

Railway Commission Report.

AN APOLOGY FOR THE MANAGEMENT.

The cost of snow fighting during the past winter amounted to \$137,760. This figure, however, includes the pay of the permanent staff of trackmen, who would, if not engaged in snow fighting, be charged to repairs of track.

No. 3 Rotary Flow, the construction of which was commenced as part of the equipment provided under the Branch Railways (1909) Agreement, was completed, but work on it was delayed through various causes and it was not delivered for service until late in the season.

Your Commissioners have been anxious to avoid any adverse criticism either from the Reid Newfoundland Company or the general public on the matter of upkeep of equipment and track, and have accordingly spent money far more liberally than the volume of traffic would reasonably warrant in an endeavour to leave everything in an improved condition.

As regards the rolling stock, the locomotives have been put in first class condition, engine after engine has been brought in and given a thorough overhaul, five have been supplied with new fire boxes, five with new tubes, one with new boiler, fourteen with new sets of tyres, two with new sets of driving wheels, two with new cylinders and all their machinery thoroughly overhauled, so that we can safely say that never has the railway been so well equipped as at present. The same attention has been given to all the other rolling stock and special attention to the cleanliness of passenger cars. These facts are reflected in the comparative statements of cost presented further on in this report. We felt that we were bound to restore the run down rolling stock and to establish a higher standard of upkeep.

The same may be said of the track. Ballasting proceeded all through the working season of last year and was resumed earlier than usual this year with the result that nearly 100,000 cubic yards of ballast will have been put into the track by June 30th, as compared with 91,000 cubic yards last fiscal year and 68,000 cubic yards in the preceding year. On the 1st July 120 the Commission took into stock 37,470 ties and have purchased in addition over 400,000 more. As far as can be learned the highest previous total in any one year was 340,000 ties put into the track. The serious condition in the labour market forced many men into the woods to cut ties. Contracts were made for 400,000 ties early in the season in the expectation that, judging from the experience of previous years, about 350,000 ties would be delivered. In former years the Railway Company could not obtain sufficient ties for their needs, but this year many men who had no contracts cut ties on speculation and brought them to the railway, because no other avenue of labour was open to them. Your Commissioners had to yield to the opportunity of these men, many of whom were in want and would have had to get poor relief, so that the money has not been wasted and the railway will benefit in a way that it has not done for many years. These and many other improvements such as widening of embankments, renewals of timber culverts, rebuilding Salmon River Bridge (Avondale) and Spread Eagle Bridge near Placentia, etc. (in course) both badly decayed, will place the track and its substructure in a much better condition than when we took it over. The general repairs of buildings was also speeded up and heavy repairs were given to the wharf at Lewisport and Clarendville, and very extensive repairs to snow fences. With this record, which is demonstrated by the comparative statements that follow, we feel that we are in a strong position to combat any claims for depreciation should such be put forward.

At the same time we could have found plenty of scope for improvements if funds had permitted. We might cite the filling of trestles (Placentia Line), the rebuilding of bridges and replacement of trestles by bridge spans in places where washouts have removed former bridge structures which the Railway Company failed to permanently restore, the building of new stations and the rebuilding of dilapidated stations, etc. and general clean up of the right-of-way by piling and burning decayed ties and other inflammable material, etc.

What has been said of the repairs of the Railway and its equipment is true also of the steamers. They have had a thorough overhaul and several heavy jobs fall to our lot, such as a new shaft for "S.S. 'Glencoe'", new boiler for "S.S. 'Argyle'" and renewal of electric light wiring on several of the others. The four-yearly special survey on several also fell due and involved extra expenditure. While the Government are not liable for any loss in the operation of the steamers, any profits resulting go to its credit, and heavy maintenance charges naturally reduce the prospects and amount of such profit. We purpose dealing more fully with steamers and their operation in our final report.

As regards passenger service, the number of passengers travelling has decreased, but we have earned more money (\$80,000) than in the corresponding periods of the preceding two years (see statement). This result is attributed to longer average journeys

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FAT BACK PORK.
MORRIS FAMILY PORK.
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CHOICE HAM BUTT.
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AM. TRIMMED BACKS.
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"WINDSOR PATENT"-14's.

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Notes for Women!

When you buy Lantic Sugar in 2 pound or 5 pound packages, you get the best pure cane granulated white sugar.

You get sugar which comes straight from the Refinery to your table without coming into contact with any person's dirty or sweaty hands.

You get sugar in a package which is dust proof and fly proof; you get your full weight of clean, pure cane Granulated White Sugar.

Your Grocer has LANTIC; he paid a little more for it than the price of sugar in barrels and he is now waiting to see if you prefer sugar which is guaranteed to be clean instead of sugar which may not be so clean.

What About It?

NEW ARRIVALS

Ingot Tin, Sheet Lead, Sheet Zinc, Black and Galvanized Iron, Bar Iron, Chains, Anchors, etc. Cutch, Pine Tar, Coating Tar, Chain & Anchor Shackles, ALL SIZES.

JOB'S STORES, Ltd.

undertaken by the passengers, and is largely accounted for by the large number who went to Canada last Fall and had to return again on account of strikes and no employment available, and to the large number of men put into the woods by the Anglo-Newfoundland Development Company who came from all parts of the country. A small amount of the increase may be due to the raising of the first class fares, but our technical staff are of opinion that going to allow us to advance the second class fare "pari passu" with the first class, many otherwise first class passengers were tempted to travel second class, and instead of getting four cents per mile from them, as formerly, we only got three cents. To restore the former first class fare of four cents would leave these people still travelling second. In our opinion, therefore, it is necessary to advance the second class by one half or three quarter cent per mile.

Freight receipts are also up by about \$60,000 in the nine months period. This is largely due to the new policy adopted by the Anglo-Newfoundland Development Company of purchasing

pull-wood from other parties along the line of railway, a large quantity coming from St. George's District and also from the Eastward, Benton, Glenwood and Gambo Districts. This is carried on a low commodity rate which is not remunerative, but has been in force for a number of years. Two cargoes of paper were also brought for shipment to Heart's Content. The former rates for this traffic were totally inadequate, but the Reid Newfoundland Company succeeded in arranging a more favourable contract which, however, is barely able to cover expenses under favourable conditions. All this special traffic was handled very successfully under very adverse conditions of weather and supply of rolling stock, but the present strike at Grand Falls has interrupted our operations. Your Commissioners are of opinion that it is imperative that freight rates should be increased to more nearly meet the cost of handling the traffic. The freight position for the coming year is not encouraging.

(To be continued.)

The best value in Boys' Shirtwaists are now showing at BISHOP'S for only eighty-five cents each.

The Week's Calendar.

- JULY-7th Month-31 Days.**
- 11-MONDAY. Battle of Dudenarde, 1746. Bombardment of Alexandria, 1882.
 - 12-TUESDAY. Battle of the Boyne, 1690. Crimea, evacuated, 1855. Two stewards of R.M.S. Gramplan buried, 1915.
 - 13-WEDNESDAY. Treaty of Berlin, 1878. Sir John H. Glover left St. John's, 1881.
 - 14-THURSDAY. "Cold Water Army" organized, 1849. Paul Kruger died, 1904. H.M.S. Cornwall left St. John's for Trepasset, 1910.
 - 15-FRIDAY. St. Swinburn, Viscount Northcliffe born, 1865. Second battle of the Marne, 1918.
 - 16-SATURDAY. Capt. Roald Amundsen, Arctic explorer, born 1872. Nicholas II. of Russia, assassinated, 1918.
 - 17-SUNDAY. 8th after Trinity. Franco-Russian War began, 1870.

Side Talks by Ruth Cameron

SOME OF THE AUTO DRIVER'S DELIGHTS.

The wobby cyclist, who wobbles about in front of one no uncertainty that one hasn't the least idea whether he is going to give a final wobble and land in the path of the machine or not.

The ball game at the side of the road which is punctuated at regular intervals by some youngster darting into the street to pick up a ball.

The hop-scotch game chalked in the middle of the street.

The spring crop of new drivers.

Time to Exercise that Feminine Prerogative.

The woman who starts across the road and then changes her mind and slides back to the sidewalk.

The beautiful high hedge that completely prevents one from getting the slightest glimpse of the cross road until one gets almost around the corner.

The well known sign "Detour."

The insolent dog who tries to bite the tires.

Persons. Besides the Fleas, Apt To Suffer.

The nonchalant dog, who scratches

his fleas in the middle of the road. The pushcart peddler who travels at a snail's pace down the middle of the road.

How the Auto Driver Loves Him!

The truck driver who holds the middle of the road at a 15 mile an hour pace and only moves over a little farther into the middle when you blow your horn.

And, above all things, the kindly traffic cop who hides behind a post—the better to catch the speedster at his tricks.

The fighters who get rich in a year, when once in the front they appear; and peans of praise from a myriad jays are sung in each cauliflower ear. The scientist, scholar and sage, work on for a pitiful wage; they lack the double-look for a package of prunes, their raiment is moldy with age. The pastors who bring the good news are needing good trousers and shoes; the stipends they draw barely pay for the slaw and the rent and the coal dealer's dues. The teachers instructing the young all feel in their hearts they are stung; they bitterly think their job's on the blink, as they labor the seasons among. But the men of the cauliflower dome, who cannot write essays or pomes, they brandish the paw and for it they draw the riches of several Nomes. But, gee, at the end of their years they often are busted, my dears; they blow in the cash that comes with a rush, the men with the cauliflower ears.

Let us put a smile on your countenance. Try a bottle of Brick's Tasteless at Stafford's Drug Store. Price \$1.00; postage 20c. extra.

Blistered Feet, Sore Feet, Tired Feet, Burning and Aching Feet.

After a hard day's work or a long tramp and your feet are completely used up, bathe them in hot water, then rub them well with MINARD'S LINIMENT. It will relieve you and you will never be without a bottle.

MINARD'S LINIMENT. KING OF PAIN.

CAULIFLOWER EARS.

The men with the cauliflower ears are classed with the rank profiteers; they box for a while and rake in a pile a hard couldn't get a t h e r in years. They spar for a few measly rounds, these brawny publicity hounds, and then they take in all manner of tin, including the shillings and pounds. And what does it matter, my friends, what pug to the limelight ascends? What boots it who'll rise to a champion's size, or who to the dumping place wends? The fighters get rich in a year, when once in the front they appear; and peans of praise from a myriad jays are sung in each cauliflower ear. The scientist, scholar and sage, work on for a pitiful wage; they lack the double-look for a package of prunes, their raiment is moldy with age. The pastors who bring the good news are needing good trousers and shoes; the stipends they draw barely pay for the slaw and the rent and the coal dealer's dues. The teachers instructing the young all feel in their hearts they are stung; they bitterly think their job's on the blink, as they labor the seasons among. But the men of the cauliflower dome, who cannot write essays or pomes, they brandish the paw and for it they draw the riches of several Nomes. But, gee, at the end of their years they often are busted, my dears; they blow in the cash that comes with a rush, the men with the cauliflower ears.

HEALTH FOR WORKING GIRLS

Those Who Suffer and Are Unable to Work Need Helpful Suggestions

Springfield, Ill.—"I had periods trouble with weakness, cramps and backache and I could not work. A neighbor recommended your medicine and I took four bottles of Lydia E. Pinkham's Vegetable Compound. I am now strong and well, able to work, and recommend your medicine to my friends."

Why will girls continue to suffer month in and month out as Miss Rinkus did when case after case is related where Lydia E. Pinkham's Vegetable Compound has removed the cause of the trouble and brought good health. For more than forty years this old-fashioned root and herb medicine has been the standard remedy for such ailments, and has the record of having restored more suffering women to health than any other medicine.

If there is any complication about your condition you do not understand write Lydia E. Pinkham Medicine Co., Lynn, Mass., about your health.

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- FRESH FRUITS. (All selected fancy stock)
- ORANGES.
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- BANANAS.
- LEMONS.
- ROSE'S PURE LIME JUICE.
- ROSE'S LIME JUICE CORDIAL.
- LEMON SQUASH.
- COLD WATER LEMONADE POWDER — A delicious drink made by adding one teaspoonful to tumbler of cold water.
- WELCH'S GRAPE JUICE.
- NEW AMERICAN POTATOES.
- FRESH TURNIP TOPS and RHUBARB Daily.
- Chase & Sanborn's (Just in—fresh).
- SEAL BRAND COFFEE.
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- NESTLE'S PURE THICK CREAM in tins (Just the thing for basket parties).
- ARMY RATIONS in tins.
- FULL BOILED DINNER in tins.
- ELKHORN CHEESE in tins.
- INGERSOLL CREAM CHEESE.
- MELBARN'S CREAM CHEESE in glass.
- BIGARREUX CHERRIES in 24 lb. boxes.
- A Fresh Assortment of MOIR'S CANDY and CAKE at S. S. Rosalind.

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