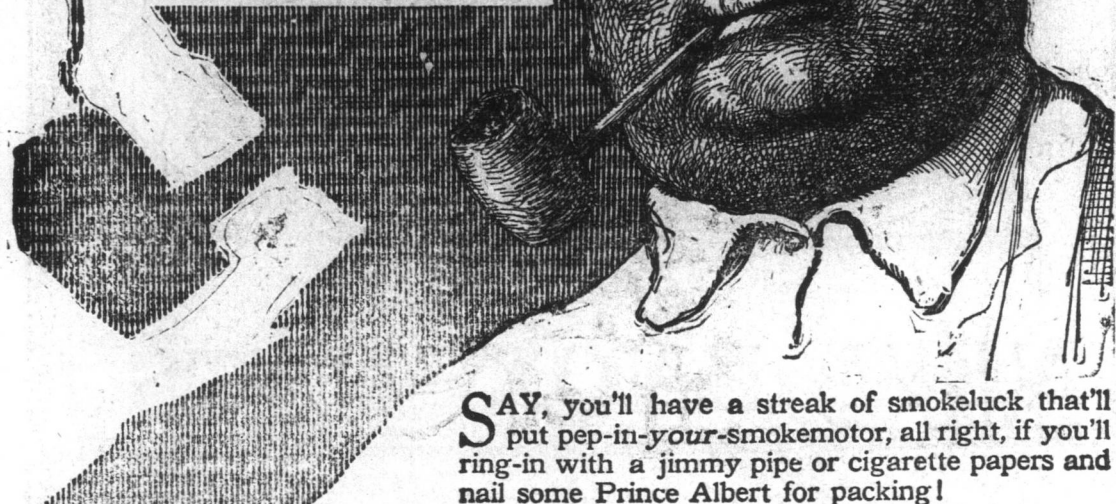


PRINCE ALBERT

the international joy smoke



SAY, you'll have a streak of smokeluck that'll put pep-in-your-smokemotor, all right, if you'll ring-in with a jimmy pipe or cigarette papers and nail some Prince Albert for packing!

Just between ourselves, you never will wise-up to high-spot-smoke-joy until you can call a pipe by its first name, then, to hit the peak-of-pleasure you land square on that two-fisted-man-tobacco, Prince Albert!

Well, sir, you'll be so all-fired happy you'll want to get a photograph of yourself breezing up the pike with your smokethrottle wide open! Talk about smoke-sport! Quality makes Prince Albert so

appealing all along the smoke line. Men who never before could smoke a pipe and men who've smoked pipes for years all testify to the delight it hands out! P. A. can't bite or parch! Both are cut out by our exclusive patented process!

Right now while the going's good you get out your old jimmy pipe or the papers and land on some P. A. for what ails your particular smokeappetite!

Most Canadian dealers now sell Prince Albert in the tidy red tins. If your dealer does not handle it tell him to order through his jobber. Leading Canadian jobbers are now supplied.

R. J. Reynolds Tobacco Co., Winston-Salem, N. C., U. S. A.

Othello in Real Life.

There was a strong romantic element in the tragedy which took place at a theatre at Aalborg on June 2, 1907, when Frau Nathansen, a young Danish actress, who had established a considerable reputation, was mortally wounded by her husband during a performance of "The Merry Widow." Nathansen was a man of strong passions, and was so intensely jealous of his gifted and beautiful wife that he was known to his stage associates as "Othello in real life." He was a middle-aged man, and his wife was twenty years younger but their marriage, two years before, was a love match. They first met while performing at a theatre in Copenhagen, and he was instantly captivated by the dazzling brilliancy of the girl-actress, Gerda Krum. He was then married, but at once arranged to divorce his wife so that he might be free to marry Miss Krum. Even at that time he showed the jealousy of his nature, and would scarcely permit her to be out of his sight. When she obtained phenomenal success as the "Merry Widow," her husband grew morose, and displayed continuous suspicion, which was entirely unfounded. A dance is stated to have been responsible for the tragedy. Frau Nathansen had made a great success of a vase, performed with an actor, and her husband

requested her to discontinue it, but she refused, and he threatened to shoot her. The husband attended the next performance and saw the dance through, then in an access of rage he broke into his wife's dressing-room, and shot her in the head, and then the manager of the theatre, who attempted to strike the weapon from his hand, completing the tragedy by blowing out his own brains.

Wreck of the "Aden."

The P. & O. Company's steamer, "Aden," Captain R. E. Hill, R. N. R., left Yokohama on April 23, 1897, with a number of passengers and a valuable cargo. She called at Colombo, where she filled up with coal, taking an extra 75 tons, which was for the most part placed on deck. Having finished coaling at 4 o'clock on the afternoon of June 1, the "Aden" left for Havre and London. Owing to very bad weather in crossing the Arabian Sea on the 5th and 6th, it became necessary to lower the coal on deck. As soon as this work was completed, full speed was resumed. No observations had been possible on account of the weather after leaving Colombo until the 8th, when the ship's position was ascertained. About 2:30 p. m. on Wednesday, June 9, the weather then being very bad, and the night pitch dark, the ship struck heavily on the rocks, a mile south-

east of Ras Radressa, at the eastern extremity of the island of Socotra. The water at once poured into the engine-room, and in ten minutes the fires were extinguished and the electric light went out. Blue lights were burned and rockets discharged, and the boats got ready for lowering when daylight appeared. All the boats on the weather side were destroyed by the heavy seas. One of the starboard boats broke adrift with the chief officer and some men, and the second officer was sent in the cutter to recover it, but the tremendous seas drove the boats away, and they were never seen again. The only boat left—a lifeboat—was then launched with some women and children, but she was also carried away and never heard of again. The captain, and the rest of the crew and passengers, remained on the ship, but one of the heavy seas swept the captain away. The survivors—Europeans and Lascars—remained on the wreck for seventeen days, though several steamers were seen to pass, and it was not until June 26 that they were ultimately recovered by the "Mayo," a Government steamer, which had been sent to look for the "Aden."

Biscuits should always be started in a very hot oven. The housekeeper should bring all the sunshine and fresh air into the home that she possibly can.

"The Mikado."

A TRIBUTE.

It has been often and truly said that "no man is a Prince in his own country," meaning, I presume, that the commonplace of familiarity and daily association takes away that "something" of reverential awe which is too abundantly given in poems of adulation to the stranger.

The cryptic assertion does not however hold good when applied to the gentlemen who played their several parts in the "Mikado"—this splendid performance that in view of its many renditions has held large and appreciative audiences night after night. They indeed are "Princes" (and "gentlemen of Japan") in their own country, and it is the full belief of those who are qualified to know that our magnificent local acting of this celebrated opera could not have been improved upon or bettered by any of the foreign "Princes" who come occasionally to see us. Those who have witnessed the acting in the "Mikado" must feel proud of the young talent that is so capable of handling so difficult personifications as this opera depicts, and it is hardly possible to conceive that some of the principal parts have been taken by lads not yet released from the schoolroom. Of Master Will Ryall what can be said adequate to the full description of his acting shown in the most difficult character of the adored and much-courted Yum-Yum? A histrionic ability is here displayed that warrants much greater things and successes in the future. And as of him the same may be truly said of Masters Carew, Galgay and the others—all distinguished themselves.

Master Carew deserves particular mention as an understudy as it is understood that at the last moment when the last Carew offered to fill his place. His study of this hard presentation was therefore very much minimized, but the result proved the ability he possesses.

Of Mr. Percy Jardine! well, one breaks into a big "haw haw" here. Has he any competitor in our midst as a comedian? "Mikado" always wants him, and every theatrical performance should have him. He is magnificent, and pity 'tis that we cannot see more of the spontaneous humor or so, well backed by his "stage make up" at all our local theatres. Come on again, Percy, you're GREAT. Last and not least, it is pleasant to have to jot a line or two in appreciation of the stage effect, all of which was the work of the good Brother Ryan. At the second rising of the curtain particularly the audiences could only utter the appreciative words "splendid," "magnificent," testifying to the artistic work and taste of Brother Ryan. All this, with the rich dresses of the performers made a picture of beauty and art—unsurpassed in design by any stage effect ever before presented here.

St. John's, May 31st, 1919.

Public Ownership.

Editor Evening Telegram. Dear Sir, — A member of the N. I. W. A., in your issue of yesterday, calls attention to the advocacy of the public ownership of public utilities by that organization, and the stand taken by Messrs. Grime and Downey, in the Legislature for its application to the Railway and Steamship service of this country. When one clearly understands the principle involved, that of the people owning and controlling their transportation system through a non-political commission, responsible to the Government, only for its proper management (the giving of positions being entirely in the hands of the Commission, thus freeing it from political influence) it can readily be seen, as Mr. Morine stated, "it is the proper and ideal way," not only in theory, but in practice as well. Public owned railways have been far more successfully conducted for the public good than those privately owned. Contrast Australia and Germany, where railways are owned by the State, to that of Great Britain and the United States. Both in Germany and Australia the railways have brought in large profits, besides giving lower passenger and freight rates, and affording safer travel through their more modern safety appliances. For the last fifty years in the United States one or other of its railways go into the hands of a receiver yearly, and none of them earn as much as the State-owned railways of Australia, New Zealand and Germany. In Great Britain the agitation is strong for the railways to be taken over by the State, and already a Commission is considering the whole question, with a majority (it is understood) recommending its adoption there. In Canada we have the I. C. R. owned by the State, and while it may be true it is not so profitable as the C. P. R., it must be remembered that freight rates are on the whole much cheaper on the I. C. R. system. Ask the farmers of New Brunswick and Nova Scotia what they think of the I. C. R., and they will tell us that it has conferred untold benefits on them by the low rates charged for carrying farming produce. In our own country we have too small a population to warrant a competition railway, consequently it

must be, and is, a monopoly. It is a private monopoly managed by capitalists, who like every one else in a business, will try to manage it as cheaply as they can to save expense. The question of public convenience is secondary to this, as everyone who travels by the Reid system has experienced. If the Company cannot make it pay, as it is authoritatively stated, we must only conclude that any improvement in the service must only come out of the pockets of the people. Hence the requests of the Reid for money—money—money. That being so, why should the Government of Newfoundland have to foot the bills and still leave the railway in Reid's hands. It is sickening



Welcome Home Again!

After greeting the folks, calling on the girl, sleeping for a week and sitting around while just doing nothing, the chances are that you will begin to look round for some smart "Civies" as a fitting introduction to civil life.

WE HAVE HAD YOU returning boys in mind and have a huge selection of CLOTHING that reflects the spirit of Victory. You want style, snappy new ideas, and you will get them in our new American Clothing for Spring and Summer. You will not only get the clothes you want here, but you will get the treatment and service you deserve.

OUR STOCKS ARE UNMATCHED FOR QUALITY, VARIETY AND VALUES.

Private
Fitting
Room

New
York
Suits

While you boys have been away we have been building for you a MEN'S FURNISHING STORE like the Regiment, "Better than the Best," so that you can now secure in your old home town clothing the equal of any to be had from the best NEW YORK or LONDON STORES.

"Alterations made to all suits FREE OF CHARGE and at quick notice."
10 P.C. ALLOWED TO ALL OUR SOLDIERS AND SAILORS.

BISHOP, SONS & CO., LTD., New Men's Furnishing Store.

We are in a position to quote you lowest prices on

Columbia and Acme Dry Cells.

5 and 6 Cell Hot Shot Batteries.
12 Cell Mult Batteries.

Motor Boat Fittings, Shafting, Propellers, Wire, Switches, etc., K. W. Spark Coils, Magneto's, etc.

We can sell you Piston Rings for almost any engine if we know the size.

LATHROP MARINE ENGINES.
FAIRBANKS-MORSE STATIONARY ENGINES.
SAW MILL MACHINERY AND HOISTS.
For immediate delivery.

A. H. Murray & Co., Ltd.
St. John's.

An Ancient Saying.

(From the Hartford Courant.)

A saying which farmers in New England once repeated for their comfort was that, "a cold and wet May makes the barns full of hay." At a date which may have a foundation in fact, as copious rains this month imply an adequate supply of moisture when the weather turns warmer. If there is truth in the proverb the summer which we expect may see a great hay crop. The rain during the first half of the month has been ample and the temperature has been sufficiently low.

to know that more of our law-makers do not see this, or, if they do, are not exercising their duty in the matter as the country expects. I have to congratulate Messrs. Gibbs and Downey on the stand they have taken in the matter and hope that other members of the Legislature will fall into line. Let the public own the railway, and let me add the telephone system also. Yours truly,
ONE OF THE PEOPLE.
St. John's, May 31st, 1919.

When you want something in a hurry for tea, go to ELLIS'—Head Cheese, Ox Tongue, Boiled Ham, Cooked Corned Beef, Bologna Sausage.

Methodist Educational Campaign.

During a recent survey of the educational situation in St. John's, it was estimated that there are two thousand children of school age who do not attend any one of the schools, in view of the fact that every school building is at its fullest extent, and are unable to accommodate any more pupils. The figure is quite serious. It was estimated that of this number, five hundred are from Methodist families. In order that this great need for school buildings be met, the Ways and Means Committee of the Methodist College, the East End School Board, the George Street Trustee Board, as well as representatives from the Governor and Wesley Methodist Churches, are considering the whole situation so far as it relates to the Methodist church, and are now aggressively organizing for a united Educational Campaign to be conducted in St. John's, from June 9th to 16th. It is hoped to secure at least \$150,000 to be expended in realizing a new school building programme that shall cover the next few years.

According to Hon. R. K. Bishop, Chairman of the Campaign Committee, the money is to be applied to the following purposes:

The New Methodist College Extension.

- (1) To build a new College residence that shall accommodate one hundred students, this building to be erected on the new site on LeMarchant Road, and will contain, Dining-room, Laundry, Recreation Rooms, Infirmary, etc.
- (2) Renovate and prepare the present residence for extension classes, as well as overflow classes now occupying the main college building, this will realize ten thousand square feet of space for use in class rooms.
- (3) Establish a commercial department to train stenographers and bookkeepers.
- (4) Establish a domestic science department.
- (5) Pay for the new site on LeMarchant Road.
- (6) Make necessary repairs on the main college building.

The East End School Building.

- (1) To erect a suitable day school building with class rooms accommodating 300 pupils, this to replace the Carew Street building, and to be built on King's Road.
- (2) To provide for the purchase of the new site.
- (3) To pay off existing indebtedness.

The West End Institutional Building.

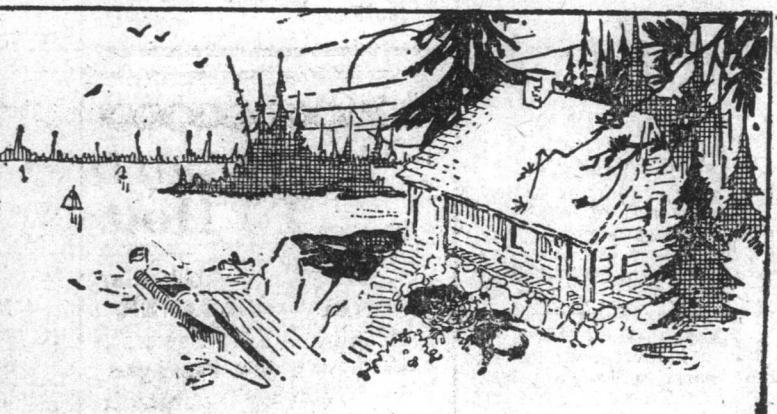
- (1) To erect an institutional building on New Gower Street, to be supervised by the George Street Board of Trustees.
 - (2) To organize and conduct evening classes for boys and girls who are employed during the day, and who need more educational facilities.
 - (3) To provide social recreation rooms, as well as reading rooms, and Sunday School Department.
- The division of funds will be as follows: Sixty per cent. (60%) will go to the College Extension Fund. Twenty per cent. (20%) to the East End School Building Fund, and twenty per cent. (20%) to the West End Institutional Building.
- The Finance Committee will handle the funds and are as follows: Mr. A. Macpherson, Chairman and Treasurer; Hon. R. K. Bishop, Mr. C. P. Ayre, Mr. C. H. Steer, and Hon. A. E. Hickman.
- Upon the completion of the St. John's Campaign, it is proposed to inaugurate a similar campaign for the College Extension Fund in each of the four districts of the Methodist church outside the city of St. John's, as follows: Carbonear, Burin, Twillingate and Bonaville Districts.
- The exact date for the campaign in the foregoing districts will be determined at the Newfoundland Conference which will be held in Carbonear, beginning June 25th.

Steam Subsidies.

From an Ottawa dispatch it is learned that the subsidies paid by the Canadian Government to steamship companies doing business with Newfoundland are fairly considerable. We give in detail: Canada and Newfoundland boats of the Reid Newfoundland Co., Ltd., subsidized \$70,000 a year, carried flour, oats, meal, hay, bran, feed, potatoes, leather, furniture, oil, cattle, sheep, beef, pork, iron and steel, stone, stoneware, wire mats, fresh milk, condensed milk, trunks, machinery, pulpboard, stoves and felt of Canadian origin, valued at \$2,392,897 in 1915, and flour, cornmeal, peas, broom corn, glue and machinery of United States origin, valued at \$22,497.

St. John's, Nfld., and Liverpool-Furness, Withy & Co., Ltd., with a subsidy of \$200,000 last year, when no service was given, carried goods of Canadian origin valued at \$355,055 in 1917.

When you want Sausages, get ELLIS'; they're the best.



Take a Case Away With You

HAS the milk supply at your summer home been precarious in other summers? Take Carnation Milk away with you—take several cases.

Then you will know the convenience of always having milk on hand. Whole milk, sweet and fresh and pure. Milk rich in butterfat. And milk that will meet all your needs.

Carnation Milk is rich, whole milk evaporated to the consistency of cream. Nothing but water is taken away. Nothing is added. Sealed, air-tight and sterilized, it will keep

for several months in a cool, dry place. Use it as cream as it comes from the can—even for whipping (chill it first).

Add water and it is milk of unusual richness.

You can buy Carnation Milk wherever groceries are sold. It is the only milk supply you need.

A case contains 48 tall size 16 oz. cans. Directions on every can.

Before you go away, write us at Aylmer for our illustrated booklet "The Story of Carnation Milk." It contains 100 splendid recipes.

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"MADE IN CANADA"