

YESTERDAY'S LATE MESSAGES

ROYAL TRUST CO.,
Executors and Trustees.

Capital & Reserve . . . \$ 3,000,000
Assets under administration exceed . . . \$857,000,000

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Bank of Montreal Building,
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Acting Secretary W. F. Inghen
HEAD OFFICE MONTREAL.
273

LONDON, Sept. 11.
The Board of Guardians of the London Suburb of Eastham yesterday after the summer holidays found a desperate situation existing. They owe the Board of Health over a million pounds and applied for a grant of three hundred and fifty thousand pounds for poor relief, but the Board refused to advance over a hundred thousand unless the maximum relief was reduced from fifty-five shillings a week. To condition the labor majority on the Board refused to agree.

EXPLORE OUR COAL AREAS

Editor Evening Telegram.
Dear Sir.—The fading Summer and the reminders in many phenomena about us tell us of the approach of Winter with its call for heaped up stores and well stocked bins. This brings us face to face with the question of our coal supply, and we naturally ask ourselves what of our own coal deposits? Is the hope of man's heart ever to materialize? Every patriotic Newfoundland is most vitally interested in this question for he sees in the answer to them our country's future happiness intimately connected.

The lack of a native coal supply is a very great set back to us when we come to consider the development of mining and smelting. Cape Breton because of her coal was able to draw to her shores the iron ore of Newfoundland, and prosperity was built up for its people through the establishment there of those immense furnaces wherein ore from Bell Island was reduced to steel and the steel to rails, etc.

We are fond of talking of our vast undeveloped mineral wealth, but do we consider sufficiently what we shall lose if because our coal mines remain unproductive we are obliged, in the event of mining taking a boon, to send the raw material away to build up the commerce of other countries. Our motto should be "Seek Your Coal Mines and all things else will be added unto you," to paraphrase an ancient injunction.

I wish, Mr. Editor, to join my voice to that of those who have recently and so ably ventilated this subject in your columns. The St. George's Coal Fields, Ltd., deserve every encouragement in their patriotic efforts, and the support of the country should be lent them as far as possible.

Hoping to see something done very soon.
Yours truly,
MINER.

Portia's Passengers.

S.S. Portia arrived at Port aux Basques at 8.30 a.m. yesterday, bringing the following passengers:—Mr. and Mrs. Stewart, J. Chitick, J. Hindy, Mrs. Hindy, Miss Thompson, R. T. Dray, Mrs. Epton, A. G. Condon, H. W. Leppan, R. Wills, Mrs. G. Wills, J. Stadler, Commander and Mrs. Downey, S.A. Mrs. M. Jeans, Mr. and Mrs. T. V. Spremerger, Mrs. Randall, Miss A. Bartlett, Mrs. J. Hugh and child, J. Hugh, R. Howard, C. McGrath, M. McLeod, R. Hines, T. Hines, Mrs. E. P. Taylor, Miss J. M. Barry, E. R. Ellis, N. Burt, Mrs. B. Dorman and child, I. Prince, D. Simpson, Mrs. T. Panny and 5 children, Mrs. R. Martin, Miss N. Desmond, R. W. Brown, Captain Knight, S.A. A. Ryan and J. C. Buckle.

A Correction.

With reference to the speakers mentioned in yesterday's account of the Dinner held at Southville the previous evening, the proposer of the toast to the City was R. Hibbs, M.H.A., and the Legislature was proposed by M. E. Hawco. Inadvertently the names of Messrs. Frank Kennedy and Michael Bennett were given, but they were both unavoidably absent from the gathering.

Useful Hints

If linoleum is painted over with a thin coat of varnish it lasts longer, and is more easily kept clean.
To revive the sheen of silk stockings add a few drops of methylated spirits to the rinsing water; press with a hot iron. Before putting a pair on for the first time rub the toes and heels with paraffin wax.
For cleansing steel and brass nothing is better than ashes and turpentine. Sift the ashes through a sieve, and keep in a tin; when using, wet a rag with turpentine, and apply, rubbing well. Polish with a clean, soft cloth.

CONFEDERATION LIFE. — August 23, 1925

Speed Feature of Coming Car

Highway Systems for Exclusive Use of Automobiles Necessary.

Los Angeles, Cal.—Not until every person in the United States owns a car will the saturation point in automobile ownership be reached, declares Earle C. Anthony, one of the leading figures in the auto world. He has just completed an exhaustive tabulation to determine the answer to this saturation question.

Anthony predicts amazing changes for the automobile of to-morrow. Because of speed-like advancement, he believes that the car of the next few years will travel at a minimum of 60 miles per hour.

"Before the saturation point there will be a radical change in our highway systems," Anthony says. "The automobile is essentially an instrument of speed."
"Any rules which hamper speed and the more rapid transportation of utilities and persons automatically hamper national development and national efficiency. I predict great highway systems over, under and around cities for the use of self-propelled vehicles."
"The automobiles of the future, on carefully guarded highways, most likely one-way roads, will travel at a minimum of 60 miles an hour. Naturally enough, there will be rules that will insure the utmost safety."

"It is recognized that the self-propelled vehicle offers the utmost in transportation facilities, and more and more the illegitimate fly-by-night motor car manufacturer is being eliminated."
"Competition is so keen that only manufacturers who have millions of dollars invested and a tremendous output can adjust their process to give value received."
"In the matter of every citizen owning a motor car, we must first actually pave the way by new and complete highway systems built for the exclusive use of automobiles. If this is not done the saturation point in traffic will be reached before the saturation point in automobile ownership."

Fads and Fashions

Full sleeves may be tied in at the wrist with slender ribbons of the fabric.
A very smart ensemble in a black coat worn with a frock of a very vivid shade.
With the two-piece jersey frock may be worn a straight-line coat of the same fabric.

SAILINGS

For Quebec and Montreal
The only Direct Route between Newfoundland and the Province of Quebec
S.S. "NAYARIT"
Sails from Montreal to Newfoundland
Sept. 16
Sept. 20
Sept. 24
Sept. 28
Oct. 1
Oct. 5
Oct. 9
Oct. 13
Oct. 17
Oct. 21
Oct. 25
Nov. 1
Nov. 5
Nov. 9
Nov. 13
Nov. 17
Nov. 21
Nov. 25
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March 5
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June 25
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July 16
July 23
July 30
August 6
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August 20
August 27
September 3
September 10
September 17
September 24
October 1
October 8
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December 31

These Technical Terms

AN EASY EXPLANATION.
What's all this chitter chatter about sulphate, sulphite, groundwood, pulpwood, wood pulp and newsprint; what's it all mean, and what's it all about? says the investor who hasn't the time to read a technical treatise on paper-making. Well, it's really not very hard to follow. Pulp is nothing more than mashed wood. There are several ways of mashing it. The term pulpwood usually means spruce, as this is the best wood with which to make paper. Wood pulp, then, is simply this spruce all mashed up, in which it may be made into a soft pulpy mass. First, it may be ground on a grindstone, very similar to the old grindstones which one sees in the woods of a farm, only considerably larger in size. The wood is forced down to the grindstone, and when it

comes out it is mixed with water and it is then referred to as groundwood pulp, or more frequently groundwood. There is one other way of making pulp. This is the chemical method. The logs are made into chips about three-quarters of an inch long. The chips are placed in a mild acid, and

are then put into an oven which has steam in it under pressure. The wood fibre is broken up by chemical means instead of by mechanical means. So that you have only the two classes of pulp—the mechanical pulp or groundwood, and the chemical pulp. There are two kinds of chemical pulp, though. One is known as sulphite and the other as sulphate, depending on the kind of agent which is used to dissolve everything other than the pure wood fibre. Sulphite pulp is used in the manufacture of high-grade paper. Before going into the paper machine, it is of course, bleached to make it pure white. In addition, about 20 per cent. of newsprint, or more simply newspaper paper, is composed of sulphite. The sulphite pulp is mixed with groundwood pulp and then it goes into the newsprint machine.
Sulphite paper, on the other hand, goes to the making of brown wrapping paper. This is oftentimes called kraft paper, and the pulp, kraft pulp.

It is a rich brown color—hence the color in the paper in which wires frequently force husbands to carry home parcels of bananas on Saturday night.
Honking adds to loss of life, according to the conclusions of a traffic committee in Paris, and the Prefect of Police, we read in the New York World, is seriously considering the banning of all automobile horns within the city limits. That is one of the measures proposed to make the streets safer for pedestrians. Under existing conditions "one person is killed daily, on an average, and twenty are seriously injured." And we are told:
Most of these accidents take place at street corners where chauffeurs sound horns but do not slow up sufficiently to avoid collision with other automobiles whose drivers also sound horns without diminishing the speed of their machines.
The Prefect of Police and his committee of expert observers have about reached the decision to forbid honking altogether, with the object of obliging chauffeurs to be more cautious. Pedestrians crossing the narrow streets in some parts of Paris often are suddenly frightened by the blast of an automobile horn. They become completely bewildered and do not know whether to run forward or jump backward.
The question of speed in Paris streets is a most delicate one in its relation to automobile traffic. If the motor-cars do not move swiftly there is continual danger of jams; consequently the effort of the police is to prevent dangerous speeds and yet keep traffic going faster and faster.
Coats may be flared either in front or back, the back flare being newer.

BE PREPARED!

The Shooting Season Opens Sept. 20th

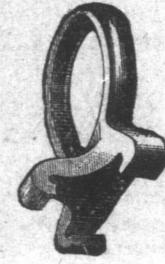
We have the following Cartridges in all gauges and all Size Shot to select from

- SMOKELESS POWDER.
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- NITRO CLUB.
- CLIMAX.
- REMINGTON.



- BLACK POWDER.
- ROMAX.
- CROWN.
- NEW CLUB.
- NEW RIVAL.

Our Stock of Ammunition are new and can be relied upon to give best results



SHOOTING COATS and VESTS. CARTRIDGE BELTS, GAME BAGS. RIFLE AMMUNITION.

DOG COLLARS, LEADS and WHISTLES. RE-LOADING SETS, EXTRACTORS, RE-CAPPERS, GUN CLEANERS, POWDER and SHOT MEASURES, GUN OIL and GUN GREASE, and a full line of BLAKE'S TRAPS in the following Sizes—0, 1, 1½, 2, 3, 4.

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MUTT AND JEFF — OLD MUTT FLASHES A BIT OF CRUDE WORK. — By Bud Fisher



OH, MUTT, I THINK IT'S SIMPLY WONDERFUL FOR YOU TO GIVE ME SUCH A PEACHY RADIO FOR MY BIRTHDAY!
TUT TUT, M'DEAR! NOTHING'S TOO GOOD FOR MY WIFE!
I LOVE, THIS RADIO TOOK ALL MY ROLL! AH! CAN YOU LET ME HAVE TEN DOLLARS OF MY OWN MONEY?
SURE! AND I'M GONNA INVITE THAT CATTY MRS. CLUTTS OVER AND OPEN HER EYES!
ALL ALONE BY THE TELEPHONE!
YES, IT'S A GIFT FROM MUTT! HE'S SO SUCCESSFUL THESE DAYS, MRS. CLUTTS! EXCUSE ME! THERE'S SOME ONE AT THE DOOR!
LISSEN! DIS RADIO COST TWO BUCKS DOWN AND A BUCK A WEEK FOR THREE YEARS—AND MUTT DIDN'T PAY THE TWO BUCKS DOWN—SEE?
HOW DROLL! TEE HEE!
DOG, WAS MUTT STRUCK BY A ROLLING PIN!
MORE! A ROLLING PIN!