

## By Road to Placentia

To the timorous or fool driver, to the man whose wrists are not of steel or his eyes uncertain, or whose car is not one hundred per cent. equal to any emergency, we say, keep away from that fearfully wonderful and wonderfully fascinating road to Placentia. To others we say, go and see what attractions it possesses.

We are not one of a clique who wish to monopolize the delights by writing scare stuff, nor do we desire to give the venturesome child feet. We are simply giving a timely warning to the man who owns a car and runs it with a book, or to the other who, looking sadly upon its faded glory, tries to work out just how long it will rattle along and is ashamed to take it to the repair man, fearing that a glance from him may bring about its final collapse.

The road from St. John's to Holyrood, as our roads go, is good, thanks to the Road Commission. From there to Placentia it is a one way track varying from fair in sections to very bad in spots. These spots, by the way, are carefully to be avoided, but then the difficulty arises that when this is attempted, your wheels leave the ruts, the car suddenly tilts, gradually settles down comfortably in the mud and goes to sleep.

However this is only a diversion, provided the bog is not bottomless, and the old timer knows that he has to take the rough with the smooth. Besides, there are so many compensative advantages on this trip in the way of scenery, fishing, and the hotels, where a warm welcome is always assured and a bountiful repast certain, that troubles overcome are soon forgotten, or are remembered only to be retold to enquiring friends with gusto and just a little padding to supply the thrills.

Four of us recently decided to make the trip or bust. We succeeded in our object and were fortunately spared the latter contingency. Anticipating a slap up breakfast at a certain well known hotel, three of the party decided to start without replenishing the inner man until this delectable spot was reached. Let it be remembered that the hour was six in the morning, the air glorious, and every breath of it a far keener appetizer than a glass of sherry and bitters.

The one cautious member of the quartette was the recipient of various inguiling remarks when it was known that he had had a bite to eat before starting but he replied not a word and smoked on. The others did not. Twenty miles out the enthusiasm of the abstemious diet and energetic journey were exchanged as to whether anyone had ordered breakfast to be prepared. No one had; the silence became oppressive, and the remark of the cautious one's pipe, nauseous to the others.

We arrived. We swept up the entrance in style and already were regaling ourselves—in imagination—on ham and eggs and all the other incidentals. But the glance of the proprietor froze us to our seats, and his first words "No breakfast to be had here," sounded like a death knell.

The distance to the next place was long, and the minutes leaden, but the fast was broken and the cautious one was forgiven for his gluttony.

Haricot Road, which branches off from the Salmonier Road, near the church, leads of course, to Haricot on St. Mary's Bay. Then comes a stiff climb followed by a run down one of the longest hills in the island. Colinet is reached in half an hour, barring accidents, and here is seen the concrete structure which has superseded the old wooden bridge which used to cause the venturesome driver many a thrill as it swayed and sagged under the weight of the car. A short stop was made here to exchange greetings with another party that had come out from town the night before. They looked as if they had, but fortunately the snapshots which were taken of them were failures and consequently an exact description might be considered libellous, as it cannot be substantiated by documentary evidence. Not to be deprived of tea, we arranged for a meal at Diddum's popular resort on our return, and continued towards Placentia with a stop every here and there to throw a fly in a promising bit of water. The fish were apparently awaiting our arrival and rose nobly to the occasion. Awaiting us too were clouds of deer flies, which appeared to have been on a hunger strike until we came on the scene. Their method of attack varies somewhat from that of the ordinary mosquito. Whereas the latter uses a bayonet, the former has a weapon not unlike the red hot pincers of old time torturers, and he takes his place in a nearby tree. It is wonderful what a fine distinction he shows between rough and sensitive spots, and how easily he recognizes a tenderfoot from a weather beaten old timer.

Rocky River is picturesque. A peaceful lake is suddenly converted into a raging torrent that plunges into a dark foam faked pool. The splendid concrete bridge which spans it is a striking testimony that skilled engineering, combined with an eye for the artistic, can even add to the beauty of Nature. It has been built at a point in the river where the rapids of the water shoots down a said incline. Above the bridge is another fall, formed by the waters of the lake, which, at this point finds an outlet. Salmon collect in great numbers below the bridge, but for some reason seem unable to climb the incline. They will not even use the ladder which has been provided.

Pulford's, on the beautiful waters known as Southeast Arm, was reached just as dinner had been cleared away, but with that genial hospitality for which the place is famous, preparations were immediately made to satisfy our hunger. In the meantime, while one of the party tried his luck in the S.E. River, the others ran down to Placentia. The pools were full of fish, both salmon and sea trout, but the water was low, and the salmon educated. A good catch of sea trout was, however, obtained, and the dinner which followed was of so tempting a nature that even the salmon in the waters of the Arm below leaped high in the air to catch a glimpse of the repast through the windows.

The return journey was made in the cool of the evening, with but one stop at Diddum's to partake of the upper which had been ordered. Driving by day over the Placentia, Road offers many diversions but they cannot compare with those which are experienced at night. Perhaps the greatest difficulty is to decide whether a curve in the road continues to twist, or whether there is a dip over the top of the hill or not. As the motor car is not provided with planes, any attempt at gliding is apt to have disastrous consequences, so discretion is advisable. Then too there is frequently another car approaching just around the corner, and the result depends to a great extent on brake efficiency. Passing each other is out of the question.

After a sixty mile run along a road of this kind one feels grateful to those who have made such wonderful improvements in the road to town, and in particular to the old Cow Path. Even the car took on a new lease of life, but as to that, even a statement regarding speed made by returning fishermen, whose veracity is not always to be relied upon, might be taken as evidence by anxious officials, so it is as well to be cautious.

For the guidance of those who, having read the above, are still desirous of venturing into this land of surprises both pleasant and otherwise, the following guide may be of use:—

A GUIDE TO OUR MOTORISTS.

The following table of distances, together with information on the condition of the roads, will undoubtedly prove of interest and value to our motorists:—

From St. John's to:—

Topail . . . . . 123 miles

Seal Cove Bridge . . . 21.5 "

Salmonier Line . . . . 28.3 "

Halfway House . . . . 39.2 "

Pinsent Falls Path . . 43.3 "

Hicks' . . . . . 47.6 "

Haricot Road . . . . . 52.4 "

Haricot Bridge . . . . . 56.2 "

Colinet . . . . . 59.5 "

North Hr. . . . . 63.2 "

Placentia . . . . . 89.0 "

DESCRIPTION OF ROADS.

From St. John's to Colinet via Salmonier.—The road to Salmonier Line is in good condition. The Salmonier Line is only fair, while the stretch from Salmonier to Haricot is poor and in need of repair. The same applies to the portion of road from Haricot to Colinet, but the whole of it is passable for a motor car. The road between Colinet and North Hr. River is bad, but provided the weather remains fine, it will offer no difficulties.

From Colinet to Placentia.—about twenty-four miles—the road is good, and for sixteen miles out of Placentia is excellent. The drive from Placentia to Whitbourne is one of sheer delight, and the attractions from the sportsmen's point of view are innumerable.

AN ALTERNATE ROUTE.

From Colinet Bridge to Sir Robt. Bond's House (Whitbourne) . . . 14 miles

Brigus Station . . . 24.5 "

Holyrood Station . . 53 "

Topail . . . . . 69 "

St. John's P.O. . . . 81.3 "

From St. John's to Colinet via Whitbourne.—This route is 81.3 miles in extent as compared with 63.2 miles by the route previously described. It has the advantage, however, of possessing a splendid surface, and with certain improvements effected to the approaches to the some fifteen or twenty bridges by which it is crossed, will leave little to be desired.

One word of caution—Beware of the "corduroy" bridges! They are treacherous.

Street Car Collides With Auto

On Saturday night about nine o'clock, street car No. 7, proceeding over the grade on Theatre Hill, collided with a motor car driven by Mr. Maurice Hittcham, doing it considerable damage. It was impossible for the motorman of the train to avoid the collision, it appears, because Hittcham's car became stalled on the rails near the steepest part of the grade.

MINARD'S LINIMENT FOR RHEUMATISM.

## TO-DAY'S MESSAGES.

STRANDED STEAMER LIKELY TO BE A TOTAL WRACK.

HALIFAX, N.S., July 27.

The steamer Libeurne, of Nantes, France, coal laden from Newport News, for Three Rivers, Que., struck yesterday afternoon at 2.30 on Big Golden Lodge, two and a half miles from Whitehead Light, N.S., and will likely be a total wreck, according to information reaching C. H. Harvey, local agent for the Marine and Fisheries Department. The tug Ocean Eagle arrived at the scene of the wreck from Sydney at daylight this morning, and a fleet of smaller tugs were alongside, but the craft was hard aground, the advice stated, in a dangerously exposed position. The Libeurne was new in 1921, and 1,480 tons.

ARGENTINE FLIER ON THE WAY.

LYONS, July 28.

Major Zakni, the Argentine round the world flier, left Lyons for Rome at 10.55 o'clock this morning. He arrived here from Le Bourget field, near Paris, yesterday. He began his flight from Amsterdam, Holland, and is following the route traversed by Stuart McLaren, British flier.

MORE HOPEFUL OUTLOOK.

LONDON, July 28.

The whole outlook of the Allied Conference, according to Daily Telegraph's diplomatic expert, has undergone during the weekend a remarkable and welcome transformation, which bids fair to heighten both its material importance and the prospects of its success. This change, says the writer, is due largely to the decision by Premier Herriot to ignore the threats of the Nationalist opposition in France. M. Herriot, the diplomatic expert says, has agreed that subject to approval at Monday's plenary session of the Conference, the German delegates will be accorded the right of free discussion with the Allies representing the economic evacuation of the Ruhr and early military evacuation after economic evacuation.

MEXICAN BANDITS KILL FOUR MOTORISTS.

MEXICO CITY, July 28.

Four persons were killed last night by a band of about twenty outlaws, who fired upon a party of excursionists in automobiles while on the way from Mexico City to Cuernavaca, as the motor cars were climbing a hill twenty miles outside the capital. A cavalry column has been sent in pursuit of the outlaws.

ANOTHER FATALITY AT THE LEVEL CROSSING.

PHILADELPHIA, July 28.

A woman and a boy were killed and six persons injured, five seriously, when the Reading train crashed into an automobile last night at Willow Grove Park on the outskirts of the city. Witnesses said that Julius Stein who was driving the automobile became confused as she approached the crossing and the brakes of her car failed to hold.

HEAVY ARTILLERY BROUGHT TO BEAR ON SAO PAULO.

BEYNOS AIRES, July 28.

The heaviest fighting since the rebellion broke out 22 days ago in Brazil is reported to have occurred Sunday around Sao Paulo especially on the south, where Federal forces have been well within city limits for some days. The Federals are reported to have bombarded it with heavy artillery, whereupon the rebels are said to have delivered a strong attack driving back the Federals at some points. Official news of yesterday's activities was lacking up to late hour last night, and the usual noon day communication had not been received from Rio Janeiro. While a large part of the civilian population had evacuated the city, many thousands of persons are remaining there to assist the rebels, according to advices received here.

GERMAN DELEGATES TO BE INVITED TO ATTEND.

LONDON, July 28.

The Inter-Allied Conference was resumed today in an effort to break the deadlock on the subject of security for a loan to Germany, provided for in the reparations' experts' report. The advisory experts of the Conference, whose report of July 19 was unsatisfactory to the British and United States financiers, are meeting this morning and a plenary session of the conference is set for 4 p.m. immediately following the latter meeting. A despatch is expected to go forward to Berlin inviting participation of the Germans to the extent of discussing measures for application of Dawes' report. When the Germans arrive, they will not only urge economic and military evacuation of the Ruhr Valley, but will probably also raise the question of evacuation of Cologne, the scene now held by British troops, according to the Daily Mail, which says the British Government has received exact information to the foregoing effect. It is understood, the paper adds, that Premier MacDonald told his allied colleagues Saturday that it would be difficult for Great Britain not to withdraw in accordance with the terms of the treaty, which stipulates that, provided the treaty is faithfully carried out, Cologne Bridgehead shall be evacuated five years from the date on which the treaty became effective. This period would terminate January 1st next.

169 PERSONS DROWNED.

TOKIO, July 28.

One hundred and fifty nine persons were drowned in the wreck of the steamer Fair El Maru of Cape Noto, Northeast of Hokkaido at 10.45 o'clock last night, says a despatch to a Tokyo Newspaper. The Fair El Maru nominally is a freight steamship but was carrying 188 passengers beside a crew of 14. She is operated by North Japanese Steamship Co. of Saghalin and Soekaido, the north-east of the main Japanese island. She was bound for Otsu at the time of the wreck. She is a vessel of 2,400 tons. Eighteen passengers and five members of the crew survived, reaching Toyohara in life boats making the loss of life 169. The cause of the wreck is obscure. The press despatch says it resulted from a collision with Kamikura Maru, but other advices declare it was due to striking the rocks. All aboard the ship were Japanese.

"TOO MUCH WIFE" A REALITY SPECIAL.

Whenever Wanda Hawley's name is featured in the big theatrical cities it is a safe bet that the patrons and lovers of the silent drama are just as much pleased as the management.

It is just the same here in St. John's the Majestic patrons have learned to appreciate the celebrated star in the same manner as they did, Mary Pickford and other. To-day the beloved Wanda is seen in one of her best productions "Too Much Wife," a Reelart special which is preceded yesterday's express for Halifax where by a comedy of the first water. The admission fee at the Majestic is still musted vessel Generville. The captain's next sailing will be for the east coast of Africa.

Personal

Mr. and Mrs. Geo. R. Calk left by the Canadian Sapper on a two months' vacation in Canada and the United States.

Capt. J. Turner, who was spending a brief holiday in the city, left by the Reelart special for Halifax where he assumes command of the five-masted vessel Generville. The captain's next sailing will be for the east coast of Africa.

WORKMEN PAID OFF.—Owing to the completion of the pipe line at Grand Falls some 300 men who were engaged at the work are now being paid off.

FISH SCARCE.—Reports from Flat Islands, B.B., state that fish are very scarce, that deaths are in countless thousands and that the weather is very stormy.

CABLE COMPANY'S GENEROSITY.—The Commercial Cable Company to protect its employees save them each a \$2,000 life insurance policy this morning. These Policies will be kept in force by the company free of charge. They are issued by the Travelers Assurance Company, Hartford, Conn.

EXCURSION TRAINS WELL PATRONIZED.—The excursion train to Kelligrews yesterday took out over 300 passengers for various points. The greater number got off at Topsail and spent the afternoon with the C.L.E. Cadets now under canvas. The train to Tor's Cove took out 241 passengers.

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## Some Show at The POPULAR STAR To-Night!

## "PIONEER TRAILS"

A BLUE RIBBON SPECIAL IN 8 PARTS.

Featuring Cullen Landis and Alice Callhoun, in a story which sets the blood tingling through the veins, stirs to action, awakens ambition, youth, love. The story where law preventing a wife testifying against her husband thereby convicting an innocent man. See the Story and Picture.

## Giuseppe Caruso and Paul Cadieux in High Class Selections

There is one picture which, like the Woolworth Building of New York, stands above all others—"THE HUNCHBACK OF NOTRE DAME."

## English White Enamel-ware

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20%

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Pudding Dishes.

Water Jugs.

Mixing Bowls.

Collenders.

Dinner Boilers.

Soup Tureens.

Fish Boilers.

Milk Pans.

Double Boilers.

Mixing Spoons.

Oil Funnels.

Coffee Pots.

W. J. CLOUSTON, Limited, Water Street.

July 28, m.th.t.

Wanda Hawley at the Majestic

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NOW is the proper time to buy a case of Lantic Sugar, don't wait until the price advances.

Lantic Sugar in packages comes direct from the Refinery to your table, unsoiled by contact with anyone's hands.

When you buy Lantic Sugar in packages you get FULL WEIGHT of the best granulated Sugar without contamination by flies or dust.

Ask your grocer for a Lantic Recipe Book, or send to us for one. Lantic Recipe Books are FREE.

THE BEST SHOPS SELL LANTIC.

Colin Campbell, Limited

July 28, m.w.f.

Tor's Cove Garden Party

The annual garden party at Tor's Cove held yesterday, was attended by a large number of people from the city who went out by the excursion train and motor car. An enjoyable evening was spent amidst beautiful surroundings and patrons were well pleased with the attention shown them by those in charge of the affair. The ladies of the parish served teas in their well known style, whilst throughout the time the C.C.C. Band rendered a select programme of musical airs. In addition there were many side shows that attracted attention. At night a dance was held. Many people were present and the C.C.C. Band supplied the music. During the dance, several people rendered concert numbers which added much to the day's enjoyment. The excursion train with folk returned at 1 o'clock this morning.

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Millers by special appointment to His Majesty King George V.

WINDSOR PATENT

The product of the largest mills in the British Empire—owned and operated by THE OGILVIE FLOUR MILLS CO., LTD.

Here and There.

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BELVEDERE CEMETERY.—The annual Requiem Mass at Belvedere Cemetery takes place on Tuesday, August 5th, weather permitting.

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