

Ladies' Porch Dresses,

\$1.70 to \$4.80.

In Newest Plaids, Stripes and Self Shades Gingham, Zephyr and Chambray, the most complete range of sizes we have yet handled.

WASHING DRESSES!

Unqualifiedly guaranteed Highest Quality Materials, Workmanship, Fit and Style, absolutely sun and tub proof colors.

Ladies' Muslin Dresses, \$6.50 to \$20.00.

A beautiful range of all White handsomely embroidered, together with the Newest Butterfly Voiles just opened, direct from Fifth Avenue, New York, where they have proved more popular than the always reliable Georgette Dress. TO SEE THEM IS TO BUY.

Our usual big line of Infants', Childrens', Misses' and Intermediate Girls' Dresses are now showing at all prices from 90c. to \$12.00.

BISHOP, SONS & CO., Limited, Showroom Dept.

PHONE 484.

P. O. BOX 920, ST. JOHN'S.

Muslin Dresses.



Western Notes.

The weather about Channel is exceedingly disagreeable and a bad form of grippe is prevalent.

Mr. Benjamin Billard, second officer of one of the Cabot Strait steamers, who was injured by a fall a few days ago, is slowly recovering.

Though bait supplies are plentiful codfish continues scarce and the fishermen are consequently not doing much. Salmon had not struck in up to June 4th. The lobster packers have set a few traps and are making their usual preparations for the season.

The schr. Codolla, 47 tons, has been sold by Mr. Emmanuel Pike and purchased by Mr. George Genge who will use the vessel in the coal and coasting trade.

Mr. R. Moulton, M.H.A., paid a "flying visit" to Channel a few days ago, arriving from Dargoe in the morning and taking steamer outwards the same evening. His constituents were greatly benefitted.

Generous Collection.

The collection taken up in the Roman Catholic Churches yesterday for the Belvedere Cemetery annual beautification, amounted to the handsome sum of \$1,831.72, made up as follows: Cathedral, \$1,215.05; St. Patrick's, \$566.45; St. Joseph's, \$50.22. The Cemetery Committees beg to return their sincere thanks to the generous donors who made the collection such a successful one.

LABRADOR SAILINGS.—The following vessels left Brigus last week for Labrador: Traveller, M. Bartlett, master; Star of the Sea, E. Fitzgerald; R. E. Bishop, H. Bishop, and Eva Mildred, S. Daws.

New German Offensive.

AN AIR BATTLE.

THE HAGUE, June 9th.

Five British and seven German airplanes of the largest type fought a battle Tuesday evening off the Dutch coast, according to a French sailing despatch to the Handelsblad. One of the German machines were seen to fall in flames into the sea. One British machine was forced to descend, but landed safely. Another British machine, which had descended to the surface of the sea because of a defect in the propeller two hours after the battle, was later set on fire by its occupants, all whom waded ashore and gave themselves up for internment.

The crew included two Canadians. The British machines were a squadron of five seaplanes, which started Tuesday afternoon on a reconnaissance expedition off the northern Dutch coast. During the afternoon they had met a squadron of five German airplanes which they drove off without difficulty in three successive encounters. The Germans, however, returned reinforced by seven seaplanes. A lively fight ensued, and in addition to the German machines which fell in flames, another German machine was brought down. A British machine commanded by Robert Paul, of Buffalo, N.Y., a member of the Canadian Flying Corps, developed engine trouble, and was forced to descend to the surface. Joseph Eaton, a New England man, who was senior pilot of the squadron, was detained to protect the disabled plane, and circled about for an hour while the Germans continuously attacked the cripple. During Eaton's defensive work his machine was riddled with bullets, but he was able to keep the air until the Germans were driven off. He then descended his machine, which was wrecked, but all the crew got ashore safely. This engagement was reported Admiralty in its communication of June 6th, which announced that a squadron of large seaplanes, while reconnoitering over the North Sea, met a large formation of hostile machines, which was engaged, and two of the enemy machines shot down. Two of the British machines, it was stated, were forced to alight close to the Dutch coast because of engine trouble, and had been interned.

The Coal Question.

Editor Evening Telegram.

Sir,—Some few days ago an East End coal dealer was summoned before Judge Morris for a breach of the Regulations now in force with reference to the selling of coal. We were led to understand that only one half ton could be purchased by any citizen at any one time. This was officially, the orders of the day.

Thursday last, on my way to dinner, I saw two boys putting in coals at the residence of a government official not a hundred yards from Rawlinson Cross, and on my way back from dinner, in the company of a friend, I saw two carts laden with coal depositing their loads at the same residence. Now! what about this? Can some people get what quantities of coal they desire, whilst others, who are just as loyal and willing to abide by the orders issued by the gentlemen in charge of our coal supply, be deprived of the same privilege?

There may be some explanation for the facts as cited above; but, on the face of it, I fail to see where any explanation can nullify the positive and absolute orders of the Coal Committee.

Yours truly,

SQUARE DEAL.

St. John's, May 8th, 1918.

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

"Argus" and His Critics.

Editor Evening Telegram.

Dear Sir,—There are two classes of individuals who should be most careful of making public statements—these are: liars with bad memories, and men with shady pasts.

Under various nom de plumes a certain individual in this city, whose past cannot bear daylight, and who is remarkable for nothing more than for his notorious treachery to associates and for boundless prevarications, has procured the writing of certain letters in the Advocate in reply to my strictures on the management of the Reid Company's railway.

But this pot-house slang, and slumwitticisms, merely show that the statements which I have made regarding the inefficiency of the system during the past year or more are too well-founded to permit of contradiction. I would direct attention to the fact that in neither of these several effusions has the writer or the inspirer attempted to refute the accusations I have made, or to show that conditions are not as stated by me in every particular. They not only fail to refute, but they admit even more than I have charged.

Writing on railway matters under date of February 19th, I said: Recent events have disclosed to the people of this country that a spirit of personal interest, and factional advantage dominate the minds of responsible officials of the system. It has been demonstrated that in an unmistakable manner the general interest of the public is being disregarded, and the trade of the country made to suffer by private intrigues which apparently are as inimical to the efficient management of the system as they are to the interest of the country.

The above remarks were based on indisputable evidence of concerted efforts on the part of certain men influential in the management of the Reid Company, to dislocate the transportation facilities of the country to such an extent as to cause dissatisfaction and public outcry against the Company.

Personal predilections for any member of the Reid family have not either influenced me or actuated me in anything I have written. Insinuations to the contrary are the wildest guessing. Who the Griffin Town cop thinks I am, I know not, but I am certainly far removed from any one to whom his allusions would apply.

He and his hired scribes are barking up the wrong tree. The writer of these articles knows the characters he is dealing with. As to being a "hard nut to crack" I would say, "go easy friend." John Boles reminiscences are delightfully interesting, Andy still lives, and Griffin Town records are not all destroyed.

I have had two objects in dealing with these railway matters. One was to focus attention upon the incapable manner in which the railway was being operated, both across the country and locally; the other to induce the Government to take some action to compel the Company to give a better service to the trade and to the passenger needs of the country.

My efforts have not been without results as I shall show later on. With the Reid family quarrel, as I said before, I have nothing to do, and have no interest therein. But the inspirer of the Advocate letters thinks otherwise, and will persist in forcing that aspect of the railway tangle before the public. Well, I now accept his challenge and, with your permission, Mr. Editor, I shall accommodate him by devoting a little attention thereto.

The public have been hoodwinked as to the cause of the break-down of the railway transportation facilities. Politicians and railway officials seem to have conspired to cripple the country's railway to promote personal ambitions, and the political and commercial

Important News to HAT Buyers!

When Looking for the

Newest Styles in

CHRISTYS

world-famed Stiff and Soft

FELT HATS

Come direct to their sole AGENTS in Newfoundland

SMYTH'S,

where you are always assured of the very latest shapes, complete size ranges, and brand new stocks.

Our Summer Straws are Ready

Smyth's
ESTABLISHED 1875



Positively None Better.

Imperial Tobacco Co.
(Newfoundland) Ltd.

Apology.

Whereas it has been reported at Clarendville that I, Richard Strong, of Clarendville, have made a slanderous report concerning Miss Maude Strong, this report I absolutely deny. I know nothing whatever about Miss Strong's character, and if I have said any word at any time that should have led to this report, I sincerely apologize to Miss Strong, and ask her forgiveness, and am willing to pay the cost of this apology to be printed in a public paper, and any other cost that may be incurred, if Miss Strong will not punish me, as I deserve. I also am willing to take a bond for my future conduct.

(Sgd.) RICHARD STRONG.

Witness:—
(Sgd.) EMILY STRONG,
Step-Mother.
(Sgd.) CALEB TUCK, J.P.

NOTICE.—Correspondents are requested to accompany contributions with their REAL NAMES, not necessarily for publication, but as a guarantee of good faith. The editor refuses to accept any matter unless this rule is adhered to.

MINARD'S LINIMENT CURES GAB-GET IN COWS.

cial interests of a clique which the Morris amalgamation with Coaker brought into existence.

I would direct attention to the extract which I give above from my letter of February 19th. With this I shall deal in my next letter. It will, perhaps, throw some light upon events of recent months which have occupied some prominence in the public eye, and explain to some extent the unsatisfactory railway service we are getting.

Yours truly, ARGUS.

June 8, 1918.

Patriotic Selfsacrifice.

Editor Evening Telegram.

Dear Sir,—Every year since the war commenced an annual sale of work has been held and subscriptions raised on the coast from Englee to Cape Norman, the extreme north corner of Newfoundland. The amount raised for the Patriotic Fund last year was over \$1,570; this year it will probably be over \$500. I call attention to this fact because it is not as some suppose that the people are richer there than in any other District. On the contrary, they are probably poorer, as last year's fishery was very poor in that District. The money is the result of great self-sacrifice. These

men do special work in the winter and give the proceeds. Similarly with the women. What is needed is good local organization all round the Island to show those who can not give money how to turn their labor into money and give that. If only such a high standard were uniformly maintained all over the Island it is obvious that the receipts of the Patriotic Fund would be very materially increased. Regular promoters of sales of the people's work are needed. Thus, a few weeks ago the Girls of the King George the Fifth Institute held a sale of work for the Red Cross and raised over \$500.

I want you to commend these actions in your paper, if you would, to the attention of all friends round the Island. The Funds were raised by Protestant and Catholic, Conservative and Liberal, poor and rich, utterly independent of any issue or influence except that of love for the great cause for which the Empire is struggling.

Faithfully yours,
WILFRED T. GRENFELL.
June 8, 1918.

A large shipment of Nyal's Face Cream just arrived for Stafford's Drug Stores. Theatre Hill Store open every night till 9.30.—June 6, 1918.