

DRESS WARM!

Avoid those unpleasant chills and colds—invest in the surest safeguard—GOOD UNDERWEAR. We are offering a huge stock of the undermentioned articles much under present value while they last.

LADIES' CAMBRIC UNDERWEAR.
 Knickers 55c. to \$1.90
 Nightgowns \$1.55 to \$4.75
 Underskirts \$1.10 to \$4.65
 Camisoles 70c. to \$2.45

LADIES' FLANNELETTE UNDERWEAR.
 Nightgowns, White \$1.30 to \$3.15
 Nightgowns, Stripe \$1.50 to \$2.40
 White Knickers 60c. to 95c.

LADIES' WINCEYETTE UNDERWEAR.
 White Nightgowns 95c. to \$1.25
 White Knickers 95c. to \$1.25

Ladies' New Knit Vests and Pants, 70 cts. to \$2.95 a garment.

SATIN Underskirts,
 \$1.60 to \$3.80.
SILK Underskirts,
 \$5.50 to \$7.00.

LADIES' FLEECE LINED CORSET COVERS
 only 55c. each.
LADIES' EIDERDOWN DRESSING JACKETS,
 \$1.80 to \$3.80.
LADIES' EIDERDOWN DRESSING GOWNS,
 \$3.70 to \$9.50.

Ladies' Moire Underskirts,
 85c. to \$5.30.
Black Sateen Underskirts.
 67c. to \$3.80.

BISHOP, SONS & COMPANY, LIMITED.

PHONE 484. MAIL ORDERS RECEIVE CAREFUL CONSIDERATION.

EARLY MESSAGES

GOVERNOR OF NEWFOUNDLAND DEAD.

LONDON, Feb. 24. (The Reuter's Ottawa Agency.)—Henry Blake died today at his home, Myrtle Grove, Youghal, Co. Cork, Ireland. Right Hon. Sir Henry Blake, K.C.M.G., was Governor of Newfoundland 1887-88, having been Governor of the Bahamas for the following four years. He was Captain General and Governor in Chief of Jamaica from 1889 to 1897, his term having been twice extended at the request of the Legislature and the bodies of the island. He was Governor of Hong Kong in 1897-1903 and Governor of Ceylon 1903-7. He was born in Limerick, Ireland, 78 years ago.

RUSSIANS ON THE RUN.

LONDON, Feb. 23. In the last two days the Germans have not met with a single case of influenza, a Petrograd despatch to the Telegraph Co. says. Evacuation of the port of Rerai is proceeding slowly, the soldiers declining to leave. The headquarters of the Russian western army has been removed to Smolensk, 250 miles south of Moscow. The change was made in such haste that the staff lost their way with various armies.

WAR AIMS MEMORANDUM.

LONDON, Feb. 24. (The Reuter's Ottawa Agency.)—Following is the text of the Colson and Dependencies clause of the memorandum adopted at the Socialist conference in London: "The International Socialist movement has always condemned the policy of capitalist governments. Without ceasing to condemn the inter-allied conference nevertheless recognizes the existence of a state of things which it is obliged to take account of. The conference believes that a treaty of peace ought to be signed to the natives of all colonies and dependencies effective protection against the excesses of capitalist colonialism. The conference demands the concession of administrative autonomy for all groups of colonies that attain a certain amount of population and for all others progressive participation in local government. This conference is of opinion that the return of colonies to their former possessors or any exchange of compensations which might be demanded should not impede the making of peace. Those colonies which have been taken by conquest from the belligerent must be made the subject of special consideration of the conference, at which the communities in their neighborhood should be invited to take part, but the clause of the treaty of peace on this point should secure economic equality in all territories for the peoples of all nations, and thereby guarantee that they may be shut out from legitimate claims to raw materials, prevented from disposing of their own products and from their proper share of economic development. As regards especially the colonies of all the continents and tropical Africa, from the north to the south of the equator, this conference condemns any attempt to divide these colonies among several nations to exploit them for the profit of capitalists, or to use them for the promotion of the military aims of governments. With reference to these colonies, this conference declares in favor of a system of administration under a league of nations which should be its guarantee, which, while respecting national sov-

erignty would be allied in spirit by the broad conceptions of economic freedom and concerned to safeguard the rights of the natives under the best conditions possible for them, and in particular, firstly, it would take account in each locality of the wishes of the people expressed in a form which is possible to them; secondly, the interests of the native tribes as regards ownership of the land would be maintained. Thirdly, the whole of the revenues would be devoted to the well-being and development of the colonies themselves."

Food Saving.

Editor Evening Telegram.
 Dear Sir,—I beg to draw the attention of the Food Board Controllers to the following facts:
 Meat is scarce and dear and is becoming more so. Last year two hundred thousand carcasses of meat were destroyed by our sealers. These carcasses would average probably 50 pounds each. The saving of these would mean several pounds of good fresh meat for every man, woman and child in Newfoundland.
 It would probably supply meat enough for our Regiment till the end of the war.
 If the Belgians, Poles, Serbians, Roumanians, Armenians, and other peoples, who are feeling the pangs of hunger, could get it, it would be like manna from Heaven.
 If the Germans could get it, they could fight for years to come.
 If the British could get it, they would not have to pay such exorbitant

prices for horse meat as they now have to.

If the Americans could get it while meat would be cheaper in the U. S. Newfoundland threw to the sharks this enormous quantity of seal carcasses last year.

It was a crime only equalled by the skin hunters of the U. S. who half a century ago, exterminated the buffalo herds that roamed in such numbers that their tread used to "shake the continent"—and the meat was left for wolves or jackals, or to putrefy in the sun.

The destruction of so much wholesome fresh meat was always a sin against Nature. Now it is a crime against ourselves and our allies.

Some effort should be made, now that seal meat has grown more valuable than the pelts.

What does the Food Control Board think of it?

What does the N. W. A. think of it? Is it possible to wake up public opinion to the point where it will stop this crime?

This meat could easily be brought in feed or salted, or it could be canned.

In either case it would supply millions with good cheap food, and it would well repay the pioneers in the business.

Just think of it, millions of pounds of wholesome fresh meat thrown away every year by Newfoundland fishermen.

No wonder people say we are so ignorant that we waste more food than would feed ten times our population.

Who is going to make an effort to save this food for our own people and for our allies who are in many cases feeling the pinch of hunger?

Yours truly,
 Feb. 25th, 1918.

Covenant of Silence.

GOVERNMENT EVADES ITS DUTY.

Editor Evening Telegram.

Dear Sir,—When one recalls the ceaseless criticism, and often the unjust and indiscriminate attacks, which the Advocate and its controller, Mr. W. F. Coaker, and the present Premier, the "Silent Doctor," who occupied the position of editor of one of our local papers, used to make up on the management of the Reid Nfld. Railway in years past, one cannot but express surprise at the silence of these men and their associates regarding the inefficient operation of the railway.

They are absolutely silent and inactive notwithstanding the fact that never in the history of the railway has the service been so inefficiently operated, nor the public interest so flagrantly ignored as it is being today, and has been for some time.

The present Executive may be said to have had full and complete control of the Government since last July. During that time they have taken no steps whatever to induce or compel the Reid Nfld. Co. to live up to its contract in the matter of railway operation.

There seems to exist a "Covenant of Silence" regarding the Reid Co.'s neglect of the public transportation facilities under their control.

Not a word is written in the columns of either the Coakerite organs, the Herald and Advocate, of the long delays to the cross-country trains during the past month. On the contrary long explanations, bearing evidence of being inspired have been given to the public as excuses for their inability or neglect in connection with the operation of the system.

The public is told that the storms of this winter are the worst in twenty years, and that the Co. has performed wonders in keeping the traffic moving over the system. The Herald solemnly assures its readers that there are snow drifts "four to seven feet deep over the road from Humbermouth to Codroy," and that "the railroad officials say the rolling

stock is in first class condition," and that "every preparation which sound judgment, could dictate has been made with a view to coping with conditions that now exist."

Such statements are made simply to hoodwink the people who are becoming exasperated by the long delays in the movement of traffic, both freight and passenger, over the system.

I leave it to the judgment of our people to say if the storms of the present winter "have been the worst in twenty years," and if snow drifts "four to seven feet deep" are indications of winter weather of exceptional severity in this country.

It is an undeniable fact that this winter, up to date, has been the most favorable for cross-country train operation that we have experienced for many years.

It is admitted by the Reid Co. officials that east of the Topsails there has been scarcely any need for the use of snow plows.

It is also admitted that the only section of the whole system over which there has been an unusual snow fall is from Humbermouth to Codroy. They say that over that section of the road there are snow drifts heavier than usual. People from that part of the country writing to city dealers say that the snow fall has been about the average for other winters, and that there are no greater obstacles to keeping the road open than there were any winter for many years past.

Taking as true the railway officials' statement, as published in the Herald, that the rolling stock is in perfect condition, it would then appear that the dispositions of the snow-fighting forces at the disposal of the company are inadequate, and that they are not properly distributed over the system so as to have the snow-clearing apparatus of the road available where most needed. This calls for "sound judgment" which, in view of the long "lie up" on the West Coast, this month, has not been exercised by the management of the road.

Reviewing the "explanation of the break-down" of the operation of the cross-country trains, as given out through the Herald, I find that the company has for the whole system three rotary plows, and that one of these was at Bishop's Falls when its services were required west of Deer Lake. The management admit that the heaviest snow-fall is west of the Topsails yet half their snow-fighting power is held east of the Topsails while two or three express trains, with mail and passengers, are stalled on a short section of the road between Humbermouth and St. George's, thus cutting off all communication with the east, and necessitating the return of freight and passenger trains from Bishop's Falls or Millertown Junction. And this in the face of the management's admission that there was nothing to prevent them from proceeding as far as Humbermouth, with good prospects of getting through to its destination within a day or two.

The result of this "efficient management" and the outcome of all "preparations which sound judgment could dictate" are no train communication, no freight nor passenger trains from St. John's to the West Coast, nor from Port aux Basques to St. John's for ten days.

The result of the Company's inability to keep the road open is that a number of passengers have been marooned on trains at Port aux Basques, that the foreign mails inward and outward have been delayed for two weeks, which must have caused not only inconvenience to the trade but very great loss to the business community.

But notwithstanding all this, despite the fact that the country's interest is being seriously neglected, that our communication with the outside world is being jeopardized by the neglect or inefficiency of those responsible for the operation of the system, the Gov-

ernment takes no action, and makes no protest on behalf of the public.

The Advocate and Herald are silent except when offering "inspired excuses" for the break-down of the system, and the rights and interests of the public and the country are being made subservient to the convenience of the Reid Newfoundland Company.

It is worth while for the people to take notice, and enquire the real meaning of the "Covenant of Silence" between the Coakerite papers, and by what influence, and through what quarter has the Reid Company silenced Coaker's criticism of their railway management, and placed the present Government in such a position that they cannot take any action to make the railway company live up to its obligations in the matter of railway operation.

Yours truly,
 ARGUS.
 Feb. 25, 1918.

First News of Spring Fashions

IN

Ladies' HATS.

To-Day

We present for your inspection our first shipment of Ladies'

SPRING HATS

Straws,

Imitation Panamas and Ready-to-Wears.

Come and view the Newest of the New.



FOR SALE!

1 HOUSE on Military Road, with Shop; good business stand.
 2 HOUSES on McDougall Street.
 1 HOUSE on Victoria Street.
 1 HOUSE on Hamilton Avenue.
 1 HOUSE on Spencer Street.
 1 HOUSE on Quidi Vidi Road.
 1 HOUSE on Signal Hill Road.
 1 HOUSE on Gower Street.
 2 HOUSES on Long Pond Road, with 2 1/2 Acres of Land; 1 acre cleared. 1 HOUSE on Merrymeeting Road.
 COUNTRY LAUNDRY (concrete building), 1/2 Acre of LAND, suitable for two bungalows or factory, and several Farms in different localities.

Terms of payment made easy. Apply to
JAS. R. JOHNSTON,
 Real Estate, Prescott Street.
 feb12,3m,ead

Advertise in the "Telegram."