



Evening Telegram

W. J. HERDER, Proprietor. C. T. JAMES, Editor.

FRIDAY, Aug. 16th, 1918.

Public Ownership.

We are able to announce with reason to-day that negotiations are about to be entered into between the Government and the Reid Newfoundland Company, having for their basis the taking over of the Street Railway and the Electric Lighting of St. John's, either by the Government or the Municipal Council, and that in the event of such transfer being effected both systems, either separately or jointly, to be operated by a Commission appointed by the Government. The price to be paid should be one which could be arrived at by the capitalization of the net earnings of the two propositions at the current rate of interest. In connection with the purchase money it is further proposed that the amount received by the Reid Newfoundland Company as the result of the transfer, be used in buying out the Street Railway System throughout the country, and to provide suitable and up to date hotels at different points in the Dominion at which tourists can be amply accommodated. Whether or not either the Government or the Municipality are in a position to take over the systems mentioned, the matter is one which will undoubtedly create a strong sentiment, favourable or otherwise. There is much to be said in behalf of public ownership of Street Railways and Electric Lighting. The principal cities of Canada have long ago discovered that the control of their civic utilities by themselves are calculated to furnish the best and cheapest service. Other large towns, Halifax, for instance, which have had their Tram System under private management, are making arrangements for Municipal control by Commission. In another place in to-day's issue we have pleasure in publishing a communication from a correspondent, advocating the taking over of the Street Railway so that the whole population may derive a benefit from it. While refraining from any comment one way or the other, at present, we offer the use of our columns for an expression of opinion from any citizens who desire to give publicity to their views on the matter whether for or against. Public opinion now has an opportunity to manifest itself, as we believe that every person in St. John's, is more or less interested in the project now put forward.

The Price of Coal.

While we take back nothing of what we said in our article under the above heading on Saturday last and still contend that something should be done to give the people of this city coal at a lower rate than \$16 per ton, a sense of justice impels us to give the other side of the story, and in publishing the communication from a correspondent at North Sydney, signing himself "One Who Knows" we trust that we shall not be accused of hedging. We repeat that Coal at \$16 is beyond the means of the bulk of the population of St. John's, but it appears that nothing can be done to reduce those figures. Very few laboring men can afford to plunk down nearly one hundred dollars for the six tons of coal necessary to put them through the cold months of winter. Yet notwithstanding the financial strain required to make this purchase, it must be done. Apparently from the rates quoted by "One Who Knows," there does not seem to be any prospect of lower coal, hence we must grin and bear it, until such time as our own areas are worked, when we shall expect to see prices go back to normal. This will likely be at the Greek Kalends.

Child's Victory Loan.

Last evening at Brennan's the Minister of Finance and Customs, cited the representatives of the city press, the purpose of the function being to make known the successful result of Newfoundland's first loan, known as the Victory Loan. It will be recalled that on June 15th the promoters and editors of the St. John's newspapers were the guests of the Minister at the same place, the object then being the securing of the co-operation of the press in the raising of the loan which was then about to be placed on the local market. The success which resulted has in great measure been due to the press. All differences were laid aside and in boosting the Victory Loan it was as a unit. Last night, after a very excellent dinner had been discussed, Mr. Cashin told of the success achieved. Two million dollars had been placed on the local market, and in four days after the first intimation in the press the whole of that amount had been subscribed. Nine hundred and four persons sent in applications for bonds covering the two million dollars. An Order in Council was then passed authorizing the Minister to issue Bonds for all applications received up to July 27th, and on midnight of that day, the closing hour of receiving applications, one million, five hundred and nine thousand dollars extra had been applied for, making a total of three million five hundred and nine thousand dollars. Nine hundred and thirty-four persons applied for the extra amount, making the total number of applicants eighteen hundred and thirty-eight. Since July 27th, applications for another hundred thousand have come in, which the Minister was unable to accept. The persons subscribing for the first two million were, Mr. Cashin stated, mostly St. John's people, but nearly the whole of the applications for the extra amount of one and a half millions were received from people all over the country. This made the applications Dominion-wide, and shows that all over the country the spirit of patriotism was shown by making contributions to the success of our first Victory Loan. According to the statement of the Minister, people did not desire very



The success of Dent's Gloves is in their being beautifully made and finished. Dent's public confidence created two centuries ago is increasing daily from practising straight methods of transacting business and the Gloves giving every satisfaction.

Look for the name Dent's

Editor Evening Telegram. Dear Sir.—In one of the evening papers a few days ago was a very timely article on the Housing Problem and the Electric and Tram system. The writer in question having given much consideration to his subject, shows up to us an entirely new phase of the question, that will have to be grappled with immediately we start suburb building. He says the serious obstacle that we shall have confronting us, will be the Tram system and its fares. This is something probably that none of us have as yet looked into, but as he says once we put our hand to the plough let nothing daunt us. The Housing Scheme is a good one beyond the shadow of a doubt, no matter from whom the idea emanated. If again it is necessary to extend the Tram system, which extend it shall be, then I would say extend it by all means. If as he says the fares will not allow the roads any further water powers, water then for goodness sake let us take it over and operate it ourselves. With a competent water power extension, we can practically light every home in St. John's at a cost far below that of the keroseene lamp of to-day; we can have a Tram system running through the Eastern as well as the Western suburbs at a two and three cent fare the same as they have to-day in the Old Country. If as he thinks, that a satisfactory deal can be made with the Messrs. Reid whereby the transfer can be made, so much the better. This would probably mean involving us to what we, at least some of us, may consider an extravagant expenditure; yes, so it is, if we are satisfied to go along in the same old rut as our grandfathers did, but judging from the temper of the people whom you meet every day we are not. If you were to ask to-day for a show of hands as to the numbers of St. John's people who would like to see the street cars running to Bowring Park, do you think for one moment you would have a dissenting voice? Personally, I think not. Well then such being so, don't you think the Council would have the public of St. John's at their back, if they should petition the Government of Newfoundland to guarantee the interest on the amount involved. We have as a precedent, today in Canada many cities which have adopted the same plan. You ask the citizens of Winnipeg to-day how the change affected them and the answer invariably is, before we never had satisfaction before, and what happened to Winnipeg is also true of several of the Eastern Provinces. When I mention Canada I trust I shall not be misunderstood. Putting it in a nutshell, I am an avowed anti-Confederate, so that my explanation on that score is unnecessary. We have a little country of our own right here, and let us look after it. We can paddle our own canoe, rightly handled, but if we are going to handle it ourselves we must modernize ourselves to conditions as they present themselves. The Street Car and Electric Light System of St. John's is only a joke, as it stands at present. I am living say, for instance, on LeMarchant Road, and goodness knows that it is not in the suburbs; well, admitting it is not (I was going to mention the Mayor as one of our neighbors, but he has a car, and naturally does not know the hardship of travelling over Barter's Hill on foot), why should I not get the same advantage as the man living on Military Road. I ask again, why not? We are not inferior beings, and not being so, surely we are entitled to the same privileges as they are. This is a scheme in which my old friend the Hon. John Anderson should get interested, and one which in conjunction with his Housing Problem would immortalize him. As a citizen of St. John's West I am living for the day that we shall get the Hon. John once more to represent us in the House of Assembly. Come, Hon. John, let us hear from you, and before we do, interview the Messrs. Reid and give us something definite as to how conditions stand at present. As the Evening Telegram is looked upon as the old reliable, I would also like to get an expression of opinion, Sir, from you. Yours truly, A. CITIZEN. Aug. 14, 1918.

Public Ownership.

Editor Evening Telegram. Dear Sir.—In one of the evening papers a few days ago was a very timely article on the Housing Problem and the Electric and Tram system. The writer in question having given much consideration to his subject, shows up to us an entirely new phase of the question, that will have to be grappled with immediately we start suburb building. He says the serious obstacle that we shall have confronting us, will be the Tram system and its fares. This is something probably that none of us have as yet looked into, but as he says once we put our hand to the plough let nothing daunt us. The Housing Scheme is a good one beyond the shadow of a doubt, no matter from whom the idea emanated. If again it is necessary to extend the Tram system, which extend it shall be, then I would say extend it by all means. If as he says the fares will not allow the roads any further water powers, water then for goodness sake let us take it over and operate it ourselves. With a competent water power extension, we can practically light every home in St. John's at a cost far below that of the keroseene lamp of to-day; we can have a Tram system running through the Eastern as well as the Western suburbs at a two and three cent fare the same as they have to-day in the Old Country. If as he thinks, that a satisfactory deal can be made with the Messrs. Reid whereby the transfer can be made, so much the better. This would probably mean involving us to what we, at least some of us, may consider an extravagant expenditure; yes, so it is, if we are satisfied to go along in the same old rut as our grandfathers did, but judging from the temper of the people whom you meet every day we are not. If you were to ask to-day for a show of hands as to the numbers of St. John's people who would like to see the street cars running to Bowring Park, do you think for one moment you would have a dissenting voice? Personally, I think not. Well then such being so, don't you think the Council would have the public of St. John's at their back, if they should petition the Government of Newfoundland to guarantee the interest on the amount involved. We have as a precedent, today in Canada many cities which have adopted the same plan. You ask the citizens of Winnipeg to-day how the change affected them and the answer invariably is, before we never had satisfaction before, and what happened to Winnipeg is also true of several of the Eastern Provinces. When I mention Canada I trust I shall not be misunderstood. Putting it in a nutshell, I am an avowed anti-Confederate, so that my explanation on that score is unnecessary. We have a little country of our own right here, and let us look after it. We can paddle our own canoe, rightly handled, but if we are going to handle it ourselves we must modernize ourselves to conditions as they present themselves. The Street Car and Electric Light System of St. John's is only a joke, as it stands at present. I am living say, for instance, on LeMarchant Road, and goodness knows that it is not in the suburbs; well, admitting it is not (I was going to mention the Mayor as one of our neighbors, but he has a car, and naturally does not know the hardship of travelling over Barter's Hill on foot), why should I not get the same advantage as the man living on Military Road. I ask again, why not? We are not inferior beings, and not being so, surely we are entitled to the same privileges as they are. This is a scheme in which my old friend the Hon. John Anderson should get interested, and one which in conjunction with his Housing Problem would immortalize him. As a citizen of St. John's West I am living for the day that we shall get the Hon. John once more to represent us in the House of Assembly. Come, Hon. John, let us hear from you, and before we do, interview the Messrs. Reid and give us something definite as to how conditions stand at present. As the Evening Telegram is looked upon as the old reliable, I would also like to get an expression of opinion, Sir, from you. Yours truly, A. CITIZEN. Aug. 14, 1918.

Dear Sir.—In one of the evening papers a few days ago was a very timely article on the Housing Problem and the Electric and Tram system. The writer in question having given much consideration to his subject, shows up to us an entirely new phase of the question, that will have to be grappled with immediately we start suburb building. He says the serious obstacle that we shall have confronting us, will be the Tram system and its fares. This is something probably that none of us have as yet looked into, but as he says once we put our hand to the plough let nothing daunt us. The Housing Scheme is a good one beyond the shadow of a doubt, no matter from whom the idea emanated. If again it is necessary to extend the Tram system, which extend it shall be, then I would say extend it by all means. If as he says the fares will not allow the roads any further water powers, water then for goodness sake let us take it over and operate it ourselves. With a competent water power extension, we can practically light every home in St. John's at a cost far below that of the keroseene lamp of to-day; we can have a Tram system running through the Eastern as well as the Western suburbs at a two and three cent fare the same as they have to-day in the Old Country. If as he thinks, that a satisfactory deal can be made with the Messrs. Reid whereby the transfer can be made, so much the better. This would probably mean involving us to what we, at least some of us, may consider an extravagant expenditure; yes, so it is, if we are satisfied to go along in the same old rut as our grandfathers did, but judging from the temper of the people whom you meet every day we are not. If you were to ask to-day for a show of hands as to the numbers of St. John's people who would like to see the street cars running to Bowring Park, do you think for one moment you would have a dissenting voice? Personally, I think not. Well then such being so, don't you think the Council would have the public of St. John's at their back, if they should petition the Government of Newfoundland to guarantee the interest on the amount involved. We have as a precedent, today in Canada many cities which have adopted the same plan. You ask the citizens of Winnipeg to-day how the change affected them and the answer invariably is, before we never had satisfaction before, and what happened to Winnipeg is also true of several of the Eastern Provinces. When I mention Canada I trust I shall not be misunderstood. Putting it in a nutshell, I am an avowed anti-Confederate, so that my explanation on that score is unnecessary. We have a little country of our own right here, and let us look after it. We can paddle our own canoe, rightly handled, but if we are going to handle it ourselves we must modernize ourselves to conditions as they present themselves. The Street Car and Electric Light System of St. John's is only a joke, as it stands at present. I am living say, for instance, on LeMarchant Road, and goodness knows that it is not in the suburbs; well, admitting it is not (I was going to mention the Mayor as one of our neighbors, but he has a car, and naturally does not know the hardship of travelling over Barter's Hill on foot), why should I not get the same advantage as the man living on Military Road. I ask again, why not? We are not inferior beings, and not being so, surely we are entitled to the same privileges as they are. This is a scheme in which my old friend the Hon. John Anderson should get interested, and one which in conjunction with his Housing Problem would immortalize him. As a citizen of St. John's West I am living for the day that we shall get the Hon. John once more to represent us in the House of Assembly. Come, Hon. John, let us hear from you, and before we do, interview the Messrs. Reid and give us something definite as to how conditions stand at present. As the Evening Telegram is looked upon as the old reliable, I would also like to get an expression of opinion, Sir, from you. Yours truly, A. CITIZEN. Aug. 14, 1918.

Here and There.

Editor Evening Telegram. Dear Sir.—In one of the evening papers a few days ago was a very timely article on the Housing Problem and the Electric and Tram system. The writer in question having given much consideration to his subject, shows up to us an entirely new phase of the question, that will have to be grappled with immediately we start suburb building. He says the serious obstacle that we shall have confronting us, will be the Tram system and its fares. This is something probably that none of us have as yet looked into, but as he says once we put our hand to the plough let nothing daunt us. The Housing Scheme is a good one beyond the shadow of a doubt, no matter from whom the idea emanated. If again it is necessary to extend the Tram system, which extend it shall be, then I would say extend it by all means. If as he says the fares will not allow the roads any further water powers, water then for goodness sake let us take it over and operate it ourselves. With a competent water power extension, we can practically light every home in St. John's at a cost far below that of the keroseene lamp of to-day; we can have a Tram system running through the Eastern as well as the Western suburbs at a two and three cent fare the same as they have to-day in the Old Country. If as he thinks, that a satisfactory deal can be made with the Messrs. Reid whereby the transfer can be made, so much the better. This would probably mean involving us to what we, at least some of us, may consider an extravagant expenditure; yes, so it is, if we are satisfied to go along in the same old rut as our grandfathers did, but judging from the temper of the people whom you meet every day we are not. If you were to ask to-day for a show of hands as to the numbers of St. John's people who would like to see the street cars running to Bowring Park, do you think for one moment you would have a dissenting voice? Personally, I think not. Well then such being so, don't you think the Council would have the public of St. John's at their back, if they should petition the Government of Newfoundland to guarantee the interest on the amount involved. We have as a precedent, today in Canada many cities which have adopted the same plan. You ask the citizens of Winnipeg to-day how the change affected them and the answer invariably is, before we never had satisfaction before, and what happened to Winnipeg is also true of several of the Eastern Provinces. When I mention Canada I trust I shall not be misunderstood. Putting it in a nutshell, I am an avowed anti-Confederate, so that my explanation on that score is unnecessary. We have a little country of our own right here, and let us look after it. We can paddle our own canoe, rightly handled, but if we are going to handle it ourselves we must modernize ourselves to conditions as they present themselves. The Street Car and Electric Light System of St. John's is only a joke, as it stands at present. I am living say, for instance, on LeMarchant Road, and goodness knows that it is not in the suburbs; well, admitting it is not (I was going to mention the Mayor as one of our neighbors, but he has a car, and naturally does not know the hardship of travelling over Barter's Hill on foot), why should I not get the same advantage as the man living on Military Road. I ask again, why not? We are not inferior beings, and not being so, surely we are entitled to the same privileges as they are. This is a scheme in which my old friend the Hon. John Anderson should get interested, and one which in conjunction with his Housing Problem would immortalize him. As a citizen of St. John's West I am living for the day that we shall get the Hon. John once more to represent us in the House of Assembly. Come, Hon. John, let us hear from you, and before we do, interview the Messrs. Reid and give us something definite as to how conditions stand at present. As the Evening Telegram is looked upon as the old reliable, I would also like to get an expression of opinion, Sir, from you. Yours truly, A. CITIZEN. Aug. 14, 1918.

Here and There.

CLEAR DOCKET.—There were no cases heard in court this morning.

CAPE HACE, To-day. Wind west, fresh, weather fine with fog to sea; nothing sighted bound in to-day. Bar. 29.90; rest, 56.

When you want Roast Beef, Roast Veal, Roast Mutton, Roast Pork, try ELLIS.

The Henry Street Clothing Factory will re-open on Monday, the 19th inst.—aug.16,21

PORTIA LEAVES BURGO.—The s.s. Portia, which left Burgeo at 4.25 p.m. yesterday, coming east, will arrive here Sunday.

Dr. G. N. Murphy's Office will be closed from Wednesday, Aug. 21, till Saturday, Aug. 31, aug.15,61

AWAY ON VACATION.—Mr. W. H. Nichol of the Royal Stores, accompanied by Mr. Mac Morgan, left town by this morning's train to spend their annual vacation at Bay Roberts.

Stafford's Prescription "A" is the preparation you should take for indigestion and Dyspepsia—aug.6,17

DOING IT STILL.—We wish to remind the Hon. Master, or whoever is in authority, that the 40-year-old custom of throwing rubbish over the wharves into the harbor, continues to be practiced. Who is napping?

THE ACID TEST OF COMPARI-SON.—Our goods and prices have stood it for 12 years. See our Men's Suits, only \$16.50. W. R. GOOBIE is just opp. Post Office—July,17

NOT MADE YET.—We draw the attention of the Municipal Council to the fact that the proposed new road on the King St. side, yet made. This road should extend from the Anglo-American Co.'s corner, Water Street, to the Foster & Shields' corner on Duckworth St. Men and horses are growing older and wearier each day, and the road continues conspicuous by its absence.

TO-NIGHT.—The C. C. C. Band will give their final Band Concert in Bannerman Park to-night at 8 o'clock sharp. Admission 5 and 10c, or free.—aug.16,11

SUCCESSFUL GARDEN PARTY.—The Garden Party held at Bell Island yesterday in aid of the R. C. Church, was largely attended. An energetic committee assisted Rev. McGrath in getting up the affair, and as a result of their efforts much success was achieved. During the day the City Band was in attendance and rendered patriotic airs and also supplied the music at the dance which was held at night.

UNSHIGHTLY FENCE.—We notice that the old, tottering, unsightly fence that encloses the property adjoining the Custom House is still there, and remains the same as ever. In some communities Wednesday's accident would not have occurred half an hour before a new, strong fence would be erected, and in other, the accident would not have happened. "But we're different."

EXPRESS PASSENGERS.—The following first class passengers are on the incoming express which left Port aux Basques this morning: Capt. Joliffe, J. Crawley, T. Wall, Mrs. W. Edmunds, Mrs. O. Keating, Miss W. G. Butler, A. S. Lawton, E. G. O'Brien, Mrs. J. Conroy, Mrs. R. Boyle, A. W. Miller, W. D. Felley, Lady Outerbridge, L. E. Emerson, J. P. Chetwynd, Miss F. Wilcox, Miss E. Stack, J. Wandrop, J. and Mrs. Brennan, Mrs. W. Brennan, Jas. Brennan, H. E. Wilkins, Mrs. J. Pottle, Thos. Guy, J. Ford, H. Ford, H. Howe, E. Carter.

MARRIED.

By the Rev. Dr. Carter, on August 15th, at the Sacred Heart Church, Mercy Convent, Military Road, Bride Bailey to John R. Chafe, of this city.

IN MEMORIAM.

In fond and loving memory of 65 Corp. Frank Richardson who was killed in action at Stenebeke, Flanders, Aug. 10, 1917. You are gone but not forgotten. Never shall your memory fade. Loving thoughts will always linger around the place where you are laid.—R. I. P.

IN MEMORIAM.

In fond and loving memory of 65 Corp. Frank Richardson who was killed in action at Stenebeke, Flanders, Aug. 10, 1917. R. I. P.

IN MEMORIAM.

In loving memory of 293 Pte. Leo J. Collins who was killed in Stenebeke, Belgium, Aug. 14th, 1917. R.I.P.

IN MEMORIAM.

In loving memory of 293 Pte. Leo J. Collins who was killed in Stenebeke, Belgium, Aug. 14th, 1917. R.I.P.



of good faith... less this rule is

Cot Fund!

So generous have the people of Newfoundland been in every direction touching the War that it must seem almost unnecessary for the Committee of the St. John's Ambulance Association to publish any reminder as to the needs of the Cot Fund. Indeed, the way in which the Districts outside the Capital are at the present time already remembering the requirements of the Fund is gratifying to the Committee. Nevertheless it may be desirable to array a few brief facts for general information.

It would seem from the report of the Committee which was published in the Press on the 27th of June, 1918, that the activities of the Association and its helpers have been for the last two years devoted to the establishment of what is now known as the "COT FUND."

The COT FUND was established for the purpose of discharging Newfoundland's liability for the care of our wounded soldiers. Newfoundland did not, like other Dominions, establish its own Hospital, but its Cot Fund is recognised by the Military Authorities in the United Kingdom; it endows beds in hospitals already existing.

The voluntary effort of the people of Newfoundland has distinguished itself by establishing 600 beds (2 Newfoundland Wards) at Staples, near the French front. 239 beds in various hospitals in England. 32 beds in the Convalescent Hospital, Watford, Hall.

It will be seen from the report referred to that the upkeep of these beds now requires an expenditure of more than fifty thousand dollars (\$50,000) annually.

The following extract from a letter from Lord Ranfurly may be of general interest. "I am sorry to say that the St. John Ambulance Brigade Hospital, Staples, has been severely bombed on three consecutive nights and the Government have ordered the evacuation of the small part remaining whole."

"I am glad to say the Newfoundland Ward 'A' is not damaged, but 'K' is seriously damaged, though we may be able to erect it partially on whatever new site we reopen."

And he has since written to describe the extra expense thrown on them by the German attack on the Hospital.

Further, the recent fighting clearly makes more and more of a demand upon hospital accommodation.

The Committee confidently hope that the work undertaken in the name of the people of Newfoundland and in a manner personally touching them will be carried on with undiminished vigor during the coming year and as long as the War lasts.

An Patron of the St. John Ambulance Association, Newfoundland Centre, I have pleasure in endorsing this appeal and stating that subscriptions may be sent to Mr. L. E. Emerson, Treasurer of the Cot Fund, St. John's, or to the nearest Stipendiary Magistrate.

C. ALEXANDER HARRIS, Governor. St. John's, August 15th, 1918. aug.16,61

PALMER Marine ENGINES.



For Pleasure, Work, Speed. Each type of motor boat requires a power plant of suitable style, horsepower and model, according to dimensions of hull, purpose used for and speed desired. The selection of the most suitable motor should not be guessed at, but should be the subject of careful consideration.

We sell the right motor for any power boat, whether used for pleasure, heavy duty purposes or fishing.

Where power and efficiency are of the most importance there you will always find

THE PALMER ENGINE.

Just arrived: Marine, in sizes from 3 to 20 H. P. Call or write

FRANKLIN'S AGENCIES, LTD.

199 WATER STREET. aug.15,16,18,17

Rev. Capt. Nangle Heard From.

By yesterday's mail word was received from Rev. (Capt.) Nangle, C.F. of "Durs" who is now on active service in France, stating that he was at present temporarily attached to the 57th Field Ambulance and was relieving his chaplain in charge of that division. Capt. Nangle wrote July 15th and previous to that had dined with Brig-General Forbes Robertson, V.C., who expressed himself as greatly pleased with the big effort made to fill up the ranks of the Regiment. Capt. Nangle is anxiously waiting the return of "Durs" to the firing line. We understand the Regiment is now at full strength in France and it will be moving up the line in the near future.

Oporto Stocks.

Table with columns for Stock Name, Price, and Date. Includes Stocks (Nid), Consumption, Stocks (Norg), and Consumption.

Fishery News.

Twillington—Fishery fairly good; traps 3 to 7 fish. Herring Neck—No bait; fish very scarce. Sound Island—Fish scarce. Channel—Trawlers did fairly well, averaging about 4 gals per boat an squid bait.



DRESS GOODS, HOLLAND.



DRESS PLAIDS—These of the prettiest pattern shown. They are made from Union Goods and would make very serviceable fall garments. Children; 42 inches wide. Reg. \$10 and Saturday.

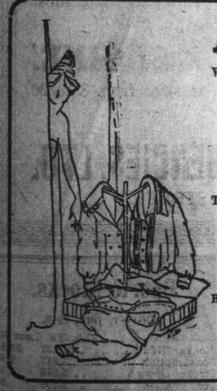
SHEPHERD CHECKS—In a most beautiful pattern. Costumes, early fall skirts, and dresses range gives you a choice of Black and White and Navy and White. The width inches. Reg. \$2.75 yard. Friday & Saturday.

DRESS GINGHAMS—Very neat checked and Pale Blue, Hello, Brown, and Pink tints. They are closely woven, soft and durable of washing; fadeless colors; 27 inches wide. 50c yard. Friday and Saturday.

BROWN HOLLAND—A beautiful soft quality of centage of linen. Would make most dresses because of its splendid wearing qualities, and will prove immeasurably men's wear; 39 inches wide. Special, Friday and Saturday.

Men's Long RUBBER and HIP RUBBERS.

Woolsocket, Connecticut and Old Colony 6, 8, 9 and 10. Hip Rubbers in sizes 6, 8, 10 and 12. Made in good heavy quality and ridiculously low price to clear. Forthup 34.00. Special Price.



McMurdo's Store News.

FRIDAY, AUG. 16th, 1918. Wall's Magical Wonder Foot Balm will give relief to tired, sore, aching and burning feet, and if used according to directions will enable you to get around during the hot weather without toll or discomfort. Price 1/2c a pkg.

Do not forget that we sell the most delicious Ice Cream in town. This is Cream Concreta having the Grade of Water Street Store. A great variety of Ice Cream Sodas, etc., to be had at all times.

Intern Them All.

Strong Demonstration in Trafalgar Square. Only those who were in favour of the immediate internment of all aliens were many those who sympathized with the demonstration in Trafalgar Square on Saturday.

G. KNOWLING, Ltd. NEW DRESS SILKS

Crepe de Chines.

- DUCHESS MOUSSELINE—In Black, Cream, Sky, Nile, Pink, Helio. PAILETTE—In Black, Cream, Lemon, Prunelle, Brown, Pink, Sky, Saxe, Navy. TAFFETAS—In Black, Sky, Saxe, Navy, Nile, Nigger, Brown, and Black and White Check. ORIENTAL SATIN—36 inches wide, \$1.00 per yard; Pink, Vieux Rose, Tan and Saxe. CREPE DE CHENE—In Black, White, Lemon, Sky, Saxe, Navy, Pink, Helio.

G. Knowling, Ltd.

aug.16,18,17