

### To the Members of the Hon. House of Assembly.

Ye highly titled men of State,  
With reverence I address ye,  
And hope with all my inmost heart  
Good Common Sense may bless ye.  
Whene'er ye founder in a gulch,  
Or get yourselves entangled  
In briars that choke the twisted way  
Where many a wight was strangled,  
And are to-day.

I'm in "the magic precincts" now  
And round the House I'm viewing,  
And faith 'tis little that ye seem  
A-thinking or a-doing.  
I want to ask a favor, though,  
Ye'll grant it I'm not doubting,  
'Tis 'bout the Twenty Fourth of May,  
I want to go a-trouting,  
I'll send ye some.

Now you who're interested most  
In fishing—Mr. Coaker,  
I'd ask your interceding voice,  
(Don't treat me as a joker.)  
You have accomplished many things  
In aid of men of Labor,  
I'd ask your vote, dear sir, as one  
Who've been an old-time neighbor,  
Of yours and you.

And speaking of old times, you mind  
The South Side hills we'd ramble;  
We'd chuck the schools and seek the pools  
"Amongst the bush and bramble."  
And sure you must remember, or  
I'm darned well sure you oughter,  
The day we smothered Hingston's pup  
In Stewart's dam's muddy water.  
You don't forget?

I mind it well, Jim Ford was there  
With "Bunker" Whitten's crackle,  
And "Hen-cock" nearly poisoned that  
With chews of heart' tobacco.  
We wallowed in that pool till dark  
(Of which now scarce a trace is.)  
And I got home with just one boot  
And "Wopper" in his braces,  
Right late that day.

Sir Michael Cashin have a say,  
That this our prayer be granted,  
'Tis shameful that this Colony,  
Where first that Flag was planted  
That since has swept around the world,  
Should prove just now a slacker;  
Bred by the shores of Baltimores'  
Estates, you'll prove a backer  
Of some account.

I knew lang syne your heart was warm  
(And know 'tis warmer later)  
Then oft above the Bridge we met  
With many a lusty skater.  
One winter's evening that was filled  
With mirth, with love and laughter,  
I lent you my best pair of "cuffs"  
And couldn't use them after.  
Your paws were such.

And Warren of the Fighting Four,  
That Opposition true, sir,  
Who for a week retained the floor  
Defying Thirty Two, sir,  
As member for St. Jones Within,  
You battled long and hearty,  
I ask you now to chip right in  
And aid a suppliant party  
In this request.

And you, young Fox, your very name  
Harks back to Albion's glory,  
To days of Pitt's and Burke's renown  
Long famed in England's story,  
Ask if the Empire's gone to seed,  
It's life with age to harden,  
Or if we're just the first dank weed  
Appearing in the garden  
So long well kept?

Sav, Sir John C. Chalker Crosbie,  
I'd ask the same of you, man  
To have this day in the old way  
So dear to Britons true, man.  
As for the rest they'll do their best;  
But—whisper—just tip Bobby,  
And if you've either taste at all  
I'll meet you in the lobby.  
Till then, tra la.  
—SUNNY JIM.

TO CORRESPONDENTS.—Old Citizen—Will you please furnish the Editor with your name and address, not for publication, but for information. Acquiescence to this request will ensure the appearance of your letter in an early issue.

MINER DIED FROM INJURIES.—The man Legrow who, with William Breaker, was injured in the Scotia Slope on Bell Island on Friday last, died on Sunday. Breaker had one leg amputated above the knee and the other at the ankle.

### Making Better Cakes

There is nothing better for making cakes than Freeman's Egg Powder, which is not merely a substitute for eggs but actually an improvement upon them—being lighter and more digestible. It is also much more economical in use than are eggs.

**Freeman's Egg Powder,**  
One of Freeman's English Foods.

### Outport Woman Had Not a Well Day in 10 Years.

Bay-de-Verde Merchant Tells How Tanlac Brought Back His Mother's Health.

Allen G. Stockwood, a prominent merchant of Gull Island, Bay-de-Verde district was in St. John's recently, and while at Connors' store told how his mother, whom the family had never expected ever to get well, had been restored to splendid health by Tanlac.

"For over ten years mother has been bothered with very bad stomach trouble, and has hardly known a well day in all that time," said Mr. Stockwood. "She did not dare to eat meat, fish, bacon, or anything of that sort, and lived on the very lightest kinds of food. Even then she would bloat up with gas most all the time, and was always taking soda to try and get a little relief. During the last five years she had been getting worse and had become very weak and so nervous that she couldn't sleep at night. She was only able to do the very lightest work in the home, and was practically an invalid. We had almost given up hope of ever seeing her well again, and thought she would not be with us very much longer.

"When we read in the papers of the many people who were being restored to health by Tanlac, I made a special trip to St. John's to get some for her. It just suited her case fine and before she had taken two-thirds of the first bottle she got relief and has been well ever since. She now eats almost anything and is not troubled a bit with the indigestion. She sleeps just fine and can work as well as ever she could. She goes about telling everyone about Tanlac and prides herself on the fact that she has been a godsend in her case. We just feel that we ought to let everybody know what a remarkable medicine Tanlac is for stomach trouble, as there are so many in these outports who suffer just as mother did."

Tanlac is sold in St. John's by M. Connors; by Reg. Sullivan, Pouch Cove; Sound Island Store, Sound Island; Dennis Flynn, Avondale.—adv.

### Hr. Grace Notes.

It will be with good pleasure and good and hearty wishes that the people of this old town will note and encourage the development of the prospects in view of the Newfoundland Coöperage Corporation, which intends to do a big business, not only in Hr. Grace, but at other places in the Dominion. The Corporation, of which Mr. R. F. W. Strong is General Manager, intends to operate here a factory and a lumber yard, which will give employment to quite a number of people. Tubs, boxes, pails, staves, etc., will be the chief articles of manufacture. Such corporations are most welcome in this town, as, indeed, they are all over the Dominion, as they tend not only to benefit the place or places at which they operate, but the whole country generally, and therefore it is the common duty of every individual to show a readiness to appreciate to the full and help in the simplest way possible to further the development of such companies or corporations. Mr. Strong is to be commended, and being, as he is, a Newfoundlander, he will without a doubt do everything in his power to place this island of ours in line with other industrial centres beyond our coast line. If such companies or corporations met with the encouragement and whole-hearted support of our people, they would come not for a short while, but would come to stay. Your correspondent, on behalf of the public, wishes the Newfoundland Coöperage Corporation every possible success.

Mr. Hubert Spry arrived from the city Saturday night, after enjoying his visit there.

Mr. M. Verge arrived the latter part of last week from Benton, where he had been employed for the past month or so.

The steamer Othar put in here Monday afternoon and called again the same evening.

The election of a Road Board will take place here to-morrow (Tuesday), when the best men for the position will be elected to see to it that our roads are kept in decent order, not only for the automobile owners, but for the benefit of all concerned. Perhaps a better Board than the last would be difficult to find, as the work done by them during their term of office reflects credit on one and all of them. The people of this town can see where the money allocated to the Board last year went. We wish them success on the morrow, and hope that if they are again elected, and there is no reason why they should not be, they will prove as worthy of the position as they were in the past.  
CORRESPONDENT.

Hr. Grace, May 10.

### Sympathy Strike.

The carpenters and painters at the R.N.Co's car sheds are out on strike in sympathy with two of their fellow workers who were recently suspended because they acted as spokesmen in an application for an increase of wages. So far the matters in dispute have not been adjusted.

Everybody praises PEBCO Tooth Paste because it is in a class by itself.  
may 7, 4, eod

## Running Newfoundland's Railway

### Enormous Increase in Traffic Puts Extra Burden on the Company—Losses in Operation for Twenty Years, \$3,263,116 -- Increase in Pay Roll, Over 1914, \$665,378 -- Annual Coal Bill Increased By \$330,183 -- 100,000 Tons is the Freight Increase in 16 Years.

The Newfoundland Railway is probably the hardest one in the world to operate. There are two reasons for this: one, the climate; and two, the low standard of the railway and the vastly increased traffic which conditions during the last 15 or 20 years have forced it to bear. The severe winters and late springs make the operation of the railway a problem. The winter recently ended will illustrate the difficulties which have to be encountered—when, even now, there is a great quantity of snow along parts of the line. As far as the second item is concerned—it is common knowledge that the railway was built under contract by the late R. G. Reid. That contract provided that the railway would have to be built under certain specifications. This was done; and in many cases the requirements of the contract have been exceeded. Despite this, however, the enormously increased traffic which the system has been called upon to bear—a traffic for the handling of which the railway, under the specifications noted, was never meant—rapid deterioration has been inevitable. In short, it is but natural that a railway, built to bear a certain traffic, would not stand a traffic many times as heavy. That, simply, is the case with the present railway.

The company has carried out the specifications of 1880 as imposed, and, as before stated, even exceeded them. Take the case of ballast: Ballast is

gravel which is laid on the road-bed, between the sleepers. It is sandy, and therefore porous. The bed is dug down and gravel, or ballast, placed on top. The railway ties, or sleepers, are then placed on top of the gravel, ballast afterwards being filled in. The contract calls for six inches of ballast, but the company has laid up to two feet of it. This gravel has to be taken from one point, where it is plentiful, and carried to other sections needing it. In 1915 the carloads of ballast hauled was 389. In 1919 it was 11,664. Since 1902, up to 1919, some 3,910,500 railway ties have been laid. That is a yearly average of 217,250. In 1902 there were 634 miles of track. In 1918 there were 949. In 1902 92,346 tons of freight were hauled. In 1918 195,120 were hauled—an increase of 102,774 tons in 16 years. In 1902 125,632 passengers were carried. In 1918 298,992 were carried—an increase in that period, of 173,360. In 1902 there were 13 first class cars; now there are 22. There were 7 second class; now there are 21. There were 4 mail cars; now there are 17. There were 55 box cars; now there are 241. There were 66 flat cars; now there are 280. There were 6 snow plows; now there are 13. And in 1902 there were 20 locomotives and in 1918 41. In addition to this, rotary plows,

steam shovels and ditchers have been added to the equipment.

Two items which will help to make comprehensible the loss in operation, for 20 years, of \$3,263,116—i.e., that the increase in the pay roll last year, was \$665,378 over 1914; second, that the increase in the cost of coal for the same period was \$330,183—over 140 per cent. Coal in 1914 cost the company 4.59 per ton. In 1918 it was \$11.13.

All of which goes to show, of course, that "running a railway," especially in Newfoundland, is even more difficult than is anticipated generally.

### Mr. E. R. Morris

Donates Billiard Table to G. W. V. A.

A handsome addition has been made to the G.W.V.A. club rooms in the shape of a billiard table. This table is perfectly new and is one of the best in the city. The table arrived by the last "Home" boat, and the work of erection was done by Messrs. Ayre & Sons' Ltd., in a most workmanlike and satisfactory manner. The Veterans may well ask where did the G.W.V.A. get the money to buy such an expensive table. Well, in a little island called England and a little village called London, there is a man who came into the lives of our soldiers early in 1915, and who continued his acts of kindness and deeds of mercy until long after the great war ended, and this man's name is Mr. E. R. Morris. Mr. Morris has not only given a billiard table, but quantities of stationery, games and magazines, in addition to all the personal kindnesses extended to all our boys in London. Mr. Morris is much too modest a man to seek publicity of any kind, but we feel that the public generally should know what he has done to make the lives of our veterans happy. Come on votes, have a game on the new Morris table.

### Oporto Stocks.

May 10th.

Stocks (Nfld.)	57,372
Consumption	11,400
Lisbon, May 6th.	
Stocks (Nfld.)	16,000
Consumption	4,000

Pure Gold Chocolate Pudding—the new Dessert—at all Grocers.—apr20,1m



### NOTICE TO MARINERS

#### Cape Bonavista Fog Alarm.

The Fog Alarm at Cape Bonavista is about to be removed from the Island to the Mainland, and Notice is hereby given that the Alarm will close down on the 12th instant, and will not be put into operation until further notice.

W. F. COAKER,  
Min. of Marine & Fisheries  
may 12, 31, eod

## STRIKE!

A Strike of Carpenters, Painters and Car Repairers is now on at the Reid Mfd. Co's Car Shop. All Unionists must and all other men will keep clear while the strike is on.

By order of Secretary,  
may 3, 51 H. F. ROLLINGS.

The Canadian Aviator is expected shortly, having left Montreal on Saturday for this port, via Charlottetown.

## PILES

Do not wait another day with itching, smarting, burning, and all the other troubles of PILES. Dr. Chase's Ointment will relieve you at once and as certainly cure you. 50c. a box, all dealers, or Edmondson, Bates & Co. Limited, Toronto. Sample box free if you mail the paper and enclose 2c. stamp to pay postage.

## "I'll Do What No Other Hatter Will Dare Do! I'll Guarantee These Hats"—says "Kearney First."



Daring evidence of the city's foremost Hatter's confidence in the steadfast qualities of the world's most famous Hats.

"I'll guarantee them to keep their colours, to retain their shapes, to wear as truly as any other article of Kearney First Quality can be expected to wear, to give you greater value than you have ever received from any other make at any price.

"I guarantee them because they are guaranteed to me; because I buy direct from manufacturers who refuse to endanger their reputation by the production of any but Superior Hats.

"I guarantee them because I have my customers' words for it that they are "the finest hats they have ever worn"—and in the end it is the customer who knows.

### Stetson Hats

Set the styles for America. What's new on Broadway is on show here, ready to grace your head. Many styles.

### Borsalino Hats

Italian Hat Craftsmanship Supreme. Finely curled brims from expensive blocks. All colours.

**\$12.50.**

286 Water Street.

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