

## Dr. Scholl's Foot-Eazer

### "EASES THE FEET"

Hurting, burning, tender feet, cramped toes, "rheumatic" foot and leg pains, are often due to weakened or fallen longitudinal arches. In all such cases, Dr. Scholl's Foot-Eazer can be depended upon to give immediate relief.

It springily supports the arch, bridging the weight from the heel to the ball of the foot and induces solid foot comfort. Worn in your regular shoes—no larger size or "freaky" shape required. In fact, it materially improves the appearance of the shoe and foot, and enables you to wear the smart, well-fitting shoes of the present styles without the slightest discomfort.

There is a  
**Dr. Scholl**  
Appliance or Remedy for Every Foot Trouble

If you have corns, bunions, callouses, enlarged joints, flatfoot, weak arch, cramping toes, run-over heels, weak ankles, overlapping toes, perspiring feet or any other foot trouble, it can be quickly relieved and corrected.

This store carries in stock all of the famous Dr. Scholl's Appliances and Remedies and

### We Understand Feet

Come into this store any time and let an expert examine your feet and advise you how to get complete foot comfort.

### Examination and Advice Free

Let us demonstrate, upon your own feet, that the proper appliance will absolutely put a stop to that suffering and inconvenience, while actually improving the appearance of your feet. Don't wait until you need shoes but come in now. Everybody is welcome.

**Parker & Monroe, Ltd.,**  
The Shoe Men.

"Watch Your Feet"

## Expensive But Worthless

Editor Evening Telegram.

Dear Sir:—Ever since the Government announced that it was going to place engines on the road that would be able to move mountains, there has been much speculation and many claims as to the pulling power of those engines. Some said 25 cars would be easily handled by the engines, others were not so optimistic and cut out 30 cars as a fair load, which predictions prove nothing only the ignorance of those expressing them. Why such extravagant claims were made for those engines can only be explained on the supposition that those who made them (claims) fall very short on the understanding of certain fundamental mechanical principals, laws and rules as applied to railway and locomotive engineering.

There is no formula, that I am aware of, which will enable you to calculate the "traction power" of a horse. A horse may weigh, say, 900 pounds and yet be able to pull more than a horse weighing 1000 pounds. I don't know whether it is possible to determine the strength of a horse by multiplying its length by its breadth and extract the square root of its tail. But I do know that the traction power of an engine can be found by the following fundamental powers: capacity of cylinders, boiler pressure, length of stroke and diameter of wheel. As there is no mathematical way to ascertain the actual strength of a horse, speculation about its power is permissible, but since we can mathematically demonstrate the actual tonnage that an engine can pull, speculation is, to say the least, very unmechanical and is a reflection on those who call themselves mechanical engineers. Now let us take the case of those men who put forward such wild claims for those engines and see whether we can find out on what basis those claims were made. As I stated above, the tonnage any engine can pull can be determined by means of a formula, which is well known to all good mechanics, before the engine turns a wheel. This being so, our brilliant engineers could not have based their claims on this sound mechanical basis. We must, therefore, look for some other reason for their claims, and the only conclusion I can come to is that they regard the engines in the same way that you would a horse. The engines looked big, they have difference mechanism about them. Cylindrical valve chambers replace the old rectangular valve chambers, etc. This filled their mind with a kind of awe and made them think that in some way, though they couldn't explain why, this would add to the power of the engines, which would enable them to pull twice the load of the old engines, in spite of the fact that the old engines have actually a higher drawbar pull than the new engines. This will be news for the promoters of the new engines and they will be inclined to think that I am in error, but in my next letter I will mathematically prove the truth of this assertion. It has already been proven in practice, and to the chagrin of those who recommended the Government squandered, directly and indirectly, \$600,000,—that the new engines are an utter failure. This was demonstrated at St. John's a few days ago when 15 cars were placed on one of the engines, as a light load, though it proved to be too heavy for the engine, with

## Merchant Says It

## Made Marvelous Change In Mother.

Gull Island Man Says His Mother Had Suffered Ten Years But Is Now The Picture Of Health.

"Every time I look at mother now and see her looking so well I feel like going out and telling everybody I meet about Tanlac," said Allen G. Stockwood, a prominent merchant of Gull Island, Bay de Verde district, N.F., while on a visit to St. John's.

"I never in my life have seen anything to equal the marvelous change this medicine has made in her. She had stomach trouble for ten years and for the past five years she had been suffering tortures from indigestion. She didn't dare to eat meats, fish or anything of that sort. She was so broken in health that she was practically a invalid and we had almost given up hope of seeing her well again.

"When I heard so many good things said about Tanlac I made a special trip to St. John's and got some for her. While I hoped it would help her I was not prepared for the wonderful change this medicine brought about in a short time. She said any and everything she wants now, sleeps fine and says she feels as strong as she did twenty years ago. Knowing what I do about Tanlac I feel like I am doing a good turn to those who suffer when I recommend it."

the result that it stalled at Bowring Park curve, which necessitated the backing up to St. John's and dropping 4 cars, which brought the load down to eleven cars, which still proved to be too heavy for the engine as was proven by the engine having to double all the hills between St. John's and Brigus Junction. The number of cars that an engine may have coupled to it is no indication of the power of the engine. Any one knows that an engine can pull more empty cars than loaded cars. I mention this because I noticed a tendency to place a few loaded and a good many empty cars on the new engines in order to make a good showing and to try and bolster up those who brought the engines in here. Had Billy Butler, or any other Newfoundlanders showed such ignorance in matters such as this, and committed the country to such an unwarranted expenditure for engines that are both useless and unnecessary, they would be denounced both by pulpit and press, but as long as you are a foreigner you can come in here and bring a wheelbarrow with you and tell the Government it is worth \$50,000 and the money will be handed out without a grunt. But let our starving workmen ask the Government for work to enable them to feed their hungry children, and they will be told that they are unreasonable agitators and Bolsheviks.

In practice those engines have proved an economic failure. Two of them are now running between St. John's and Clarendville, and I have seen the old engines coming down from Bishop's Falls with 13 cars and 3 of them had to be set off at Clarendville in order to make 10 cars out for those wonderful and mysterious engines. Now, supposing that each of those cars was billed at \$50, this would mean that the new engines left \$150 at Clarendville, which they should have pulled to St. John's. This is more than enough to pay the expenses of running the train from Bishop's Falls to St. John's, and is a good example of the economic worthlessness of the new engines, which have cost the people of this country in the neighbourhood of \$600,000. In my next letter I will show why those engines laid down on their job.

Yours truly,

W. L. BUTLER.

Shoal Harbour.

## The Most Ancient Order.

Freemasonry is decidedly the oldest order—it has existed from time immemorial. The precise origin of the order has yet to be ascertained, but it is not likely to be, as the early records are lost; there is, however, ample evidence to establish the claim for its antiquity, and its honorable character. An old rhyme has it that:

"If history be no ancient fable  
Freemasons came from Tower of Babel."

The Mother Grand Lodge of English-speaking Masons is that of England, which was inaugurated in London on St. John Baptist's Day, 1717, by four or more old lodges, three of which still flourish. There are other lodges in Scotland and Ireland. Before that, in the Middle Ages, there was a guild of Masons specially engaged in building churches, the guild being called "free" because exempted by several papal bulls from the laws which bore upon common craftsmen and exempt from the burdens thrown on the working classes. Among the churches built by the guild and are St. Paul's Cathedral, London. In 605, Grendolph, Bishop of Rochester, who built White Tower, was a grand master, so was Peter of Colchester, architect of old London Bridge. Henry VII's Chapel, Westminster, is also the work of a master mason. The order has greatly changed since those days, members of every trade and profession being now eligible for membership.

## Nobilities at Conference.

The following Ministers are in attendance at the conference of Empire Premiers in London:—Canada, Arthur Meighen; Australia, W. M. Hughes; New Zealand, W. F. Massey; South Africa, General Smuts; Thomas Smart, Minister of Agriculture, and Colonel Meade, Minister of Defence; Newfoundland, Sir Edgar Bowring, High Commissioner in London; India, Edwin Montagu, Secretary of State, Mahatma of Cutch, and Mr. Srinivas Sastri; Great Britain, Lloyd George and Winston Churchill.

Minister of Finance, Sir George Bonar Law.

## SLAUGHTER SALE

## Women's White Canvas Boots

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Pairs

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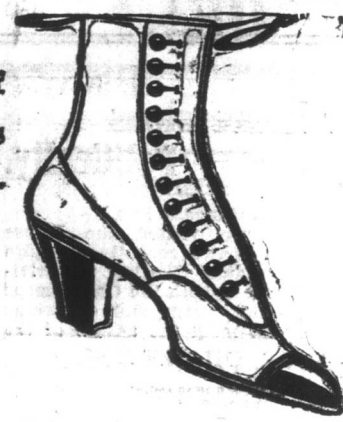
the pair

427  
Pairs

Only \$1.85



Only \$1.85



Only \$1.85



Only \$1.85

Our complete stocks of Women's White Canvas Boots, "button" only, offered at

\$1.85

the pair.

Comprising 427 pairs of High and Low Heel Ladies Button Boots, with leather soles and heels. Genuine Sea Island Canvas with White Kid top facings, 12 to 15 pearl buttons, High and Low-Cut, at one price, \$1.85.

## PARKER &amp; MONROE, Ltd.

The Shoe Men.

# Columbia Records



## Jolson's Swede Girl and Blossom Seeley

A delightful musician, but dangerous as a cook, is Jolson's Swede girl "Scandinavia," newest, funniest character created by this exclusive Columbia artist. Coupled with "Funeral Blues," first Columbia Record made by Blossom Seeley, star comedienne.

A-3382—85c

## Frank Crumit Is Unlucky in Love

Laugh at this rejected lover's lament, "I Used to Love You But It's All Over Now." Then hear this exclusive Columbia artist burst into tears in "No Wonder I'm Blue," and laugh louder still.

A-3383—85c

## Hickman's Orchestra's 1921-Model Fox-trots

Here are two new 1921-model fox-trots combining speed, syncopation, and pep. "Siren of a Southern Sea" and "Day Dreams" are delightful dances, both just recorded in San Francisco by this exclusive Columbia organization.

A-3387—85c

## A Few More Mid-Month Hits

Turkey in the Strain  
The Gum-Suckers March  
Toodle, Fox-trot  
Bunko Boogie, Song-Step  
I Love You, Fox-trot  
Milk and Honey, Medley Fox-trot  
Just We Two  
Roses of Athens

Percy Grainger, A-3381  
Percy Grainger, \$1.00  
Paul Biese Trio, A-3383  
Paul Biese Trio, 85c  
The Happy Six, A-3384  
The Happy Six, 85c  
Howard Marsh, A-3387  
Howard Marsh, 85c

New Columbia Records on Sale the 15th and 20th of Every Month

U. S. PICTURE & PORTRAIT CO.  
Grafanola Department.



## HEART'S DESIRE.

What is it the heart desires, beyond the peace of happy fires,  
The kettle's merry song?  
And what can gold and silver buy or all the pomp of fame supply  
Which man need mourn for long?

What is there in life's luxuries, and all the drowsy ways of ease  
That man should sigh to miss?  
If but the home he keeps is glad with laughter, why need he be sad,  
Or seek a greater bliss?

And yet men sigh from day to day, and frown where merry children play,  
And tell their tales of woe,  
Because they have not come to fame and have no lands or gold to claim—  
Oh, why should this be so?

With health and laughter where he dwells, no man should sigh for anything else,  
Who sits by happy fires,  
And hears the kettle's merry song—to his joys of life belong,  
He has his heart's desire.

O. McPherson,  
Furniture Dealer, Undertaker,  
Armstrong, B. G.  
Minard's Lumber Co., Ltd.,  
Yarmouth, N.S.

Dear Sirs,—Since the start of the baseball season we have been hindered with sore muscles, sprained ankles, etc. but just as soon as we started using Minard's Lumber our troubles ended. Every baseball player should keep a bottle of your liniment handy.

Yours truly,  
W. E. McPHERSON,  
Secretary Armstrong High School,  
Baseball team.

When you wash a child's tam-o-shanter but dry it over a diamond plate and it will not shrink.

Eat Mrs. Stewart's Home-made Bread.—April 18, 1920

## Then the Congregation Smiled.

Sir Harry Lauder, whose reappearance at the "halls" has been hailed with delight by his numerous admirers, has many new stories to tell.

One of the best concerns a dour old Scots minister who (says Sir Harry) arrogated to himself the right to correct openly in the presence of the congregation any member of his flock whom he deemed to have offended.

His pet aversion was seeing people leaving the church before his sermon, and one Sunday he preached a

lengthy discourse condemning this unseemly practice.

On the very next Sunday his daughter, feeling faint, was forced to quit the kirk as her father mounted the pulpit steps.

Seeing a young girl departing, and enraged at what he deemed her open flouting of his expressed wishes, he called out after her, "Farewell, child of the devil!"

His daughter turned round with a smile. "Good-bye, father!" she said.

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.—April 26, 1921

## For Trout and Campers.

A few items from a large and varied stock:  
MACONOCHE'S ARMY RATIONS—3 man size.  
FULL COOKED DINNER—No. 2 size.  
ENGLISH BLACK PUDDINGS—Large oval tins.  
"SKIPPER," SARDINES "CROSSED FISH" SARDINES.  
MACONOCHE'S POTTED MEATS—Ham & Tongue, Chicken & Ham, etc.  
LIBBY'S SWEET RELISH—Large 20 oz. jar, full pint size, 50c.  
CAMPBELL'S SOUPS—Ten varieties.  
COFFEE and MILK, COCOA and MILK.  
ROSE'S LIME JUICE and LIME JUICE CORDIAL.

## SPECIAL!

200 tins TELFER'S BISCUITS just received. Try their Puff Cream.

## C. P. EAGAN,

Duckworth Street & Queens' Road