distributors who are actively engaged in the campaign to flood every market of the world with their cheap goods must reap much amusement out of the lame effort of Canada to maintain her so-called standard of living. After passing legislation to keep out labor whose living standards are lower, including even our own fellow-subjects of the British Empire, our legislators take no precaution against the inflow of goods from countries of depreciated currencies, which is the same, in practical results, as a lower living standard. Our imports from Germany are now four times as great as in 1921 and are expanding rapidly. This is one of the factors in bad business and in the increasingly intense competition which is tending to undermine the business morale of the country, as well as being one of the leading factors in unemployment.

The subject of the increasing volume of German imports has been dealt with at some length in last week's publication, after referring to the more obvious phases of the situation.

An examination of trade returns covering a few lines of hardware shows the following increase in imports of German merchandise in the twelve-month period ending last March, compared with the same period ending March, 1923; clocks and watches increased 3½ times; watches, 3½ times greater; glass containers, etc., five times greater; knives and forks, nine times greater; razors, nearly doubled; scissors and shears, five times greater; all other cutlery doubled; hand tools, 3½ times greater; firearms from other countries than United Kingdom and U.S., and therefore very largely Germany, five times greater.

German insecticides have been coming into this country in large quantities since the recent revision in the sales tax and tariff. There is said to be a strong possibility of German binder twine being imported, to bind our sheaves of grain in Western Canada. Some articles of builders' hardware are also finding their way into this country from Germany, for the first time. In electrical supplies, too, the German products are being

RACINE MULTI-MILE CORD TIRES

are the Best Value Your Money Can Buy

All Sizes in Stock

JOB'S STORES, Ltd.



The Ogilvie Flour Mills Co. Ltd.,
By Special Appointment to
His Majesty King George V.
MILLERS OF

WINDSOR PATENT

"Canada's Best Flour"

THE PRODUCT OF THE LARGEST MILLS IN THE EMPIRE!

CONCEPTION BAY SERVICE

S. Y. "PAWNEE"

Carbonear	Harbor Grace	Bell Island	Portugal Cove
Mon. Wed. Fri.	Tue. Thur. Sat.	Daily	Daily
Leave 7:20 a.m.	Leave 7:20 a.m.	Leave 9 a.m. and 2 p.m.	Arrive 9:15 a.m. and 2:15 p.m.
Arrive 6:30 p.m.	Arrive 6:30 p.m.	Arrive 9:45 a.m. and 5 p.m.	Leave 9:30 a.m. and 4:30 p.m.

Above Schedule Daily except Sunday.

J. B. MARTIN,
Agent, Bell Island.
Feb 23, 6m05, eod

BELL ISLAND S.S. CO., LTD.

GEO. NEAL, LTD.,
Agents, St. John's.

HOUSE FOR SALE!

Two-Storey Dwelling House, situate No. 72 LeMarchant Road, containing 8 Rooms.

Entrance Floor—Living Room, Dining Room, Breakfast Room, Kitchen, Large Pantry.

Upper Floor—4 Bedrooms and Bath Room.

Dry, light, airy cement basement. All modern conveniences, including hot water heating. Side driveway to new and up-to-date garage, with cement floor, electric lighting and stove; so situated as to be accessible from Gear Street, as well as LeMarchant Road, if purchased with adjoining property.

This latter property, with large barn will be sold separately, if purchaser so desires. Immediate possession. Apply

E. G. GITTLESON,
U. S. F. & P. CO.

Feb 24, eod

tion of a policy of buying from Germany wherein the basis of competition is so unequal, strikes a death dealing blow at the vitals of Canadian industry, throws our customers out of employment, and in the final analysis destroys our own business because there are no longer any customers able to buy our products—Financial Post.

GASOLINE AT SILVER-LOCKS—Navy Test, 40c. per gallon; High Test, 45c. per gallon.
—July 29, 51, eod

By CY HUNGERFORD

